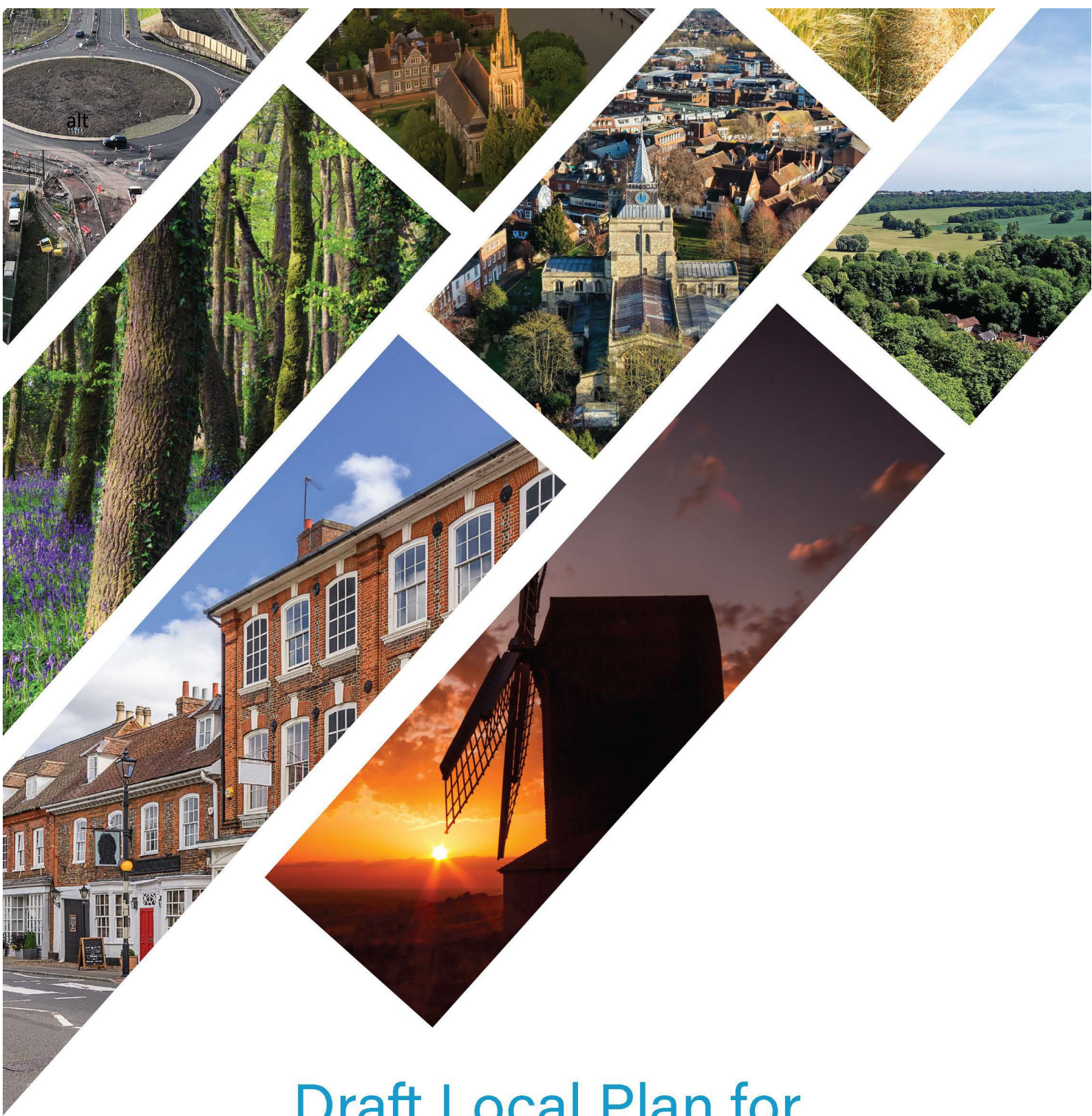




Draft Local Plan for **Buckinghamshire** 2024 - 2045

Regulation 19 Publication Version



Foreword

Buckinghamshire is a county of outstanding places, thriving communities with engaged, energetic, and diverse people, successful businesses, and beautiful landscapes, as well as a rich natural and historic environment. These qualities help make Buckinghamshire a wonderful place to live, work, invest and visit. As we look ahead to 2045, we face the challenge of accommodating significant growth required by national planning policy while protecting the qualities that make our county special.

This Draft Local Plan for Regulation 19 consultation sets out how we intend to meet that challenge. At its heart, the Plan is about ensuring Buckinghamshire remains in control of how growth is delivered, rather than leaving control to Government in London. While the Council does not set national housing requirements, we have a responsibility to plan positively for the homes, jobs and infrastructure needed to support our communities over the coming decades.

Doing nothing is not an option. Without an up-to-date Local Plan, there would be less ability to influence where growth takes place, protect important places and secure the infrastructure our communities need. This Plan represents our best opportunity to shape Buckinghamshire's future, balancing development needs with the protection of the environment, local character, and quality of life.

The Draft Local Plan identifies sites and allocations that can deliver homes to meet the circa 91,000 by 2045 target set by the Government, alongside employment opportunities and the supporting infrastructure needed to create sustainable communities. Importantly, we have identified opportunities to meet housing and employment needs without allocating Green Belt land for development. By prioritising brownfield redevelopment, housing-led town centre regeneration, and development in sustainable locations, we can support growth while protecting valued landscapes and helping to strengthen the vitality of our towns.

Development must be about more than housing numbers. One of the clearest messages we have heard throughout the plan-making process is that growth must be supported by infrastructure. Residents rightly expect investment in transport, education, healthcare, utilities, community facilities, and green spaces. The Local Plan seeks to ensure that homes, employment, and infrastructure are planned together, creating places where people can thrive.

The Plan has been informed by extensive evidence gathering, technical assessment and engagement with residents, businesses, partners, and stakeholders. Together, we are planning for Buckinghamshire's future – managing growth, protecting what matters most and creating sustainable communities for future generations.

**Leader, Buckinghamshire
Council Steven Broadbent**



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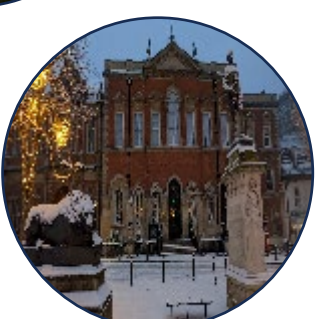
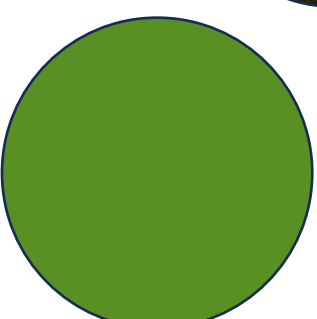
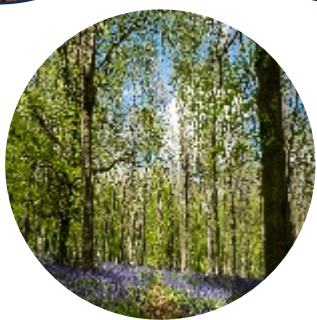
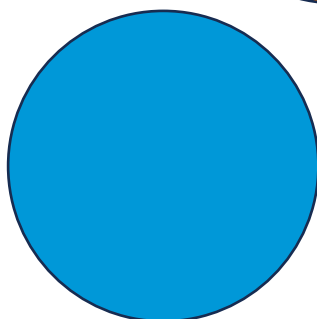
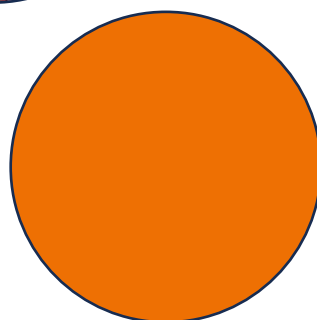
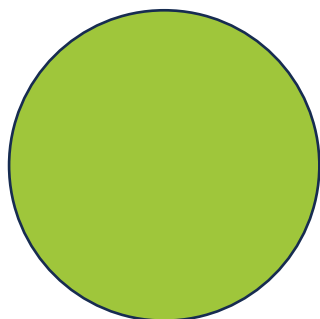
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Chapter 1 – Introduction



What is the Buckinghamshire Local Plan?

- 1.1 The Buckinghamshire Local Plan sets out the long-term strategy for managing growth and development across Buckinghamshire to 2045. The Plan establishes the spatial vision, strategic objectives, and planning framework for delivering new homes, jobs, infrastructure, and community facilities, whilst protecting and enhancing the county's natural, historic, and built environment.
- 1.2 The Plan guides how Buckinghamshire grows in a sustainable, coordinated and infrastructure-led manner, helping to address key issues and challenges facing the county, including climate change, housing affordability, infrastructure capacity, economic growth, health and wellbeing, and the protection of valued landscapes such as the Chilterns National Landscape and areas of Green Belt. It seeks to balance the need for development with the protection of Buckinghamshire's distinctive character, environment, and communities.
- 1.3 Prepared in accordance with national planning policy, including the National Planning Policy Framework (NPPF), the Local Plan identifies allocations for future growth. The policies and proposals within the Plan are informed by national policy, a comprehensive technical evidence base, and ongoing engagement with residents, stakeholders, neighbouring authorities, public bodies, and infrastructure providers. This plan replaces policies within the former adopted district local plans as set out in Appendix C.
- 1.4 The Local Plan also provides the basis for coordinating future infrastructure investment and supporting sustainable communities, ensuring that development is aligned with the delivery of transport, utilities, education, healthcare, and green infrastructure across Buckinghamshire.

Role in Decision-Making

- 1.5 The Buckinghamshire Local Plan forms part of the statutory development plan for Buckinghamshire and is used to guide decisions on planning applications across the county. Planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. The Local Plan is therefore a key consideration in planning decision-making across Buckinghamshire.
- 1.6 The Local Plan sits alongside neighbourhood plans, minerals and waste planning policies, supplementary planning documents and other relevant strategies prepared by Buckinghamshire Council and its partners. Together, these documents provide a coordinated framework for managing growth and development across the county.
- 1.7 The policies within the Local Plan establish the framework for shaping the location, scale, and design of development, whilst ensuring that growth is supported by the necessary infrastructure, services, and environmental protections. The Plan also supports the delivery of wider Council priorities relating to healthy communities, economic growth, climate resilience, and the protection of Buckinghamshire's natural and historic environment.

- 1.8 Within the Local Plan sits the Buckinghamshire Design Code and Parking Standards for new Developments. These documents help ensure high standards of design, quality, and sustainability.
- 1.9 The policies within the Plan are intended to work together and planning applications are assessed against all relevant policies, rather than a single policy in isolation. Site allocations establish the principle of development in a particular location but do not override other relevant policies within the Plan. The Plan is supported by a Policies Map as set out in Appendix D.
- 1.10 Development proposals are expected to comply with relevant development management policies, site allocation requirements and supporting guidance, including the Buckinghamshire Design Code and Parking Standards for New Developments. For example, allocated sites may still be required to provide landscape buffers, green and blue infrastructure, biodiversity enhancements, and sustainable drainage measures in accordance with the wider policies of the Plan. Similarly, all development proposals are expected to achieve high standards of design in accordance with the Buckinghamshire Design Code and other relevant policies of the Plan.
- 1.11 This integrated approach helps ensure that development is sustainable, well designed, appropriately located and supported by the necessary infrastructure, whilst protecting and enhancing Buckinghamshire's natural, historic, and built environment.

Structure of the Plan

- 1.12 The Buckinghamshire Local Plan is structured into a series of chapters which together set out the vision, objectives, spatial development strategy, and development management policies for managing future growth and development across the county.
- 1.13 The Plan is organised as follows:
 - a) Chapter 1 - Introduction:
Provides an overview of the purpose of the Local Plan, its role in decision-making, the plan-making process, previous engagement, and the supporting evidence base.
 - b) Chapter 2 - National and Strategic Context:
Sets out the national planning policy framework and wider strategic context, including the National Planning Policy Framework and key cross-boundary considerations.
 - c) Chapter 3 - Spatial Portrait and Key Issues:
Provides a spatial portrait of the county, including its communities, economy, environment, infrastructure, and key challenges, which together inform the overall direction of the Plan.
 - d) Chapter 4 - Vision and Strategic Objectives:
Establishes the long-term vision and strategic objectives for Buckinghamshire, setting out the priorities for growth and development to 2045.
 - e) Chapter 5 - Spatial Strategy and strategic policies:
Sets out the overall strategy for accommodating development requirements across Buckinghamshire, including the distribution of development and the broad locations where future development is directed.

- f) Chapter 6 - Site Allocations:
Allocations for housing, employment, retail, gypsy and traveller provision and mixed-use development.
- g) Chapter 7 - Development Management Policies:
Provides detailed policies to guide day-to-day decisions on planning applications.
- h) Appendices:
These include the monitoring framework, housing and employment trajectories, Buckinghamshire Design Code, Buckinghamshire Parking Standards for New Developments, and the Policies Map.

1.14 Together, these chapters provide a comprehensive framework for shaping the future growth and development of Buckinghamshire. The Plan is supported by a range of maps, diagrams and technical evidence, and its implementation and effectiveness are monitored through the monitoring framework throughout the plan period to ensure that development is delivered in a sustainable, coordinated, and effective manner.

Why a New Local Plan is Needed

- 1.15 Buckinghamshire is facing a range of significant opportunities and challenges which require a coordinated, long-term planning approach. On 1 April 2020, the former district council areas of Aylesbury Vale, Chiltern, South Bucks, and Wycombe, together with Buckinghamshire County Council, were brought together to form Buckinghamshire Council as a single unitary authority. This new Local Plan is the first Local Plan to provide the basis for establishing a single county-wide planning framework, bringing together the former district areas under a consistent and comprehensive strategy for managing future growth.
- 1.16 Previous local plans prepared by the former district councils are at different stages in their plan periods and are becoming increasingly out-of-date. Since their adoption, there have been substantial changes to national planning policy, legislation, and guidance, including updates to the National Planning Policy Framework (NPPF), revisions to the standard method for assessing housing need, and an increased national focus on climate change, biodiversity recovery, infrastructure delivery and sustainable development.
- 1.17 Buckinghamshire also faces growing pressures relating to housing affordability, infrastructure capacity, population growth, and economic change. National policy identifies a housing need of approximately 4,344 dwellings per year, highlighting the scale of growth that the county needs to accommodate over the plan period, which is up to the end of March 2045.
- 1.18 At the same time, the county contains nationally important environmental and landscape assets, including the Chilterns National Landscape, areas of Green Belt, ancient woodland, chalk streams, and a rich historic environment, all of which require careful management, enhancement, and protection.
- 1.19 The new Local Plan provides a coordinated framework for planning positively for Buckinghamshire's future growth in a sustainable and infrastructure-led way.
- 1.20 The Plan also enables Buckinghamshire to make the most of its unique assets and strengths to deliver positive social, economic, environmental and health outcomes for existing and future communities. It helps create attractive, resilient, and well-connected places where people can live, work and travel sustainably, supporting long-term prosperity.
- 1.21 The Local Plan also provides greater certainty for residents, businesses, infrastructure providers, developers, and local communities by establishing a clear and consistent framework for the scale, location and form of future development.

Stage of Plan Preparation

- 1.22 The Buckinghamshire Local Plan has been prepared in accordance with national planning legislation and guidance. Plan preparation has taken place over several stages, including evidence gathering, public consultation, policy development, and independent examination. This stage of plan preparation corresponds to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012, which involves consultation on the scope and content of the Plan at an early stage.
- 1.23 Buckinghamshire Council has undertaken a range of engagement and consultation activities to inform the vision, strategic objectives, spatial strategy, and planning policies within the Plan. Early engagement was carried out between 2021 and 2022 through a questionnaire survey which sought views on the key issues, opportunities and challenges facing Buckinghamshire. This was followed by consultation on the draft vision and objectives for the Local Plan and Local Transport Plan in 2023. Feedback from these stages has helped shape the direction and priorities of the Plan.
- 1.24 The Council has also undertaken several 'Call for Sites' exercises alongside extensive evidence gathering to understand future housing, employment, infrastructure and environmental needs. Supporting evidence includes studies relating to housing and employment land suitability, availability and achievability, transport and infrastructure, Green Belt, landscape, heritage, flood risk, sustainability and environmental impacts.
- 1.25 The Local Plan has been informed by engagement with residents, businesses, developers, infrastructure providers, neighbouring authorities, town and parish councils, statutory consultees and other stakeholders. This has helped ensure that the Plan is evidence-led, positively prepared and responsive to local issues and opportunities across Buckinghamshire.
- 1.26 Buckinghamshire Council has worked collaboratively with neighbouring authorities, infrastructure providers and other prescribed bodies to address strategic cross-boundary matters. This cooperation has helped ensure that strategic priorities, including housing, transport, infrastructure and environmental considerations, are appropriately coordinated and reflected within the Plan. Further details are set out in supporting evidence, including Statements of Common Ground.
- 1.27 Regulation 18 consultation on the draft Local Plan took place in September and October 2025. This was followed by further plan preparation, consultation and evidence gathering, including the publication of the Regulation 19 version of the Plan, and consultation between July and September 2026. The Plan was submitted to the Secretary of State for independent examination in December 2026 and was subsequently adopted following examination.
- 1.28 The Plan is monitored and reviewed periodically to ensure it remains effective, up-to-date and responsive to changes in national policy, local circumstances and development needs.

Previous Engagement

- 1.29 Engagement and consultation have played a central role in the preparation of the Buckinghamshire Local Plan. Buckinghamshire Council has undertaken a wide range of activities with residents, businesses, landowners, developers, infrastructure providers, town and parish councils, neighbouring authorities, statutory consultees and other stakeholders to inform the development of the Plan.
- 1.30 Key stages of engagement include:
- a) 'Attitudes Survey' Early engagement (2021–2022):
A questionnaire survey was undertaken to gather views on the key issues, opportunities and challenges facing Buckinghamshire. This identified a range of priorities and issues to be addressed through the Local Plan.
 - b) Vision and Objectives consultation (2023):
Consultation on the draft vision and objectives for the Local Plan and Local Transport Plan was carried out, helping to shape the spatial direction, priorities and strategic aims of the Plan.
 - c) Call for Sites exercises (2021-2025):
Five series of 'Call for Sites' exercises were undertaken, including engagement on brownfield land and wider development opportunities including greenfield sites and specifically for gypsy and traveller pitches across Buckinghamshire. These exercises identified potential sites for housing, employment and mixed-use development and informed the Council's evidence base and site assessment process.
 - d) Draft Local Plan – Regulation 18 (2025):
This Draft Local Plan consulted on two parts. Part A set out the development needs for housing, employment and gypsy and travellers, together with strategic approaches for how those needs can be met. Part B had a series of development management policies.
 - e) Site engagement exercise with landowners, infrastructure providers and town and parish councils – under Regulation 18 (2026):
The Buckinghamshire Local Plan Sites Engagement exercise, undertaken in spring 2026, was an evidence-gathering exercise designed to seek feedback on potential development sites and test information relating to their suitability, availability, deliverability, constraints and infrastructure requirements.

Evidence Base

- 1.31 The Buckinghamshire Local Plan is supported by a comprehensive and proportionate evidence base, which has informed the preparation of the Plan's vision, objectives, spatial strategy and planning policies. The evidence base ensures that the Plan is robust, justified and informed by up-to-date information relating to Buckinghamshire's environmental, social and economic characteristics, needs and opportunities.
- 1.32 A wide range of technical studies, assessments and supporting documents have been prepared throughout the plan-making process. These include evidence relating to housing and employment needs, economic growth, transport and infrastructure capacity, environmental constraints, climate change, sustainability, health and wellbeing and design.
- 1.33 The Council has also undertaken a Housing and Economic Land Availability Assessment (HELAA), and New and Expanded Settlement Study (NESS) to support site allocations to meet development needs across Buckinghamshire. The HELAA and NESS form an important part of the evidence base by assessing the suitability, availability and achievability of sites promoted through the plan-making process.
- 1.34 Key evidence supporting the Local Plan includes:
- a) Strategic and appraisal evidence:
Sustainability Appraisal, Habitats Regulations Assessment, Equality Impact Assessment and Health Impact Assessment
 - b) Housing evidence:
Local Housing Needs Assessment, Housing and Economic Land Availability Assessment (HELAA), New and Expanded Settlement Study, Gypsy and Traveller Accommodation Assessment and Settlement Review.
 - c) Economic evidence:
Land Review and Retail Study and the Modern Economy Study
 - d) Transport and infrastructure evidence:
Baseline Transport Study and Strategic Transport modelling, Baseline Infrastructure Studies and Infrastructure Delivery Plan, Community Facilities Study and Sports Playing Pitch Strategy
 - e) Environmental evidence:
Strategic Flood Risk Assessment Level 1 and 2, Sequential Flood Risk Assessment, Water Cycle Study 1 and 2, Renewable Energy Assessment, Net Zero Carbon Study
- 1.35 A full schedule of evidence base documents is available on the Council's website. Together, these documents provide an evidence-led basis for planning positively for Buckinghamshire's future growth and development.

Chapter 2 – National and Strategic Context

- 2.1 The Buckinghamshire Local Plan has been prepared within the context of national planning legislation, policy and guidance, alongside wider strategic priorities relating to sustainable development, climate change, infrastructure delivery and economic growth.
- 2.2 The principal national policy framework for plan-making is the National Planning Policy Framework (NPPF), supported by national Planning Practice Guidance (PPG). The NPPF sets out the Government's planning policies for England and establishes the overarching basis for preparing Local Plans and determining planning applications. This Local Plan has been developed in accordance with the December 2024 NPPF.
- 2.3 National policy requires Local Plans to contribute to the achievement of sustainable development by balancing economic, social and environmental objectives. The NPPF expects Local Plans to plan positively for development needs over a minimum 15-year period, align growth with infrastructure provision, protect and enhance the environment and support the transition to a low-carbon economy and climate resilience.
- 2.4 The Buckinghamshire Local Plan has therefore been prepared to meet the county's identified development needs in a sustainable and coordinated way. The Plan seeks to ensure that growth is infrastructure-led and responsive to local circumstances, environmental constraints and community priorities. This includes meeting housing and employment needs whilst addressing wider strategic and cross-boundary planning matters.
- 2.5 Buckinghamshire Council has engaged constructively, actively and effectively with neighbouring authorities and other prescribed bodies in relation to strategic cross-boundary matters. This includes discussions on housing need, transport infrastructure, environmental considerations and wider strategic planning issues affecting Buckinghamshire and surrounding areas.
- 2.6 The NPPF sets out a standard method for calculating housing need. In accordance with the revised standard method, Buckinghamshire's housing need is identified as 4,344 dwellings per annum, equating to approximately 91,230 homes over the plan period to 2045. This represents a significant increase compared to previous requirements and demonstrates the scale of growth and change which the Local Plan plans for and accommodates sustainably.
- 2.7 The Local Plan has also been prepared in alignment with a range of other relevant plans, strategies and programmes, including the Buckinghamshire Local Transport Plan. Together, these documents help provide a coordinated and integrated approach to shaping future growth and development across Buckinghamshire.

Chapter 3 – Spatial Portrait and Key Issues

- 3.1 Buckinghamshire is a diverse, attractive and strategically important county located within the Southeast of England. The county contains a wide range of urban and rural communities, including principal towns, market towns, villages and extensive areas of countryside and nationally significant landscapes. Buckinghamshire benefits from strong economic links, strategic transport connections and a high-quality natural and historic environment, making it an attractive place to live, work, visit and invest.
- 3.2 The county faces several significant opportunities and challenges. Its location and connectivity provide substantial potential for sustainable growth, investment and economic development. At the same time, Buckinghamshire's valued landscapes, areas of Green Belt, rich biodiversity and historic character place important constraints on the scale, location and form of development.
- 3.3 Key issues facing Buckinghamshire include meeting housing needs and improving affordability, supporting sustainable economic growth and improving productivity, delivering infrastructure to support development, improving transport connectivity and accessibility, responding to environmental pressures, protecting and enhancing the natural and historic environment, addressing health inequalities, and responding to the needs of a growing and ageing population. Balancing these competing pressures is central to shaping how Buckinghamshire evolves over the plan period to 2045.
- 3.4 The following sections provide a spatial portrait of Buckinghamshire and identify the key opportunities and challenges facing the county. They provide an overview of the county's communities, economy, environment and infrastructure, alongside the factors that will influence future growth and development. Together, these characteristics and issues provide the evidence-led context which underpins the Vision, Objectives and Spatial Strategy of the Buckinghamshire Local Plan.
- 3.5 The characteristics, opportunities and challenges identified throughout this chapter highlight the need to balance future growth with the protection of Buckinghamshire's valued natural and historic environment, whilst ensuring that development is supported by appropriate infrastructure and contributes to sustainable and inclusive communities.
- 3.6 The Local Plan therefore plays a central role in establishing a clear and coordinated strategy for managing growth, addressing inequalities, responding to environmental pressures and supporting the long-term prosperity, health and wellbeing of Buckinghamshire's communities.

Location and Geography



- 3.7 Buckinghamshire occupies a key strategic position within the Southeast of England and covers an area of approximately 604 square miles (1,564 square kilometres).
- 3.8 The county lies within the Oxford-Cambridge Growth Corridor and forms an important link between London, Oxford, Milton Keynes and Cambridge. Buckinghamshire benefits from strong economic relationships and functional linkages with neighbouring authorities, particularly London and the wider Southeast.
- 3.9 Buckinghamshire is well connected by a network of strategic transport infrastructure, including the M40, M25 and M4 motorways, national rail services and London Underground connections. The county also benefits from its proximity to London Heathrow and London Luton airports, supporting economic activity, tourism and wider connectivity.

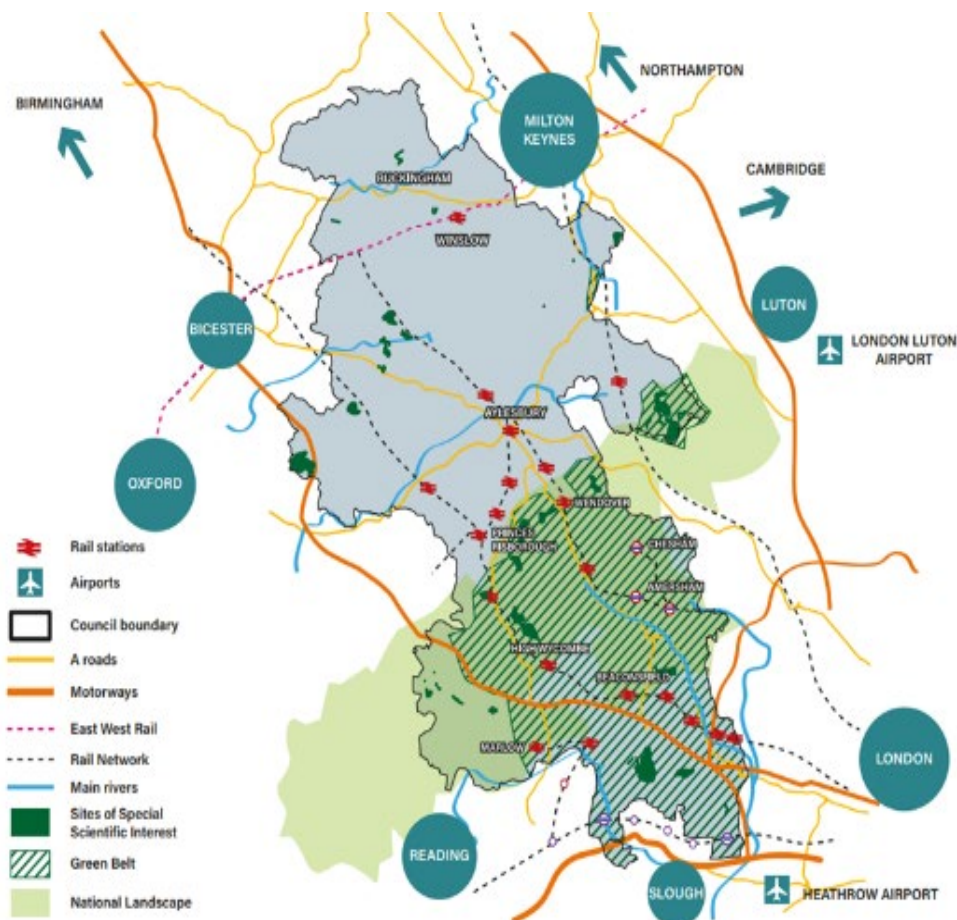
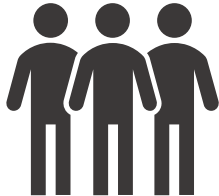


Figure 1: Buckinghamshire strategic context, transport infrastructure and environmental landscape (Source: Buckinghamshire Economic Growth Plan, 2025)

- 3.10 Figure 1 illustrates Buckinghamshire's strategic location, key transport connections and environmental designations, including the Green Belt and Chilterns National Landscape. Together, these factors play an important role in shaping the distribution, scale and form of development across the county.

Population, Communities and Place



- 3.11 Buckinghamshire has a population of approximately 553,000 people, representing an increase of 9.5% since 2011, which is higher than the national average growth rate of 6.6% for England over the same period (ONS Census 2021). Population distribution varies across Buckinghamshire, with the south more densely populated and the north generally more rural and sparsely populated. Population growth has been particularly significant within the north and central planning area, which experienced growth of around 10.4%.
- 3.12 Buckinghamshire has a diverse settlement pattern comprising larger urban centres, market towns, villages and rural communities. The county's principal urban areas are Aylesbury and High Wycombe, which provide significant concentrations of housing, employment, retail, education, leisure and public services.
- 3.13 A network of market towns, including Amersham, Beaconsfield, Buckingham, Chesham, Marlow, Princes Risborough, Wendover and Winslow, also plays an important role in supporting local communities and providing services, employment opportunities and transport connections across the county. These settlements contribute strongly to Buckinghamshire's distinct character, historic identity and sense of place.
- 3.14 Settlement patterns vary across the county. The south of Buckinghamshire generally has stronger economic and commuting relationships with London and surrounding urban areas, whilst the north is more rural in character, with larger areas of open countryside and agricultural land. These differences influence patterns of movement, infrastructure provision, housing demand and access to services.
- 3.15 Buckinghamshire's population is both growing and ageing, creating increasing and changing demands for housing, healthcare, infrastructure, employment and community facilities. Between 2011 and 2021 the number of residents aged 65 and over increased by 23.2% (ONS Census 2021). This demographic influences the scale, type and location of development required over the plan period, whilst increasing demand for accessible and adaptable housing, specialist accommodation, healthcare provision and support services.
- 3.16 Whilst Buckinghamshire performs relatively well across many social and economic indicators, health inequalities remain across parts of the county, with life expectancy in the most deprived

areas estimated to be around 5.4 years lower than in more affluent areas. At the same time, there is a need to ensure that younger households and working-age residents can access suitable housing, employment opportunities and services. Balancing these changing demographic pressures and reducing inequalities will be an important consideration for the Local Plan to support inclusive, well-connected and sustainable communities.

- 3.17 Many rural communities contribute positively to Buckinghamshire's landscape character, biodiversity, tourism and local identity. However, some settlements face challenges relating to accessibility, transport connectivity, housing affordability, digital connectivity and access to local services and facilities. These challenges can contribute to social isolation, reduced accessibility and inequalities between rural and urban communities.
- 3.18 Maintaining sustainable rural communities presents a key challenge, particularly in balancing the need to support development, services and connectivity with the protection of the countryside and landscape character. Ensuring that rural areas remain vibrant, accessible and well-connected, whilst supporting sustainable patterns of development and protecting their distinctive character, is therefore an important consideration for the Local Plan.
- 3.19 Buckinghamshire contains a rich and distinctive historic, built and natural environment, including market towns, villages, conservation areas, listed buildings, historic parks and gardens, archaeological assets and nationally important landscapes. Protecting and enhancing local character, heritage and landscape quality whilst accommodating future growth represents a significant challenge for the Local Plan.
- 3.20 Ensuring that new development is well designed, sustainable and responsive to local context is essential to maintaining Buckinghamshire's sense of place and delivering attractive, sustainable and high-quality environments. Balancing the need for homes, jobs and infrastructure with the protection of the county's environment, heritage and landscape character is therefore a key consideration in planning for future growth.

Economy and Employment



- 3.21 Buckinghamshire has a strong and diverse economy, benefiting from its strategic location within the Southeast, the Oxford-Cambridge Growth Corridor, the Thames Valley and the wider Southeast. The county generates approximately £19.2 billion in economic output and supports around 285,000 jobs across more than 31,000 businesses, around 98% of which are small and medium-sized enterprises (Buckinghamshire Economic Growth Plan, 2025).
- 3.22 Economic activity is spatially diverse and supported by several established sector clusters and specialisms. These include high-performance engineering around Silverstone, the Westcott Space Cluster, life sciences activity associated with Stoke Mandeville and South Buckinghamshire, alongside a growing health and innovation sector, and the nationally significant film and media cluster at Pinewood. These clusters play an important role in attracting investment, creating high-value employment opportunities and reinforcing Buckinghamshire's position within the wider Southeast and national economy.

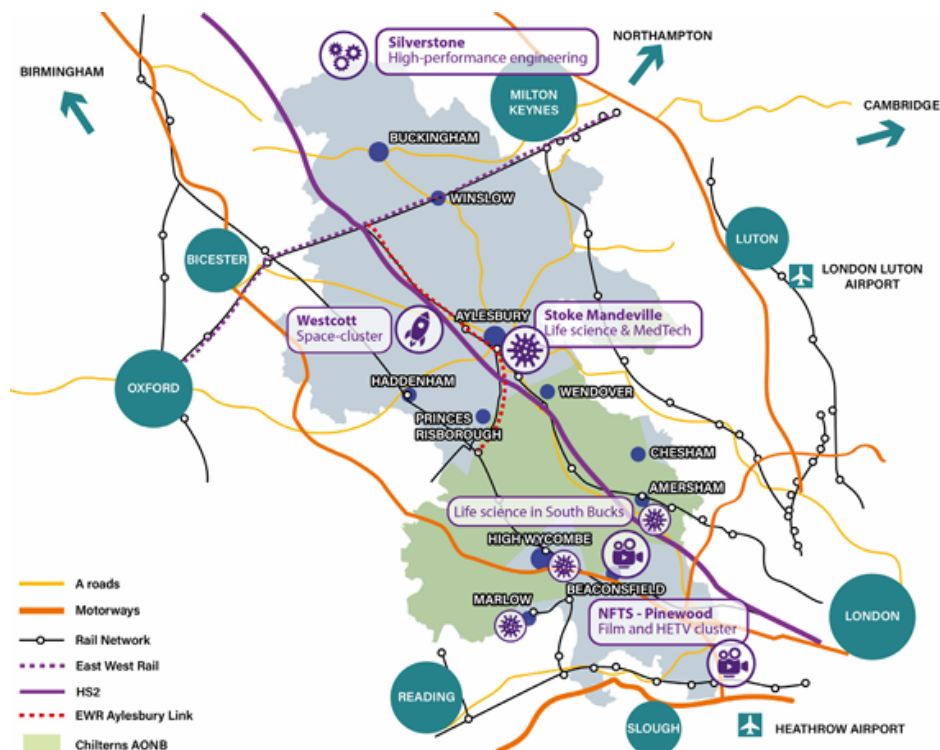
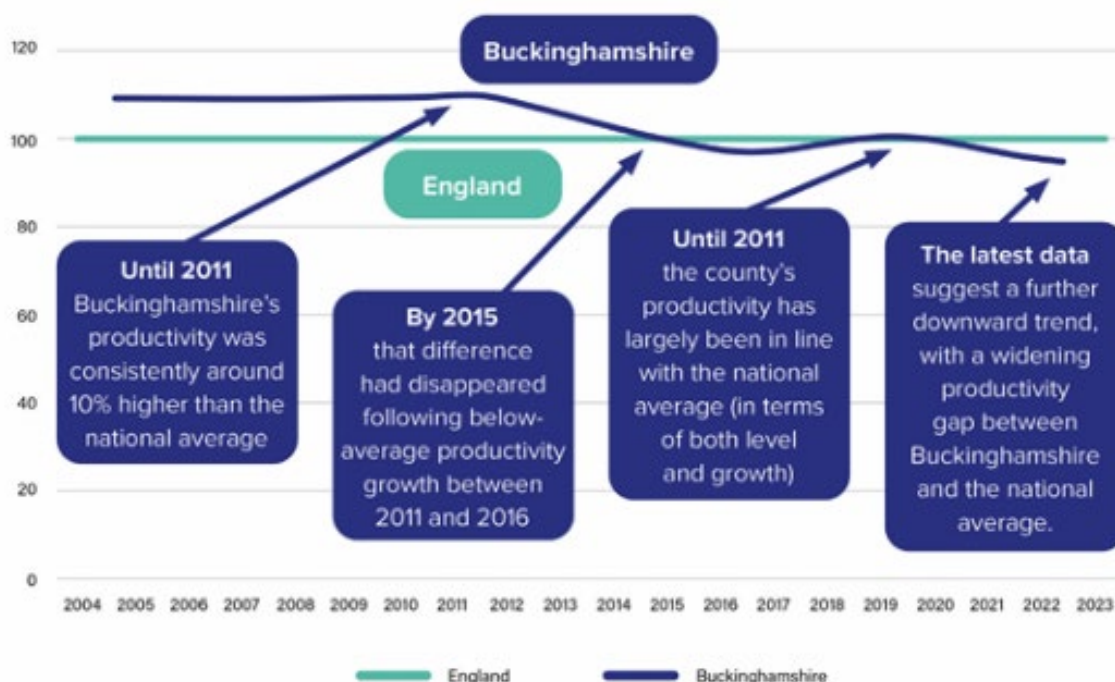


Figure 2:

Buckinghamshire innovation clusters and sector specialisms (Source: Buckinghamshire Economic Growth Plan, 2025)

- 3.23 Figure 2 illustrates the spatial distribution of Buckinghamshire's key economic clusters and their relationship to strategic transport infrastructure and surrounding economic centres. This highlights the county's role as part of a wider interconnected economic geography and the importance of connectivity in supporting economic growth.
- 3.24 Despite these strengths, Buckinghamshire faces several economic challenges. Analysis in the Buckinghamshire Economic Growth Plan (2025) indicates that productivity growth has been relatively weak over recent years. Output per worker was previously above the national average prior to 2011 but has since declined to broadly align with it, with more recent trends suggesting a potential widening gap.

Comparison of labour productivity in Buckinghamshire and England, 2004 to 2023*



Source: Current price (smoothed) GVA per hour worked, ONS 2025

*Data for 2023 should be treated with caution due to data issues identified by ONS

**Figure 3: Comparison of labour productivity in Buckinghamshire and England (2004–2023)
(Source: Buckinghamshire Economic Growth Plan, 2025)**

- 3.25 As shown in Figure 3, Buckinghamshire's productivity advantage relative to the national average has reduced over time. This reinforces the need to support innovation, skills development, infrastructure investment and the growth of higher-value economic activity across the county.
- 3.26 Buckinghamshire also experiences significant levels of out-commuting, reflecting its strong economic links to London and the wider Southeast. Around 12.6% of residents work in London, resulting in a net outflow of workers from the county (Buckinghamshire Economic Growth Plan, 2025).

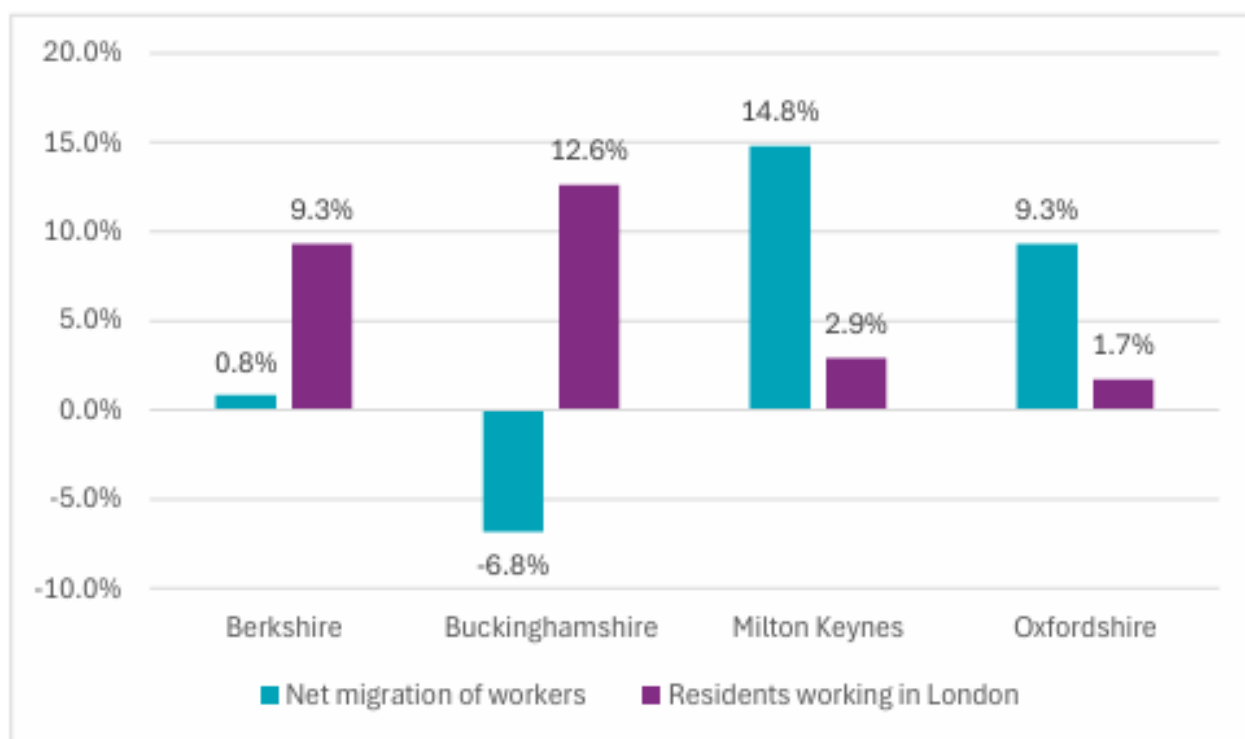


Figure 4: Workday migration and commuting patterns in Buckinghamshire (Source: Buckinghamshire Economic Growth Plan, 2025)

- 3.27 Figure 4 highlights the imbalance between local labour supply and employment opportunities, with a net outflow of workers and a reliance on jobs outside the county. Whilst this reflects Buckinghamshire's strong economic relationship with London and surrounding areas, it also indicates opportunities to strengthen local employment provision and support a more balanced local economy.
- 3.28 The county faces a range of wider economic pressures, including housing affordability constraints, infrastructure capacity issues, skills shortages, congestion and the changing role of town centres. Increasing demand for flexible employment space, the need to support regeneration and maintain vitality within key centres, and the transition towards new ways of working continue to influence patterns of economic activity and development.
- 3.29 Supporting sustainable economic growth, improving productivity and creating high-quality employment opportunities are therefore important priorities for the Local Plan. Responding to these challenges requires a coordinated approach which supports inward investment, innovation and business growth, whilst ensuring that economic development is aligned with infrastructure capacity, environmental constraints and opportunities, and the delivery of well-connected places.

Environment and Landscape



- 3.30 Buckinghamshire contains a high-quality natural and historic environment, including nationally and internationally important landscapes, biodiversity assets and heritage features. Large parts of the county are rural in character and include extensive countryside, agricultural land, woodland, chalk streams and historic settlements.
- 3.31 Approximately 32% of Buckinghamshire is designated as Metropolitan Green Belt and around 27% falls within the Chilterns National Landscape. The Green Belt plays an important role in preventing urban sprawl, safeguarding the countryside and maintaining the separation and identity of settlements. The Chilterns National Landscape is recognised for its natural beauty, landscape quality and environmental importance.
- 3.32 Buckinghamshire also contains a significant historic environment, including around 180 conservation areas and close to 6,000 listed buildings. These heritage assets contribute significantly to the county's distinctive character, cultural identity and sense of place.
- 3.33 The county's water environment forms an important part of its natural character and ecological network, including nationally important chalk streams, river valleys and watercourses which contribute to biodiversity, landscape quality and recreation. These assets are sensitive to development pressures, water stress, pollution and changes in environmental conditions.
- 3.34 Together, these environmental assets and designations play a fundamental role in shaping Buckinghamshire's character and identity. They contribute significantly to biodiversity, health and wellbeing, environmental quality and the attractiveness of places, whilst also influencing the location, scale and form of development that can be accommodated across the county.
- 3.35 Buckinghamshire faces a range of environmental pressures, including flood risk, rising temperatures, pressures on water resources, biodiversity loss and the need to support sustainable and resilient patterns of growth and development. Parts of the county also experience constraints relating to water supply, wastewater treatment capacity and water quality, particularly where growth pressures and environmental sensitivities coincide.
- 3.36 The county's landscapes, biodiversity, green infrastructure and water resources play an important role in supporting environmental resilience, ecosystem recovery and sustainable growth. However, these assets remain sensitive to the impacts of development and wider environmental pressures, particularly in relation to chalk streams, habitats and areas at risk of flooding.

- 3.37 Extreme weather events, including periods of intense rainfall, flooding and heatwaves, place and may continue to place additional pressures on communities, infrastructure and the natural environment. Supporting environmental enhancement, improving resilience, promoting sustainable patterns of development and travel, and ensuring the efficient use of resources are therefore important considerations throughout the plan period.
- 3.38 Accommodating development whilst protecting and enhancing Buckinghamshire's natural and historic environment represents a significant challenge for the Local Plan. Protecting and enhancing biodiversity, landscape character, heritage assets and environmental quality, whilst supporting low-carbon growth and ensuring that future development is supported by appropriate infrastructure and sustainable resource management, are therefore important considerations in shaping Buckinghamshire's future growth and development.

Transport, Connectivity and Infrastructure



- 3.39 Buckinghamshire benefits from strong strategic transport connections, including national rail services, the motorway network and proximity to London Heathrow and London Luton airports. The county's transport infrastructure supports economic activity, commuting patterns and access to employment, services and education, whilst providing strong connections to London, Oxford, Milton Keynes and the wider Southeast.
- 3.40 Major infrastructure projects are also shaping future connectivity across Buckinghamshire. High Speed 2 (HS2) passes through the county as part of the national high-speed rail network between London and Birmingham, whilst East West Rail (EWR) will improve east-west connections between Oxford, Milton Keynes and surrounding areas, including a new station at Winslow. These projects are expected to influence future patterns of movement, accessibility, investment and growth across the county.



Figure 5: Strategic Road and rail connections in Buckinghamshire (Source: Buckinghamshire Economic Growth Plan, 2025)

- 3.41 Figure 5 illustrates Buckinghamshire's strategic transport connections, including the motorway network, key A-roads and rail infrastructure, and highlights the county's strong connectivity to London and neighbouring economic centres such as Oxford, Milton Keynes and Luton.
- 3.42 Despite these strengths, parts of Buckinghamshire's transport network are operating at or close to capacity, particularly around key towns, strategic routes and major transport corridors. Modelling indicates that traffic volumes are likely to increase over the plan period, placing additional pressure on transport infrastructure and connectivity.
- 3.43 Whilst Buckinghamshire benefits from strong north-south transport connections, east-west connectivity remains more limited in some parts of the county. Public transport accessibility is also more constrained in certain rural areas, where reliance on private vehicle travel remains high. These factors can affect access to employment, services and opportunities, whilst contributing to congestion and wider accessibility challenges.
- 3.44 Major infrastructure projects, including East West Rail and HS2, will improve connectivity and accessibility across parts of the county but do not address all existing transport and infrastructure constraints. Continued investment in transport infrastructure, public transport, active travel and digital connectivity is therefore important in supporting sustainable growth.
- 3.45 Buckinghamshire also faces pressures on wider infrastructure provision, including healthcare, education, utilities, wastewater treatment, green infrastructure, digital connectivity and community services. Ensuring that new development is supported by the timely delivery of infrastructure is critical in maintaining sustainable, healthy and well-connected communities throughout the plan period.
- 3.46 Transport is a significant contributor to carbon emissions across Buckinghamshire, accounting for approximately 51% of total emissions within the county. Improving sustainable and integrated transport options, including public transport and active travel infrastructure, is therefore important in supporting healthier lifestyles, reducing emissions, improving accessibility and supporting more sustainable patterns of movement across Buckinghamshire.
- 3.47 Together, these factors highlight the need to plan for coordinated infrastructure investment, improve connectivity and accessibility, and reduce reliance on private vehicle travel whilst supporting sustainable patterns of growth. Supporting infrastructure-led development and improving accessibility across both urban and rural areas therefore remain important priorities for the Local Plan.

Housing and Affordability



- 3.48 Buckinghamshire experiences significant housing affordability pressures, reflecting its attractive environment, strong economy and proximity to London and the wider Southeast. The county has approximately 220,727 households, with around 71% of residents owning their homes either outright or with a mortgage (ONS Census 2021).
- 3.49 House prices in Buckinghamshire remain significantly above the national average, with average house prices estimated at approximately £479,000 in April 2026 (ONS data, 2026). In 2024, Buckinghamshire's affordability ratio was estimated at 11.6, placing it amongst the least affordable areas in England and Wales (ONS data, 2026). This indicates that house prices are over eleven times average earnings, highlighting the scale of the affordability challenge.
- 3.50 Affordability pressures continue to create challenges for many residents, particularly younger people, first-time buyers, families, key workers and lower-income households. House prices and private rental costs remain significantly above national averages, making it increasingly difficult for many people to access suitable and affordable housing.
- 3.51 Buckinghamshire also faces ongoing pressures to deliver new homes, including affordable housing, specialist accommodation and a range of housing types and tenures to meet changing community needs. Using the Government's standard method, Buckinghamshire's local housing need is approximately 4,344 dwellings per year, equating to around 91,230 homes over the plan period to 2045 (MHCLG Standard Method).
- 3.52 Meeting housing needs whilst balancing infrastructure capacity, environmental constraints and the protection of Buckinghamshire's distinctive character and settlements represent a major strategic challenge for the Local Plan. There is also a need to ensure that housing delivery supports sustainable patterns of development and is aligned with the provision of infrastructure, services and employment opportunities.
- 3.53 The county's ageing population increases demand for accessible and adaptable housing, specialist accommodation and a wider range of housing choices. Ensuring that homes meet the needs of different groups within the community is therefore an important consideration throughout the plan period.
- 3.54 Together, these pressures highlight the challenge of delivering sufficient housing to meet identified needs whilst ensuring that development is sustainable, infrastructure-led and responsive to local character and environmental constraints. Addressing housing affordability, supporting housing delivery and creating sustainable communities therefore remain central considerations throughout the plan period.

Health and Wellbeing



- 3.55 Buckinghamshire's natural environment, open spaces, towns, villages and countryside contribute positively to health, wellbeing and overall quality of life. Access to green spaces, leisure facilities, walking and cycling routes and community infrastructure plays an important role in supporting healthy and active communities.
- 3.56 Whilst Buckinghamshire performs relatively well across many health indicators, inequalities remain between different communities and locations across the county. Life expectancy in the most deprived areas is estimated to be approximately 5.4 years lower than in the least deprived areas, highlighting variations in health outcomes and access to opportunities. Variations in accessibility, connectivity, housing, environmental quality and socio-economic circumstances can all influence health and wellbeing outcomes.
- 3.57 The quality, design and accessibility of places can have a significant influence on health and wellbeing. Ensuring that communities have access to services, facilities, employment opportunities, green infrastructure and sustainable transport options is important in supporting healthy, inclusive and well-connected communities.
- 3.58 The Local Plan has an important role in supporting healthy, inclusive and sustainable communities through the delivery of well-designed places, accessible services and facilities, active travel opportunities, green infrastructure and high-quality environments. The Buckinghamshire Design Code helps support a consistent approach to achieving high-quality design across the county.
- 3.59 Promoting healthier lifestyles, reducing inequalities and improving access to services and opportunities will remain important considerations throughout the plan period. Supporting healthy and well-connected communities is therefore a key objective in shaping Buckinghamshire's future growth and development.
- 3.60 The characteristics, opportunities and challenges identified throughout this Spatial Portrait and Key Issues chapter provide the evidence-led context for the Buckinghamshire Local Plan. Together, they help inform the Vision, Objectives and Spatial Strategy, and provide the foundation for the policies and proposals contained within the Plan.

Chapter 4 – Vision and Strategic Objectives

Local Plan Vision

In 2045, we have sustained the essential rural character of Buckinghamshire, with its network of small towns and villages, maintaining its rich and varied historic environment. We have protected and supported the purposes of the Chilterns National Landscape and protected other valued local landscapes from harmful development. We have maximised use of brownfield to meet critical development and infrastructure needs following the National Planning Policy Framework (NPPF).

We have created healthy places to grow-up, live, work, and age, which enable people to live healthy, fulfilling lives by supporting their physical and mental health and wellbeing. Our sustainable new communities are socially cohesive, through the delivery of well-designed housing for different groups in the community, including key worker housing, together with the social, digital and physical infrastructure needed to support them.

Our new employment sites provide the space for our businesses to grow and generate investment. These have all been built to high environmental standards in carefully chosen locations best able to accommodate growth. We have improved Buckinghamshire's productivity by cementing its reputation as a leader in creative industries, space, high performance technology sectors. It is seen as a place of innovation and collaboration where businesses of all sizes can grow, and local skills and career opportunities are easily accessed.

High-quality mixed-use developments have revitalised our town centres e.g. those of Aylesbury, High Wycombe and Chesham, delivering public realm and local transport improvements.

Buckinghamshire continues to successfully protect and enhance our valued green spaces, local landscapes and our biodiversity (having regards to the Buckinghamshire and Milton Keynes Local Nature Recovery). Green and blue infrastructure networks have been established, including significant new tree planting and natural habitat restoration and creation. Our initiatives provide active and sustainable travel choices, and the delivery of new renewable energy schemes have reduced harmful emissions.

- 4.1 The following strategic objectives have been developed to support the delivery of the Vision for Buckinghamshire and provide the framework for the spatial strategy, policies and proposals set out in the Local Plan. Together, the objectives seek to support sustainable growth, protect and enhance Buckinghamshire's valued natural and historic environment, address climate change, improve health and wellbeing, strengthen the economy and ensure that development is supported by the infrastructure, services and facilities required by existing and future communities.
- 4.2 The objectives are closely interrelated and should be read. Together, they provide the basis for shaping how Buckinghamshire will grow and change over the plan period, ensuring that

development is sustainable, infrastructure-led and responsive to local character, environmental constraints and community needs.

Planning for the Natural and Built Environment

Local Plan Objective 1

Aim: To conserve and enhance Buckinghamshire's valued natural, historic, and built environments, to ensure they are protected from inappropriate development.

- a) Sustain the rural character of Buckinghamshire.
- b) Protect valued landscapes, including the Chilterns National Landscape, and open countryside in the Green Belt from harmful or inappropriate development.
- c) Conserve and enhance special places for nature and create an enhanced connected county-wide network of green and blue infrastructure which maximises opportunities for biodiversity net gain through the creation of new priority habitats, (having regard to the Buckinghamshire and Milton Keynes Local Nature Recovery Strategy).
- d) Improve water quality in our rivers and watercourses, including our globally rare chalk streams.
- e) Ensure that development respects historic assets and facilitates the enhancement of their setting.
- f) Support regeneration of the built environment.

- 4.3 The natural environment provides many benefits, which include improving air quality, mitigating the effects of climate change, providing habitats for flora and fauna, and providing places for people to connect with nature.
- 4.4 The Chilterns National Landscape (formerly Area of Outstanding Natural Beauty) already has a high level of protection. Whilst Green Belt is not an environmental designation, it still protects areas from development, preventing sprawl and keeping areas open.
- 4.5 Buckinghamshire has three Special Areas of Conservation (SACs) – the Chilterns Beechwoods, Burnham Beeches and in the south-west, adjacent to the Chilterns Beechwoods, Aston Rowant on the boundary with Oxfordshire. Two of these SACs require financial contributions from developers to offset the additional recreational impact of future development and provision of Suitable Alternative Natural Green space (SANG).
- 4.6 Buckinghamshire also has many historic towns and villages with around 180 conservation areas and close to 6,000 listed buildings. Buckinghamshire has several Registered Parks and Gardens which are protected. Whilst some areas experience change, the Local Plan supports the conservation of Buckinghamshire's historic places and buildings.
- 4.7 The need to accommodate growth in Buckinghamshire inevitably places pressure on the natural and built environment.

- 4.8 The Council will work with partners and stakeholders to ensure nature recovery aims are achieved, including implementing the Local Nature Recovery Strategy.

Planning for Mitigating and Adapting to Climate Change

Local Plan Objective 2

Aim: To ensure the delivery of sustainable development, mitigating climate change and adapting to the impacts on Buckinghamshire's environment.

- a) Support the transition to a net zero carbon Buckinghamshire by 2050.
- b) Direct growth to the most sustainable locations in terms of transport connections and services.
- c) Design new development to be resilient to climate extremes and manage the risk of flooding.
- d) Increase the supply of renewable/low-carbon energy and provide supporting infrastructure such as electric vehicle charging points and hydrogen fuelling.
- e) Meet existing standards of insulation, water, and energy efficiency in new and refurbished buildings.
- f) Create locally liveable neighbourhoods in new development and regenerated areas.
- g) Provide attractive and viable travel choices in addition to the private car, for walking, wheeling, cycling and public transport.
- h) Ensure development is designed to support efficient and sustainable waste and recycling systems, including the provision of appropriate space, layout and access for storage, collection and management.

- 4.9 The Local Plan for Buckinghamshire helps deliver the [Bucks Climate Challenge](#) to ensure that Buckinghamshire achieves net zero carbon emissions by 2050. Data shows that 51% of emissions in Buckinghamshire are transport related. The Local Transport Plan for Buckinghamshire sets out our priorities for reducing our transport carbon emissions through sustainable travel choices, ultra-low or zero emission vehicles, and digital connectivity to reduce the need to travel. The Local Plan also supports the delivery Local Nature Recovery Strategy, plus our Green Infrastructure Strategy for strengthen our networks of parks, lakes, rivers and canals.
- 4.10 Evidence has improved our understanding of current and future flooding impacts across Buckinghamshire. Climate change is expected to greatly increase local flood risks in areas such as the south-western and south-eastern edges of South Bucks, the environs of the River Thames in the Wycombe area, areas east of Aylesbury and the Great Ouse around Buckingham. High Wycombe and Chesham are identified nationally as areas of significant surface water flood risk. The areas with properties at highest risk from catchment-wide flooding from a cumulative level of growth are at the far northwest of Buckinghamshire (edges of Milton Keynes) and at Aylesbury and High Wycombe [Strategic Flood Risk Assessment](#). Future development prioritises sites with the lowest flood risk before considering areas which will need to include flood mitigation measures.

Planning for New Housing

Local Plan Objective 3

Aim: To meet housing needs for all the different groups in the community, including affordable housing, and to provide increased tenure choice throughout Buckinghamshire, prioritising the efficient use of land.

- a) Provide a range of housing to meet local needs for market, affordable, accessible and specialist needs (such as lifetime homes so people can stay in their homes for longer) while recognising the diversity in the character and context of our urban, suburban and rural areas.
- b) Enable the delivery of homes for key workers, people with local connections, and those seeking self- and custom-build opportunities.
- c) Ensure new housing is of high-quality design, low-carbon and digitally enabled and in keeping with its surroundings.

- 4.11 There is a national standard Local Housing Need method which local authorities are required to use to assess the number of new houses they should aim to deliver in the future. For Buckinghamshire, the standard methodology currently calculates a housing need of 4,344 new homes a year. Over the plan period, this equates to a need for approximately 91,230 homes.
- 4.12 In addition to the need for new homes, Buckinghamshire must meet the need for new pitches and plots from the Gypsy, Traveller and Travelling Showpeople communities. A revision in the national Planning Policy for Traveller Sites (PPTS) in December 2024 amended the definitions of a Gypsy and Traveller and Travelling Showpeople which altered how we address their needs. During the survey work for the [Gypsy and Traveller Accommodation Assessment \(GTAA\)](#), householders were considered if they met the planning definitions. Over the plan period, the identified need is 681 pitches for Gypsy and Travellers and 38 plots for Travelling Showpeople.

Planning for Quality of Place

Local Plan Objective 4

Aim: Create great places to live and work that function well, and are welcoming, safe, and accessible to all.

- a) Take inspiration from the valued and unique characteristics of Buckinghamshire to deliver high quality design that reinforces Buckinghamshire's distinctiveness, while being innovative in construction and design where appropriate.
- b) Create neighbourhoods where goods and services are available locally, are supportive of healthy lifestyles and social connectedness, easy to move through and easy to understand.
- c) Provide sufficient and well-integrated parking.
- d) Ensure development meets energy efficiency standards and design that promotes natural surveillance to improve safety.
- e) Secure a safe, accessible, inclusive, and robust network of spaces across Buckinghamshire for recreation, play, biodiversity, and water infrastructure.
- f) Create safe and vibrant public spaces in towns and villages.

- 4.13 Whilst Buckinghamshire is generally a prosperous county, it contains some of the most deprived wards in the country in both Aylesbury and High Wycombe. This deprivation is associated with a higher number of health issues and poorer life outcomes.
- 4.14 The Local Plan can help contribute to mitigating existing challenges such as improving access to green space, making places easier to get around, and enhancing the built environment so that people are proud of it and feel safer.
- 4.15 Our [Regeneration Strategies](#) for Aylesbury, High Wycombe and Chesham form part of the Buckinghamshire response to these issues and help create welcoming and vibrant public spaces in our main towns. The Local Plan supports high quality development and builds on the unique positive characteristics of our various places, setting out key principles for how future development should take place. This is supported by the Buckinghamshire Design Code. Ultimately, we want to be able to create places which are pleasant to live and work in, and as importantly, which function well, to support positive life outcomes for all.

Planning for Community Health and Wellbeing

Local Plan Objective 5

Aim: To support communities throughout Buckinghamshire with their health, social and cultural wellbeing. We aim to protect and improve health care facilities and access to them for residents.

- a) Create accessible and inclusive places that support active lifestyles and good health through people-friendly streets, open and green spaces, and play areas.
- b) Work with health providers and partners to ensure appropriate healthcare facilities are available and accessible, including the delivery of new provision where required.
- c) Provide new or enhanced sport, leisure and cultural facilities where needed.
- d) Improve air quality across Buckinghamshire.

- 4.16 The built and natural environment is an important determinant of our residents' and visitors' health and wellbeing. A healthy place is described in the Planning Practice Guidance (PPG) as one which:
- a) Provides opportunities for the community to improve their physical and mental health.
 - b) Supports community engagement and wellbeing.
 - c) Meets the needs of children and young people; and
 - d) Is adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.
- 4.17 The National Planning Policy Framework (NPPF) highlights the role of the planning system in supporting health and wellbeing in creating healthy, inclusive and safe places that promote social interaction, are accessible, and that enable and support healthy living through creating opportunities for healthy choices that reduce health inequalities.
- 4.18 Health inequalities are avoidable, unfair, and systematic differences in health that arise from the conditions in which people are born, grow, live, work, and age. These differences affect opportunities for good physical and mental wellbeing and disproportionately impact vulnerable groups, including children, older adults, ethnic minorities, disabled people, those with mental health challenges, and individuals facing social or economic disadvantage such as homelessness or deprivation. The Health and Social Care Act 2012 place a legal duty on local authorities to reduce these inequalities by ensuring that planning and service delivery consider their impact on health. It promotes collaboration between planners and health professionals and positions Directors of Public Health as key advisors in shaping healthier communities.

- 4.19 Although Buckinghamshire generally has better health outcomes than much of England, these benefits are not experienced equally, with poorer outcomes concentrated among vulnerable and deprived groups. The Local Plan plays an important role in addressing this by promoting environments that support both physical and mental health. This includes well-designed spaces that encourage walking and physical activity, access to recreation and green spaces, healthy housing, clean air, and opportunities for social connection, education, and employment. Alongside prevention, it is also essential to ensure sufficient healthcare infrastructure, particularly as some existing facilities face capacity and ageing challenges. Future development must therefore support accessible healthcare services and provide affordable accommodation for key workers to sustain the healthcare workforce.

Planning for Infrastructure

Local Plan Objective 6

Aim: To ensure the right infrastructure required to support communities is provided in the right place and at the right time and make best use of existing infrastructure. Facilitate wider connectivity across Buckinghamshire and beyond.

- a) Ensure improved local connections within and between settlements.
- b) Provide and protect appropriate social infrastructure including for health, education, skills training, sports, recreation and other community facilities.
- c) Provide and connect green and blue infrastructure to enhance the landscape and biodiversity.
- d) Provide flood risk mitigation and sustainable drainage solutions, negotiating with utility companies for adequate sewerage and wastewater infrastructure.
- e) Encourage adequate provision of energy (gas and electricity), water and other utilities.
- f) Facilitate wider connectivity across Buckinghamshire and beyond.

- 4.20 Planning infrastructure refers to the physical aspects of the urban environment that support residential and employment needs, such as transport (including roads, footpaths, cycle lanes and bus provision); community (including education, healthcare places of worship, libraries and community halls); recreation (including parks and sports provision); and utilities (water, sewer, gas, electricity, phone, broadband).
- 4.21 The Local Plan plans for adequate levels of infrastructure in-line with new development and in the most appropriate locations. In collaboration with key infrastructure providers the [Baseline Infrastructure Study \(BIS\)](#) was prepared to understand current and anticipated future infrastructure quality and capacity issues. The study found that:
- a) While the capacity of many infrastructure providers is currently coping, there are some that are stretched beyond capacity, such as healthcare, Special Education Needs and Disabilities, and a Household Recycling Centre in the north of Buckinghamshire.
 - b) Infrastructure providers have different strategies to deal with future capacity issues. Some react to situations that become apparent through frequent monitoring and review, while others take a longer-term strategic approach. For example, planning for early years and

childcare tends to be short/medium term (2.5 to 5 years), as factors such as population changes affect the sustainability of providers in the market.

- 4.22 Work on water quality and wastewater (water cycle study) has identified that areas in Buckinghamshire will require upgrades to accommodate increased wastewater pressures from development. There are 73 wastewater treatment works within or serving Buckinghamshire, 41 of which are likely to be close to (including Haddenham), or to have exceeded their flow permit by the end of the Local Plan period (2045) (including Aylesbury, Buckingham, Long Crendon, Princes Risborough, Slough, Steeple Claydon and Winslow). Future development in these locations is likely to require an increase in permit limits and /or upgrades to treatment capacity. This will have implications for delivery lead in time and may delay some sites later in the plan period. Evidence on water quality suggests most receiving watercourses in Buckinghamshire may be sensitive to an increase in wastewater, which potentially impacts their ability to reach or maintain Good Ecological Status, as required under the European Water Framework Directive. There are several poorly performing storm overflows (including Tingewick, Whaddon, Steeple Claydon), and development in these locations require upgrades.
- 4.23 The findings from the Baseline Infrastructure Study, together with other infrastructure studies, and close collaboration with key infrastructure providers has inform the Infrastructure Delivery Plan (IDP) for the Local Plan, which sets out what type and level of infrastructure required, together with its location and timeframe, to support future development.
- 4.24 To help identify sustainable locations for future development, which provide proximity to services and facilities, employment and transportation options, a [Settlement Review](#) was carried out. This gathered information on the services and facilities found within existing settlements of 100 people and above in Buckinghamshire, as well other information including populations, numbers of employment premises and public transport provision. Using this data, each settlement was placed into one of five tiers reflecting how sustainable that location can be, to inform the Plan's spatial strategy and to help identify development needs. Settlements identified in the top three tiers are:

Table 1: Settlement Hierarchy for Tiers 1 to 3

Tier 1 – Major urban areas which have all the services and facilities which were looked at (such as food shops, primary and secondary schools and a post office), more than a hundred employment premises and excellent public transport	Aylesbury and High Wycombe
Tier 2 - Large market or other towns which have all the services and facilities but fewer employment premises and at least good public transport	Amersham, Beaconsfield, Buckingham, Chalfont St Peter & Gerrards Cross, Chesham, Marlow, Princes Risborough, Wendover
Tier 3 – Small market towns or other large settlements which have most of the services and facilities, at least five employment premises and good public transport	Aston Clinton, Burnham, Chalfont St Giles, Farnham Common, Great Missenden, Haddenham, Iver, Little Chalfont, Stoke Mandeville, Stokenchurch, Wing, Winslow, Wooburn and Bourne End

Planning for New Jobs

Local Plan Objective 7

Aim: To grow and diversify the economy by delivering the right employment opportunities in the right places, supporting economic growth, productivity, regenerating towns, and villages, and enabling delivery of education, training and skills to enhance the employability of Buckinghamshire residents.

- a) Enhance our economic assets by supporting Enterprise Zones, strategic and key employment areas.
- b) Support and enhance Buckinghamshire's specialisms and strengths in high performance technology, space, film and high-end television, life sciences and medical tech sectors, including through appropriate skills and education provision.
- c) Designate employment spaces that support a diverse range of commercial activity, from high quality offices to local workshops.
- d) Seek opportunities to link residential and commercial development to encourage local living.
- e) Locate new employment spaces close to good transport connections to ensure residents have access to viable public transport options.
- f) Support the repurposing and regeneration of town centres and villages for a diverse range of uses.
- g) Support a sustainable rural economy including sustainable agriculture and farm diversification and safeguard food security.

4.25 Buckinghamshire has a strong and diverse economy which has delivered sustained growth in recent years, with nationally significant strengths in sectors including high-performance technology, medical technologies, space innovation, advanced engineering, and the creative and digital industries. The Local Plan will support these sectors by providing the land, premises and infrastructure needed to enable businesses to invest, innovate and grow.

4.26 The Local Plan will deliver sufficient employment land and premises to support economic growth, with evidence indicating a need for circa 100 hectares of employment land over the plan period. The evidence shows that there will continue to be strong demand for industrial, logistics, research and development, manufacturing and other modern economy uses, with much of the future requirement being for industrial and warehousing floorspace. While changes in working patterns have altered demand for traditional office accommodation, there remains a need for high-quality office, laboratory, innovation and flexible workspace in accessible locations. Existing employment commitments, allocations and vacant premises will contribute towards meeting this requirement, but additional employment land allocations are necessary to provide a choice of sites across Buckinghamshire and to meet the differing locational requirements of businesses. The Local Plan therefore seeks both to protect existing employment areas and to facilitate the delivery of new employment opportunities in sustainable locations.

- 4.27 National policy requires local planning authorities to make provision for the needs of modern economy sectors and to support economic growth and productivity. Buckinghamshire has strong potential to accommodate a range of modern economy uses, including data centres, research and development activities, advanced manufacturing, life sciences, laboratories, and businesses supporting the transition to low-carbon technologies, including electric vehicle battery technologies. The continued modernisation of industrial and distribution premises is also important to meet changing business needs. The Plan supports investment in these sectors by enabling the delivery, renewal and intensification of employment premises and infrastructure that can respond to technological innovation and evolving market requirements, alongside the provision of new employment locations capable of meeting future business needs.

Planning for Town Centres

- 4.28 Buckinghamshire has two town centres of regional importance - Aylesbury and High Wycombe (see [retail hierarchy](#)). These centres attract visitors from a broad catchment, and we need to ensure they remain vibrant centres that people choose to visit. This means that we need to ensure that there is an appropriate range of shopping and leisure facilities. There is a range of smaller centres in towns and villages throughout Buckinghamshire that serve smaller catchments and allow people to meet their day-to-day needs. The Local Plan identifies a requirement for 59,000 sqm of floorspace for retail, food / beverage and leisure / cultural uses by 2035. Initially the plan focuses on bringing vacant units in existing centres back into use and through mixed use allocations in our town centres. Reducing the level of vacancies in our centres to 10% will accommodate 14,300 sqm of floorspace, the Council's regeneration team considers that some of this gap has been filled already through the occupation of vacant units. In the medium to longer term the majority of the additional floorspace is associated with population growth and so, allocations for these uses as part of large-scale mixed-use allocations are proposed to accommodate projected capacity.
- 4.29 The Council has an adopted [Regeneration Framework](#) with three sub-strategies for Aylesbury, Chesham and High Wycombe. This framework highlights the potential of our towns and villages and in the case of the three sub-strategies sets out visions and highlights key opportunities in our three largest towns. The Local Plan supports the delivery of these ambitions.

Planning for Transport, Physical and Digital Connectivity

Local Plan Objective 8

Aim: To improve connectivity across and between Buckinghamshire towns and villages with regional and national centres beyond, working in partnership across boundaries, by securing new sustainable transport infrastructure, upgrading existing infrastructure and improving digital connectivity.

- a) Maximise the connectivity opportunities presented by large-scale strategic transport schemes to focus the location of growth and encourage inward investment in Buckinghamshire.
- b) Create safe and attractive walking, wheeling and cycling routes as the natural choices for shorter journeys, or as part of a longer journey, for those who are able.
- c) Diversify, extend, and enhance public transport provision, including bus services and preparing for new types of transport to enable people to undertake car-free journeys.
- d) Create safe and accessible interchanges to and from public transport for walking, cycling and wheeling.
- e) Facilitate effective transport solutions for all users.
- f) Direct freight to the most appropriate routes and plan for sustainable freight activity and first mile / last mile solutions, in accordance with the Local Transport Plan.
- g) Support the provision of digital infrastructure, particularly in the most remote parts of Buckinghamshire.
- h) Deliver low or zero carbon fuel infrastructure through new development and the provision of charging infrastructure.

- 4.30 Buckinghamshire is served by major strategic road corridors, including sections of the M25, M4, and M40, alongside a network of A-roads connecting its main towns and neighbouring areas. However, modelling indicates that planned development will significantly increase traffic, particularly in Aylesbury and High Wycombe. Peak-time delays are expected to worsen, especially in the south during morning periods and around Aylesbury and surrounding areas in the evening. As many A-roads are already operating near capacity, future growth will need to carefully consider transport impacts and the ability to mitigate congestion.
- 4.31 Rail connectivity in Buckinghamshire is supported by key corridors such as the Chiltern Line, West Coast Main Line, and Great Western Main Line, including Crossrail. Despite this, access to rail services is uneven, with notable gaps between certain towns. Infrastructure constraints, funding limitations, and the need to balance long- and short-distance services affect provision. While East West Rail is under construction and will improve connectivity in the north, HS2—also under construction—passes through the county without stopping, creating challenges related to severance.

- 4.32 Public transport provision varies significantly across the county. Bus networks are relatively well developed in larger urban areas like High Wycombe, Aylesbury, and Amersham, but services between towns and in rural villages are often infrequent or absent. Low demand in rural areas makes it difficult to sustain viable services. The Bus Service Improvement Plan seeks to address this by enhancing networks and requiring new development to support or provide additional services, emphasising the need for a coordinated, multimodal transport approach in the Local Plan.
- 4.33 As a predominantly rural county, many residents rely on private cars due to limited alternatives, contributing to high carbon emissions and congestion. While the transition to electric vehicles may reduce air pollution, it will not resolve wider issues such as traffic levels, parking demand, or health impacts of car dependency. The Local Transport Plan (LTP5) aims to deliver a more balanced transport system by promoting active travel and public transport, particularly in locations with better access to services. The location of new development is critical, with growth in larger towns offering greater potential to minimise additional traffic and support sustainable travel patterns.
- 4.34 Digital connectivity is also an essential component of Buckinghamshire's infrastructure network and economic competitiveness. Reliable high-speed broadband, mobile coverage and next-generation digital infrastructure support businesses, home working, access to services, education and innovation. While much of Buckinghamshire benefits from good digital connectivity, coverage can be more limited in some rural areas. The Local Plan will support the delivery and upgrading of digital infrastructure, including full-fibre broadband, mobile networks and emerging technologies, to ensure that residents and businesses across Buckinghamshire can participate fully in the digital economy and reduce the need to travel for some activities.

Chapter 5 – Spatial Strategy and Strategic Policies

- 5.1 Strategic policies form the core of the Local Plan, setting out the overarching spatial strategy for the pattern, scale and quality of development across Buckinghamshire, and establishing how identified needs for housing, employment, infrastructure and environmental protection will be met over the plan period. The NPPF requires that development plans include strategic policies to address Buckinghamshire's priorities for the development and use of land. These provide a clear, positive and deliverable vision for sustainable growth, and a framework for meeting economic, social and environmental objectives.
- 5.2 These policies make appropriate provision for homes (including affordable housing), economic development, infrastructure, community facilities and the conservation and enhancement of the natural, built and historic environment. These policies provide the basis for more detailed non-strategic policies set out in chapter 7, ensuring the plan-led system delivers sustainable development and informs consistent, transparent decision-making.

Presumption in favour of Sustainable Development

- 5.3 Section 39 of the Planning and Compulsory Purchase Act 2004 requires that planning documents are prepared with the objective of contributing to sustainable development. Paragraph 11 of the National Planning Policy Framework (2024) states that plans and decisions should apply a presumption in favour of sustainable development and sets out what that means for plan making.

Purpose

- 5.4 The purpose of this policy is to establish the overarching approach to plan-making and decision-taking in Buckinghamshire by applying the presumption in favour of sustainable development. In accordance with national policy, the Council will seek to approve proposals that accord with the development plan and contribute positively to the economic, social and environmental objectives of sustainable development, whilst ensuring that adverse impacts are appropriately avoided, mitigated or outweighed by the benefits of development.
- 5.5 The Council will take a positive approach by supporting development proposals where these can help to improve the local economy, physical, and community infrastructure (such as health, education and cultural infrastructure) and protect and/or enhance the environment and where relevant supporting policies. This is in keeping with the Government's overall approach to delivering sustainable development and sets out the Council's strategy for bringing forward land in appropriate locations, whilst protecting and enhancing the natural resources and heritage assets of Buckinghamshire - minimising the need to travel and avoiding areas of greatest risk from flooding.
- 5.6 The presumption in favour of sustainable development should be applied in the context of the Local Plan as a whole. In assessing whether development is sustainable, proposals will be expected to accord, where relevant, with the Development Management policies in Chapter 7, including those relating to housing, economic development, transport, infrastructure, health and

community facilities, design and heritage, climate change, flood risk, the natural environment and the protection and enhancement of biodiversity. These policies provide the detailed framework through which the economic, social and environmental objectives of sustainable development are delivered in Buckinghamshire.

Implementation through Development Management Policies

- 5.7 Together, the strategy and Development Management policies of the Local Plan seek to meet housing and economic development needs at a level which can be supported by the necessary infrastructure, whilst recognising environmental limits, protecting mineral resources, preventing pollution and minimising waste. They promote the delivery of high-quality sustainable development within walkable neighbourhoods, where residents can readily access services and facilities to meet their day-to-day needs, and where development is designed to protect and enhance the built environment, local character and landscape of Buckinghamshire.

SP1 - Presumption in favour of sustainable development

This strategic policy is supporting Local Plan objectives 1, 2, 3, 4, 5 ,6, 7 and 8.

SP1: Presumption in favour of sustainable development

1. When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework and will apply the presumption where relevant policies are out-of-date or absent, in accordance with national policy.
2. The Council will work proactively with applicants to find solutions, so that proposals can be approved wherever possible, and to secure development that improves the economic, social, cultural and environmental conditions in Buckinghamshire. Planning applications that accord with the policies in this Local Plan should be approved without delay unless material considerations indicate otherwise, consistent with paragraph 11(c) of the NPPF.
3. Where there are no policies relevant to the application, or where the relevant policies are out of date at the time the decision is made, planning permission will be granted unless material considerations indicate otherwise. In such cases, the Council will apply the presumption in favour of sustainable development, considering whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the National Planning Policy Framework as a whole, or whether specific policies in the Framework indicate that development should be restricted.
4. The Council will proactively support development that contributes to the delivery of homes, jobs and infrastructure, particularly where it assists in maintaining a five-year housing land supply and meeting identified development needs.

Spatial Strategy for Housing and Economic Growth

Housing Need and Housing Land Provision and Distribution

Purpose

- 5.8 The purpose of this policy is to establish the overall housing requirement for Buckinghamshire and provide the spatial strategy for accommodating growth over the plan period. The policy seeks to ensure that sufficient land is available to meet identified housing needs, support affordability, create sustainable communities and direct development towards the most sustainable locations, whilst ensuring that growth is aligned with infrastructure provision and environmental capacity.

National Policy

- 5.9 The NPPF requires plans to significantly boost housing supply by ensuring sufficient and varied land is available, meeting the needs of different groups, and bringing forward land without delay. Housing requirements should be based on a local housing need assessment using the standard method, unless exceptional circumstances justify an alternative, and should take account of unmet needs from neighbouring areas.
- 5.10 Plans must set a clear housing requirement and identify a deliverable and developable supply of land, supported by a housing land availability assessment. Larger scale developments such as new settlements and urban extensions may be appropriate where sustainable and supported by infrastructure. Authorities must maintain a five-year supply of deliverable sites, with an appropriate buffer of 5% or 20% depending on delivery performance and include a trajectory of expected delivery over the plan period.

Local Housing Needs

- 5.11 The NPPF states that strategic policies should be informed by a local housing need assessment (LHNA), which assesses how many homes are needed in line with the standard method and breaks down the need for different housing types to meet the needs of the local community. Buckinghamshire Council commissioned Opinion Research Services (ORS) to prepare an LHNA to inform the Local Plan. The LHNA was published as a draft version to accompany the draft plan consultation in 2025 and has now been updated and finalised to be published alongside the Regulation 19 plan documents.
- 5.12 The LHNA (2026) identifies Buckinghamshire's housing need, based on the latest data and the standard method, as 4,344 dwellings per annum, equating to 91,230 dwellings over the 21-year plan period from 2024 to 2045. This represents a 38% increase in Buckinghamshire's housing stock compared to 2024 levels. We already have just over 21,500 homes committed for development from existing local plans, neighbourhood plans and planning permissions^[1]. This leaves an outstanding figure of around 70,000 new homes needed to meet our future housing needs for Buckinghamshire.

SP2 - Housing strategy

This strategic policy is supporting Local Plan objectives 2, 3, 4, 6 and 8.

SP2: Housing strategy

1. This plan makes provision for 91,287 new homes over the plan period (2024–2045), to meet the housing need of 91,230 (4,344dpa) identified by the standard method, taking account of completions and commitments. The distribution of growth is set out in detail in Appendix E.
2. A housing trajectory is set out in Appendix F demonstrating how this requirement will be delivered over the plan period, including a stepped housing requirement of 2,150 for the years 2024/25–2029/30 and 5,222 for the years 2030/31–2044/45 and anticipated delivery rates for the proposed allocations and NESS sites. The Council will maintain a five-year supply of deliverable housing land (with an appropriate buffer).
3. The Spatial Strategy prioritises:
 - a) brownfield development within existing urban areas for our most sustainable towns and villages as set out within the settlement hierarchy; densities for these sites have been maximised whilst ensuring site design is able to respect the local character. 107 allocations will provide 7,599 new homes.
 - b) strategic growth through new and expanded settlements (NESS); Strategic growth will be at 10 sites identified through the New and Expanded Settlement Study (NESS). These locations have been selected following a comparative assessment of reasonable alternatives, including urban intensification and dispersed growth, and have been identified as the most appropriate locations for accommodating strategic-scale development. They provide opportunities for the coordinated delivery of homes, employment and retail land, transport improvements, community facilities, green infrastructure and other supporting infrastructure necessary to create sustainable communities. These are at the following locations and shown on the policies map:
 - i. Aylesbury North –3,650 new homes within the plan period
 - ii. Beachampton - 3,200 new homes within the plan period
 - iii. Buckingham –2,235 new homes within the plan period
 - iv. Cheddington –3,650 new homes within the plan period
 - v. Haddenham –3,545 new homes within the plan period
 - vi. Princes Risborough –2,895 new homes within the plan period
 - vii. Stoke Mandeville – 1,650 new homes within the plan period.
 - viii. Turweston – 2,890 new homes within the plan period
 - ix. Wing – 1,630 new homes within the plan period
 - x. Winslow – 3,650 new homes within the plan period

- c) sustainable extensions to settlements in accordance with the settlement hierarchy.

Tier 1: Sites adjacent Major Urban Areas, including those outside of Buckinghamshire.

- i. These are the most sustainable locations and will be the focus for a high proportion of new housing. There are also 10 new greenfield allocations adjacent to Aylesbury and Milton Keynes with 8,600 homes in the plan period (excluding strategic NESS sites)

Tier 2: Larger Market/other Towns

- ii. These settlements provide main centres with all the key services and facilities. There are 7 new greenfield allocations with 266 homes in the plan period (excluding strategic NESS sites)

Tier 3: Small Market Towns/other large settlements

- iii. These settlements have an extensive range of services and facilities but not as many as other places in tiers 1 and 2. There are 24 new greenfield allocations with 6,382 homes in the plan period (excluding strategic NESS sites)

Tier 4 – Medium Settlement/Large Villages

- iv. These settlements have a good range of key service provision and growth will be at a scale in keeping with local character and setting. There are 49 new greenfield allocations with 5,168 homes in the plan period (excluding strategic NESS sites)

Tier 5 – Medium/Small villages

- v. These settlements have some key services, but these are much more limited and growth at these locations will therefore be more limited. There are 28 new greenfield allocations with 1,190 homes in the plan period (excluding strategic NESS sites)

Elsewhere in rural areas

- vi. Elsewhere in rural areas, housing development will be strictly limited. This is likely to be incremental infill development and should be principally in line with Policy HO10 and other relevant policies in the Plan.

5.13 The housing strategy seeks to deliver the Local Plan's vision and objectives by meeting the current and future housing needs of Buckinghamshire's residents. Policy SP2 sets out the scale of growth and establishes the spatial strategy for the area. The Council is actively working to help meet the Government's objective of significantly boosting housing supply and improving the affordability of new homes.

- 5.14 Policy SP2 seeks to ensure that development is in the most sustainable locations. The amount of development from Brownfield sites within existing urban areas has been the focus for as much growth as possible. Development at these sites minimises the need to travel, optimises sustainable modes of travel and will also help to maintain or deliver facilities and services at these settlements, as well as aligning with the locations of jobs and leisure. Due to the high level of housing need (a 43% increase from the previous standard methodology and a 38% increase in housing stock), a large percentage of the housing need has been met through sites identified in a New and Expanded Settlement Study (NESS), known as NESS sites.
- 5.15 The NESS locations have been identified as the most appropriate locations for accommodating strategic-scale growth when assessed against reasonable alternatives. Together, they provide opportunities for the coordinated delivery of housing, employment land, community facilities, sustainable transport infrastructure, and green infrastructure. Many also benefit from proximity to existing settlements, railway stations, employment opportunities, and strategic transport corridors. Their scale enables infrastructure and services to be planned and delivered alongside development, supporting the creation of sustainable and well-connected communities.
- 5.16 The NESS assessment considered a range of environmental, social, economic and infrastructure factors. The 10 selected NESS locations achieved differing overall scores but were identified as suitable and deliverable locations capable of accommodating strategic-scale growth outside the Green Belt. In addition to their development capacity, many offer strong relationships with existing settlements, employment areas, transport networks, and neighbouring growth locations.
- 5.17 The selection of NESS locations was not based solely on current sustainability performance. The assessment also considered the ability of sites to support long-term sustainable development through the coordinated delivery of infrastructure and services. In several cases, accessibility to services, facilities and public transport can be significantly enhanced through the scale of development proposed. The NESS locations have therefore been selected having regard to both their current characteristics and their ability to evolve into sustainable communities through the provision of schools, healthcare facilities, local centres, employment opportunities, public transport improvements, active travel connections, and other supporting infrastructure.
- 5.18 Further growth is directed to greenfield sites at settlements in accordance with the settlement hierarchy, where Tier 1 represents the most sustainable locations and Tier 6 the least. Alongside prioritising the most sustainable locations, due regard has been given to the constraints at those settlements and the consequential capacity of suitable sites. This means that some places might be very sustainable but only have low levels of growth. Some of these settlements also have a NESS site or brownfield sites as well as the allocations identified in criteria c in policy SP2, the total growth expected at settlements is set out in the table in appendix E. This approach ensures that growth is appropriately distributed to support the vitality of communities and to meet local housing and sustain community facilities.
- 5.19 The draft plan was underpinned by seven different strategies approaches for development in certain locations. These seven different strategic approaches are:
- Approach 1: Brownfield sites within existing towns and villages
 - Approach 2: Growth on the edges of existing main towns
 - Approach 3: New towns
 - Approach 4: Development at Transport Hubs
 - Approach 5: Expansion near key employment areas

Approach 6: Limited expansion of villages

Approach 7: Expanding urban area on the edge of Buckinghamshire.

- 5.20 The draft plan set out that it was likely that all strategic approaches will be required to meet the housing need and that has been the case.
- 5.21 The spatial strategy meets the needs of Buckinghamshire but does not accommodate any unmet needs from elsewhere. The spatial strategy meets the housing requirements without the need to allocate in the Green Belt, whilst only limited development is located within the Chilterns National landscape.

Implementation through Development Management Policies

- 5.22 The delivery of housing through Policy SP2 will be supported by the Development Management policies in Chapter 7, particularly Policies HO1–HO11, which address matters including housing mix, affordable housing, accessible and adaptable housing, self and custom-build housing, houses in multiple occupation, Gypsy, Traveller and Travelling Showpeople accommodation, specialist housing, rural exception sites, windfall development and residential annexes. Residential development proposals will also be expected to comply with other relevant Development Management policies relating to design and placemaking, residential amenity, transport, infrastructure, health and wellbeing, climate change, flood risk, biodiversity, green infrastructure, and the natural and historic environment. Together, these policies ensure that housing growth is delivered in a sustainable, infrastructure-led manner and contributes to the creation of well-designed, healthy, and resilient communities across Buckinghamshire.

Travelling communities' accommodation needs

Purpose

- 5.23 The purpose of this policy is to ensure that the accommodation needs of Gypsies, Travellers and Travelling Showpeople are planned for positively and delivered in accordance with national policy. The policy provides a framework for identifying, allocating and safeguarding sites to meet identified needs whilst promoting sustainable, accessible, and well-designed development that supports equality, inclusion and community wellbeing.

SP3 - Gypsy, traveller and travelling showpeople provision.

This strategic policy is supporting Local Plan objectives 3, 4, and 5.

SP3: Gypsy, traveller and travelling showpeople provision.

1. The Council will seek to meet the identified accommodation needs of Gypsies, Travellers and Travelling Showpeople over the plan period (2025–2045), as set out in the Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment (2025), in accordance with the approach defined by national policy. This comprises:
 - a) 360 net additional pitches for Gypsies and Travellers and 23 plots for Travelling Showpeople that meet the Planning Policy for Travellers (PPTS) definition; and
 - b) additional potential need of 321 pitches and 15 plots where PPTS status is undetermined.
 - c) Which totals 681 pitches and 38 travelling showpeople plots, of which the need for the first 10 years is 516 pitches and 30 travelling showpeople plots?
2. To contribute towards meeting the first 10 years, in line with national policy, the Council will allocate 280 pitches and 14 plots. A trajectory is set out in Appendix G demonstrating how this need will be delivered over the plan period.
3. The following new sites are allocated for Gypsy and Traveller accommodation. These are identified on the Policies Map:

Waste Transfer Station, Dunton Road, Stewkley	10 pitches
Land East off A413, Hardwick	10 pitches
Land at Marsh Lane, Terrick, Aylesbury	5 pitches

Land off Marroway, Weston Turville	10 pitches
Oaktree Stable, Drayton Road, Newton Longville	20 pitches
Winslow Road, Granborough	5 pitches
Land adjacent to Kingswood Lane, Wootton Underwood	10 pitches
Land at Swan Edge Plot 1, Wendover	1 pitch
Land at Swan Edge Plot 2, Wendover	1 pitch
Gooseberry Hill, Iver Heath	2 pitches
Renard, Hollybush Lane, Shredding Green, Iver	1 pitch
Tobys Stables, Tobys Lane, Little Missenden	6 pitches
AYL02 Land at Southwest Aylesbury (AGT2)	5 pitches
AYL01 South Aylesbury (AGT1)	5 pitches
NESS005 Haddenham	7 pitches
NESS010 Princes Risborough	11 pitches

4. The following existing sites are allocated for intensification or realignment to provide additional Gypsy and Traveller accommodation. These are identified on the Policies Map:

Ashbrook Farm, Marsh	4 pitches
Baghill Lane, Haddenham	4 pitches
Charlottes Farm, Marsh	8 pitches
Cow Lane Edlesborough	3 pitches
Land adjacent to Dun Roaming Park	2 pitches
Land north of Lawn Hill, Edgcott	6 pitches
Land off Worminghall Road, Ickford (Fairview, Oakley Road)	10 pitches
New Road Weston Turville	5 pitches

Oakhaven Park Gawcott	6 pitches
Oaksview Park Near Arncott	9 pitches
Romany Tan, Wing Road, Cublington	2 pitches
Stately Stables	3 pitches
The Little Paddock, Great Horwood Road, Nash (Freshways)	2 pitches
The Willows, Marsh	5 pitches
Twin Oaks East, Princes Risborough	3 pitches
Twin Oaks West, Princes Risborough	2 pitches
Bottoms Walton, Walton Lane, Burnham (Caravan Site)	15 pitches
Field Farm, Spurlands End Rd, Gt Kingshill	9 pitches
Five Oaks Farm, Studley Green	1 pitch
Green Acres Farm, South of West Hyde Lane, Chalfont St Peter	3 pitches
Green Park, Copperkins Lane, Amersham	12 pitches
Little Sutton Lane, Langley	2 pitches
Sanfoin Farm, Riding Lane, Wooburn Moor	5 pitches
The Orchards, West Hyde Lane, Chalfont St Peter	19 pitches
The Warren, Rowley Lane, Wexham	4 pitches
Thorney Stables, Thorney Lane North, Iver	6 pitches
Three Oaks Farm, Roberts Lane, Chalfont St Peter	10 pitches
Waggoners Bit Stables	5 pitches
West Hyde Stables	6 pitches

5. The following existing sites are allocated for intensification or expansion for additional Travelling Showpeople plots. This are identified on the Policies Map:

Fairview, Stoke Hammond	3 plots
227 The Vale, Chesham	1 plot

Green Acres, Earl Howe Road, Holmer Green	10 plots
6. Recognising the scale of need and uncertainties in delivery, not all identified need over the plan period will be met through allocations at the outset. The Council will therefore monitor delivery and keep provision under review, identifying further sites where necessary through plan review or other mechanisms. 7. To meet future needs, in years 10 to 21 of the plan period, the following pitches are allocated on NESS sites.	
NESS003 Aylesbury	15 pitches
NESS004 Cheddington	12 pitches
NESS008 Buckingham	10 pitches
NESS012 Winslow	15 pitches
NESS013 Turweston	5 pitches
NESS015 Beachampton	15 pitches
NESS018 Wing	5 pitches
8. Existing lawful Gypsy, Traveller and Travelling Showpeople sites will be safeguarded for their continued use.	

- 5.24 The Council is required to set pitch and plot targets for Gypsies and Travellers and plot targets for Travelling Showpeople, which address the likely permanent and transit site accommodation needs. It is required to identify and annually update a five-year supply of deliverable Traveller sites and to identify a supply of specific, developable sites.
- 5.25 Romany Gypsies and Irish Travellers form an ethnic minority group and are legally protected from discrimination under the Equalities Act 2010; the Children and Families Act 2014 and the Human Rights Act 1998. Government guidance sets out that councils should assess and meet Gypsy, Traveller and Travelling Showpeople's accommodation needs in the same way as other accommodation needs, including the identification of land for sites. The Government guidance on this is specifically set out in the Planning Policy for Traveller Sites (PPTS). This was first published in March 2012 and updated in December 2024.
- 5.26 Providing appropriate and adequate accommodation helps to reduce inequalities experienced by the communities by enabling better access to health, educational and welfare services as well as providing security and a sense of belonging.
- 5.27 The Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment (GTAA) (2025) assessed the needs for travellers during the plan period. It sets out the following needs for Buckinghamshire, breaking it down into 5-year periods.

Table 2: Need for Gypsy and Travellers households

Year Period	Dates	PPTS Need	Undetermined Need	Total
0-5	2025-29	226	224	450
6-10	2030-34	38	28	66
11-15	2035-39	42	30	72
16-20	2040-44	46	33	79
21	2045	8	6	14
0-21	2025-2045	360	321	681

Table 3: Need for Travelling Showpeople households.

Year Period	Dates	PPTS Need	Undetermined Need	Total
0-5	2025-29	18	9	27
6-10	2030-34	1	2	3
11-15	2035-39	1	2	3
16-20	2040-44	2	2	4
21	2045	1	0	1
0-21	2025-2045	23	15	38

- 5.28 The GTAA identified that there is no requirement for a transit site to be delivered, due to low levels of encampments within Buckinghamshire. The Council will continue to monitor the level of encampments to determine if this requirement needs reconsidering or if other appropriate measures such as negotiated stopping, emergency stopping places or temporary sites and stopping places are necessary.

- 5.29 The PPTS, December 2024, sets out in Annex 1 the definition of gypsies and travellers for the purposes of planning policy as:

“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily or permanently, and all other persons with a cultural tradition of nomadism or of living in a caravan, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.”

- 5.30 The needs of those households who were surveyed during the GTAA and met this planning definition are captured in the PPTS Needs columns of tables 2 and 3. For the households where interviews were not undertaken, their needs are captured as undetermined needs. Whilst their status has not been determined, it is assumed that they are likely to meet the new planning definition.
- 5.31 To help meet the Gypsy, Traveller and Travelling Showpeople accommodation needs for the first 10 years of the plan period, the above sites have been allocated. New sites, sites with temporary permissions and sites which are unauthorised, that have been listed in the policy, are allocated for the total number of pitches or plots for that site. This means existing temporary or unauthorised pitch numbers are included in the total allocation. For sites listed for intensification or expansion, these numbers are in addition to the existing authorised pitch numbers.
- 5.32 Unmet need and the undetermined need will be addressed through sites coming forwards through the criteria-based policy, HO7 Gypsy, Traveller and Travelling Showpeople Accommodation Policy.
- 5.33 The spatial strategy for Gypsy, Traveller and Travelling Showpeople growth was focused on intensifying existing sites, reviewing suitability of temporary and unauthorised sites, new sites promoted through the call for sites exercises. As the needs couldn’t be met outside of the greenbelt, sites within the greenbelt that could be intensified were assessed for exceptional circumstances.

Implementation through Development Management Policies

- 5.34 The delivery of Gypsy, Traveller and Travelling Showpeople accommodation through Policy SP3 will be supported by the Development Management policies in Chapter 7, particularly Policy HO7 (Gypsy, Traveller and Travelling Showpeople Accommodation), together with relevant housing policies relating to affordable housing, specialist accommodation and rural exception sites where appropriate. Proposals will also be expected to comply with other relevant Development Management policies relating to transport and accessibility, infrastructure provision, residential amenity, design and placemaking, health and wellbeing, flood risk, biodiversity, landscape character, the Green Belt, the historic environment and climate change. Together, these policies ensure that accommodation needs are met in a sustainable manner whilst supporting community integration, safeguarding environmental assets and delivering well-designed and appropriately located sites across Buckinghamshire.

Strategy for Economic Growth

Purpose

- 5.35 The purpose of this policy is to support the delivery of a resilient, sustainable and competitive economy by ensuring sufficient land is available in the right locations to meet future growth objectives and employment needs. It seeks to facilitate the growth of high-value, high-productivity sectors by identifying and protecting a portfolio of strategic, well-connected employment sites that can attract investment, foster innovation and support business expansion.
- 5.36 In line with the Buckinghamshire Economic Growth Plan, the policy supports a diverse and dynamic business base, strengthens key growth sectors, and promotes the regeneration of town centres as vibrant economic hubs.

Implementation through Development Management Policies

- 5.37 The delivery of employment growth through Policy SP4 will be supported by the Development Management policies in Chapter 7. Proposals will be expected to accord with policies relating to Strategic and Key Employment Sites, Other Employment Sites, Small Employment Sites, Skills and Local Employment, Data Centres, Rural Diversification, Tourism, the Retail Hierarchy, Development within Buckinghamshire's Centres and Development for Main Town Centre Uses Outside Buckinghamshire's Centres. These policies provide the detailed framework for protecting existing employment land, supporting business growth, enabling innovation, promoting employment opportunities for residents and maintaining the vitality and viability of centres.
- 5.38 Development proposals will also be expected to comply with other relevant Development Management policies relating to Transport Requirements for New Development, Transport Improvements, Parking Standards, Freight and Logistics, Infrastructure Delivery, Water Infrastructure and Telecommunications Infrastructure to ensure that employment growth is supported by appropriate infrastructure and sustainable transport connections.
- 5.39 In addition, proposals should accord with policies relating to Design of Developments, Residential Amenity, Heritage Assets, Conservation Areas, Biodiversity Protection and Enhancement, Biodiversity Gain and Nature Recovery, Green Infrastructure, Trees, Ancient and Veteran Trees, Woodlands and Orchards, Landscape Character and Visual Amenity, Pollution, Air Quality and Contaminated Land, Flood Risk, Sustainable Drainage Systems, Water Efficiency Standards and Health Impact Assessment where relevant. Together, these policies ensure that employment development is delivered in a sustainable manner, supports economic productivity and investment, contributes positively to place-making and environmental quality, and helps create healthy, resilient and well-connected communities across Buckinghamshire.

SP4 - Strategy for economic growth

This strategic policy is supporting Local Plan objectives 4, 7, and 8.

SP4: Strategy for economic growth

1. This plan is required to allocate at least 219 hectares of employment land to 2045, based on the requirements set out in the Buckinghamshire Employment Land Review. After accounting for committed sites, a total of approximately 147 hectares of additional employment land is identified for allocation, as set out in the table below and directed to the locations shown on the Policies Map.

Location	Employment land allocation (ha)	Net developable site area contributing to new supply (ha), excluding infrastructure	Permissible uses within Class E and Classes B2 and B8
Expansion at strategic employment sites			
Westcott Venture Park expansion areas	268	65	Research & Development, Light Industrial, General industrial, Distribution and storage
Aston Clinton North	2.4	2	General industrial, Distribution and storage
New employment within/aligned with urban expansions and new settlements			
Winslow NESS	16	13	Offices, Research & Development, Light industrial, General industrial
Buckingham NESS	1.7	1.7	Offices, Research & Development, Light industrial, General industrial
Turweston NESS	2	1.6	Offices, Research & Development, Light industrial, General industrial
Land at Greenway Business Park, Winslow	1	1	Light industrial, General industrial, Storage and distribution
Land west of Greenway Business Park, Winslow	3.5	2.8	Light industrial, General industrial, Storage and distribution
Tinkers End Garage, Winslow	3.6	3.6	Light industrial, General industrial, Storage and distribution

Princes Estate expansion	4	3.2	Research & Development, Light industrial, General industrial, Storage and distribution
Land north of Lower Icknield Way, Princes Risborough	12	9.6	Research & Development, Light industrial, General industrial, Storage and distribution
Land at Rectory Farm, New Road, Weston Turville	2.3	1.9	General industrial, Storage and distribution
Expansion of existing employment sites and new employment sites in accessible locations			
Bucks Goat Centre and Layby Farm	1	1	Light industrial
Land adjacent to Triangle Business Park, Stoke Mandeville	2.9	2.3	Light industrial, General industrial
Land off Drakes Drive, Long Crendon	29	7.7	Office, Light industrial, General industrial, Storage and distribution
Gomm Valley, High Wycombe	1.2	1.2	Office, Research & Development, Light Industrial
Land to the rear of Stokenchurch Business Park	2.6	2.6	Office, General industrial, Storage and distribution
Intensification of Broadwater Park, Denham	2.5	2.5	Office, Research & Development
Land at former Finmere Aerodrome	27	16	Research & Development, general industrial, storage and distribution
Land to the rear of 1-87 Weston Road, Aston Clinton	4.5	3.6	Office, Research & Development, Light industrial
Land between Osier Way and Natco spice factory, Buckingham	1	1	Office, general industrial, storage and distribution
Garland Works, Desborough Avenue, High Wycombe	0.4	0.4	General industrial, storage and distribution
Land at Hideaway Farm, Wendover Road, Stoke Mandeville	1	1	Light industrial
Utilising town centres to support regeneration			
Gateway Offices, Aylesbury		0.1ha/1281sqm	Office, Research and Development

Hale Leys Shopping Centre, Aylesbury	0.5ha/4821sqm	Office, Research and Development
Exchange Street carpark, Aylesbury	0.2ha/2086sqm	Office, Research and Development
Central Business Centre, High Wycombe	0.42ha/4500sm	Office, Research and Development, Light Industrial
Desborough Square car park, High Wycombe	0.05ha/553sqm	Office, Research and Development
Duke Street, High Wycombe	0.03ha/560sqm	Office, Research and Development
Easton Street carpark, High Wycombe	0.01ha/196sqm	Office
George Street carpark, George Street	0.1ha/1000sqm	Light industrial
TOTAL	Circa 147ha	

2. An employment trajectory is set out in Appendix H demonstrating how this requirement will be delivered over the plan period for the proposed allocations and NESS sites.
3. Development proposals on non-allocated sites which provide strong evidence as to how they will help to further the five strategic priorities of Buckinghamshire's Economic Growth Plan will be supported, providing they are in a sustainable and accessible location and do not undermine the delivery of allocated employment sites.
4. Development proposals that would provide additional floorspace associated with research and development uses will be strongly supported.
5. Development proposals for the refurbishment, reuse and/or extension of buildings and/or for the redevelopment of existing employment land for employment uses will be supported.
6. Employment development, particularly larger-scale industrial, warehousing and distribution development, should be located and designed to ensure safe and suitable access to the strategic and local transport network, provide appropriate opportunities for access by walking, cycling and public transport, and avoid or mitigate adverse impacts arising from HGV movements, traffic generation, air quality, noise and other environmental effects. No new employment development is allowed in areas of Flood Zone 3b.

Supporting Economic Growth in Buckinghamshire

- 5.40 A strong, productive and resilient economy is fundamental to creating sustainable communities across Buckinghamshire. Economic prosperity supports higher living standards, creates opportunities for residents, enables investment in infrastructure and services, and supports healthier and more inclusive places.
- 5.41 Buckinghamshire has a nationally significant economy with strong links to London, the Thames Valley, Oxfordshire and the Oxford-Cambridge Growth Corridor. The county benefits from a highly skilled workforce, strong entrepreneurial culture and internationally recognised innovation clusters.

- 5.42 However, productivity growth has weakened over the past fifteen years, and the county faces a range of challenges including insufficient modern employment premises, affordability pressures, skills shortages, transport constraints and increasing competition from neighbouring economic centres.
- 5.43 The Buckinghamshire Local Plan therefore has an important role in supporting sustainable economic growth by:
- a) planning positively for future employment needs.
 - b) ensuring sufficient employment land is available in the right locations.
 - c) supporting productivity growth in high value sectors.
 - d) protecting and enhancing existing employment areas.
 - e) improving access to jobs, skills and infrastructure.
 - f) supporting regeneration and town centre renewal; and
 - g) aligning homes, jobs and infrastructure growth.
- 5.44 This approach supports the National Planning Policy Framework requirement for local plans to set out a clear economic vision and strategy and aligns with Buckinghamshire's Economic Growth Plan and the Government's National Industrial Strategy priorities.

Buckinghamshire's Economic Context

- 5.45 Buckinghamshire has a £19.2 billion economy and is home to approximately 31,200 businesses, with small and medium enterprises forming the backbone of the local economy.
- 5.46 Buckinghamshire occupies a strategically important location within both the Oxford-Cambridge Growth Corridor and the wider Southeast economy. This provides opportunities to support nationally important growth sectors and strengthen links between innovation, infrastructure and housing delivery.
- 5.47 The Buckinghamshire Economic Growth Plan establishes a vision for productivity-led growth focused on:
- a) growing high value sectors.
 - b) enhancing place and infrastructure.
 - c) investing in people and skills.
 - d) fostering innovation; and
 - e) supporting partnerships and collaboration.
- 5.48 Buckinghamshire also has significant strengths in sectors aligned with the Government's Industrial Strategy priorities, including advanced manufacturing, film and creative industries, space technologies, life sciences and digital industries.
- 5.49 Nationally significant economic assets include Pinewood Studios, Westcott Venture Park, Silverstone Park, Woodlands Enterprise Zone and Stoke Mandeville Hospital, alongside established business parks and industrial estates across the county. These locations support innovation, inward investment and highly skilled employment.

- 5.50 The Local Plan supports these growth sectors by ensuring employment land and infrastructure provision responds to evolving business needs and supports long-term productivity growth.

Employment Land Review and Evidence Base

- 5.51 The Local Plan employment strategy is informed by an extensive evidence base including the Employment Land Review (ELR), Housing and Economic Land Availability Assessment (HELAA), Sustainability Appraisal and wider economic evidence.
- 5.52 The Employment Land Review assessed Buckinghamshire's future employment needs to 2045 and considered five alternative growth scenarios. The preferred approach is based on the labour supply-led scenario, which aligns employment growth with planned housing growth and represents the most ambitious and flexible scenario for supporting Buckinghamshire's long-term economic aspirations.
- 5.53 The ELR identifies an overall employment land requirement of approximately 219.4 hectares to 2045, comprising of 33.5 hectares for office, research and development uses and 185.8 hectares for industrial, warehousing and distribution uses.
- 5.54 Table below shows the implied Gross Land Requirements in Buckinghamshire, 2024 to 2045 (ha), with scenario 3 being the preferred option.

Table 4: Implied Gross Land Requirements in Buckinghamshire, 2024 to 2045 (ha)

Use class	Scenario 1A: Labour Demand CE	Scenario 1B: Labour Demand Experian	Scenario 2A: Past Trends Monitoring Data	Scenario 2B: Past Trends Commercial Data CoStar	Scenario 3: Labour Supply
Office/R&D R(g) (i)/(ii)	27.5	31.0	-18.9	11.8	33.5
Light Industrial E(g)(iii)	-2.8	76.7	5.3	204.2	73.9
Industrial B2	-13.7	23.1	39.9		24.9
Distribution B8	51.9	80.3	73.3		87.0
Total	62.9	202.1	99.6	215.9	219.4

- 5.55 Once existing commitments are considered, the evidence identifies a requirement for approximately 100 hectares of additional employment land.
- 5.56 The ELR also identified:
- a) 37 Key Employment Areas across Buckinghamshire.
 - b) demand for modern industrial, logistics and research space.

- c) continued pressures from office to residential permitted development.
 - d) growing demand for flexible SME premises.
 - e) increasing market interest in modern economy uses such as data centres; and
 - f) the importance of maintaining a flexible portfolio of employment sites.
- 5.57 The evidence confirms that Buckinghamshire's economy does not rely on a single employment location or sector. Instead, it is characterised by a network of strategic employment assets, town centres, business parks, rural enterprise locations and innovation clusters, each performing different but complementary roles.

Overall Spatial Strategy for Economic Growth

- 5.58 The Local Plan spatial strategy seeks to direct employment growth towards Buckinghamshire's most sustainable and economically advantageous locations.
- 5.59 Employment growth will primarily be focused in:
- a) Aylesbury.
 - b) High Wycombe.
 - c) Winslow.
 - d) Westcott.
 - e) Silverstone-related growth locations.
 - f) Strategic business parks and enterprise zones; and
 - g) Selected sustainable urban extensions and employment expansions.
- 5.60 The strategy focuses growth where it can support existing economic clusters, improve access to labour markets and infrastructure, align homes and jobs growth, reinforce strategic transport connections and support regeneration priorities.
- 5.61 This approach reflects Buckinghamshire's role within England's Economic Heartland and the Oxford-Cambridge Growth Corridor, where improved east-west connectivity and innovation-led growth are expected to drive significant economic change.
- 5.62 The Local Plan also recognises the potential for future collaborative Spatial Development Strategy (SDS) arrangements across Buckinghamshire, West Northamptonshire and North Northamptonshire to help deliver shared economic growth ambitions. These areas share common objectives focused on increasing productivity, supporting high-value sectors and strengthening strategic connectivity across the corridor.
- 5.63 This is particularly relevant to the Silverstone cluster and wider growth corridor linking Northamptonshire, Milton Keynes, Winslow, Aylesbury and High Wycombe, where advanced manufacturing, digital, defence, clean energy and life sciences sectors are driving significant innovation and productivity growth. Improved connectivity, including East West Rail and strategic transport corridors, has the potential to unlock further growth and strengthen economic relationships between these locations.
- 5.64 The Local Plan supports improved connectivity between Buckinghamshire's economic centres through:

- a) East West Rail.
 - b) the A421 growth corridor.
 - c) strategic road links including the M40 and M1.
 - d) active travel infrastructure
 - e) digital connectivity; and
 - f) improved public transport access to employment locations.
- 5.65 Improved connectivity is critical to supporting productivity growth, reducing inequalities in access to jobs and enabling businesses to attract and retain workers.
- 5.66 The Council recognises that larger employment developments, particularly industrial, storage and distribution uses, can generate significant vehicle movements and environmental impacts if not carefully planned. Development proposals will be expected to demonstrate that they are well connected to the strategic road network and accessible by walking, cycling and public transport where appropriate. Transport assessments should consider the effects of HGV movements, road safety, congestion and impacts on local communities. Proposals should also demonstrate how potential effects on air quality, noise and amenity will be avoided, minimised or mitigated through site design, layout and operational measures.

Protecting Existing Employment Areas and Supporting Innovation

- 5.67 The Local Plan supports the protection, renewal and intensification of Buckinghamshire's key employment areas.
- 5.68 Existing business parks, industrial estates and strategic employment locations continue to make an important contribution to Buckinghamshire's economy. However, some sites face pressures associated with ageing premises, limited expansion capacity, poor public transport access and pressure for alternative uses.
- 5.69 The Local Plan therefore seeks to:
- a) safeguard viable employment land.
 - b) support regeneration and modernisation of employment sites.
 - c) improve infrastructure and environmental quality.
 - d) encourage intensification where appropriate; and
 - e) support energy and digital upgrades.
- 5.70 Strategic employment locations including Westcott Venture Park, Silverstone Park, Pinewood and Woodlands Enterprise Zone will continue to be supported as nationally significant growth locations.
- 5.71 Buckinghamshire's future growth will increasingly rely on innovation-led and knowledge-intensive sectors. The Local Plan therefore supports research and development space, flexible SME premises, specialist facilities, modern employment environments and supporting digital infrastructure.

- 5.72 This is particularly important for sectors such as space technologies, advanced manufacturing, film and life sciences where specialist land and infrastructure requirements differ from traditional employment uses.

Supporting Town Centres and Managing Modern Economy Uses

- 5.73 The Local Plan supports regeneration and mixed-use renewal in Aylesbury, High Wycombe and other centres including Chesham, Marlow, Amersham and Buckingham.
- 5.74 This approach will help increase commercial activity, diversify town centre uses, support flexible workspace and encourage town centre living in accessible locations.
- 5.75 The Local Plan also recognises increasing demand for data centres and digital infrastructure. A criteria-based approach will ensure proposals are located appropriately, supported by sufficient energy and digital infrastructure capacity and do not adversely affect local communities or infrastructure.

Employment and Housing Growth

- 5.76 The Local Plan seeks to align employment growth with planned housing delivery to support sustainable communities and reduce unsustainable commuting patterns.
- 5.77 The labour supply-led employment strategy reflects the scale of planned housing growth and seeks to ensure that residents have access to employment opportunities within Buckinghamshire.
- 5.78 In locations such as Aylesbury, Winslow and growth areas connected to East West Rail, employment provision will form an important part of creating balanced and sustainable communities.
- 5.79 The supply of employment land will be monitored regularly. Where delivery falls significantly below expected levels, the Council will consider the release of additional sites or review of allocations.

SP5 - Retail and leisure

Purpose

- 5.80 The purpose of this policy is to set out the magnitude of retail growth required in Buckinghamshire over the plan period, and the spatial strategy for distributing this.

Implementation through Development Management Policies

- 5.81 In line with the NPPF, the requirements set out in this policy will be reduced proportionately where a proposal supports the reuse or redevelopment of vacant buildings. The circumstances where this does not apply are set out in footnote thirty of the NPPF.
- 5.82 Development proposals will also be expected to comply with policies relating to Strategic and Key Employment Sites, Other Employment Sites, Small Employment Sites, Tourism, Community, Sport and Leisure Facilities, Sport, Leisure and Recreation, and Fast-Food Outlets and Takeaways where relevant. Together, these policies help support Buckinghamshire's economy, visitor offer, cultural facilities, leisure provision and the health and wellbeing of communities.
- 5.83 In addition, proposals should accord with other relevant Development Management policies relating to Design of Developments, Residential Amenity, Heritage Assets, Conservation Areas, Health Impact Assessment, Transport Requirements for New Development, Parking Standards, Public Rights of Way, Infrastructure Delivery, Telecommunications Infrastructure, Biodiversity Protection and Enhancement, Biodiversity Gain and Nature Recovery, Green Infrastructure, Trees, Ancient and Veteran Trees, Woodlands and Orchards, Landscape Character and Visual Amenity, Pollution, Air Quality and Contaminated Land, Flood Risk, Sustainable Drainage Systems and Water Efficiency Standards. Together, these policies ensure that retail and leisure development is delivered in accessible and sustainable locations, contributes positively to townscape and environmental quality, supports climate resilience, and creates attractive, healthy, and vibrant places for residents, visitors, and businesses.

This strategic policy is supporting Local Plan objectives 7 and 8.

SP5: Retail and leisure

1. This plan will make provision for 59,210 sqm of floorspace for retail, food / beverage and leisure / cultural uses by 2035 in accordance with the following spatial distribution set out in order of preference:
2. Sites already developed or with planning permission:
 - a) 6,108 sqm of floorspace were developed in 2024 / 2025.
 - b) 20,897 sqm of floorspace have planning permission as of 1 April 2025

2. Reducing vacancy rates in our existing town centres to 10% can provide at least 14,300 sqm, and there is the potential for further capacity being met here if vacancy rates can be reduced further.
 - a) High Wycombe 8,300 sqm
 - b) Aylesbury 3,700 sqm
 - c) Gerrards Cross 1,500 sqm
 - d) Beaconsfield Old Town 300 sqm
 - e) Princes Risborough 200 sqm
 - f) Chesham 100 sqm
 - g) Buckingham 100 sqm
 - h) Great Missenden 100 sqm
3. The Local Plan allocates sites for retail uses of around 10,100 sqm of such uses in the following locations:
 - a) Wycombe: 3,600 sqm
 - b) Aylesbury: 5,000 sqm
 - c) Chesham: 100 sqm
 - d) Ascon Clinton: 1,000 sqm
 - e) Other: 400 sqm
4. Large new development sites, including NESS sites, should make appropriate provision for new local centres and shopping parades to help meet the day-to-day needs of new residents.

5.84 The Council's evidence base recommends meeting Buckinghamshire retail needs to 2035, reflecting the uncertainty associated with retail forecasts, this is 59,201 sqm of floorspace with the below breakdown.

Table 5: Retail Needs for Buckinghamshire to 2035

Convenience retail (sq.m gross)	Comparison retail (sq.m gross)	Food /beverage (sq.m gross)	Leisure /cultural (sq.m gross)	Total (sq.m gross)
9,798	20,612	17,033	11,767	59,210

- 5.85 Eighty-five percent of the need relates to the growth in population over the plan period. The Council's strategy is to seek to meet the needs first by reducing vacancies in existing centres and then through the provision of new centres within the large development sites allocated in the plan. This will help support our existing centres whilst reflecting the fact that much of the need is associated with new development. Data from the Council's economic development team indicates lower vacancy rates than that identified by the retail evidence, indicating that there has been improvement in our town centres since the study, and some of vacant capacity has already been filled.
- 5.86 This policy promotes a town centre first approach, bringing forward town centre uses in our town centres and then supporting our larger allocations. The plan allocates sites where we

expect retail development to come forward at Wycombe, Aylesbury, Chesham, Aston Clinton, and then smaller sites at Beaconsfield, and Little Chalfont.

SP6 - Town centre regeneration policy

Purpose

- 5.87 The purpose of this policy is to recognise the importance of sustaining attractive and thriving town centres within Buckinghamshire, particularly Aylesbury, Chesham and High Wycombe, and continuing to enhance them through directing development towards brownfield sites within town centres.
- 5.88 The regeneration of these sites will be key to delivering housing and renewing town centre populations, business opportunities, and an enhanced mix of retail, commercial and amenities.
- 5.89 The council also recognises that the redevelopment of previously developed land entails a greater level of risk, often constraining the speed in which regeneration can happen.
- 5.90 To facilitate a 'brownfield first' strategy in Buckinghamshire, the Council's Regeneration Team will work with developers to overcome risks associated with redevelopment and ensure their investment in our town centres is viable and continuous throughout the planning period. Flexible approaches may be supported where necessary to enable comprehensive regeneration, provided proposals clearly demonstrate how they will maximise public benefits over the lifetime of the development.

Implementation through Development Management Policies

- 5.91 The delivery of town centre regeneration through Policy SP6 will be supported by the Development Management policies in Chapter 7. Proposals will be expected to accord with policies relating to the Retail Hierarchy, Development within Buckinghamshire's Centres and Development for Main Town Centre Uses Outside Buckinghamshire's Centres. These policies provide the detailed framework for maintaining and enhancing the vitality and viability of Buckinghamshire's centres, supporting an appropriate mix of retail, leisure, commercial, cultural and community uses and ensuring that development is directed to accessible and sustainable locations.
- 5.92 Development proposals will also be expected to comply with policies relating to Strategic and Key Employment Sites, Other Employment Sites, Small Employment Sites, Skills and Local Employment, Tourism, Community, Sport and Leisure Facilities and Sport, Leisure and Recreation where relevant. Together, these policies support economic growth, investment, employment opportunities, cultural activity and the long-term resilience of Buckinghamshire's town centres.
- 5.93 In addition, proposals should accord with other relevant Development Management policies relating to Design of Developments, Residential Amenity, Space Standards, Conservation Areas, Heritage Assets, Health Impact Assessment, Community Food Growing, Transport

Requirements for New Development, Parking Standards, Public Rights of Way, Infrastructure Delivery, Telecommunications Infrastructure, Biodiversity Protection and Enhancement, Biodiversity Gain and Nature Recovery, Green Infrastructure, Trees, Ancient and Veteran Trees, Woodlands and Orchards, Landscape Character and Visual Amenity, Pollution, Air Quality and Contaminated Land, Flood Risk, Sustainable Drainage Systems and Water Efficiency Standards. Together, these policies ensure that regeneration proposals create attractive, accessible and healthy places, conserve and enhance Buckinghamshire's historic environment, support climate resilience and environmental enhancement, and deliver vibrant town centres that meet the needs of residents, businesses and visitors.

This strategic policy is supporting Local Plan objectives 1, 4, 7, and 8.

SP6: Town centre regeneration policy

1. In accordance with the town centre first approach set out in national policy, development within defined town centres and identified regeneration areas (as shown on the Policies Map) will be supported where it contributes to comprehensive regeneration, including the delivery of mixed-use development, economic growth, housing, and environmental improvements.
2. Comprehensive regeneration and design-led approach
Development proposals on key sites and within regeneration areas must be brought forward through a comprehensive, design-led approach, demonstrating how they:
 - a) contribute to the strategic regeneration objectives of the Buckinghamshire Regeneration Framework.
 - b) support the growth of town centre communities.
 - c) provide commercial and business space.
 - d) deliver high-quality public realm; and
 - e) conserve and enhance heritage assets and their settings.
3. A flexible approach may be supported, subject to clear evidenced justification, where necessary to enable the delivery of comprehensive regeneration, with higher densities where appropriate, provided proposals maximise public benefits over the lifetime of the development.
4. Proposals that would prejudice the delivery of comprehensive regeneration, either individually or cumulatively, will be resisted.
5. Development proposals resulting in the loss or reconfiguration of public car parks in Town Centres must be supported by proportionate evidence of existing and future parking demand, including utilisation levels and appropriate alternative provision. Proposals should demonstrate that parking is either underused or can be appropriately re-provided, managed or offset. Proposals should also demonstrate how the development would utilise and improve sustainable travel options, taking account of the Council's Parking Standards for New Development set out in Appendix I of the Local Plan.

6. Proposals on key sites and comprehensive regeneration schemes should demonstrate how delivery will be achieved, including phasing, site assembly where relevant, and the use of interim uses where appropriate to support ongoing town centre vitality.
7. Proposals for main town centre uses outside defined centres must demonstrate compliance with the sequential test and, where applicable, impact test requirements.

- 5.94 Buckinghamshire Council recognises the importance of maintaining attractive, thriving town centres, and continuing to enhance them through directing development towards brownfield sites in town centres.
- 5.95 Town centres are expected to make a significant contribution to housing delivery through the optimisation of brownfield land, particularly through mixed-use schemes incorporating residential development.
- 5.96 This policy promotes comprehensive, town centre regeneration specific to each of our town centres to enhance economic vitality in line with Buckinghamshire's Economic Growth Plan, while supporting social wellbeing and environmental quality. It seeks to ensure development delivers high-quality placemaking and that new developments strengthen and enhance our town centres as vibrant, inclusive and resilient places, as set out in the Buckinghamshire Regeneration Framework and Town Centre Regeneration Strategies.

Defined Town Centres

- 5.97 Within the defined town centres of High Wycombe, Aylesbury and Chesham, and in other town centres defined in policy EC9, development proposals will be supported where they contribute positively to regeneration objectives and demonstrate alignment with the following criteria:

Mixed Use and Activity Rich Town Centres

- 5.98 Town centres should be planned and designed as vibrant, multifunctional places that support living, working, leisure and visitation throughout the day and into the evening. Development must promote a rich and complementary mix of uses, including residential accommodation, employment spaces, hotels and other visitor accommodation, cultural and creative uses, leisure and entertainment, education, healthcare and community facilities, such as our town centre market offering.
- 5.99 This diversity of uses should be integrated vertically and horizontally to create active streets, adaptable buildings and well-used public spaces. By encouraging activity across weekdays, evenings and weekends, town centres will become more resilient, inclusive and economically sustainable, reducing over-reliance on single-use retail environments and supporting a stronger sense of place.

- 5.100 On key sites, including publicly owned land and surface car parks, proposals will be expected to optimise the use of land through a comprehensive mixed-use approach, making efficient use of highly accessible locations.

Local Character and Distinctiveness

- 5.101 Proposals must respond positively to the town centre's distinctive character, heritage assets, prevailing scale and strategic role. Development should reinforce and enhance local identity through high-quality design, including layout, massing, form, materials and active uses. Increased height and density will be supported where it is demonstrably appropriate to the town centre context, respects key heritage considerations, and contributes positively to townscape character, viability and vitality.

High Quality Design, Public Realm and Healthy Places

- 5.102 This policy promotes comprehensive, place-based town centre regeneration to enhance economic vitality in line with Buckinghamshire's Economic Growth Plan, while supporting social wellbeing and environmental quality. Appropriate increases in density and building height within town centres will be supported where they respond positively to context and contribute to vitality and viability.
- 5.103 Development must deliver high standards of architectural quality and an inclusive public realm, prioritising pedestrians and cyclists, creating safe, legible and attractive streets and spaces, to and through the development, and reinforcing active frontages. Proposals should incorporate green and blue infrastructure, enhance biodiversity, and create pleasant, well-designed environments that support health and wellbeing. Opportunities to respond positively to environmental considerations, including sustainability, should be considered where appropriate.
- 5.104 Where it has been clearly demonstrated that the provision of meaningful on-site amenity space is constrained, contributions towards off-site provision and improvements to the public realm will be required.

Economic Vitality and Enterprise

- 5.105 Preference will be given to proposals which not only support Buckinghamshire's Economic Growth Plan strategic priority of 'Enhancing place and infrastructure' but also demonstrate how development will contribute to sustainable productivity and economic growth and bolster local economic resilience by providing flexible and adaptable space for the small and medium-sized enterprises, creative and cultural industries, start-ups and other innovative uses. Where possible, proposals should also help to foster innovation and support the development of skills, training and apprenticeship opportunities to meet local labour market needs.
- 5.106 Development should promote the vitality and viability of centres by increasing footfall and employment opportunities across both the daytime and night-time economy, including appropriate evening and late-night uses that contribute to a safe, inclusive and attractive environment.

Connectivity and Accessibility

- 5.107 Development must improve physical connectivity within and beyond the town centre, promoting sustainable transport, walking and cycling, and enhancing access to key services and destinations. In recognition of the high level of accessibility typically associated with town centre locations, proposals will be expected to reflect the Council's approach to reduced parking provision, taking account of the availability of public transport, proximity to services, and opportunities for active travel. Lower parking standards will be supported where development demonstrates good connectivity to sustainable transport networks and key facilities within walking distance.
- 5.108 Development proposals which will directly impact public car parking provision in Town Centres will be required to assess the adequacy of alternative public car parking in proximity and consider the wider economic and social impact of the removal of parking from such locations.

SP7 - Aylesbury town centre policy

Implementation

- 5.109 The Council will work with partners, landowners, developers and the community to deliver the regeneration of Aylesbury Town Centre in accordance with this policy and the Aylesbury Regeneration Strategy.
- 5.110 Proposals that accord with this policy and contribute positively to the town centre's role and function will be supported.

Purpose

- 5.111 The purpose of this policy is to support Aylesbury's role as Buckinghamshire's principal town centre by promoting regeneration, investment and growth. The policy supports the vitality and viability of the centre through the delivery of housing, employment, retail, leisure, cultural and community uses, whilst enhancing accessibility, public realm, heritage assets and environmental quality.

Implementation through Development Management Policies

- 5.112 The delivery of regeneration, growth and investment in Aylesbury Town Centre through Policy SP7 will be supported by the Development Management policies in Chapter 7. Proposals will be expected to accord with policies relating to the Retail Hierarchy, Development within Buckinghamshire's Centres and Development for Main Town Centre Uses Outside Buckinghamshire's Centres. These policies provide the detailed framework for maintaining and enhancing the vitality and viability of Aylesbury as Buckinghamshire's principal town centre, supporting an appropriate mix of retail, leisure, commercial, cultural, residential and community uses, and ensuring that development is directed towards accessible and sustainable locations.

- 5.113 Development proposals should also comply with relevant policies relating to Strategic and Key Employment Sites, Other Employment Sites, Small Employment Sites, Skills and Local Employment, Tourism, Community, Sport and Leisure Facilities and Community Food Growing. Together these policies support economic growth, investment, employment creation, cultural activity and the development of a vibrant and attractive town centre environment.
- 5.114 In addition, proposals will be expected to accord with relevant Development Management policies relating to Design of Developments, Residential Amenity, Space Standards, Conservation Areas, Heritage Assets, Health Impact Assessment, Transport Requirements for New Development, Parking Standards, Public Rights of Way, Infrastructure Delivery, Telecommunications Infrastructure, Biodiversity Protection and Enhancement, Biodiversity Gain and Nature Recovery, Green Infrastructure, Trees, Ancient and Veteran Trees, Woodlands and Orchards, Landscape Character and Visual Amenity, Pollution, Air Quality and Contaminated Land, Flood Risk, Sustainable Drainage Systems and Water Efficiency Standards. Together, these policies ensure that development contributes to the delivery of a high-quality, accessible, healthy and climate-resilient town centre, whilst conserving and enhancing Aylesbury's historic environment, strengthening its role as a sub-regional centre and supporting the creation of a sustainable and distinctive place for residents, businesses and visitors.

SP7 - Aylesbury town centre policy

This strategic policy is supporting Local Plan objectives 1, 4, 7, and 8.

Policy SP7 - Aylesbury town centre policy

1. Aylesbury Town Centre is identified as a Sub-regional Town Centre and will be a key area for development, regeneration and investment within Buckinghamshire, delivering a vibrant, inclusive and sustainable destination. The town centre boundary, primary shopping area and primary shopping frontages are defined on the Policies Map.
2. Development proposals within the town centre will be supported where they:
 - a) Support the transformation of Aylesbury into a distinctive attractive and resilient vibrant county town, enhancing its identity and competitiveness.
 - b) deliver a diverse and balanced mix of uses including retail, leisure, culture, employment, community facilities and residential development, contributing to daytime and evening activity.
 - c) Contribute to the delivery of key regeneration objectives and efficient use of land, including intensification and renewal of underused or vacant sites and optimisation of previously developed land in accessible locations.
 - d) Provide financial contributions to improve the capacity of Aylesbury Bus Station.
 - e) Support the creation of a cyclable, walkable and accessible town centre with strong neighbourhood connections.
 - f) Preserve and enhance heritage assets, including the historic core and Market Square, and their settings and key views.

- g) Deliver a high-quality public realm, including streets, spaces and green infrastructure, which supports social interaction and civic life.
- 3. Prioritise sustainable transport, including walking, cycling and public transport.
- 4. Proposals will be required to demonstrate how they support and contribute to the objectives of Policy SP5 (Town Centre Regeneration).

Opportunity Areas and Delivery

- 5. Key opportunity and regeneration areas within the town centre will be identified on the Policies Map and through supporting strategies, including (but not limited to):
 - a) Friars Square shopping centre and multistorey car park add policy reference (when known)
 - b) New and old County Offices
 - c) Former gala bingo hall
 - d) New and old County Offices
 - e) Hale Leys shopping centre
 - f) Waterside North
 - g) Old Courts and Judges Lodgings
 - h) Exchange Streetcar Park.

SP8 – High Wycombe town centre policy

Implementation

- 5.115 The Council will collaborate with partners, landowners, developers, and the community to deliver the regeneration of High Wycombe Town Centre in line with this policy and the High Wycombe Regeneration Strategy.
- 5.116 Proposals that accord with this policy and contribute positively to the town centre's role and function will be supported.

Purpose

- 5.117 The purpose of this policy is to support the continued regeneration of High Wycombe Town Centre as a major commercial, cultural and transport hub. The policy promotes a diverse mix of uses, the efficient use of previously developed land, improved connectivity and high-quality placemaking to strengthen the centre's vitality, viability, and economic competitiveness.

Implementation through Development Management Policies

- 5.118 The delivery of regeneration, growth, and investment in High Wycombe Town Centre through Policy SP8 will be supported by the Development Management policies in Chapter 7. Proposals will be expected to accord with policies relating to the Retail Hierarchy, Development within Buckinghamshire's Centres and Development for Main Town Centre Uses Outside Buckinghamshire's Centres. These policies provide the detailed framework for maintaining and enhancing the vitality and viability of High Wycombe as a major town centre, supporting an appropriate mix of retail, leisure, commercial, cultural, residential and community uses, and ensuring that development is directed towards accessible and sustainable locations.
- 5.119 Development proposals will also be expected to comply with policies relating to Strategic and Key Employment Sites, Other Employment Sites, Small Employment Sites, Skills and Local Employment, Tourism, Community, Sport and Leisure Facilities and Sport, Leisure and Recreation where relevant. Together, these policies support economic growth, investment, employment creation, cultural activity and the continued regeneration of High Wycombe as a key commercial, cultural and transport hub.
- 5.120 In addition, proposals should accord with other relevant Development Management policies relating to Design of Developments, Residential Amenity, Space Standards, Conservation Areas, Heritage Assets, Health Impact Assessment, Community Food Growing, Transport Requirements for New Development, Parking Standards, Public Rights of Way, Infrastructure Delivery, Telecommunications Infrastructure, Biodiversity Protection and Enhancement, Biodiversity Gain and Nature Recovery, Green Infrastructure, Trees, Ancient and Veteran Trees, Woodlands and Orchards, Landscape Character and Visual Amenity, Pollution, Air Quality and Contaminated Land, Flood Risk, Sustainable Drainage Systems and Water Efficiency Standards. Together, these policies ensure that development contributes to the delivery of a high-quality, accessible, healthy and climate-resilient town centre, whilst conserving and enhancing High Wycombe's historic environment, strengthening its economic

role and supporting the creation of a sustainable and distinctive place for residents, businesses, and visitors.

This strategic policy is supporting Local Plan objectives 4, 7 and 8.

Policy SP8: High Wycombe town centre policy

1. High Wycombe Town Centre will be a key focus for regeneration, investment and growth, building on its role as a major economic, cultural and transport hub. The town centre boundary, primary shopping area and primary shopping frontages are defined on the Policies Map.
2. Development proposals within the town centre will be expected to:
 - a) Support the repositioning of High Wycombe as a competitive regional centre with a strong identity.
 - b) Support the repositioning of High Wycombe as a competitive regional centre a strong identity.
 - c) Enhance vitality and viability throughout the day and evening economy.
 - d) Deliver a diverse mix of uses including retail, leisure, culture, employment, residential and community facilities.
 - e) Intensify the use of land, particularly on underused or vacant sites.
 - f) Conserve and enhance heritage assets, including the historic High Street and conservation areas, and their settings.
 - g) Create an attractive, cohesive and high-quality public realm that encourages social interaction and civic activity.
 - h) Prioritise walking, cycling and public transport, including improved access to High Wycombe railway station.
 - i) Enhance connections between the town centre, surrounding neighbourhoods and key destinations including the Eden Centre, Rye Park and the station; and
 - j) Create safe, inclusive and legible routes for all users.
3. Proposals will be required to demonstrate how they support and contribute to the objectives of Policy SP5 (Town Centre Regeneration).

Opportunity Areas and Delivery

4. Key opportunity areas will be identified on the Policies Map and in supporting strategies, including (but not limited to):
 - a) Western quarter.
 - b) Eastern quarter.
 - c) Cressex Industrial Estate and Cressex Island.
 - d) Riverside and Rye Park corridor.

SP9 - Chesham town centre policy

Implementation

- 5.121 The Council will work with partners, landowners, developers and the community to deliver the regeneration of Chesham Town Centre in line with this policy and the Chesham Regeneration Strategy.

Purpose

- 5.122 The purpose of this policy is to support the regeneration and long-term vitality and viability of Chesham Town Centre. The policy seeks to reinforce its role as an important centre for shopping, employment, leisure, culture and community activity whilst supporting town centre living, sustainable transport, heritage conservation and high-quality public realm improvements.
- 5.123 Proposals that accord with this policy and contribute positively to the town centre's role and function will be supported.

Implementation through Development Management Policies

- 5.124 The delivery of regeneration, growth and investment in Chesham Town Centre through Policy SP9 will be supported by the Development Management policies in Chapter 7. Proposals will be expected to accord with policies relating to the Retail Hierarchy, Development within Buckinghamshire's Centres and Development for Main Town Centre Uses Outside Buckinghamshire's Centres. These policies provide the detailed framework for maintaining and enhancing the vitality and viability of Chesham Town Centre, supporting an appropriate mix of retail, leisure, commercial, cultural, residential and community uses, and ensuring that development is directed towards accessible and sustainable locations.
- 5.125 Development proposals will also be expected to comply with policies relating to Strategic and Key Employment Sites, Other Employment Sites, Small Employment Sites, Skills and Local Employment, Tourism, Community, Sport and Leisure Facilities and Sport, Leisure and Recreation where relevant. Together, these policies support economic growth, investment, employment creation, cultural activity and the continued regeneration of Chesham Town Centre as a vibrant local centre serving residents, businesses and visitors.
- 5.126 In addition, proposals should accord with other relevant Development Management policies relating to Design of Developments, Residential Amenity, Space Standards, Conservation Areas, Heritage Assets, Health Impact Assessment, Community Food Growing, Transport Requirements for New Development, Parking Standards, Public Rights of Way, Infrastructure Delivery, Telecommunications Infrastructure, Biodiversity Protection and Enhancement, Biodiversity Gain and Nature Recovery, Green Infrastructure, Trees, Ancient and Veteran Trees, Woodlands and Orchards, Landscape Character and Visual Amenity, Pollution, Air Quality and Contaminated Land, Flood Risk, Sustainable Drainage Systems and Water Efficiency Standards. Together, these policies ensure that development contributes to the delivery of a high-quality, accessible, healthy and climate-resilient town centre, whilst conserving and enhancing Chesham's historic environment, strengthening its economic and community role and supporting the creation of a sustainable and distinctive place for residents, businesses and visitors.

This strategic policy is supporting Local Plan objectives 1, 4, 7 and 8.

Policy SP9: Chesham town centre policy

1. Chesham Town Centre will be a key focus for regeneration, investment and growth, building on its potential as a local hub for independent and creative retail, urban living, social interaction, community and economic activity. The town centre boundary and primary shopping frontages are defined on the Policies Map.
2. Development proposals within the town centre will be expected to:
 - a) support the growth of Chesham town centre and its local role providing jobs and services to nearby residents.
 - b) enhance vitality and viability throughout the day and evening economy.
 - c) deliver a diverse mix of uses including retail, leisure, culture, employment, residential and community facilities, including building on opportunities for town centre living.
 - d) intensify the use of land, particularly on underused or vacant sites.
 - e) conserve and enhance heritage assets, including the historic High Street and conservation areas, and their settings.
 - f) maintain and enhance the attractive, traffic-free high street and encourages social interaction and dwell time.
 - g) prioritise walking, cycling and public transport, including improved access to Chesham Underground station.
 - h) conserve and enhance linkages between the town centre and Lowndes park, a key town assets and green and blue space.
 - i) create safe, inclusive and legible routes for all users.
3. Proposals will be required to demonstrate how they support and contribute to the objectives of Policy SP5 (Town Centre Regeneration).

Opportunity Areas and Delivery

4. Key opportunity areas will be identified on the Policies Map and in supporting strategies, including (but not limited to):
 - a) Star Yard Car Park (policy ref).
 - b) UK House (policy ref); and
 - c) Sites adjoining the town centre.

Infrastructure for transport, telecommunications, utilities, waste

Purpose

- 5.127 The purpose of this policy is to ensure that development is supported by a coordinated, resilient and sustainable approach to infrastructure provision, delivering accessibility, connectivity, environmental protection and economic productivity.

Implementation through Development Management Policies

- 5.128 The delivery of infrastructure through Policy SP10 will be supported by the Development Management policies in Chapter 7. Proposals will be expected to accord with policies relating to Transport Requirements for New Development, Transport Improvements, Parking Standards, Public Rights of Way, Freight and Logistics, Aviation Development, High Speed Two and East West Rail, the Buckinghamshire Greenway and the Former Bourne End to High Wycombe Railway Line. These policies provide the detailed framework for ensuring that development is supported by sustainable transport choices, improves connectivity, promotes active travel and protects strategic transport infrastructure and corridors.
- 5.129 Development proposals will also be expected to comply with policies relating to Infrastructure Delivery, Water Infrastructure and Telecommunications Infrastructure. Together, these policies support the coordinated provision of physical, digital and utility infrastructure, ensuring that development is aligned with infrastructure capacity and contributes towards the delivery of resilient and sustainable communities.
- 5.130 In addition, proposals should accord with other relevant Development Management policies relating to Design of Developments, Residential Amenity, Health Impact Assessment, Community, Sport and Leisure Facilities, Biodiversity Protection and Enhancement, Biodiversity Gain and Nature Recovery, Green Infrastructure, Trees, Ancient and Veteran Trees, Woodlands and Orchards, Landscape Character and Visual Amenity, Pollution, Air Quality and Contaminated Land, Flood Risk, Sustainable Drainage Systems and Water Efficiency Standards. Together, these policies ensure that infrastructure provision supports sustainable growth, climate resilience, environmental enhancement, public health and the creation of well-connected and accessible places across Buckinghamshire.

SP10 - Infrastructure for transport, telecommunications, utilities, waste

This strategic policy is supporting Local Plan objectives 2, 6 and 8.

SP10: Infrastructure for transport, telecommunications, utilities, waste

1. The Local Plan will aim to ensure that necessary transport, telecommunications, utilities and waste infrastructure is delivered to support planned growth and existing communities across Buckinghamshire.
2. Infrastructure requirements for Local Plan sites are set out in the Infrastructure Delivery Plan.

3. The strategic priorities for infrastructure are creating:

- a) A vision-led and sustainable transport network, prioritising walking, cycling and wheeling, public transport and rail-based movement, and supporting strategic transport corridors, mobility hubs and active travel infrastructure.
- b) Digital infrastructure, including gigabit-capable broadband and next-generation mobile networks, to support economic growth, service delivery and social inclusion.
- c) Utilities infrastructure, including water supply, wastewater networks, sewerage treatment, drainage and energy networks, delivered in line with strategic water resource planning, climate resilience and low-carbon objectives.
- d) Waste management infrastructure sufficient to meet the needs arising from growth and to support a circular economy.

4. Development will be required to:

- a) Demonstrate that adequate infrastructure capacity exists, or that necessary upgrades can be delivered in a timely and coordinated manner.
- b) Be phased appropriately so that infrastructure is delivered alongside or in advance of development.
- c) Avoid unacceptable cumulative impacts on transport networks, environmental assets or other infrastructure and services. The Council will identify critical infrastructure required to support strategic growth locations. Development will not be permitted where this infrastructure cannot be delivered in a timely manner.
- d) Land and corridors required for strategic transport routes, utilities, waste infrastructure and digital networks will be safeguarded from development that would prejudice their delivery or effective operation.

5.131 Buckinghamshire is expected to accommodate significant levels of housing, employment and population growth over the plan period. To ensure that this growth is sustainable and deliverable, development must be supported by timely, sufficient and well-co-ordinated infrastructure provision. This includes physical, digital and environmental infrastructure necessary to support communities, economic activity and environmental protection.

5.132 Transport infrastructure plays a critical role in shaping sustainable patterns of growth. The strategy set out in this Plan prioritises a vision-led approach to transport, supporting travel choice and a shift towards walking, cycling, wheeling and public transport, whilst ensuring that the strategic and local road network continues to function effectively. This approach is consistent with national policy objectives to reduce reliance on the private car, improve air quality and support healthier lifestyles.

5.133 Digital connectivity is increasingly essential to economic productivity, access to services and social inclusion. The Plan therefore supports the delivery of high-quality digital infrastructure, including next-generation mobile networks and gigabit-capable broadband, to future-proof Buckinghamshire's communities and businesses.

- 5.134 Utilities infrastructure, including water supply, wastewater networks and sewerage treatment, drainage and energy networks, must be capable of accommodating growth while responding to climate change and environmental constraints. The strategic policy provides a framework for DM policies on Infrastructure which ensures that development is informed by evidence such as the latest Water Cycle Study and Strategic Flood Risk Assessment, and that infrastructure provision is co-ordinated with statutory undertakers. Early engagement between developers and water supply or wastewater companies is important to establish there will be capacity to meet the needs of development at the right time.
- 5.135 Waste management infrastructure is necessary to manage the waste generated by growth and to support the transition towards a circular economy. Strategic provision and safeguarding of facilities ensures that waste can be managed sustainably and close to its source.
- 5.136 This policy establishes the strategic requirement for infrastructure provision, while detailed matters relating to design, siting, mitigation and delivery are addressed through Development Management policies and the Infrastructure Delivery Plan. Infrastructure planning and delivery will be supported through Joint working with infrastructure providers, statutory undertakers, service operators and neighbouring authorities; The Infrastructure Delivery Plan and associated technical evidence; Provision of infrastructure provided by developers and Developer contributions, where necessary, to secure infrastructure.
- 5.137 More information on the Council's work on infrastructure delivery to support the growth in the Local Plan is set out in the Infrastructure and Community Facilities Topic Paper.

Renewable Energy

Purpose

- 5.139 The purpose of this policy is to support the transition to a low-carbon and climate-resilient future by encouraging energy efficiency, renewable and low-carbon energy generation and the prudent use of natural resources. The policy seeks to contribute towards achieving net-zero emissions, reducing resource consumption and ensuring that development responds positively to the challenges of climate change.

Implementation through Development Management Policies

- 5.140 The delivery of renewable energy generation, energy efficiency improvements and the sustainable management of natural resources through Policy SP11 will be supported by the Development Management policies in Chapter 7. Proposals will be expected to accord with policies relating to Water Infrastructure, Telecommunications Infrastructure, Flood Risk, Sustainable Drainage Systems and Water Efficiency Standards. These policies provide the detailed framework for ensuring that development is resilient to climate change, uses resources efficiently and contributes to Buckinghamshire's transition towards a low-carbon future.
- 5.141 Development proposals will also be expected to comply with policies relating to Biodiversity Protection and Conservation of Species, Biodiversity Gain and Nature Recovery, Green Infrastructure, Trees, Ancient and Veteran Trees, Woodlands and Orchards, Water Quality, Watercourses and Associated Corridors, Landscape Character and Visual Amenity, National Landscapes and their Setting, the Protection of the Green Belt and Development in the Countryside Outside the Green Belt where relevant. Together, these policies ensure that renewable energy and associated infrastructure are delivered in a manner that protects and enhances Buckinghamshire's natural environment, landscape character, biodiversity and water environment.
- 5.142 In addition, proposals should accord with other relevant Development Management policies relating to Design of Developments, Heritage Assets, Conservation Areas, Residential Amenity, Pollution, Air Quality and Contaminated Land, Health Impact Assessment, Transport Requirements for New Development and Infrastructure Delivery. Together, these policies ensure that renewable energy developments and energy efficiency measures are appropriately located and designed, minimise adverse impacts on communities and the environment, and contribute positively to sustainable development, climate resilience and the long-term environmental quality of Buckinghamshire.

SP11 – Energy efficiency and natural resources

This strategic policy is supporting Local Plan objectives 1, 2 and 6.

SP11 Energy efficiency and natural resources

1. Low-carbon development will be supported and encouraged, and significant weight will be given to its benefits. All development proposals will be supported where they achieve efficient use of natural resources, including:
 - a) minimising energy use through sustainable design and construction
 - b) improving water efficiency
 - c) minimising, re-using and recycling waste, including construction waste.
2. Applicants must have regard to the following energy hierarchy:
 - a) reduce energy demand through design and fabric efficiency.
 - b) supply energy efficiently, prioritising decentralised energy and district heating systems.
 - c) utilise renewable and low-carbon energy sources.

3. Decentralised Energy Systems

Where feasible and viable development proposals should assess the feasibility of decentralised energy systems, including district heating and cooling (such as Combined Heat and Power or other low-carbon technologies), where they meet the following thresholds:

- a) residential development of 100+ dwellings
- b) residential development of 50+ dwellings in off-gas areas
- c) non-residential development of 1,000 sqm or more

Where feasible, viable and appropriate, proposals should incorporate low-carbon heating systems and on-site renewable electricity generation, in accordance with the most up to date building regulations and the Future Homes Standard (due to be implemented from March 2027).

4. Retrofitting of existing buildings

Development proposals involving the adaptation of existing buildings should incorporate energy efficiency improvements and renewable or low-carbon technologies where feasible.

Mitigation measures will be secured where necessary. Proposals that enable community participation or ownership will be supported.

5. Spatial Strategy for wind, solar and battery storage

Opportunity areas for solar, wind and battery storage development are identified on the Policies Map. Within these Opportunity Areas, proposals will be supported in principle, subject to compliance with the criteria below:

All proposals for wind, solar and battery storage development must:

- a) promote the efficient use of land, directing large scale solar development towards previous developed or non-agricultural sites include details of site restoration, decommissioning and aftercare.

- b) avoid unacceptable cumulative impacts with existing or permitted energy development.
- c) demonstrate that there are no significant adverse impacts on landscape character, biodiversity or heritage assets.
- d) ensure there is no unacceptable impact on residential amenity, including from noise, emissions or visual effects.
- e) ensure safe access and no unacceptable impacts on highway safety.

6. Other renewables

Proposals for other renewable energy generation and associated infrastructure will be permitted where:

- a) there are no significant adverse effects on landscape character, biodiversity or heritage assets.
- b) development of the best and most versatile agricultural land, will be permitted where it is demonstrated that the benefits of the development outweigh the harm.
- c) there is no unacceptable impact on residential amenity, including from noise, emissions or visual effects.
- d) there is no adverse impact on highway safety; and
- e) appropriate provision is made for site restoration and aftercare, where applicable.

- 5.143 The Council published a Climate Change and Air Quality Strategy in 2021 with the purpose to achieve national air quality objectives and zero carbon ambitions. Policy SP11 encourages the development of renewable and low carbon energy generation and seeks to support the health and resilience of communities. The policy will ensure low carbon development is delivered to aid the transition to net zero.
- 5.144 The Future Homes Standard (FHS) will come into force from March 2027, alongside the Future Buildings Standard (FBS) for non-residential development. Together, these will significantly tighten Building Regulations to ensure new buildings are highly energy efficient and low-carbon in operation. For new residential development, the FHS will require homes to produce around 75–80% fewer carbon emissions compared to current standards. For non-residential buildings, the FBS will introduce similar principles, mandating improved energy performance, electrification of heating, and reduced operational emissions. Policy SP11 does not go beyond the building regulations.
- 5.145 Based on analysis as part of the Renewable Energy report and the Landscape Sensitivity Study for Renewable Energy Developments, commercial-scale wind, solar and battery storage development provide the greatest potential for large-scale contributions to renewable energy generation in Buckinghamshire. Small-scale renewable and low-carbon energy proposals such as, but not limited to, microgrids and community energy networks are anticipated to play a significant role as well. However, the principle for proposals such as these will be established by Policy SP11. To facilitate the delivery of such schemes, the council has identified opportunity Areas for wind and solar and battery storage development. These areas are

based on an analysis of the suitability of land within the council area outside the National Landscape, considering:

- a) Land in highest flood risk
- b) Designated sites (e.g. SSSIs) that are important for the natural habitat they provide.
- c) Best and most versatile agricultural land
- d) Ancient woodlands and all wooded areas
- e) Priority habitats
- f) Scheduled monuments
- g) Ministry of Defence installations
- h) Public green spaces
- i) Urban/built-up areas
- j) Inland waters

- 5.146 With respect to wind turbines specifically, we have excluded areas within buffer zones around existing residential dwellings due to the amenity impacts of wind turbines. The minimum power output considered viable to enable commercial solar developments to come forward is usually 5MW, due to schemes above this size qualifying for the Contracts for Difference scheme. Standalone wind turbines typically have a power rating of around 3MW (based on a typical Vestas turbine). However, this policy will apply to any standalone (i.e. not ancillary to another use on site) wind or solar development within the areas specified.
- 5.147 Wind development proposals will be supported by good levels of community engagement and provide suitable benefits for local people, in line with national guidance on community engagement and benefits from onshore wind developments. This approach should also be taken to solar battery storage development, which has similar effects on community wellbeing. Details regarding these matters shall need to be addressed in a Statement of Community Involvement submitted as part of a planning application. Within schemes for EIA development, community wellbeing should be scoped into the Environmental Statement.
- 5.148 The Council will monitor reductions in carbon emissions and climate resilience outcomes through the monitoring framework.

Community facilities and local services

Purpose

- 5.149 The purpose of this policy is to ensure that communities have access to an appropriate range of services, facilities and social infrastructure to support sustainable development. The policy seeks to protect existing facilities, support the provision of new and enhanced facilities where required and promote inclusive, healthy and resilient communities.

Implementation through Development Management Policies

- 5.150 The delivery of community facilities and local services through Policy SP12 will be supported by the Development Management policies in Chapter 7. Proposals will be expected to accord with policies relating to Infrastructure Delivery, Health Impact Assessment, Community, Sport and Leisure Facilities and Sport, Leisure and Recreation. These policies provide the detailed framework for protecting and enhancing community infrastructure, supporting the provision of health, education, cultural, sport and recreation facilities, and ensuring that development contributes towards the creation of healthy, inclusive and sustainable communities.
- 5.151 Development proposals will also be expected to comply with policies relating to Community Food Growing, Fast Food Outlets and Takeaways, Transport Requirements for New Development, Parking Standards, Public Rights of Way and Telecommunications Infrastructure where relevant. Together, these policies support accessibility, social inclusion, active lifestyles and improved access to services and facilities across Buckinghamshire.
- 5.152 In addition, proposals should accord with other relevant Development Management policies relating to Design of Developments, Residential Amenity, Space Standards, Biodiversity Protection and Enhancement, Biodiversity Gain and Nature Recovery, Green Infrastructure, Trees, Ancient and Veteran Trees, Woodlands and Orchards, Landscape Character and Visual Amenity, Pollution, Air Quality and Contaminated Land, Flood Risk, Sustainable Drainage Systems and Water Efficiency Standards. Together, these policies ensure that community facilities are delivered in accessible and sustainable locations, contribute positively to environmental quality, support climate resilience and help create healthy, attractive and well-connected places for residents and visitors.

SP12 - Community facilities and local services

This strategic policy is supporting Local Plan objectives 5 and 6.

SP12 Community facilities and local services

1. The local plan will ensure that communities have access to a comprehensive range of community facilities and local services with an emphasis on:
 - a) Health infrastructure, including primary and acute care and community health facilities.
 - b) Education provision, including early years, primary, secondary, SEND and further education.
 - c) Social, cultural and community facilities including, sport, leisure, arts, faith, libraries and meeting spaces.
2. Major development will be required to:
 - a) Demonstrate how it supports healthy and inclusive communities, including through accessibility, active travel and the design of the built environment.
 - b) Make appropriate provision for new or enhanced facilities for health, education and community infrastructure either on site or through financial contributions.
 - c) Be informed by a proportionate Health Impact Assessment where appropriate.
3. Existing community facilities and local services will be protected. Proposals resulting in their loss will only be supported where it is demonstrated that:
 - a) Equivalent or better provision will be made or
 - b) The facility is no longer required or viable.
4. A co-ordinated and co-located approach to service and facility provision will be supported, particularly within town centres, larger settlements and strategic development locations.

- 5.153 Strong, inclusive and healthy communities depend on access to a wide range of community facilities and local services. As Buckinghamshire grows and changes, it is essential that the provision of health, education, social, cultural and community infrastructure keeps pace with development and meets the needs of all sections of the population.
- 5.154 Health infrastructure, including primary, acute care and community health facilities, is a key component of sustainable development. The Local Plan seeks to integrate planning and health objectives, ensuring that development supports physical and mental health and wellbeing, reduces health inequalities and promotes healthier lifestyles through the design of places.
- 5.155 Education provision, from early years through to secondary and further education, must be planned strategically to support population growth and ensure that children and young people can access education close to where they live. The Plan therefore ensures that development contributes towards education infrastructure where required and that land is safeguarded for future provision.
- 5.156 Social, cultural and community facilities—such as community centres, sports and leisure facilities, community growing places, libraries, arts and cultural venues, and places of worship—play an important role in supporting social cohesion, inclusion and quality of life. The Local Plan promotes a co-ordinated and, where appropriate, co-located approach to such facilities to ensure they are accessible and resilient.
- 5.157 The policy also recognises the importance of protecting existing valued facilities. The unjustified loss of community infrastructure can undermine community sustainability, particularly in rural areas and smaller settlements.
- 5.158 This strategic policy sets out the overarching approach to community infrastructure delivery, while Part B policies provide the detailed thresholds, assessment criteria and mechanisms for securing contributions and safeguarding facilities. More information on the Council’s work on infrastructure delivery to support the growth in the Local Plan is set out in the Infrastructure and Community Facilities Topic Paper.

Natural environment and climate resilience

Purpose

- 5.159 The purpose of this policy is to conserve and enhance Buckinghamshire's natural environment and strengthen resilience to the effects of climate change. The policy seeks to protect and enhance biodiversity, geodiversity, landscapes, water resources and green and blue infrastructure networks, whilst supporting nature recovery and ensuring that development contributes positively to environmental quality. It also seeks to ensure that growth is planned and delivered in a way that responds to climate change, reduces environmental risks, promotes the sustainable use of natural resources and improves the long-term resilience of communities, ecosystems and infrastructure.

Implementation through Development Management Policies

- 5.160 The delivery of the natural environment and climate resilience objectives of Policy SP13 will be supported by the Development Management policies in Chapter 7. In particular, proposals will be expected to accord with policies relating to Water Quality, Watercourses and Associated Corridors, Development Involving or Affecting Canals, Biodiversity Protection and Conservation of Species, Biodiversity Gain and Nature Recovery, Green Infrastructure, Resisting the Loss of Existing Green Space, Trees, Ancient and Veteran Trees, Woodlands and Orchards, Ecological Enhancements, Special Areas of Conservation, Special Protection Areas and Ramsar Sites, Suitable Alternative Natural Green Space, the Colne Valley Regional Park and Little Marlow Lakes. These policies provide the detailed framework for protecting and enhancing Buckinghamshire's biodiversity, geodiversity, ecological networks, green infrastructure and water environment.
- 5.161 Development proposals will also be expected to comply with policies relating to the Protection of the Green Belt, Development in the Countryside Outside the Green Belt, National Landscapes and their Setting, Landscape Character and Visual Amenity, Pollution, Air Quality and Contaminated Land and Mitigating Light Impacts. Together, these policies support the conservation and enhancement of Buckinghamshire's valued landscapes, environmental assets and natural character whilst helping to address the impacts of climate change.
- 5.162 In addition, proposals should accord with other relevant Development Management policies relating to Flood Risk, Sustainable Drainage Systems, Water Efficiency Standards, Infrastructure Delivery, Design of Developments, Heritage Assets, Conservation Areas, Health Impact Assessment, Transport Requirements for New Development and Public Rights of Way. Together, these policies ensure that development supports climate resilience, environmental enhancement and sustainable growth whilst protecting Buckinghamshire's natural and historic environment and contributing to healthy, attractive and well-connected places.

SP13 - Natural environment and climate resilience

This strategic policy is supporting Local Plan objectives 1, 2 and 4.

SP13: Natural environment and climate resilience

1. The Council will promote the conservation and enhancement of the natural environment and green infrastructure of the area through:
2. Conserving, protecting and enhancing the Chilterns National Landscape and other natural environmental assets of local, national and international importance for biodiversity and geodiversity by:
 - a) Protecting them from harmful development through development management policies in this Plan including the protection of biodiversity and landscape designations and taking a landscape character-based approach to considering proposals.
 - b) Working with the Chilterns Conservation Board and other agencies to improve the management of the national landscape and other natural assets and help people's enjoyment of them.
3. Ensuring the plan contributes to nature recovery and biodiversity net gain by:
 - a) having due regards to the Buckinghamshire and Milton Keynes Local Nature Recovery Strategy (LNRS) seeking to deliver bigger, better, connected and more natural habitat.
 - b) delivering a biodiversity net gain of at least 10% within applicable individual development proposals and across the area over the plan period.
 - c) working with the Buckinghamshire and Milton Keynes Environmental Record Centre to enable the local designation of habitats of recognised ecological value.
4. Working with the natural environment partnership and its members, to protect and enhance the green and blue infrastructure network of the area by:
 - a) Proactive, early and strategic planning of green and blue infrastructure to maximise its multi-functional benefits, starting from an informed baseline assessment of what exists (function, location, size, connectivity).
 - b) Keeping under review and updating the extent and function of the Green Infrastructure network in coordination with the Bucks and Milton Keynes Natural Environment Partnership and other agencies.
 - c) Ensuring through development management policies that all development is required to maximise the opportunities to protect, enhance, expand, connect, improve and utilise the existing green infrastructure, including across the border of the development site.
5. Working in partnership with the Environment Agency, Natural England and the water companies to protect, manage and improve water quality in Buckinghamshire, particularly the quality of water bodies which are currently failing to meet the Water Framework Directive (WFD) requirements as set out in the Thames River Basin Management Plan (RBMP).

The Council promotes mitigation and adaptation to climate change through:

6. A development strategy that minimises the need to travel by allocating sites and directing development to locations with the greatest access to jobs, services and facilities, or where they are capable of being improved.
7. Ensuring allocations in this Plan and other new development coming forward take account of climate impacts including flood risk.
8. Integrating blue and green infrastructure into the design of new development, including the use of Sustainable Drainage Systems (SuDS) and increasing canopy cover which helps tackle flood risk and mitigate against the urban heat island effect.
9. Adopting higher water efficiency standards to contribute to alleviating water stress across the area.
10. Facilitate the delivery of renewable and low carbon energy sources and support the integration of renewable technologies into residential and commercial developments.

- 5.163 The Chilterns Landscape contains varied and extensive natural environmental assets. Some are of international importance, such as the Chilterns Beechwoods Special Area of Conservation, Burnham Beeches Special Area of Conservation, and the Chilterns chalk streams. Others are of more local importance including local wildlife sites and local nature reserves. Some assets are not limited to a specific site at all. All contribute to making Buckinghamshire a special place and should be conserved and enhanced.
- 5.164 The Council will work with its partners to achieve this, including with the Chilterns Conservation Board and Natural England to successfully manage the national landscape, including through implementation of the Chilterns AONB Management Plan and implementation of local improvement and management projects.
- 5.165 The national landscape has influenced the strategy in where development has been directed in so much as that the Council has avoided allocating sites that would be “major development” in the national landscape. We have considered the landscape impact of allocations in this Plan and sought to allocate homes at the more sustainable villages in the national landscape.
- 5.166 Areas of biodiversity and landscape importance form part of a wider green infrastructure network across Buckinghamshire that also extends beyond our administrative boundary, and that also includes “blue” infrastructure – rivers and streams. The Buckinghamshire and Milton Keynes Local Nature Recovery Strategy identify a baseline for habitats and species of priority importance, as well as opportunities for nature recovery. The Council will continue to work with the Buckinghamshire and Milton Keynes Natural Environment Partnership and other partners to deliver these opportunities.
- 5.167 Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity. National planning policy requires not just the conservation but also the enhancement of the natural environment, including biodiversity.

- 5.168 Some sites that are of known importance have been designated. These designated sites include sites of international, national or local importance:
- a) Special Areas of Conservation (SACs) and Special Protected Areas (SPAs)
 - b) National Nature Reserves (NNR)
 - c) Sites of Special Scientific Interest (SSSI)
 - d) Local wildlife sites (LWS)
 - e) Biological Notification Sites (BNS) and potential Local Wildlife Sites (pLWS)
 - f) Local Nature Reserves (LNR)
 - g) Local Geological Sites (LGS)
 - h) Ancient Woodland, aged or veteran trees
 - i) UK Biodiversity Action Plan (BAP) Priority Habitats
- 5.169 These designated sites are the anchor to an important part of the biodiversity network. By requiring a 10% net gain in biodiversity, in accordance with national policy for all development, and long-term management and monitoring plans to secure it, including where designated sites are adjacent to development, an enhancement of the biodiversity value of these sites can be ensured.
- 5.170 However, protecting biodiversity interests goes beyond individual sites: their value is enhanced when they form part of a network. The Plan has had due regard to the Local Nature Recovery Strategy (see DM policy X).
- 5.171 The Water Framework Directive is a key directive that seeks to protect and improve the quality of water. Its overarching aim is to prevent deterioration in the status of water bodies and to achieve 'good status' for rivers, lakes and groundwater by no later than 2027.
- 5.172 Specifically, this includes:
- a) Protecting all forms of water (inland, surface, transitional, coastal and ground).
 - b) Restoring the ecosystems in and around these bodies of water.
 - c) Reducing pollution in water bodies; and
 - d) Ensuring sustainable water usage.
- 5.173 In preparing this Plan the Council has worked with Stakeholders to assess the impacts of growth and ensure there is no deterioration in water quality.
- 5.174 We will continue to do so as proposals in this Plan are delivered and to inform any reviews of the Water Framework Directive or relevant River Basin Management plans.
- 5.175 In 2021, Buckinghamshire Council published its Climate Change and Air Quality Strategy, which sets out how the Council will achieve net zero carbon emissions by 2050 and improve air quality across the county. A key objective of this strategy is to embed climate change considerations into policy.
- 5.176 The plan will direct growth to locations which minimise the need to travel by private car, aid public transport viability, intensify existing urban areas by re-use of brownfield sites and locating development in settlements with the widest range of services and facilities.

- 5.177 The increased risk of flooding due to climate change is also a real risk in the area and this greater risk has been factored into the choice of site allocations, through the Strategic Flood Risk Assessment level 1 and 2 and sequential testing report. It should also be factored into more detailed development proposals where necessary at the planning application stage and Policy CC1 (Flood Risk) and Policy CC2 (Sustainable Drainage) ensures this. Mitigation, for instance through Sustainable Drainage Systems (SuDS), can also be integrated with wider objectives to improve blue and green infrastructure and achieve an overall improvement in biodiversity.
- 5.178 Buckinghamshire is an area of water stress from a supply point of view and as such this Plan adopted higher technical standards for water efficiency. Policy NE1: Water Quality ensures that we protect water quality across Buckinghamshire, including the Chalk Aquifer.
- 5.179 National planning policy requires local plans to promote increased use and provision of renewable and low-carbon energy. To achieve this, the plan will identify suitable areas for renewable and low carbon energy sources.
- 5.180 Energy efficiency standards are primarily factored into new buildings through building regulations. The Future Homes Standard and Future Buildings Standard were published in March 2026, which sets out requirements to ensure homes and non-residential buildings are low-carbon, energy efficient and zero carbon ready. New homes and new non-residential buildings must comply with the Future Homes Standard by March 2027.

Built environment, placemaking and design.

Purpose

- 5.181 The purpose of this policy is to secure high-quality, beautiful and sustainable development that responds positively to Buckinghamshire's character, heritage and landscape setting. The policy promotes design excellence, good placemaking and healthy communities through the creation of safe, attractive, inclusive and well-connected places.

Implementation through Development Management Policies

- 5.182 The delivery of high-quality placemaking and design through Policy SP14 will be supported by the Development Management policies in Chapter 7. Proposals will be expected to accord with policies relating to Design of Developments, Residential Amenity and Space Standards. These policies provide the detailed framework for achieving high-quality, context-responsive design, promoting attractive, accessible and inclusive places, protecting residential amenity and ensuring that development contributes positively to Buckinghamshire's distinctive character and sense of place.
- 5.183 Development proposals will also be expected to comply with policies relating to Conservation Areas, Heritage Assets, Community, Sport and Leisure Facilities, Community Food Growing, Health Impact Assessment, Transport Requirements for New Development, Parking Standards and Public Rights of Way where relevant. Together, these policies support the creation of well-connected neighbourhoods, healthy communities, vibrant public spaces and places that respond positively to their historic, cultural and social context.
- 5.184 In addition, proposals should accord with other relevant Development Management policies relating to Biodiversity Protection and Enhancement, Biodiversity Gain and Nature Recovery, Green Infrastructure, Trees, Ancient and Veteran Trees, Woodlands and Orchards, Landscape Character and Visual Amenity, Watercourses and Associated Corridors, Pollution, Air Quality and Contaminated Land, Mitigating Light Impacts, Infrastructure Delivery, Flood Risk, Sustainable Drainage Systems and Water Efficiency Standards. Together, these policies ensure that development contributes to environmental enhancement, climate resilience and sustainable growth whilst delivering high-quality places that are attractive, healthy, resilient and well connected.

SP14 - Built environment, placemaking and design

This strategic policy is supporting Local Plan objectives 1, 3, 4 and 5.

SP14: Placemaking and Design

1. All development will be expected to achieve a high standard of design and placemaking, contributing positively to the quality, character and identity of Buckinghamshire's towns, villages and landscapes.
2. Development must be informed where appropriate by design codes and a masterplan to ensure it:
 - a) Is design-led and context-responsive, informed by the character, scale and form of existing places.
 - b) Creates safe, inclusive and attractive environments that promote wellbeing, accessibility and social interaction.
 - c) Makes efficient use of land while maintaining or enhancing local distinctiveness.
 - d) Takes account of the character of the landscape set out in the latest Landscape Character Assessment.
3. Strategic development will be required to:
 - a) Demonstrate a coherent placemaking framework in accordance with the Buckinghamshire Design Code (appendix J), integrating land use, movement networks, green infrastructure and community facilities;
 - b. Deliver high-quality urban design and public realm, informed by masterplans, design codes or design frameworks as appropriate.
 - b) Development proposals in and affecting the setting of Chilterns National Landscape must be landscape-led and, as a nationally designated landscape of the highest value, respond positively to the special qualities of that area in accordance with national planning policy and the Chilterns landscape management plan and design guide.
 - c) Development that fails to achieve a high standard of design quality and placemaking will not be supported.

- 5.185 The quality of the built environment is a key component to the success of the Local Plan. Well-designed places support social interaction, economic vitality, environmental resilience and community wellbeing. Buckinghamshire contains a rich variety of towns, villages, landscapes and heritage assets, all of which contribute to local identity and character.
- 5.186 This Plan incorporates a placemaking-led approach, ensuring that development is shaped by a clear understanding of context, rather than led solely by land use or density considerations. High-quality urban design, architecture and public realm are central to delivering attractive, safe and functional places.
- 5.187 Strategic development presents opportunities and challenges for placemaking. For these sites, the Plan expects a comprehensive approach through masterplanning and design frameworks, integrating land use, movement, green infrastructure and community facilities from the outset. This helps to ensure coherence, legibility and long-term adaptability.

- 5.188 This strategic policy establishes clear expectations for design quality and placemaking, while the detailed criteria for assessment, including design principles and amenity standards, are set out in the Part B Development Management policies. These will also contribute to strengthening the sense of place.
- 5.189 The policy recognises the need for the highest level of protection, mitigation and careful assessment for development affecting the Chilterns National Landscape. Major development proposals in the national landscape will not be supported unless exceptional circumstances set out in Part B Development Management policies apply.

Conservation and enhancement of heritage assets

Purpose

- 5.190 The purpose of this policy is to conserve and enhance Buckinghamshire's historic environment in a manner appropriate to its significance. The policy seeks to ensure that heritage assets and their settings are protected, celebrated and positively managed as an irreplaceable resource that contributes to local character, distinctiveness, cultural identity and sustainable growth.

Implementation through Development Management Policies

- 5.191 The delivery of heritage conservation and enhancement through Policy SP15 will be supported by the Development Management policies in Chapter 7. Proposals will be expected to accord with policies relating to Conservation Areas, Heritage Assets and Design of Developments. These policies provide the detailed framework for conserving and enhancing Buckinghamshire's historic environment, protecting designated and non-designated heritage assets and their settings, and ensuring that development responds positively to local character, historic significance and townscape quality.
- 5.192 Development proposals will also be expected to comply with policies relating to Residential Amenity, Space Standards, Health Impact Assessment, Community, Sport and Leisure Facilities, Transport Requirements for New Development, Parking Standards and Public Rights of Way where relevant. Together, these policies support the regeneration and continued use of historic buildings and places whilst ensuring that development contributes positively to the quality, accessibility and vitality of Buckinghamshire's communities.
- 5.193 In addition, proposals should accord with other relevant Development Management policies relating to Biodiversity Protection and Enhancement, Biodiversity Gain and Nature Recovery, Green Infrastructure, Trees, Ancient and Veteran Trees, Woodlands and Orchards, Landscape Character and Visual Amenity, National Landscapes and their Setting, Pollution, Air Quality and Contaminated Land, Flood Risk, Sustainable Drainage Systems and Water Efficiency Standards. Together, these policies ensure that heritage assets and historic landscapes are conserved and enhanced as part of a wider approach to environmental stewardship, climate resilience and the delivery of sustainable development across Buckinghamshire.

SP15 – Conservation and enhancement of heritage assets

This strategic policy is supporting Local Plan objectives 1 and 4.

SP15: Conservation and enhancement of heritage assets

1. The Local Plan will ensure that Buckinghamshire's historic environment is conserved and enhanced in a manner appropriate to its significance, sensitively managed, enjoyed and celebrated for its contribution to sustainable communities. Proposals will be supported where they:
 - a) conserve designated heritage assets and their settings in a manner appropriate to their significance, giving great weight to their conservation, including securing appropriate and viable uses where this would support their long-term conservation.
 - b) make a positive contribution to the character and local distinctiveness of the historic environment, including using innovative design.
 - c) conserve or enhance historic landscapes, including historic parks and gardens and other landscapes that contribute to the significance and setting of heritage assets.
 - d) secure the conservation and, where appropriate, the beneficial use of designated and non-designated heritage assets in a manner proportionate to their significance.
 - e) support the sensitive regeneration, sustainable tourism and appropriate energy-efficiency improvements of heritage assets where these conserve their significance and secure their long-term viable use.
 - f) positively secure the conservation and re-use of 'at risk' heritage assets.
 - g) improve access and enjoyment of the historic environment where appropriate, particularly where they retain, create or facilitate public access to heritage assets to increase understanding of their significance.
2. Applicants will be required to describe the significance of any heritage assets affected, including any contribution made by their setting, in a manner proportionate to the asset's significance and the potential impacts of the proposal through a Heritage Statement. The results should be submitted to the Buckinghamshire Historic Environment Record. In some circumstances, further survey, analysis and/or recording will be made a condition of consent.
3. Development proposals affecting heritage assets will be required to demonstrate that any harm to the significance of a heritage asset, including its setting, has been avoided or minimised. Where harm is identified, proposals will be assessed in accordance with national policy.

- 5.194 This strategic policy sets out the overarching approach to the conservation and enhancement of Heritage assets and their protection, while the development management policies provide the detailed considerations for each type of historic assets.
- 5.195 Buckinghamshire's heritage is a rich blend of elements from its Anglo-Saxon roots, historic landed estates, and significant literary connections set within the scenic Chiltern Hills. It features renowned historic sites like Waddesdon Manor and Chequers, along with a deep,

prehistoric, and Roman archaeology, and a 10th-century origin as a defensive Saxon County. Together, these elements contribute to the significance of Buckinghamshire's historic environment, which the policy seeks to conserve and enhance.

- 5.196 Buckinghamshire includes many grand homes and gardens, including the National Trust's Waddesdon Manor, Cliveden, and West Wycombe Park, alongside Hughenden Manor.
- 5.197 Buckinghamshire has many Literary & Cultural Links: and has become known as "Roald Dahl country," because the famous writer lived in the county and visitors can explore the Roald Dahl Museum in Great Missenden. Marlow was formerly home to poets Mary and Percy Shelley.
- 5.198 Buckinghamshire's Key ancient sites include the Icknield Way (a prehistoric route), and an important landscape designation is the Chilterns National Landscape, another example of a famous historical site is the Hell-Fire Caves at West Wycombe.
- 5.199 Buckinghamshire played a crucial role during WWII, with intelligence operations at locations like Bletchley Park. There were many RAF bases across the county an example being RAF Halton which whilst the base is programmed for closure contains many historical military buildings not least some of the first RAF barrack blocks built in the country.
- 5.200 Buckinghamshire was traditionally more of a rural county focussed on farming cherry orchards and similar like agricultural enterprises rather than being an industrial area. However, some traditional industrial heritage buildings remain related to the traditional industries of the County such as the chair making industry around High Wycombe and the Boot and leather industry in Chesham for example. Agricultural buildings were small scale, but most farmsteads contained traditionally built agricultural buildings many now converted into houses. The Chiltern Open Air Museum provides a glimpse back into the past showing how many of those traditional buildings were used.
- 5.201 In addition to the nationally designated heritage assets such as its historic parks and gardens, which form an important part of its designated landscapes, Buckinghamshire has many locally important heritage assets, which contribute positively to the local character and identity of Buckinghamshire, and which are valued by local people. These heritage assets, which may be buildings, archaeological remains, parks, gardens or public works of art, sometimes have little or no protection, and over time these special places could be lost. Non designated heritage assets (NDHAs) can be identified in several ways, they may be identified through the neighbourhood planning process or via a conservation area appraisal, some are identified through work associated with a planning application. To protect these features the Council has established a Local Heritage List. Once adopted, these assets become known as Locally listed non designated heritage assets.
- 5.202 Recognising the unique Historic heritage of Buckinghamshire the policy aims to protect and or enhance those historic elements that make up the character of the area and which once lost could not be replaced. The policy promotes protection or enhancement of the County's heritage whilst seeking where possible to improve the public access and or understanding of the feature. Well-preserved heritage environments can support mental wellbeing, foster a sense of belonging and pride, and encourage social interaction, cultural engagement and tourism. In addition, the reuse and regeneration of heritage assets can revitalise communities,

support local economies and improve the quality of everyday environments, all of which contribute to wider determinants of health and help reduce inequalities by maintaining attractive, inclusive and well-functioning places. Sensitive adaptation of heritage assets, including improvements to energy efficiency, can support their long-term conservation and viable use. The Council will support the conservation and reuse of heritage assets identified as being at risk, recognising the importance of securing their long-term future. Where heritage assets may be affected by new development the policy requires a full study of the heritage asset to be undertaken, with findings submitted to the Buckinghamshire Historic Environment Record where appropriate.

Healthy communities and tackling health inequalities

Purpose

- 5.203** The purpose of this policy is to promote healthy, inclusive and safe communities and contribute towards reducing health inequalities across Buckinghamshire. The policy supports development that improves physical and mental wellbeing, facilitates access to health services, encourages active lifestyles and provides the social, environmental and community infrastructure necessary to support healthy places.

Implementation through Development Management Policies

- 5.204** The delivery of healthy communities through Policy SP16 will be supported by the Development Management policies in Chapter 7. Proposals will be expected to accord with policies relating to Health Impact Assessment, Community, Sport and Leisure Facilities, Sport, Leisure and Recreation, Community Food Growing and Fast-Food Outlets and Takeaways. These policies provide the detailed framework for promoting healthy lifestyles, reducing health inequalities, protecting and enhancing community infrastructure and ensuring that development contributes positively to the physical, mental and social wellbeing of Buckinghamshire's residents.
- 5.205** Development proposals will also be expected to comply with policies relating to Design of Developments, Residential Amenity, Space Standards, Transport Requirements for New Development, Parking Standards, Public Rights of Way, Green Infrastructure and Infrastructure Delivery where relevant. Together, these policies support the creation of healthy, inclusive and accessible places, encourage active travel, improve access to services and facilities, and help ensure that communities are well connected and supported by the infrastructure needed to meet the needs of existing and future residents.
- 5.206** In addition, proposals should accord with other relevant Development Management policies relating to Biodiversity Protection and Enhancement, Biodiversity Gain and Nature Recovery, Trees, Ancient and Veteran Trees, Woodlands and Orchards, Landscape Character and Visual Amenity, Watercourses and Associated Corridors, Pollution, Air Quality and Contaminated Land, Mitigating Light Impacts, Flood Risk, Sustainable Drainage Systems and Water Efficiency Standards. Together, these policies ensure that development contributes to environmental quality, climate resilience and access to natural environments, supporting healthier communities and delivering sustainable, attractive and resilient places across Buckinghamshire.

SP16 – Healthy communities and tackling health inequalities

This strategic policy is supporting Local Plan objectives 3, 4, 5, 6 and 8.

SP16: Healthy communities and tackling health inequalities

1. All development should support the physical and mental health and wellbeing of Buckinghamshire residents and reduce health inequalities by providing access to physical, social and economic environments that:
 - a) Promote and facilitate active and healthy lives across the lifespan for those who live and work in Buckinghamshire.
 - b) Create safe and accessible places that promote health, social interaction and community cohesion.
 - c) Are equitable and inclusive to meet the needs of residents, including vulnerable groups, through well-designed places.
 - d) Provide residents with quality new and affordable homes that protect residents from harmful exposures e.g. damp, pollution indoors and provide living conditions and amenities that support good physical and mental health.
 - e) Support local access to services and facilities to support daily life.
 - f) Enable people to remain in their homes for longer and supporting vulnerable residents to live independently or in specialist housing.
 - g) Provide access to affordable healthy food, promote healthier food choices and support land use for food growing and production.
 - h) Promote access to public green and open spaces, sports facilities, play and recreation opportunities.
 - i) Prevent unacceptable adverse effects on residential quality of life and public safety due to pollution, such as light, noise and poor air quality and extreme weather events such as flooding, excess heat and cold.
 - j) Promote active travel through high quality public transport, walking, cycling and wheeling networks underpinned by accessibility, connectivity and ease of movement.
 - k) Provide equitable access to good employment opportunities, education and digital connectivity; and
 - l) Create attractive, vibrant and accessible town centres and retail spaces that promote mixed use and support healthy lifestyles.

5.207 The *Health and Social Care Act 2012*^[1] places a legal duty on local authorities to reduce health inequalities, encouraging planners to consider how housing, transport, and access to services affect vulnerable populations. The Act encourages health-led local planning; requires councils to consider health inequalities in service delivery; supports collaboration between planners and health professionals; and makes Directors of Public Health key advisors in planning decisions.

5.208 Buckinghamshire is one of the least deprived local authorities in England, ranking as 141st out of 153. However, levels of deprivation vary within the county, with pockets of income deprivation concentrated in Aylesbury, High Wycombe, Burnham, Chesham, and Denham. Some more rural areas, particularly in the north of Buckinghamshire, also have relatively high levels of deprivation which is likely to be influenced by barriers to the built and natural environment including access to services, limited public transport and reduced connectivity to employment and education opportunities.

- 5.209 The built and natural environment is an important determinant of our residents' and visitors' health and wellbeing. The NPPF (2024) highlights the role of the planning system in supporting health and wellbeing in creating healthy, inclusive and safe places that promote social interaction, are accessible, and that enable and support healthy living through creating opportunities for healthy choices that reduce health inequalities. Health inequalities are unfair and avoidable differences in health across the population and between groups within society. They arise because the conditions in which people are born, grow-up, live, work and age shape their opportunities for good health and influence behaviour outcomes, including both physical and mental wellbeing.
- 5.210 The wider determinants of health, or the 'building blocks of health', are the social, economic and environmental factors that shape everyday living conditions including the quality of the built and natural environment, housing, education, employment and income, community safety and social connections. Evidence indicates that strengthening these building blocks improves mental and physical health, overall health outcomes and reduces inequality.
- 5.211 Planning policies can play a role in addressing these determinants of health across the life course and may contribute to reducing health inequalities, improving population health and ensuring sustainability of services, priorities of the *Joint Local HWBS – 2035*. It seeks to address physical inactivity, harm from alcohol, smoking and poor diets to improve population health. Underpinning this, Buckinghamshire's Joint Strategic Needs Assessment (JSNA) provides the evidence base for understanding current and future health, care and wellbeing needs, including the needs of an ageing population and the nature and distribution of health inequalities across the county.
- 5.212 Buckinghamshire's population experiences better health and wellbeing compared to other areas in England; however, this is not shared equally by residents across the county. Significantly poorer health outcomes are experienced by vulnerable groups and people living in income deprivation. Preventable diseases are the main cause of premature death in Buckinghamshire with diet, physical activity, smoking and alcohol, the primary modifiable risk factors contributing to poor health (Buckinghamshire's JSNA). These impacts are typically more pronounced in areas of deprivation.
- 5.213 Vulnerable groups may also experience poorer health and wellbeing outcomes and are more likely to be affected by health inequalities. These groups can include but are not limited to older adults; children and young people; ethnic minorities; people with disabilities; people with mental health issues; people living in areas of deprivation; or those who can be socially marginalised (for example, traveller communities, people experiencing homelessness or substance abuse or people in contact with the criminal justice system). Considering the needs of vulnerable groups aligns with the Council's priority to reduce health inequalities by ensuring people who may be at greater risk can access the living conditions, services and opportunities required for a healthy life.
- 5.214 Local plan policies and planning decisions should enable and support healthy lives, through promoting good health and preventing ill-health to reduce health inequalities between these different communities. This can be achieved through for example, the provision of stable and

suitable housing, safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

5.215 A healthy place is described in the PPG as one which:

- a) Provides opportunities for the community to improve their physical and mental health.
- b) Supports community engagement and wellbeing.
- c) Meets the needs of children and young people; and
- d) Is adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.

5.216 This strategic policy supports national planning policy and guidance, and the council's health, social, economic and environmental strategies including Buckinghamshire's Strategic Vision for 2050, the Housing Strategy which addresses housing quality, including protection from 'harmful exposures' such as poor air quality, overheating and damp, the Physical Activity Strategy, the Healthy Ageing Strategy and the Local Transport Plan. It also aligns with Buckinghamshire's six key healthy planning themes: neighbourhoods, healthy homes and buildings, healthy food environment, natural and sustainable environments, transport and movement and healthy economy.

- a) **Healthy neighbourhoods** – safe and welcoming places where it is easy to be active, to walk, wheel or cycle, to access services for daily living, and to build social connections and a sense of belonging.
- b) **Healthy homes and buildings** – housing that is affordable and secure, supports good physical and mental health, and meets changing needs across the life course, including access to specialist and accessible housing where required.
- c) **Healthy food environments** – places that support healthier choices by making nutritious food and drink accessible, affordable and convenient, and by shaping local food environments in ways that reduce risks associated with poor diet and unhealthy weight.
- d) **Natural and sustainable environments** – clean air and reduced exposure to noise and light pollution, with accessible green and blue spaces that support recreation, play, mental wellbeing and climate resilience.
- e) **Transport and movement** – safe, accessible and connected networks that make walking, wheeling, cycling and public transport practical for everyday journeys, improving access to jobs, education, healthcare and green space while reducing injuries and pollution.
- f) **A healthy economy** – secure and paid work, education and skills, and digital connectivity that support living standards and a strong economy with businesses and retail spaces providing the working conditions and goods and services that contribute to good health.

^[1] UK Government (2012). *Health and Social Care Act 2012*. [online] Available at: [link](#) [Accessed 21 May 2026].

Chapter 6 – Site Allocations

- 6.1 Site allocation identify specific parcels of land to deliver the spatial strategy set out in the Local Plan, providing certainty about where development will take place and the type and scale of uses expected. In accordance with the NPPF, local plans are required to provide a clear framework for meeting development needs, including identifying a sufficient supply of specific, deliverable and developable sites to meet housing, employment and other uses over the plan period, and to support a five-year supply of housing land.
- 6.2 Site allocations play a critical role in ensuring that development is directed to the most sustainable locations, is viable and deliverable, and is supported by the necessary infrastructure. These policies establish the principles for development, including land use, capacity and key constraints, and provide a transparent basis for decision-making, helping to ensure that the Local Plan's strategy is implemented effectively.

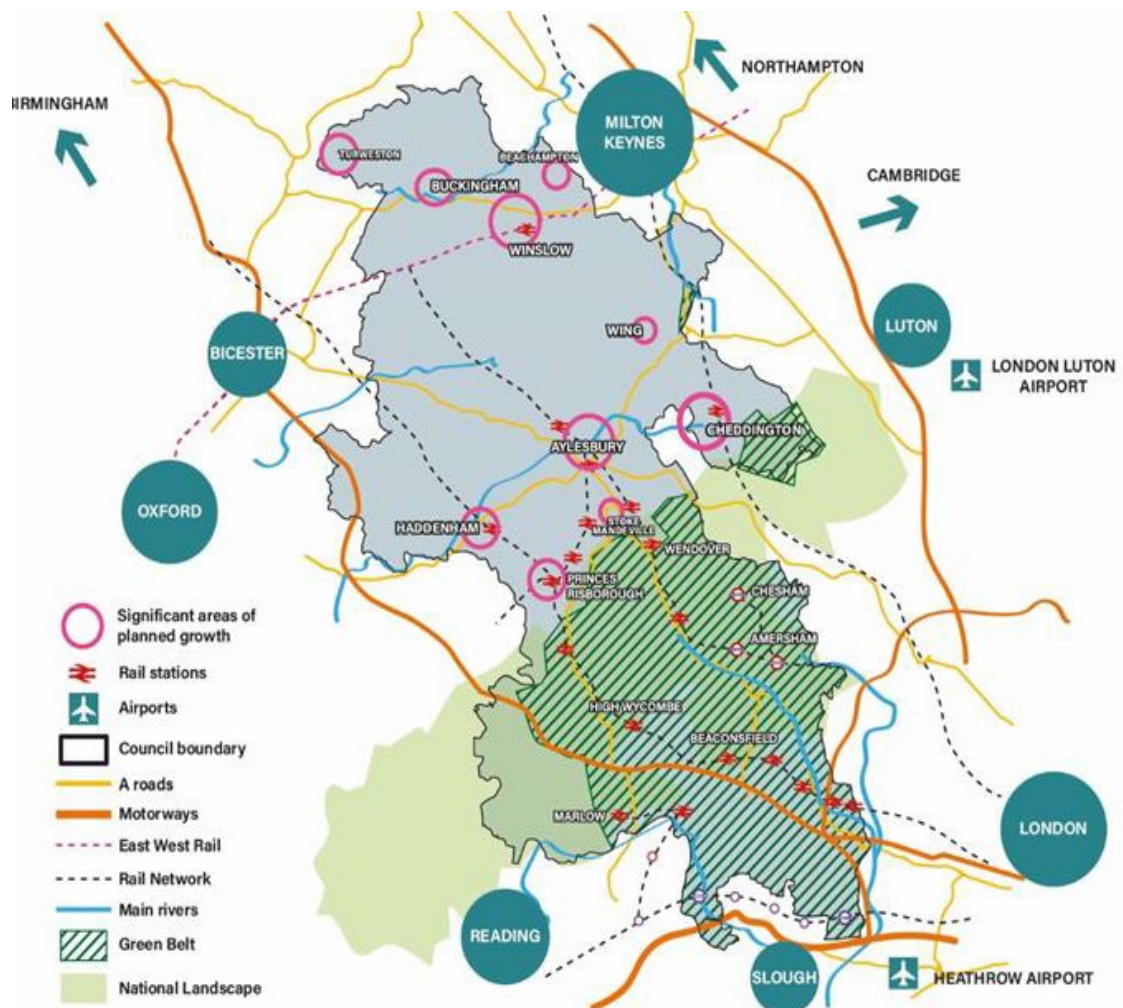


Figure 6: Local Plan Key Diagram showing significant areas of growth.

- 6.3 The concept plans, included alongside the NESS site policies, illustrate the key principles for the development of the site and should be used to inform the preparation of any detailed masterplan and planning application. The precise location and configuration of land uses, infrastructure and open spaces may vary, provided that the overall objectives and

requirements of the allocation are delivered. The NESS policy numbering reflects the original assessment of 18 potential NESS sites. As the site selection process progressed, the number of sites was reduced to 10; however, the original site reference numbers have been retained for consistency and audit purposes.

Strategic Sites – Housing and mixed use

NESS003 - Aylesbury

NESS003: Aylesbury NESS

1. This 529.7-hectare site, as shown on the Policies Map, is located to the north of Aylesbury, the heart of Buckinghamshire. The site is allocated for approximately 9,080 dwellings in this Local Plan, with 3,650 dwellings to be delivered in the plan period and fifteen net additional serviced Gypsy/ Traveller pitches.
2. The site is allocated as a residential-led mixed-use development, including approximately 3,500 sqm of town centre uses, supporting infrastructure and community facilities.

Development requirements

3. Planning permission will be granted where development accords with the requirements below and are supported by a comprehensive site-wide masterplan and phasing strategy:

Place-making and Design.

4. Development must adopt a landscape-led approach which:
 - a) Responds positively to the site's edge of town and rural transition character.
 - b) Reflects the existing field pattern and mature landscape features; and
 - c) Integrates development into the surrounding townscape and countryside.
5. Development must establish a high-quality, distinctive and functional place and must:
 - a) Respond to local context, including topography, landscape, habitats and ecological features.
 - b) Retain and incorporate trees, hedgerows and existing green infrastructure as part of a connected network.
 - c) Avoid areas of highest flood risk, including Flood Zones 2, 3a and 3b, and areas at significant risk of surface water flooding.
 - d) Incorporate multifunctional sustainable drainage systems as part of the design and layout.
 - e) Safeguard and enhance watercourses, including provision of appropriate buffers to the River Thames.
 - f) Take account of infrastructure constraints, including provision of appropriate easements and stand-off distances.
 - g) Maintain separation from nearby settlements, including Bierton to prevent coalescence and protect settlement character.

- h) Conserve and enhance the setting of the Bierton Conservation Area; and
 - i) Be informed by up-to-date site-specific evidence, including flood risk and environmental assessments.
6. Development should:
- a) Re-use existing farm buildings, where they make a positive contribution to local character and where viable and feasible to do so.

Movement and Connectivity

7. Development must deliver a comprehensive movement strategy which prioritises sustainable transport and must:
- a) Provide the Northeast Aylesbury Link Road as the principal movement corridor. Deliver a network of internal streets and connections to the A413 and A418.
 - b) Ensure all highway infrastructure is informed by proportionate transport modelling and supports the safe operation of the network.
 - c) Provides high quality public transport infrastructure and services, including:
 - i. New or reconfigured bus services linking the site with Aylesbury town centre and railway station; and
 - ii. Supporting infrastructure, including bus priority measures where appropriate; and
 - d) Prioritise walking, cycling and public transport to reduce reliance on the private car.

Community Facilities

8. Development must provide a comprehensive range of community infrastructure, proportionate to its scale, including:
- a) Local centres providing retail, community, cultural and service uses, designed as accessible focal points.
 - b) Land and buildings for four primary schools (6-15FE total).
 - c) Land and buildings for a secondary school.
 - d) On-site primary healthcare facilities, delivered in partnership with the Integrated Care Board (ICB).
 - e) Contributions towards off-site healthcare and other strategic infrastructure as required; and
 - f) Indoor and outdoor sports facilities, play space and recreation areas in accordance with Policy SE5: Sport, Leisure and Recreation and relevant standards.

Green and Blue Infrastructure

9. Development must deliver a comprehensive and connected network of green and blue infrastructure which:
- a) Integrates watercourses, hedgerows, ecological features and areas of flood risk.
 - b) Enhances biodiversity and ecological connectivity; and
 - c) Reinforces local landscape character.

10. Development must:

- a) Maintain a strategic green gap to the north associated with the River Thames floodplain.
- b) Maintain a strategic green gap to the south to:
- c) Prevent coalescence with surrounding settlements including Bierton; and
- d) Protect the setting of the Bierton Conservation Area.
- e) Development must provide multifunctional green infrastructure, including:
- f) Public open space, including land for SuDS.
- g) Outdoor sports facilities.
- h) Walking and cycling routes.
- i) Allotments; and
- j) Suitable Alternative Natural Greenspace (SANG) and contributions to Strategic Access Management and Monitoring (SAMM), in accordance with Policies NE12 and NE13, and the Chilterns Beechwoods SAC Mitigation Strategy.

Implementation, Phasing and Delivery

- 11. Development will only be permitted where it is supported by a comprehensive and coordinated masterplan and phasing strategy for the entire site, to be submitted to and approved by the Council prior to the determination of any planning application.
- 12. The masterplan and phasing strategy must:
 - a) Demonstrate how development will be delivered in a coordinated and comprehensive manner across the site.
 - b) Demonstrate coordinated and comprehensive delivery of off-site necessary infrastructure.
 - c) Show how each phase integrates with the overall design and place-making principles.
 - d) Identify the timing and provision of infrastructure necessary to support each phase.
 - e) Include infrastructure delivery triggers and mechanisms, including use of planning obligations where necessary; and
 - f) Demonstrate how piecemeal or uncoordinated development will be avoided.
- 13. The scale and timing of infrastructure provision must be informed by viability and deliverability considerations, to be agreed with the Council.

Aylesbury NESS Site 003

- 6.4 Land identified on the Policies Map and Indicative Diagram as Aylesbury NESS Site 003 is allocated to deliver a strategic, mixed-use urban extension to Aylesbury. At approximately 529.7 hectares, the site represents one of the most significant growth opportunities in Buckinghamshire and will play a key role in meeting housing and infrastructure needs over the Plan period and beyond.
- 6.5 The allocation will deliver approximately 9,080 homes in total, of which around 3,650 are expected within the Plan period. Development will continue beyond the Plan period, reflecting the scale and long-term nature of the site, and will be considered in future plan-making.

- 6.6 There were no extant planning permissions for residential development on the site as of June 2026.

Site Context and Key Characteristics

- 6.7 The site lies to the north-east of Aylesbury, between the A413 and A418, and adjoins the Watermead development. It is near the settlements of Hulcott and Bierton. The site is agricultural in character, comprising large arable fields with a relatively open structure, interspersed with hedgerows, watercourses and Public Rights of Way.
- 6.8 The River Thames forms a strong northern boundary and is a key environmental and landscape feature. Parts of the site are affected by fluvial and surface water flood risk, particularly within the river corridor and in lower-lying areas. These areas present both constraints and opportunities for the incorporation of green and blue infrastructure within the development.
- 6.9 The site sits within a low-lying clay vale landscape, characterised by open views and a gently undulating landform. It forms an important transition between the built-up area of Aylesbury and the surrounding rural landscape. The setting of nearby settlements, particularly Bierton, and the Bierton Conservation Area are sensitive considerations which will influence the form and disposition of development.
- 6.10 Existing infrastructure constraints, including utilities and strategic infrastructure corridors, will need to be carefully integrated into the design and layout of development. Opportunities also exist to re-use existing farm buildings where they contribute positively to local character and can be successfully incorporated.

Development Strategy and Design Approach

- 6.11 The site will be developed as a comprehensively planned urban extension, with a strong emphasis on landscape-led design and high-quality place-making. Development will be required to respond positively to the site's edge-of-settlement context and to create a series of well-connected neighbourhoods with a clear sense of identity.
- 6.12 Green and blue infrastructure will form a structuring element of the development, with watercourses, floodplain areas, hedgerows and other landscape features integrated into a multifunctional network. This approach will support biodiversity enhancement, recreation, climate resilience and flood risk management, whilst reinforcing local character.
- 6.13 Strategic green gaps will play an important role in the spatial framework of the site. Land to the north associated with the River Thames floodplain will remain undeveloped, while a further gap to the south will be maintained to prevent coalescence with Bierton and to protect its setting. These areas will also contribute to green infrastructure provision and visual separation.

Infrastructure and Community Provision

- 6.14 Given the scale of development proposed, the site will be required to deliver a comprehensive range of supporting infrastructure and services to create a sustainable and self-contained community.
- 6.15 This will include the provision of new local centres, acting as accessible focal points for retail, community, cultural and service uses. These centres will serve the day-to-day needs of residents and reduce the need to travel.
- 6.16 Education provision will include four primary schools and one secondary school, with sites identified through the master planning process to ensure accessibility and integration with surrounding neighbourhoods.
- 6.17 Healthcare infrastructure, including primary care facilities, will be delivered in partnership with the Integrated Care Board. The scale, specification and timing of provision will be informed by ongoing engagement and updated evidence at the planning application stage.
- 6.18 Indoor and outdoor sport, recreation and play facilities will be provided across the site, contributing to health and wellbeing and aligned with local standards and policy requirements.
- 6.19 In addition to on-site provision, development will be expected to contribute towards off-site infrastructure where necessary, including healthcare, emergency services, and other strategic requirements, in accordance with relevant policies and evidence.

Transport and Movement

- 6.20 The transport strategy for the site is therefore designed to support sustainable growth whilst addressing existing congestion issues within Aylesbury and the surrounding area.
- 6.21 A key element of this strategy is the delivery of the Northeast Aylesbury Link Road, which will provide a direct connection between the A413 and A418 and enable movement around the town. This will help to reduce pressure on the town centre and existing radial routes.
- 6.22 Development will also be required to promote sustainable travel patterns, including enhanced public transport provision and a comprehensive network of walking and cycling routes. These measures will support modal shift and reduce reliance on the private car.
- 6.23 Detailed transport assessments and modelling, to be agreed with the Council as the Highway Authority, will be required at the planning application stage to inform the design of the movement network and the identification of any necessary mitigation measures.

Environmental Considerations and Mitigation

- 6.24 A site-specific, risk-based approach to flood risk will be required, informed by the most up-to-date evidence, including the Level 2 Strategic Flood Risk Assessment and subsequent detailed

assessments. Development will be directed away from areas of highest flood risk, with these areas utilised as part of the green infrastructure network where appropriate.

- 6.25 Sustainable drainage systems will be integrated throughout the site to manage surface water, improve water quality and provide wider environmental benefits.
- 6.26 The site lies partly within the Zone of Influence of the Chilterns Beechwoods Special Area of Conservation (SAC). Development will therefore be required to deliver or contribute towards Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring Measures (SAMM), in accordance with the Council's mitigation strategy.
- 6.27 SANG is expected to be delivered on site where feasible, making use of existing landscape features and the wider green infrastructure network. Alternative or supplementary provision may be made through strategic SANG where appropriate.
- 6.28 Planning applications will need to be supported by sufficient information to enable the Council to undertake an Appropriate Assessment where required.

Delivery, Masterplanning and Phasing

- 6.29 Given the scale, complexity and multiple ownerships of the site, a comprehensive and coordinated approach to delivery will be essential.
- 6.30 Development will be guided by a site-wide masterplan and phasing strategy, which will establish the overall spatial framework, land use distribution, infrastructure requirements and delivery sequence.
- 6.31 The masterplanning process will ensure that development is integrated across the site, with infrastructure provided in a timely manner to support each phase and to avoid piecemeal or uncoordinated development.
- 6.32 A design code will be required to secure high-quality and consistent design outcomes across all phases of development. This will be aligned with the Buckinghamshire Design Code and will guide the detailed form and appearance of development.
- 6.33 The delivery of the site, including housing trajectories and infrastructure provision, will be monitored through the Council's monitoring framework to ensure that the development comes forward as anticipated and contributes effectively to the overall strategy of the Local Plan.

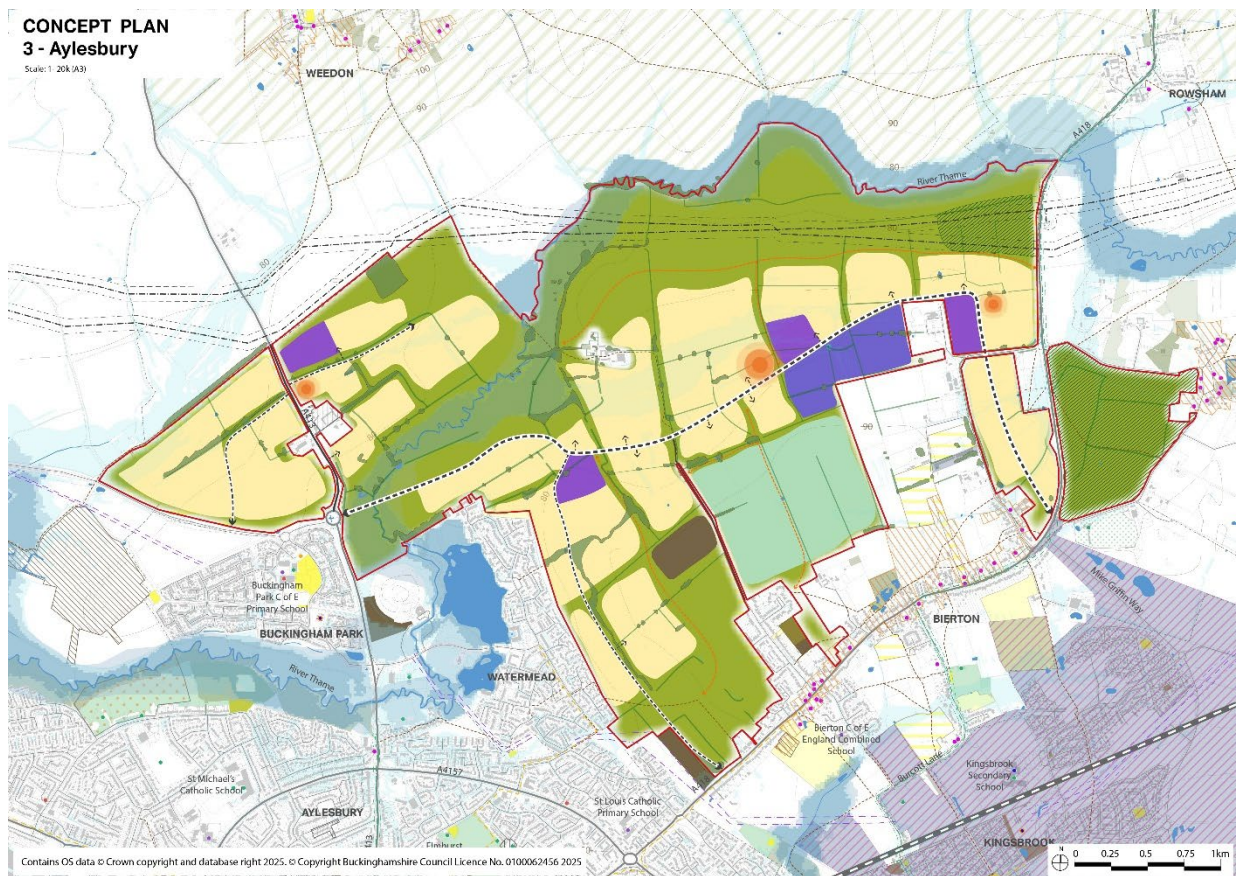


Figure 7: Aylesbury NESS Concept Masterplan

KEY

Key constraints

	NESS Growth Location
	District boundary
	Local Plan Housing/Employment Allocation
	HELAA (suitable site)
	HELAA (unsuitable site)
	Conservation Area
	Listed building
	Scheduled Monument
	Registered park and garden
	National Landscape
	Area of attractive landscape
	Green belt
	Employment site
	Golf course
	Local cycle network
	National Cycle Network
	Railway/station
	East West Rail
	HS2 Route
	HS2 Safeguarded land
	Existing hedgerows/trees
	Watercourse
	SAC (Special Areas of Conservation)
	SSSI (Site of Special Scientific Interest)
	National Nature Reserves
	Local Nature Reserves
	Local Wildlife Sites
	Woodland
	Ancient woodland
	Ancient woodland 50m buffer
	Environmentally Sensitive Areas
	Flood Zone 2
	Flood Zone 3
	Risk of flooding from surface water extent
	Historic landfill site
	Topography - 10m contour
	Solar farm
	Unavailable land in Haddenham

	Water mains
	Low pressure gas pipeline and buffer
	Medium pressure gas pipeline and 12.5m buffer
	High pressure gas pipeline and 50m buffer
	National Grid gas pipeline and 50m buffer
	Oil Pipeline and 5m buffer
	Substation
	Overhead line
	132kV overhead buffer 25m either side of centre line of pylon
	400kV overhead 30m either side of centre line of pylon
	Sewage Treatment Works
	Sewage Treatment Works 400m buffer

Masterplan options

	Development parcel
	Local centre
	Proposed employment
	Primary School
	Secondary School
	Formal outdoor sports
	SANG (Suitable Alternative Natural Greenspace)
	Allotment
	Open space
	Modified existing PRow
	Proposed active travel route
	Greenway Corridor (former railway alignment)
	Existing roads within site
	Bypass
	Primary road
	Secondary road
	Access point

Figure 8: NESS Concept Masterplan Key

NESS004: Cheddington NESS

1. This 342.1-hectare site is located to the north-east of Buckinghamshire, adjacent to Cheddington in proximity to Leighton Buzzard in Central Bedfordshire.
2. Land identified on the Policies Map is allocated for a strategic residential-led mixed-use development, delivering a minimum of 5,090 dwellings, of which 3,650 dwellings are expected to be delivered within the plan period, alongside 12 net additional serviced Gypsy and Traveller pitches, 3,500 sqms of town centre uses, supporting infrastructure and green and blue infrastructure.

Development requirements

3. Planning permission will be granted where development accords with the requirements below and are supported by a comprehensive site-wide masterplan and phasing strategy:

Place making and design.

4. Development must establish a high quality, distinctive and functional place and must:
 - a) Respond positively to the site's landscape character, topography and environmental context.
 - b) Integrate development with surrounding rural character and settlement pattern.
 - c) Take account of the centrally located solar farm and associated sub-station.
 - d) Conserve and where opportunities arise enhance the significance and setting of Mentmore Towers Registered Park and Garden (RPG) and the Mentmore Conservation Area, including provision of appropriate green buffers.
 - e) Respond positively to the Grand Union Canal corridor, including its heritage assets and environmental value.
 - f) Retain and incorporate existing hedgerows as part of a connected green infrastructure network.
 - g) Repurpose the former railway alignment as a multifunctional green infrastructure corridor.
 - h) Avoid areas of highest flood risk and incorporate sustainable drainage systems.
 - i) Account for infrastructure constraints, including provision of easements and buffers.
 - j) Assess and mitigate potential impacts from nearby sewage treatment infrastructure; and
 - k) Ensure strong physical and visual connectivity between development parcels.
5. Development should reuse existing features where they contribute positively to local character and where feasible to do so.

Movement and Connectivity

6. Development must deliver a comprehensive movement strategy which prioritises sustainable transport and must:
 - a) Deliver the Horton Bypass connecting Station Road and the B488.
 - b) Deliver a new railway bridge and associated road improvements at Station Road.

- c) Provide a network of internal spine roads and connections to the wider highway network.
 - d) Ensure infrastructure is informed by proportionate and robust transport modelling; and
 - e) Address cross-boundary transport impacts in collaboration with relevant authorities.
7. Development must provide enhanced public transport, including:
- a) Improved bus services connecting the site with surrounding settlements; and
 - b) Improved accessibility to Cheddington railway station.
8. Development must provide a comprehensive walking, cycling and Public Rights of Way network which:
- a) Connects neighbourhoods, facilities and surrounding settlements.
 - b) Integrates and enhances existing PROW; and
 - c) Contributions to and the delivery of strategic active travel routes, including along the former railway corridor.

Community Facilities and Services

9. Development must provide a comprehensive range of community infrastructure, including.
- a) Local centres providing retail and community uses as accessible focal points.
 - b) Land and buildings for three primary schools (6-8 FE).
 - c) Land and buildings for one secondary school.
 - d) On- site primary healthcare provision or contributions to off-site provision, as agreed with the Council and Integrated Care Board.
 - e) Indoor and outdoor sport, recreation and play facilities in accordance with Policy SE5: Sport, Leisure and Recreation and relevant standards.

Green and Blue Infrastructure

10. Development must deliver a comprehensive green and blue infrastructure network which:
- a) Integrates flood risk areas, watercourses and environmental features.
 - b) Enhances biodiversity and ecological connectivity, and
 - c) Reinforces landscape character.
11. Development must:
- a) Provide green buffers to protect important views to listed buildings along the Grand Union Canal; and
 - b) Deliver Suitable Alternative Natural Greenspace (SANG) and contributions to Strategic Access Management and Monitoring (SAMM), in accordance with policies NE12 and NE13, and the Chilterns Beechwoods SAC Mitigation Strategy.
12. Development must provide multifunctional green infrastructure including:
- a) Public open space.
 - b) Sustainable drainage systems.
 - c) Outdoor sports provision.
 - d) Walking and cycling routes; and
 - e) Allotments.

Implementation, Phasing and Delivery

13. Development will only be permitted where it is supported by a comprehensive, site-wide masterplan and phasing strategy.
14. The masterplan and phasing strategy must:
 - a) Demonstrate coordinated and comprehensive delivery across the site.
 - b) Demonstrate coordinated and comprehensive delivery of off-site necessary infrastructure.
 - c) Show how each phase integrates with the overall design and place-making principles.
 - d) Identify infrastructure delivery timing and triggers.
 - e) Include mechanisms to ensure delivery and avoid piecemeal development; and
 - f) Address cross-boundary coordination.
15. The timing and phasing of infrastructure delivery shall be informed by viability and deliverability considerations, and agreed with the Council, whilst ensuring that development remains acceptable in planning terms.

Overview and Context

- 6.34 The Cheddington NESS site, as shown on the Policies Map and Indicative Diagram, is in the north-east of Buckinghamshire, close to the boundary with Central Bedfordshire and near Leighton Buzzard. It lies within the Vale of Aylesbury, characterised by a rural landscape of flat to gently undulating clay vale farmland.
- 6.35 The allocation will deliver a minimum of 5,090 homes, of which 3,650 dwellings are expected to be delivered within the plan period, including Gypsy and Traveller provision, alongside supporting infrastructure and services. Development will be phased, with a substantial proportion delivered within the Plan period.

Site Characteristics

- 6.36 The site lies within the Vale of Aylesbury and is characterised by a flat, open agricultural landscape with limited enclosure. Hedgerows, watercourses and occasional historic features contribute to local distinctiveness.
- 6.37 The setting of Mentmore Towers Registered Park and Garden and Conservation Area is a key consideration, alongside the Grand Union Canal corridor and associated heritage assets.
- 6.38 Infrastructure features, including transport corridors and utilities, influence the site and will need to be integrated into development.

Development Strategy and Design Approach

- 6.39 Development will be brought forward as a comprehensively planned new settlement, with a strong emphasis on landscape-led design and place-making.
- 6.40 Green and blue infrastructure will form a key structuring element, incorporating flood risk areas, hedgerows and the former railway alignment into a connected network.
- 6.41 Strategic green buffers will be provided to protect the setting of heritage assets, including Mentmore Towers and the canal corridor.

Infrastructure and Community Provision

- 6.42 The scale of development requires a full range of infrastructure, including education, healthcare. Local centres and recreation facilities.
- 6.43 Healthcare provision will be informed by ongoing engagement with the Integrated Care Board and the latest evidence at the planning application stage.
- 6.44 Development will also contribute to off-site infrastructure where required.

Transport and Movement

- 6.45 The transport strategy is designed to support sustainable growth while mitigating impacts on surrounding communities.
- 6.46 Key components include the Horton Bypass, improvements to Station Road, and a new railway bridge to overcome existing constraints. These form part of a comprehensive package of improvements necessary for the growth in the area. Developers will be required to coordinate the delivery of these requirements.
- 6.47 Sustainable transport measures, including improvements to bus services, rail access, and walking and cycling networks, will reduce reliance on the private car.
- 6.48 Cross-boundary impacts will be addressed in collaboration with neighbouring authorities.

Environmental Considerations and Mitigation

- 6.49 Flood risk will be managed through a risk-based approach informed by the latest evidence, directing development away from higher-risk areas.
- 6.50 The site lies within the Chilterns Beechwoods SAC Zone of Influence. Development must provide mitigation through SANG and SAMM.
- 6.51 SANG is expected to be delivered on site where feasible, with alternative provision where necessary.

- 6.52 Planning applications must provide sufficient information to enable the Council to undertake an Appropriate Assessment where required.

Delivery, Masterplanning and Phasing

- 6.53 A coordinated approach is essential due to the scale, complexity and cross-boundary nature of the site.
- 6.54 Development will be guided by a comprehensive site-wide masterplan and phasing strategy.
- 6.55 A design code will be required to ensure high-quality and consistent development.
- 6.56 Delivery will be monitored through the Council's monitoring framework.



Figure 9: Cheddington NESS Concept Masterplan

KEY

Key constraints

	NESS Growth Location
	District boundary
	Local Plan Housing/Employment Allocation
	HELAA (suitable site)
	HELAA (unsuitable site)
	Conservation Area
	Listed building
	Scheduled Monument
	Registered park and garden
	National Landscape
	Area of attractive landscape
	Green belt
	Employment site
	Golf course
	Local cycle network
	National Cycle Network
	Railway/station
	East West Rail
	HS2 Route
	HS2 Safeguarded land
	Existing hedgerows/trees
	Watercourse
	SAC (Special Areas of Conservation)
	SSSI (Site of Special Scientific Interest)
	National Nature Reserves
	Local Nature Reserves
	Local Wildlife Sites
	Woodland
	Ancient woodland
	Ancient woodland 50m buffer
	Environmentally Sensitive Areas
	Flood Zone 2
	Flood Zone 3
	Risk of flooding from surface water extent
	Historic landfill site
	Topography - 10m contour
	Solar farm
	Unavailable land in Haddenham

	Water mains
	Low pressure gas pipeline and buffer
	Medium pressure gas pipeline and 12.5m buffer
	High pressure gas pipeline and 50m buffer
	National Grid gas pipeline and 50m buffer
	Oil Pipeline and 5m buffer
	Substation
	Overhead line
	132kV overhead buffer 25m either side of centre line of pylon
	400kV overhead 30m either side of centre line of pylon
	Sewage Treatment Works
	Sewage Treatment Works 400m buffer

Masterplan options

	Development parcel
	Local centre
	Proposed employment
	Primary School
	Secondary School
	Formal outdoor sports
	SANG (Suitable Alternative Natural Greenspace)
	Allotment
	Open space
	Modified existing PRoW
	Proposed active travel route
	Greenway Corridor (former railway alignment)
	Existing roads within site
	Bypass
	Primary road
	Secondary road
	Access point

Figure 10: NESS Concept Masterplan Key (reproduced from Figure 8)

NESS005: Haddenham NESS

1. This 293.6-hectare site, as shown on the Policies Map, is located to the south-west of Aylesbury, adjoining Haddenham.
2. The site is allocated for a residential-led urban extension delivering a minimum of 6,610 dwellings, of which approximately 3,545 will be delivered within the Plan period, alongside 7 net additional serviced Gypsy and Traveller pitches, 3,500 sq.m of town centre uses, supporting infrastructure, community facilities, and green and blue infrastructure.

Development requirements

3. Planning permission will be granted where development accords with the requirements below and are supported by a comprehensive site-wide masterplan and phasing strategy:

Place-making and Design.

4. Development must adopt a landscape-led approach which:
 - a) Responds positively to the site's rural and edge-of-settlement character.
 - b) Reflects existing field patterns, hedgerows and landscape features; and
 - c) Minimises visual and landscape impacts, particularly within the northern parcels.
5. Development must establish a high-quality, distinctive and functional place and must:
 - a) Integrate with existing employment and residential uses.
 - b) Retain and provide Gypsy and Traveller provision, including extension of the existing site.
 - c) Retain and incorporate trees, hedgerows and landscape features within a connected green infrastructure network.
 - d) Respond appropriately to site constraints, including the historic landfill and utilities infrastructure.
 - e) Integrate Snakemoor Nature Reserve within the green infrastructure network.
 - f) Conserve and enhance the significance and setting of heritage assets, including Wheatclose Cottage and Haddenham Conservation Area.
 - g) Avoid areas of highest flood risk and incorporate sustainable drainage systems; and
 - h) Be informed by up-to-date site-specific environmental and technical evidence.
 - i) Development must address the presence of Haddenham Wastewater Treatment Works (WwTW) and will only be permitted where:
 - i. Living conditions are not adversely affected by odour or emissions.
 - ii. The continued operation and maintenance of the WwTW is not compromised.
 - iii. Site design has been informed by engagement with the operator; and
 - iv. Appropriate mitigation measures are incorporated.

Movement and Connectivity

6. Development must deliver a comprehensive movement strategy which prioritises sustainable transport and must:
 - a) Provide access from the A418 and surrounding road network.
 - b) Deliver an integrated network of internal routes.
 - c) Ensure infrastructure provision is informed by proportionate transport modelling and supports the safe operation of the network; and
 - d) Address cross-boundary transport impacts in collaboration with relevant authorities.
7. Development must:
 - a) Enhance public transport provision, including improved access to Haddenham and Thame Parkway Station; and
 - b) Provide improved bus services linking the site to surrounding settlements.
8. Development must provide a comprehensive walking, cycling and Public Rights of Way network which:
 - a) Connects the site with the village, station and surrounding countryside.
 - b) Integrates and enhances existing PROW; and
 - c) Provides new active travel routes across the site.

Community Facilities and Services

9. Development must provide a comprehensive range of community infrastructure, including:
 - a) Local centres providing retail and community uses as accessible focal points.
 - b) Land and buildings for three primary schools (6-11FE total).
 - c) Land and buildings for one secondary school.
 - d) On-site primary healthcare facilities or contributions to off-site provision as agreed; and
 - e) Indoor and outdoor sport, recreation and play provision in accordance with Policy SE5.
10. Retail provision must be of a scale and type that meets local needs and supports, and does not undermine, existing centres.

Green and Blue Infrastructure

11. Development must deliver a connected network of green and blue infrastructure which:
 - a) Integrates Snakemoor Nature Reserve, watercourses and flood risk areas.
 - b) Enhances biodiversity and ecological connectivity; and
 - c) Reinforces local landscape character.
12. Development must provide:
 - a) Strategic green buffers to minimise landscape and visual impacts, including along the A418 corridor.
 - b) Green buffers to maintain separation between settlements and protect the wider countryside; and

- c) A multifunctional green infrastructure network including open space, SuDS, active travel routes and allotments.

Implementation, Phasing and Delivery

- 13. Development will only be permitted where it is supported by a comprehensive site-wide masterplan and phasing strategy.
- 14. The masterplan and phasing strategy must:
 - a) Demonstrate coordinated delivery across the site.
 - b) Demonstrate coordinated and comprehensive delivery of off-site necessary infrastructure.
 - c) Show how each phase integrates with the overall design.
 - d) Identify infrastructure delivery timing and triggers.
 - e) Include mechanisms to avoid piecemeal development; and
 - f) Ensure alignment with relevant infrastructure evidence.
- 15. Infrastructure provision must be informed by viability and deliverability considerations, to be agreed with the Council.

- 6.57 Land identified as Haddenham NESS Site 005 on the Policies Map and Indicative Diagram is allocated to deliver a strategic urban extension adjoining Haddenham. The site extends to approximately 293.6 hectares and represents a significant opportunity to accommodate housing growth alongside supporting infrastructure.
- 6.58 The development will deliver a minimum of 6,610 homes, of which approximately 3,545 will be delivered in the Plan period, together with community facilities, green infrastructure and supporting services. Development will be phased, with a substantial proportion delivered within the Plan period.

Site Characteristics

- 6.59 The site lies within a predominantly rural landscape characterised by relatively flat topography and large-scale agricultural fields. Hedgerows, tree belts and Public Rights of Way provide structure and connections within the landscape.
- 6.60 The proximity of Haddenham and Thame Parkway Station is a key characteristic, providing opportunities to support sustainable travel patterns.
- 6.61 Snakemoor Nature Reserve and other environmental features contribute to the ecological value of the area, while heritage assets, including Haddenham Conservation Area and listed buildings, represent important constraints and opportunities.
- 6.62 The site is influenced by several infrastructure constraints, including a historic landfill, utilities infrastructure and the nearby wastewater treatment works.

Development Strategy and Design Approach

- 6.63 The site will be developed as a comprehensively planned urban extension, with a strong emphasis on landscape-led design and integration with the existing village.
- 6.64 Green and blue infrastructure will form a key element of the development, integrate natural features and provide multifunctional spaces for recreation, biodiversity and flood risk management.
- 6.65 Development will respond to the site's context, ensuring that landscape and visual impacts are appropriately mitigated, particularly along the A418 corridor and at the rural edge of the settlement.

Infrastructure and Community Provision

- 6.66 The scale of development requires provision of a wide range of infrastructure, including local centres, education, healthcare and recreation facilities.
- 6.67 Healthcare provision will be informed by ongoing engagement with the Integrated Care Board and updated evidence at the planning application stage.
- 6.68 Development will also be required to contribute towards off-site infrastructure where necessary.

Transport and Movement

- 6.69 The transport strategy is designed to support sustainable growth and minimise impacts on the surrounding network.
- 6.70 Key measures include new site accesses, improvements to the A418 and surrounding junctions, and integration with the wider highway network.
- 6.71 Sustainable transport will be prioritised, including improved access to Haddenham and Thame Parkway Station, enhanced bus services, and a comprehensive walking and cycling network.
- 6.72 Cross-boundary transport impacts will be addressed through engagement with neighbouring authorities.

Environmental Considerations and Mitigation

- 6.73 Flood risk will be managed through a risk-based approach, directing development away from higher risk areas and integrating sustainable drainage systems.
- 6.74 The proximity of the wastewater treatment works requires careful design and mitigation to ensure acceptable living conditions and continued operation of the facility.

- 6.75 Planning applications must provide sufficient information to enable the Council to undertake an Appropriate Assessment where required.

Delivering, Masterplanning and Phasing

- 6.76 Due to the scale and complexity of the site, development will be guided by a comprehensive masterplan and phasing strategy.
- 6.77 This will ensure coordinated delivery of development, infrastructure and mitigation, and avoid piecemeal development.
- 6.78 A design code will be required to ensure high-quality and consistent design across the site.
- 6.79 Delivery will be monitored through the Council's monitoring framework.

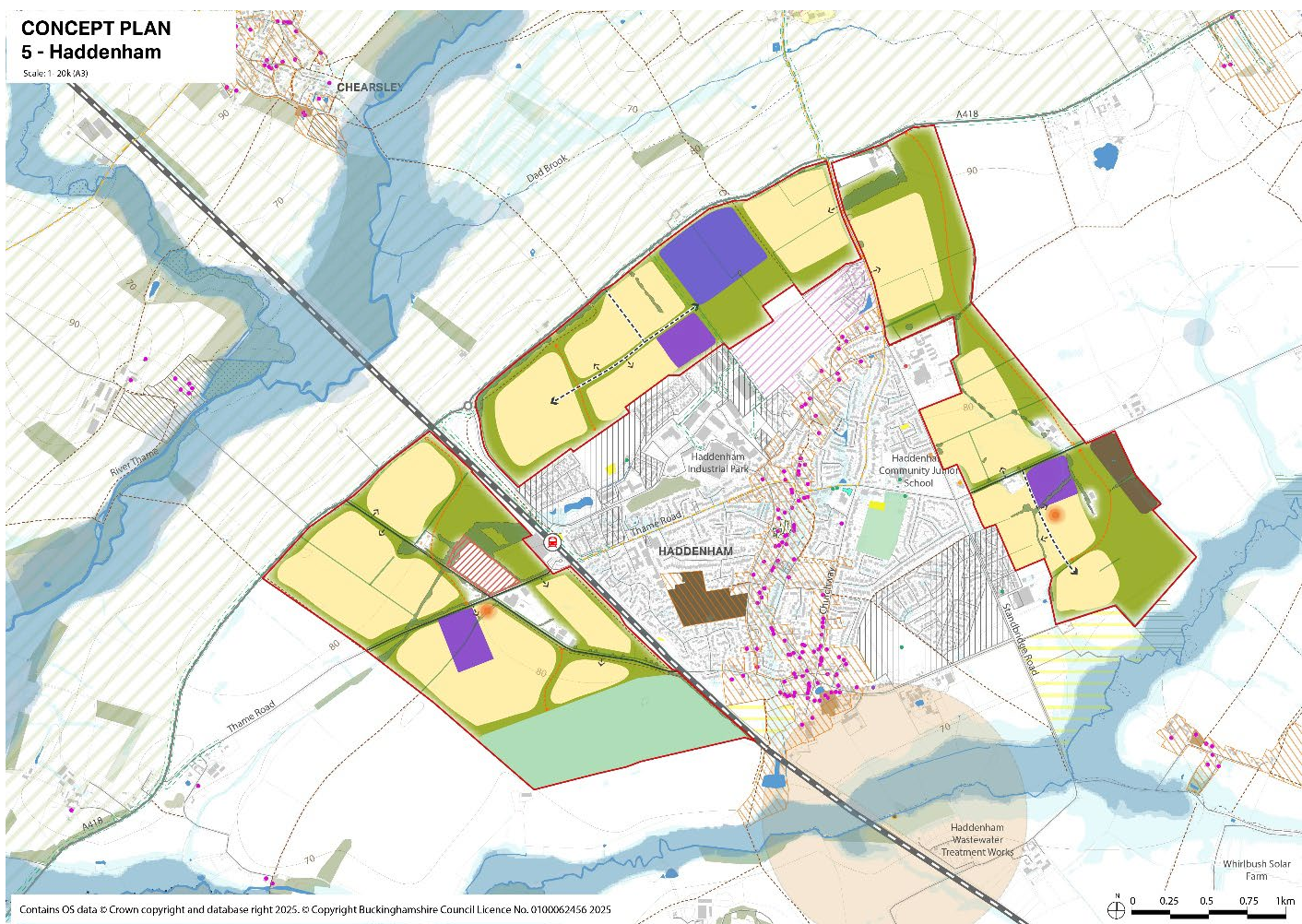


Figure 11: Haddenham NESS Concept Masterplan

KEY

Key constraints

	NESS Growth Location
	District boundary
	Local Plan Housing/Employment Allocation
	HELAA (suitable site)
	HELAA (unsuitable site)
	Conservation Area
	Listed building
	Scheduled Monument
	Registered park and garden
	National Landscape
	Area of attractive landscape
	Green belt
	Employment site
	Golf course
	Local cycle network
	National Cycle Network
	Railway/station
	East West Rail
	HS2 Route
	HS2 Safeguarded land
	Existing hedgerows/trees
	Watercourse
	SAC (Special Areas of Conservation)
	SSSI (Site of Special Scientific Interest)
	National Nature Reserves
	Local Nature Reserves
	Local Wildlife Sites
	Woodland
	Ancient woodland
	Ancient woodland 50m buffer
	Environmentally Sensitive Areas
	Flood Zone 2
	Flood Zone 3
	Risk of flooding from surface water extent
	Historic landfill site
	Topography - 10m contour
	Solar farm
	Unavailable land in Haddenham

	Water mains
	Low pressure gas pipeline and buffer
	Medium pressure gas pipeline and 12.5m buffer
	High pressure gas pipeline and 50m buffer
	National Grid gas pipeline and 50m buffer
	Oil Pipeline and 5m buffer
	Substation
	Overhead line
	132kV overhead buffer 25m either side of centre line of pylon
	400kV overhead 30m either side of centre line of pylon
	Sewage Treatment Works
	Sewage Treatment Works 400m buffer

Masterplan options

	Development parcel
	Local centre
	Proposed employment
	Primary School
	Secondary School
	Formal outdoor sports
	SANG (Suitable Alternative Natural Greenspace)
	Allotment
	Open space
	Modified existing PRow
	Proposed active travel route
	Greenway Corridor (former railway alignment)
	Existing roads within site
	Bypass
	Primary road
	Secondary road
	Access point

Figure 12: NESS Concept Masterplan Key (reproduced from Figure 8)

NESS008: Buckingham NESS

1. This 217.5-hectare site, as shown on the Policies Map, is located to the south-west of Buckingham, in the north of Buckinghamshire.
2. The site is allocated for a residential-led urban extension delivering a minimum of 4,700 dwellings, of which approximately 2,235 dwellings will be delivered within the Plan period, alongside 10 net additional serviced Gypsy and Traveller pitches, approximately 1.7 hectares of employment land, around 2,000 sq. m of town centre uses, supporting infrastructure, and 10 net additional serviced Gypsy and Traveller pitches.

Development requirements

3. Planning permission will be granted where development accords with the requirements below and are supported by a comprehensive site-wide masterplan and phasing strategy:

Place making and design.

4. Development must adopt a landscape-led approach which:
 - a) Responds positively to the site's rural character and edge-of-settlement location.
 - b) Reflects existing field patterns, hedgerows and landscape features; and
 - c) Integrates development sensitively into the wider countryside setting.
5. Development must establish a high-quality, distinctive and functional place and must:
 - a) Retain and integrate existing land uses where appropriate.
 - b) Address the presence of the solar farm, including its removal or reconfiguration where justified.
 - c) Retain and incorporate hedgerows and woodland within a connected green infrastructure network.
 - d) Respond to site constraints, including the historic landfill site.
 - e) Manage flood risk through layout, design and sustainable drainage systems; and
 - f) Conserve and enhance the setting of Gawcott Conservation Area.

Movement and Connectivity

6. Development must deliver a comprehensive movement strategy which prioritises sustainable transport and must:
 - a) Provide the Buckingham South Spine Road linking the A413 to the A421, including appropriate access arrangements.
 - b) Deliver a network of internal roads connecting to the wider highway network.
 - c) Ensure infrastructure provision is informed by proportionate transport modelling and supports the safe operation of the network; and
 - d) Provide connections to key routes including the A413, A421 and local roads.

7. Development must provide a comprehensive walking, cycling and Public Rights of Way network which:
- a) Connects the site with Buckingham, employment areas, retail facilities and community services.
 - b) Retains and enhances existing PROW; and
 - c) Integrates with the Buckinghamshire Greenway and wider network.

Community Facilities and Services

8. Development must provide a comprehensive range of community infrastructure, including:
- a) Local centres providing retail and community uses as accessible focal points.
 - b) Land and buildings for three primary schools (4-7FE total).
 - c) Land and buildings for one secondary school.
 - d) On-site primary healthcare facilities or contributions to off-site provision as agreed; and
 - e) Indoor and outdoor sport, recreation and play provision in accordance with Policy SE5.
9. Retail provision must be of a scale and type that meets local needs and supports, and does not undermine, existing centres.

Green and Blue Infrastructure

10. Development must deliver;
- a) connected network of green and blue infrastructure which:
 - b) Integrates watercourses including the River Great Ouse and Padbury Brook.
 - c) Incorporates areas of flood risk.
 - d) Enhances biodiversity and ecological connectivity; and
 - e) Reinforces landscape character.
11. Development must:
- a) Provide a substantial green buffer along the southern boundary to protect the setting of Gawcott Conservation Area; and
 - b) Maintain the rural character of Lenborough Road.
12. Development must provide multifunctional green infrastructure including:
- a) Public open space;
 - b) Sustainable drainage systems;
 - c) Outdoor sports facilities;
 - d) Walking and cycling routes; and
 - e) Allotments.

Implementation, Phasing and Delivery

13. Development will only be permitted where it is supported by a comprehensive site-wide masterplan and phasing strategy.

14. The masterplan and phasing strategy must:
 - a) Demonstrate coordinated delivery across the site.
 - b) Demonstrate coordinated and comprehensive delivery of off-site necessary infrastructure.
 - c) Show how each phase integrates with the overall design.
 - d) Identify infrastructure delivery timing and triggers.
 - e) Include mechanisms to avoid piecemeal development; and
 - f) Ensure alignment with infrastructure evidence.
15. Infrastructure provision must be informed by viability and deliverability considerations, to be agreed with the Council.

Buckingham NESS Site 008

- 6.79 Land identified, on the Policies Map and Indicative Diagram below, as Buckingham NESS Site 008 is allocated to deliver a strategic urban extension to the south-west of Buckingham. The site extends to approximately 217.5 hectares and provides an opportunity for a comprehensive and well-integrated expansion of the town.
- 6.80 The development will deliver a minimum of 4,700 homes, of which approximately 2,235 will be delivered in the Plan period, alongside employment, community infrastructure and supporting services. A significant proportion will be delivered within the Plan period.

Site Characteristics

- 6.81 The site lies within a predominantly rural landscape characterised by gently undulating agricultural land, with hedgerows, field patterns and watercourses providing structure.
- 6.82 It forms part of the setting of Buckingham and nearby settlements including Gawcott and includes features such as a solar farm and a historic landfill site.
- 6.83 Watercourses, including the River Great Ouse and Padbury Brook, are key environmental features which influence the design and layout of development.
- 6.84 The site is located close to existing services, employment areas and facilities within Buckingham.

Development Strategy and Design Approach

- 6.85 The site will be developed as a comprehensively planned urban extension, with a strong emphasis on landscape-led design and integration with the existing settlement.
- 6.86 Green and blue infrastructure will form a key component of the scheme, incorporate natural features and support biodiversity, recreation and flood risk management.
- 6.87 Development will respond to the site's context, including its relationship with Gawcott and the surrounding countryside.

Infrastructure and Community Provision

- 6.88 The scale of development requires provision of a wide range of infrastructure, including local centres, education, healthcare and recreation facilities.
- 6.89 Healthcare provision will be informed by ongoing engagement with the Integrated Care Board and the latest evidence at the planning application stage.
- 6.90 Development will also contribute towards off-site infrastructure where required.

Transport and Movement

- 6.91 The transport strategy is designed to support sustainable growth and manage impacts on the surrounding network.
- 6.92 The Buckingham South Spine Road will provide a key route through the development and assist in distributing traffic.
- 6.93 Improvements to key routes including the A413, A421 and local roads will be required to maintain safe and efficient operation. There is also a longstanding strategic aspiration for a Buckingham western relief road between the A421 and A422.
- 6.94 Sustainable transport measures, including bus improvements and walking and cycling infrastructure, will reduce reliance on the private car.

Delivery, Masterplanning and Phasing

- 6.95 Development will be brought forward through a coordinated masterplanning process to ensure integrated delivery.
- 6.96 A site-wide masterplan and phasing strategy will guide the development and ensure timely infrastructure provision.
- 6.97 A design code will be required to secure high-quality outcomes across the site.
- 6.98 Delivery will be monitored through the Council's monitoring framework.

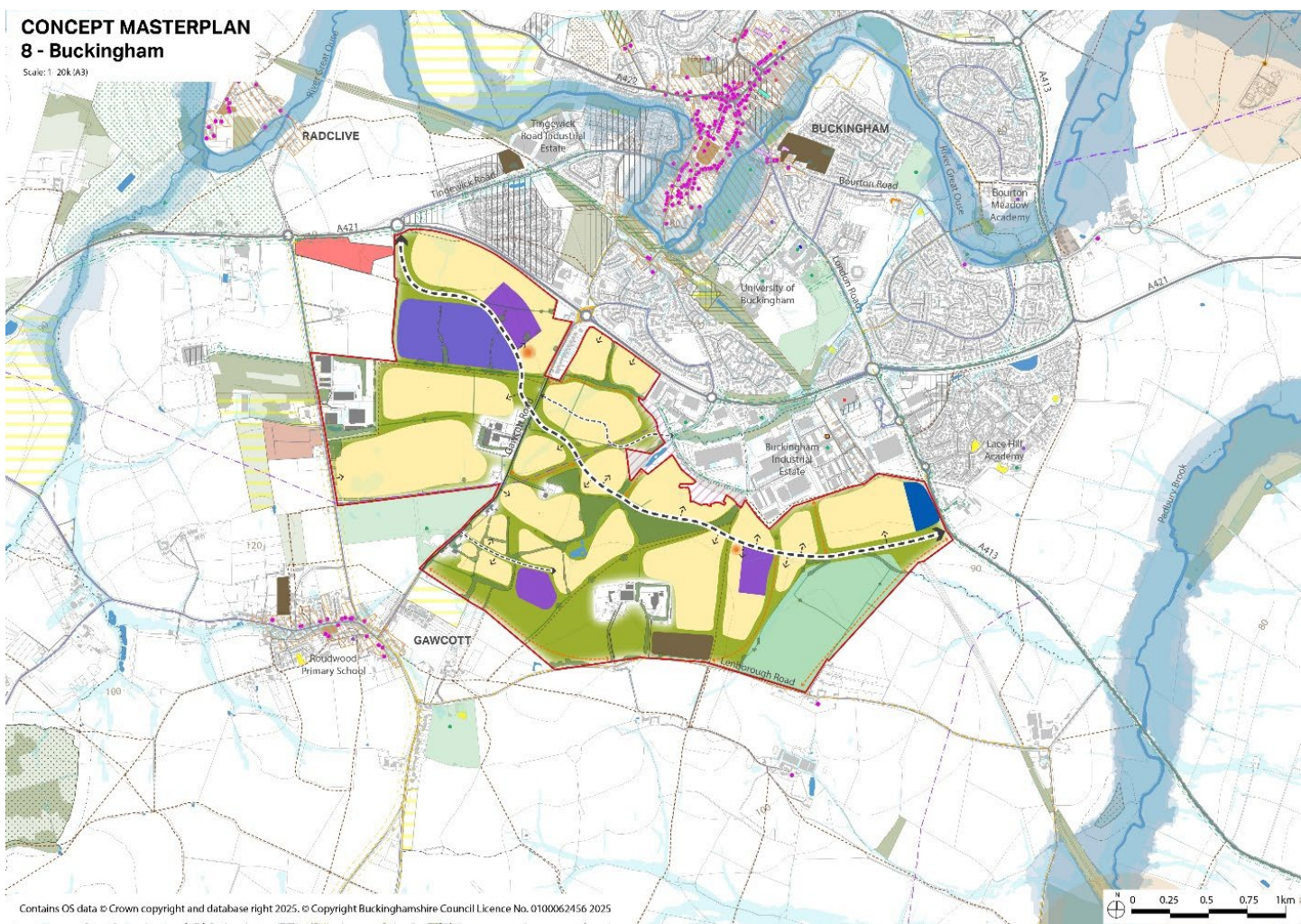


Figure 13: Buckingham NESS Concept Masterplan

KEY

Key constraints

	NESS Growth Location
	District boundary
	Local Plan Housing/Employment Allocation
	HELAA (suitable site)
	HELAA (unsuitable site)
	Conservation Area
	Listed building
	Scheduled Monument
	Registered park and garden
	National Landscape
	Area of attractive landscape
	Green belt
	Employment site
	Golf course
	Local cycle network
	National Cycle Network
	Railway/station
	East West Rail
	HS2 Route
	HS2 Safeguarded land
	Existing hedgerows/trees
	Watercourse
	SAC (Special Areas of Conservation)
	SSSI (Site of Special Scientific Interest)
	National Nature Reserves
	Local Nature Reserves
	Local Wildlife Sites
	Woodland
	Ancient woodland
	Ancient woodland 50m buffer
	Environmentally Sensitive Areas
	Flood Zone 2
	Flood Zone 3
	Risk of flooding from surface water extent
	Historic landfill site
	Topography - 10m contour
	Solar farm
	Unavailable land in Haddenham

	Water mains
	Low pressure gas pipeline and buffer
	Medium pressure gas pipeline and 12.5m buffer
	High pressure gas pipeline and 50m buffer
	National Grid gas pipeline and 50m buffer
	Oil Pipeline and 5m buffer
	Substation
	Overhead line
	132kV overhead buffer 25m either side of centre line of pylon
	400kV overhead 30m either side of centre line of pylon
	Sewage Treatment Works
	Sewage Treatment Works 400m buffer

Masterplan options

	Development parcel
	Local centre
	Proposed employment
	Primary School
	Secondary School
	Formal outdoor sports
	SANG (Suitable Alternative Natural Greenspace)
	Allotment
	Open space
	Modified existing PRoW
	Proposed active travel route
	Greenway Corridor (former railway alignment)
	Existing roads within site
	Bypass
	Primary road
	Secondary road
	Access point

Figure 14: NESS Concept Masterplan Key (reproduced from Figure 8)

NESS010: Princes Risborough NESS

1. This 177.2-hectare site, as shown on the Policies Map, is allocated for a residential-led urban extension to Princes Risborough, delivering up to 2,895 dwellings within the Plan period.
2. Development will include 11 net additional serviced Gypsy and Traveller pitches, a local centre providing approximately 300–400 sq. m of retail floorspace and around 500 sq. m of business space, supporting infrastructure, social infrastructure including education provision, a comprehensive movement corridor including green and blue infrastructure.
3. Development will deliver the Princes Risborough Relief Road and associated works, as safeguarded by policy TR2 and shown on the Policies Map, which will provide a complete new alternative route to the A4010.

Development Requirements

4. Planning permission will be granted where development accords with the requirements below and are supported by a comprehensive site-wide masterplan and phasing strategy:

Place making and design.

5. Development must establish a high-quality, distinctive and functional place and must:
 - a) Deliver a comprehensive movement corridor through the site forming part of the Princes Risborough Relief Road to support the effective operation of the local road network.
 - b) Provide a strategic green corridor along the Crowbrook and north–south green links aligned with existing rights of way.
 - c) Retain and integrate existing landscape features, land uses and site boundaries, including railway corridors, and respond to the setting of the Chilterns National Landscape.
 - d) Retain and provide 6 net additional serviced Gypsy and Traveller and Travelling Showpeople provision, including extensions to existing sites.
 - e) Retain and incorporate hedgerows and woodland within a connected green infrastructure network.
 - f) Conserve and where opportunities arise enhance the significance and setting of heritage assets through design, layout and appropriate buffers.
 - g) Protect and where opportunities arise enhance ecological assets, including Local Wildlife Sites.
 - h) Respond to infrastructure constraints, including gas pipelines.
 - i) Address potential impacts from wastewater treatment infrastructure, ensuring appropriate separation and mitigation.
 - j) Integrate the development with the existing town, including across railway corridors; and
 - k) Promote sustainable development, including efficient use of resources, renewable energy and biodiversity enhancement.

Movement and Connectivity

6. Development must deliver a comprehensive movement strategy which prioritises sustainable transport and must:
 - a) Deliver the Princes Risborough Relief Road (between Shootacre Lane junction with A4010 and Grove Lane junction with A4010), including on site provision of the route between Summerleys Road and the B4009, and including necessary off-site associated works.
 - b) Deliver connections to the existing highway network.
 - c) Include appropriate traffic management measures where required, including through the town centre; and
 - d) Ensure infrastructure is informed by proportionate transport modelling and supports the safe operation of the network.
7. Development must:
 - a) Enhance public transport connectivity, including integration with rail services; and
 - b) Support improvements to bus provision.
8. Development must provide a comprehensive walking, cycling and Public Rights of Way network which:
 - a) Includes new and enhanced shared use routes.
 - b) Retains and improves existing PROW and National Cycle Routes; and
 - c) Provides strategic connections to surrounding settlements.
9. Development must include but not limited to:
 - a) Safeguard land for potential future railway improvements; and
 - b) Provide safe and convenient pedestrian and cycle routes and improve active travel connections to surrounding settlements and railway crossings, including grade-separated crossings where appropriate.
 - i. A diversion of the Church Path Public Right of Way, with a high-quality underpass under the railway in the north-eastern corner of Wades Park
 - ii. A diversion of the Mount Way footpath (Public Right of Way) to the new underpass to Wades Park.

Community Facilities and Services

10. Development must provide a comprehensive range of community infrastructure, including:
 - a) Local centres providing retail, business, and community uses as accessible focal points.
 - b) Land and buildings for two primary school (5FE total);
 - c) Contributions towards secondary off-site education provision.
 - d) Primary healthcare provision or contributions to off-site provision as agreed with the Council and ICB; and
 - e) Indoor and outdoor sport, recreation and play facilities in accordance with Policy SE5: Sport, Leisure and Recreation and other appropriate standards.

Green and Blue Infrastructure

11. Development must deliver a connected network of green and blue infrastructure which:
 - a) Integrates watercourses, landscape features and areas of flood risk.
 - b) Enhances biodiversity and ecological connectivity; and
 - c) Reinforces landscape character.
12. Development must:
 - a) Provide green buffers alongside railway corridors to mitigate impacts on amenity.
 - b) Maintain strategic green gaps to preserve settlement separation and landscape character; and
 - c) Provide buffers to conserve the setting of Conservation Areas.
13. Development must provide multi-functional green infrastructure including:
 - a) Public open space.
 - b) Sustainable drainage systems.
 - c) Outdoor sports facilities.
 - d) Walking and cycling routes; and
 - e) Allotments.

Implementation, Phasing and Delivery

14. Development will only be permitted where it is supported by a comprehensive and coordinated site-wide masterplan and phasing strategy.
15. The masterplan and phasing strategy must:
 - a) Demonstrate coordinated delivery across the site.
 - b) Demonstrate coordinated and comprehensive delivery of off-site necessary infrastructure.
 - c) Ensure that proportionate equitable contributions are made to offsite infrastructure.
 - d) Show how each phase integrates with the overall design.
 - e) Identify infrastructure delivery timing and triggers.
 - f) Include mechanisms to avoid piecemeal development; and
 - g) Ensure alignment with the latest infrastructure evidence and site-specific assessments.

Princes Risborough NESS Site 010

- 6.99 The Princes Risborough Expansion Area, as shown on the Policies Map and Indicative Diagram, extends to approximately 177 hectares to the north and west of the town and builds on the allocation in the Wycombe District Local Plan (2019). It forms a key component of the strategy for sustainable growth in this part of Buckinghamshire.
- 6.100 The site will deliver up to 2,895 homes alongside supporting infrastructure, community facilities and green infrastructure and some additional gypsy and traveller pitches.

Site Characteristics

- 6.101 The site lies within a transitional landscape at the foot of the Chiltern Hills. Although outside the Chilterns National Landscape, it contributes to its wider setting and is visible from elevated viewpoints.
- 6.102 It comprises agricultural land defined by hedgerows, ditches and woodland, which provide a strong framework for green infrastructure.
- 6.103 The presence of the railway corridor, utilities infrastructure and wastewater treatment works are key site constraints which will influence the form and layout of development.

Development Strategy and Design Approach

- 6.104 Development will be delivered as a comprehensively planned extension to the town, integrating with the existing settlement and infrastructure.
- 6.105 Green and blue infrastructure will form a core element of the design, structure development and supporting biodiversity, recreation and landscape integration.
- 6.106 Strategic green gaps will be maintained to preserve separation between Princes Risborough and nearby settlements, particularly Longwick.

Infrastructure and Community Provision

- 6.107 The development will deliver local centres, education facilities, healthcare provision and recreation infrastructure to support a sustainable community.
- 6.108 Provision will be informed by the latest evidence and engagement with service providers, including the Integrated Care Board.

Transport and Movement

- 6.109 The transport strategy is designed to reduce pressure on the existing network while improving connectivity.
- 6.110 The NESS will deliver a Princes Risborough Infrastructure Package, to which smaller sites will need to make proportionate equitable contributions. This Infrastructure Package will include a Relief Road and various supporting network improvements. This will provide a complete new alternative route to the A4010 (as shown on figure 15) which will support local movement both through the site and beyond it. This forms part of a comprehensive package of improvements necessary for the growth across the Princes Risborough area. Developers will be required to coordinate the delivery of these requirements.
- 6.111 Sustainable transport measures, including improved rail access, bus services, and walking and cycling routes, will reduce reliance on the private car.

Environmental Considerations and Mitigation

- 6.112 The development must respond to landscape, heritage and ecological constraints, including Local Wildlife Sites and the setting of the Chilterns National Landscape.
- 6.113 Buffers and mitigation measures will be required to address infrastructure constraints and protect amenity.
- 6.114 Planning applications must provide sufficient information to enable the Council to undertake an Appropriate Assessment where required.

Delivery, Masterplanning and Phasing

- 6.115 Development will be guided by a comprehensive masterplan and phasing strategy to ensure coordinated delivery.
- 6.116 A design code will be required to secure high-quality outcomes across the development.
- 6.117 Delivery will be monitored through the Council's monitoring framework.

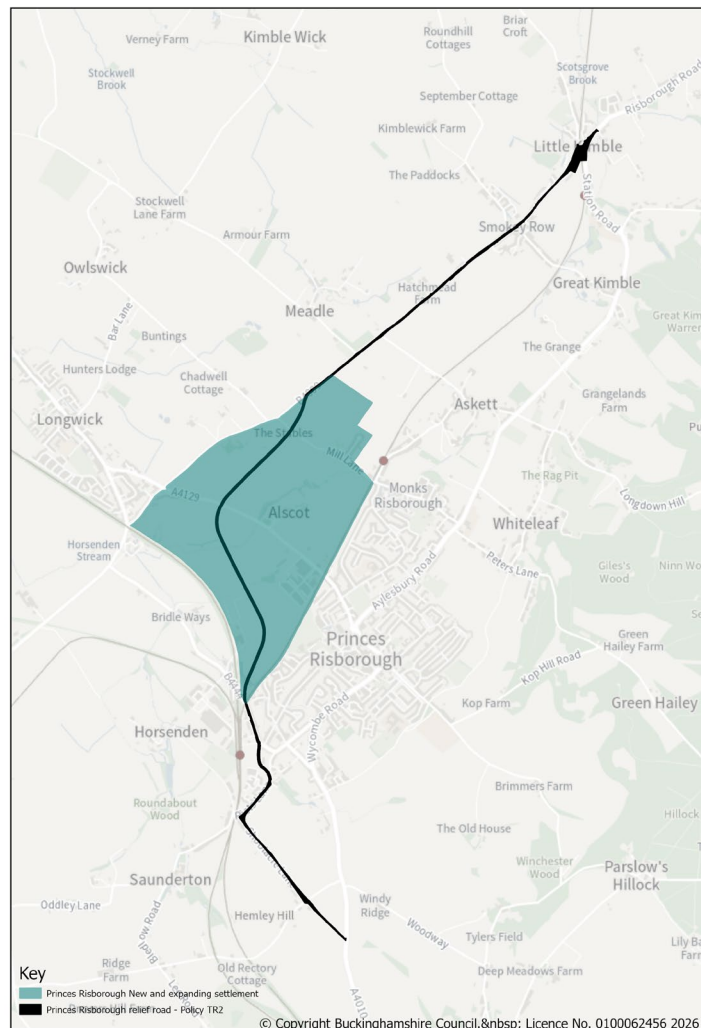


Figure 15: Indicative Princes Risborough Relief Road

Princes Risborough NESS Site 10

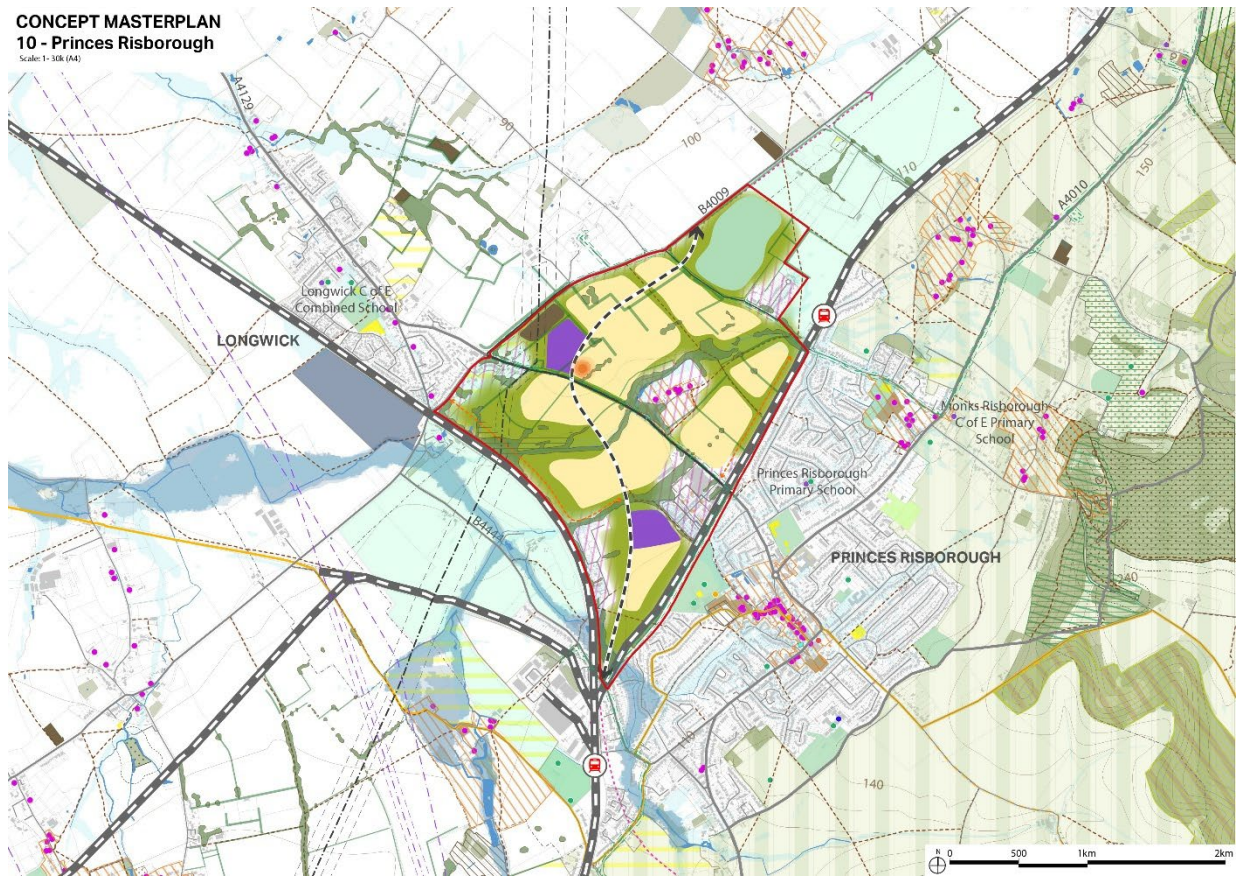


Figure 16: Princes Risborough NESS Concept Masterplan

KEY

Key constraints

	NESS Growth Location
	District boundary
	Local Plan Housing/Employment Allocation
	HELAA (suitable site)
	HELAA (unsuitable site)
	Conservation Area
	Listed building
	Scheduled Monument
	Registered park and garden
	National Landscape
	Area of attractive landscape
	Green belt
	Employment site
	Golf course
	Local cycle network
	National Cycle Network
	Railway/station
	East West Rail
	HS2 Route
	HS2 Safeguarded land
	Existing hedgerows/trees
	Watercourse
	SAC (Special Areas of Conservation)
	SSSI (Site of Special Scientific Interest)
	National Nature Reserves
	Local Nature Reserves
	Local Wildlife Sites
	Woodland
	Ancient woodland
	Ancient woodland 50m buffer
	Environmentally Sensitive Areas
	Flood Zone 2
	Flood Zone 3
	Risk of flooding from surface water extent
	Historic landfill site
	Topography - 10m contour
	Solar farm
	Unavailable land in Haddenham

	Water mains
	Low pressure gas pipeline and buffer
	Medium pressure gas pipeline and 12.5m buffer
	High pressure gas pipeline and 50m buffer
	National Grid gas pipeline and 50m buffer
	Oil Pipeline and 5m buffer
	Substation
	Overhead line
	132kV overhead buffer 25m either side of centre line of pylon
	400kV overhead 30m either side of centre line of pylon
	Sewage Treatment Works
	Sewage Treatment Works 400m buffer

Masterplan options

	Development parcel
	Local centre
	Proposed employment
	Primary School
	Secondary School
	Formal outdoor sports
	SANG (Suitable Alternative Natural Greenspace)
	Allotment
	Open space
	Modified existing PRoW
	Proposed active travel route
	Greenway Corridor (former railway alignment)
	Existing roads within site
	Bypass
	Primary road
	Secondary road
	Access point

Figure 17: NESS Concept Masterplan Key (reproduced from Figure 8)

NESS011: Stoke Mandeville NESS

1. This 103.2-hectare site, as shown on the Policies Map, is located to the south of Stoke Mandeville.
2. The site is allocated for a residential-led mixed-use development delivering a minimum of 1,650 dwellings within the Plan period, alongside approximately 1,500 sq. m of town centre uses, supporting infrastructure, community facilities, and green and blue infrastructure.
3. Planning permission will be granted where development accords with the requirements below and are supported by a comprehensive site-wide masterplan and phasing strategy:

Place making and design.

4. Development must adopt a landscape-led approach which:
 - a) Responds positively to the rural character and edge-of-settlement context.
 - b) Takes account of views to and from the Chilterns National Landscape; and
 - c) Reflects existing field patterns, hedgerows and landscape features.
5. Development must be planned on a vision-led basis and must:
 - a) Concentrate higher density and more active uses in areas with the greatest accessibility to the railway station; and
 - b) Ensure land uses, layout and density support sustainable travel patterns.
6. Development must establish a high-quality, distinctive and functional place and must:
 - a) Retain and incorporate hedgerows and trees as part of a connected green infrastructure network.
 - b) Take account of infrastructure constraints, including utilities and safeguarded land.
 - c) Conserve and enhance the setting of heritage assets, including Stoke House.
 - d) Manage flood risk through layout, design and sustainable drainage systems.
 - e) Respond to the presence of HS2 safeguarded land and railway infrastructure; and
 - f) Be informed by up-to-date site-specific evidence.

Movement and Connectivity

7. Development must deliver a comprehensive movement strategy which prioritises sustainable transport and must:
 - a) Provide the Stoke Mandeville South Spine Road and associated link road.
 - b) Deliver connections to Risborough Road, the A413 and surrounding network.
 - c) Ensure infrastructure provision is informed by proportionate transport modelling and supports the safe operation of the network; and
 - d) Deliver necessary on- and off-site highway improvements.

8. Development must:
 - a) Enhance Stoke Mandeville railway station as a key transport hub.
 - b) Improve public transport connectivity, including bus services; and
 - c) Provide safe and convenient access to the station by walking, cycling and wheeling.
9. Development must provide a comprehensive walking, cycling and Public Rights of Way network which:
 - a) Provides direct and safe access to the railway station from all parts of the site.
 - b) Includes a new high-quality pedestrian and cycle crossing of the railway.
 - c) Retains and enhances existing PROW; and
 - d) Connects to strategic routes including the Aylesbury Gardenway and LCWIP network.

Community Facilities and Services

10. Development must provide accessible community infrastructure including:
 - a) Local centres providing retail and community uses as accessible focal points.
 - b) Land and buildings for a primary school (3FE).
 - c) Contributions towards off-site education provision as required.
 - d) Primary healthcare provision or contributions to off-site provision as agreed; and
 - e) Indoor and outdoor sport, recreation and play facilities in accordance with Policy SE5.
11. Retail provision must be of a scale and type that meets local needs and supports, and does not undermine, nearby centres.

Green and Blue Infrastructure

12. Development must deliver a connected green and blue infrastructure network which:
 - a) Integrates watercourses, hedgerows and areas of flood risk.
 - b) Enhances biodiversity and ecological connectivity; and
 - c) Reinforces landscape character.
13. Development must:
 - a) Provide buffers along the railway and HS2 corridor to mitigate impacts.
 - b) Provide buffers to protect heritage assets; and
 - c) Use constrained land for appropriate green infrastructure functions.
14. Development must provide multifunctional green infrastructure including:
 - a) Public open space.
 - b) Sustainable drainage systems.
 - c) Outdoor sports provision.
 - d) Walking and cycling routes.

Implementation, Phasing and Delivery

15. Development will only be permitted where it is supported by a comprehensive site-wide masterplan and phasing strategy, to be submitted to and formally approved by the Council prior to the determination of any planning application, to ensure coordinated and integrated development across the whole site.
16. The masterplan and phasing strategy must:
 - a) Demonstrate coordinated delivery across the site.
 - b) Demonstrate coordinated and comprehensive delivery of off-site necessary infrastructure.
 - c) Show how each phase integrates with the overall design.
 - d) Identify infrastructure delivery timings and triggers.
 - e) Include mechanisms to avoid piecemeal development; and
 - f) Ensure alignment with the Council's latest infrastructure evidence.
17. Key infrastructure, including the railway crossing and associated pedestrian and cycle links, must be delivered to ensure connectivity across the site.

Stoke Mandeville NESS Site 011

- 6.118 Land identified on the Policies Map and Indicative Diagram as Stoke Mandeville NESS011 comprises approximately 103.2 hectares of land to the south of Stoke Mandeville and is allocated as a strategic mixed-use urban extension, integrated with the existing settlement. The site represents a sustainable location for growth, adjacent to the existing built-up area and capable of delivering a comprehensively planned urban extension integrated with the existing settlement.
- 6.119 The allocation will deliver a residential-led mixed-use development comprising a minimum of 1,650 dwellings within the Plan period, together with approximately 1,500 sq.m of town centre uses, supporting infrastructure, community facilities, and a network of green and blue infrastructure.

Site Context and Characteristics

- 6.120 The site lies within the Vale of Aylesbury and comprises agricultural land. Its proximity to Stoke Mandeville railway station provides a significant opportunity to support sustainable travel patterns.
- 6.121 The site is flat with a moderately open character and forms part of the wider setting of the Chilterns National Landscape.
- 6.122 The site is influenced by major infrastructure, including the A413, railway infrastructure and the HS2 corridor, which create physical constraints and will influence the form and layout of development.

- 6.123 Development has the potential to increase pressure on the surrounding area, particularly in relation to the transport network and local character.

Development Strategy and Design Approach

- 6.124 The site will be developed as a comprehensively planned urban extension, with a strong emphasis on landscape-led design and integration with the existing settlement.
- 6.125 Green infrastructure will form a key element of the development, using existing landscape features to structure growth and support biodiversity, recreation and flood risk management.
- 6.126 Development will be focused on the railway station to maximise accessibility and encourage sustainable travel behaviour.

Infrastructure and Community Provision

- 6.127 The scale of development requires provision of community infrastructure, including local centres, education and healthcare facilities.
- 6.128 Healthcare provision will be informed by engagement with the Integrated Care Board and up-to-date evidence at the planning application stage.
- 6.129 Development will also contribute towards off-site infrastructure where required.

Environmental Considerations and Mitigation

- 6.130 Flood risk, including surface water flooding in parts of the site, will be managed through a risk-based approach and the integration of sustainable drainage systems.
- 6.131 The presence of HS2 and railway infrastructure requires appropriate buffers and mitigation to ensure safe and acceptable living conditions.
- 6.132 Heritage assets, including Stoke House, will be conserved and enhanced through careful design and layout.
- 6.133 The site lies within the Chilterns Beechwoods SAC Zone of Influence and mitigation will be required through SANG and contributions to SAMM.

Transport and Movement

- 6.134 The transport strategy is designed to mitigate impacts on the surrounding network while supporting sustainable travel.
- 6.135 New infrastructure, including the South Spine Road, will provide key routes through the site.
- 6.136 Improvements to the highway network, including connections to the A413 and Risborough Road, will be required.

- 6.137 Sustainable transport will be prioritised, including improvements to the railway station, bus services and walking and cycling routes.
- 6.138 A comprehensive walking and cycling network will connect the site to wider networks including the Aylesbury Gardenway and LCWIP routes.

Delivery, Masterplanning and Phasing

- 6.139 Development will be delivered through a comprehensive masterplan and phasing strategy to ensure coordinated delivery.
- 6.140 The masterplan will establish the spatial framework, infrastructure requirements and delivery sequence.
- 6.141 A design code will be required to ensure high-quality and consistent development.
- 6.142 Delivery will be monitored through the Council's monitoring framework.

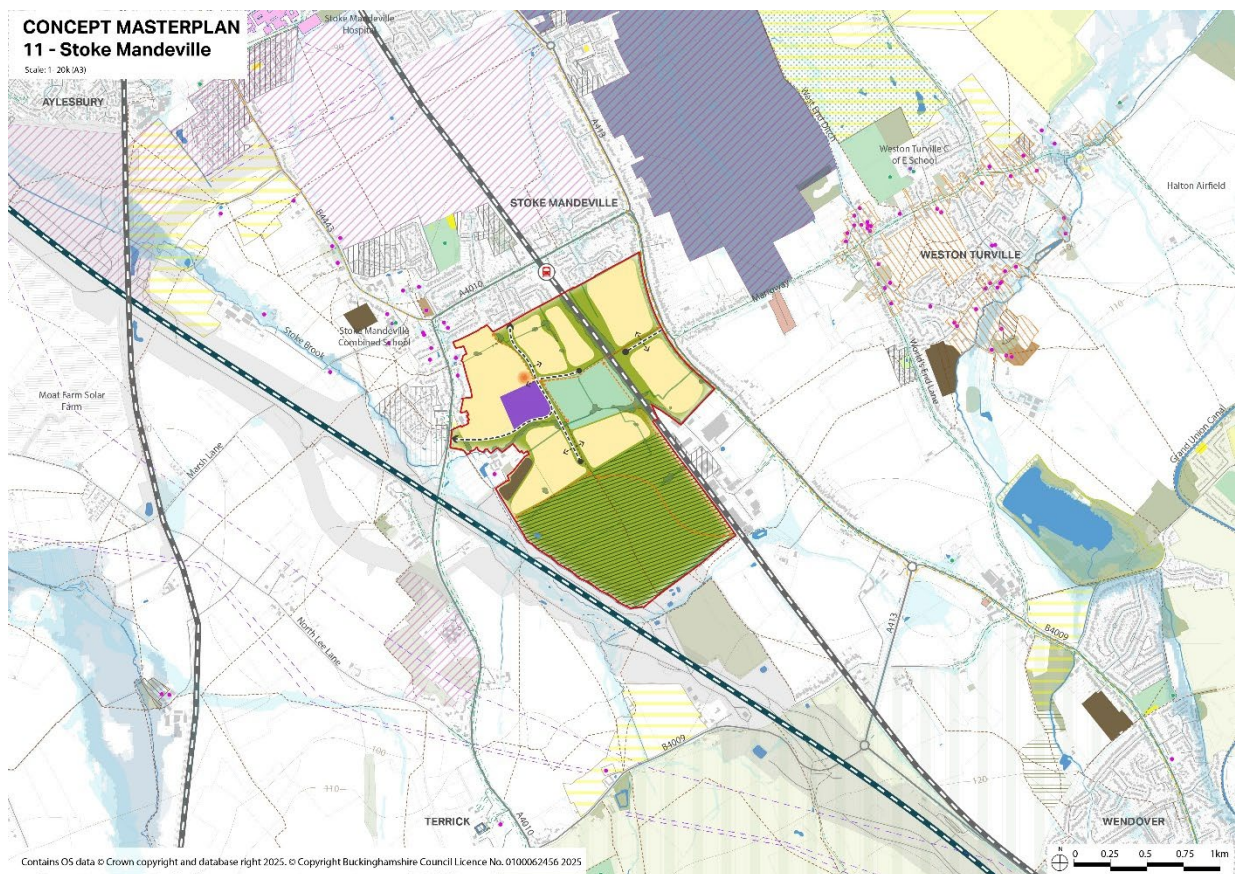


Figure 18: Stoke Mandeville NESS Concept Masterplan

KEY

Key constraints

	NESS Growth Location
	District boundary
	Local Plan Housing/Employment Allocation
	HELAA (suitable site)
	HELAA (unsuitable site)
	Conservation Area
	Listed building
	Scheduled Monument
	Registered park and garden
	National Landscape
	Area of attractive landscape
	Green belt
	Employment site
	Golf course
	Local cycle network
	National Cycle Network
	Railway/station
	East West Rail
	HS2 Route
	HS2 Safeguarded land
	Existing hedgerows/trees
	Watercourse
	SAC (Special Areas of Conservation)
	SSSI (Site of Special Scientific Interest)
	National Nature Reserves
	Local Nature Reserves
	Local Wildlife Sites
	Woodland
	Ancient woodland
	Ancient woodland 50m buffer
	Environmentally Sensitive Areas
	Flood Zone 2
	Flood Zone 3
	Risk of flooding from surface water extent
	Historic landfill site
	Topography - 10m contour
	Solar farm
	Unavailable land in Haddenham

	Water mains
	Low pressure gas pipeline and buffer
	Medium pressure gas pipeline and 12.5m buffer
	High pressure gas pipeline and 50m buffer
	National Grid gas pipeline and 50m buffer
	Oil Pipeline and 5m buffer
	Substation
	Overhead line
	132kV overhead buffer 25m either side of centre line of pylon
	400kV overhead 30m either side of centre line of pylon
	Sewage Treatment Works
	Sewage Treatment Works 400m buffer

Masterplan options

	Development parcel
	Local centre
	Proposed employment
	Primary School
	Secondary School
	Formal outdoor sports
	SANG (Suitable Alternative Natural Greenspace)
	Allotment
	Open space
	Modified existing PRoW
	Proposed active travel route
	Greenway Corridor (former railway alignment)
	Existing roads within site
	Bypass
	Primary road
	Secondary road
	Access point

Figure 19: NESS Concept Masterplan Key (reproduced from Figure 8)

NESS012: Winslow NESS

1. This 411.4-hectare site, as shown on the Policies Map, is located to the northeast and northwest of Winslow.
2. The site is allocated for a strategic residential-led mixed-use development delivering a minimum of 9,370 dwellings, of which 3,650 will be delivered in the Plan period, including 15 net additional serviced Gypsy and Traveller pitches, approximately 16 hectares of employment land, around 3,500 sq. m of town centre uses within local centres, supporting infrastructure, and a comprehensive green and blue infrastructure.

Development Requirements

3. Development proposals will be permitted where they accord with the requirements: below and are supported by a comprehensive, site-wide masterplan and phasing strategy.

Place making and design.

4. Development must adopt a landscape-led approach which:
 - a) Responds positively to the site's rural character and landscape setting.
 - b) Retains and reflects historic field patterns, hedgerows and woodland; and
 - c) Maintains the separation between Winslow and surrounding settlements, including Great Horwood.
5. Development must create a high-quality, distinctive and functional place and must:
 - a) Integrate with the existing town of Winslow and reinforce its role as a local centre.
 - b) Retain and incorporate existing landscape features as part of a connected green infrastructure network.
 - c) Respond to infrastructure constraints, including utilities corridors and sewage treatment works.
 - d) Provide appropriate buffers to mitigate impacts on amenity and environmental assets.
 - e) Address flood risk through layout, design and sustainable drainage systems; and
 - f) Be informed by up-to-date environmental and technical evidence.

Movement and Connectivity

6. Development must deliver a comprehensive movement strategy which prioritises sustainable transport and must:
 - a) Provide new and improved connections to the surrounding highway network
 - b) Provide a link road between A413 Buckingham Road and Great Horwood Road, and a link road between Great Horwood Road and Little Horwood Road
 - c) Ensure infrastructure provision is informed by proportionate transport modelling and supports the safe operation of the network
 - d) Integrate development with East West Rail infrastructure; and
 - e) Mitigate impacts on the local and wider transport network.

7. Development must:

- a) Enhance public transport provision, including rail accessibility and bus services; and
- b) Provide connections to Winslow town centre, the railway station and surrounding settlements.
- c) Not prejudice the delivery of East West Rail.

8. Development must provide a comprehensive walking, cycling and Public Rights of Way network which:

- a) Retains and enhances existing PROW, including the North Buckinghamshire Way and Midshires Way.
- b) Provides new strategic active travel routes across the site; and
- c) Connects neighbourhoods to key services and facilities.

Community Facilities and Services

9. Development must provide accessible community infrastructure, including:

- a) Local centres providing retail, employment and community use as accessible focal points.
- b) Land and building for four new primary schools (6-15).
- c) Land and buildings for two secondary schools.
- d) Primary healthcare provision or contributions to off-site facilities as agreed; and
- e) Indoor and outdoor sport, recreation and play facilities in accordance with Policy SE5.

10. Retail provision must be of a scale and type that meets local needs and supports, and does not undermine, the vitality and viability of Winslow town centre.

Green and Blue Infrastructure

11. Development must deliver a connected green and blue infrastructure network which:

- a) Integrates watercourses, flood risk areas, and environmental features.
- b) Enhances biodiversity and ecological connectivity; and
- c) Reinforces landscape character.

12. Development must:

- a) Maintain strategic green gaps to prevent coalescence with nearby settlements.
- b) Incorporate flood risk areas and infrastructure corridors within green infrastructure; and
- c) Provide buffers around infrastructure such as sewage treatment works.
- d) Provide multifunctional green infrastructure including:
 - i. Public open space
 - ii. Sustainable drainage systems
 - iii. Outdoor sports provision
 - iv. Walking and cycling routes
 - v. Allotments.

Employment Land

13. Development must:

- a) Deliver a coordinated and well-integrated employment area.
- b) Provide flexible employment space capable of adapting to changing business needs.
- c) Support access to jobs within the development; and
- d) Ensure integration with the wider transport network and settlement.

Implementation, Phasing and Delivery

14. Development will only be permitted where it is supported by a comprehensive site-wide masterplan and phasing strategy.

The masterplan and phasing strategy must:

- a) Demonstrate coordinated delivery across the site.
- b) Demonstrate coordinated and comprehensive delivery of off-site necessary infrastructure.
- c) Show how each phase integrates with the overall design.
- d) Identify infrastructure delivery timing and triggers.
- e) Include mechanisms to avoid piecemeal development; and
- f) Ensure alignment with infrastructure evidence.

15. Infrastructure provision must be informed by viability and deliverability considerations, to be agreed with the Council.

Winslow NESS Site 012

- 6.143 Land identified on the Policies Map and Indicative Diagram as Winslow NESS Site 012 is allocated to deliver a strategic, mixed-use urban extension to Winslow. The site extends to approximately 411.4 hectares and will accommodate substantial growth, including residential development, employment land, local centres and supporting infrastructure.
- 6.144 The allocation will deliver a minimum of 9,370 dwellings, of which 3,650 will be delivered in the Plan period, including fifteen net additional Gypsy and Traveller pitches, sixteen hectares of employment land and approximately 3,500 sq. m. of town centre uses within local centres, together with supporting community facilities and infrastructure.
- 6.145 Development will be brought forward in phases, reflecting the scale and complexity of the allocation. A proportion of development is expected to extend beyond the Plan period.
- 6.146 There were no extant planning permissions for dwellings on the site, as of June 2026.

Site Context and Characteristics

- 6.147 The site lies to the northeast and northwest of Winslow within a rural landscape characterised by gently undulating farmland, historic field patterns and mature hedgerows, with areas of woodland providing ecological value.
- 6.148 The northern and eastern parts of the site form part of a wider open landscape which contributes to the separation between Winslow and nearby settlements, particularly Great Horwood.
- 6.149 The site is well served by a network of Public Rights of Way, including the North Buckinghamshire Way and Midshires Way, which provide opportunities for recreation and active travel.

Development Strategy and Design Approach

- 6.150 Development has the potential to affect the surrounding area, including impacts on the transport network, infrastructure and landscape character.
- 6.151 These impacts will be managed through a comprehensive master-planned approach, integrating development with East West Rail infrastructure and incorporating environmental mitigation.
- 6.152 A key objective is to ensure that development is well integrated with Winslow, supporting the town centre and avoiding the creation of a separate settlement.
- 6.153 Strong walking, cycling and public transport links will connect new neighbourhoods with the town centre and railway station, supporting linked trips and sustainable movement patterns.

Infrastructure and Community Provision

- 6.154 The allocation provides an opportunity to deliver a major urban extension with housing, employment land and supporting infrastructure to create a sustainable community.
- 6.155 The development includes provision of approximately sixteen hectares of employment land, supporting local economic growth and job creation.
- 6.156 Community infrastructure, including local centres, education, healthcare and recreation facilities, will be delivered in accordance with the scale of development.
- 6.157 Healthcare provision will be informed by engagement with the Integrated Care Board and updated evidence at the planning application stage.

Environmental Considerations and Mitigation

- 6.158 Environmental and infrastructure constraints, including flood risk, utilities infrastructure and the sewage treatment works, will be incorporated into the design and layout of development.
- 6.159 Appropriate buffers will be required to mitigate potential impacts on amenity and environmental assets.
- 6.160 Flood risk areas will be integrated into the green infrastructure network, contributing to landscape and biodiversity enhancements.

Transport and Movement

- 6.161 Development will increase demand on the local transport network, requiring mitigation to maintain safe and efficient operation.
- 6.162 The transport strategy will include new infrastructure to the north of Winslow, improved connectivity and measures to promote sustainable travel.
- 6.163 Integration with East West Rail will provide improved access to rail services and enhance connectivity.
- 6.164 This allocation includes land safeguarded for East West Rail. Development will not be permitted within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (or any further directions or revisions to those directions) where it would conflict with or prejudice the delivery of EWR. Applicants for planning permission are strongly encouraged to enter early dialogue with EWR Co to fully understand the nature and extent of the safeguarding and the impacts on site development and to ensure that any scheme can be designed to reflect the safeguarding and that adverse impacts on EWR are avoided, minimised or appropriately mitigated.
- 6.165 A comprehensive walking and cycling network will be provided, connecting the development to Winslow and surrounding areas.

Employment Land and Economic Role

- 6.166 Given the scale of employment land proposed at Winslow, together with the planned population growth, the site presents a significant opportunity to support sustainable economic growth in northern Buckinghamshire. Its location adjacent to the new East West Rail station, proximity to the Silverstone Innovation and Enterprise Cluster, and position within the Oxford–Cambridge growth corridor, provide the potential to attract investment, support business growth and create highly accessible employment opportunities for existing and future residents.
- 6.167 The allocation will contribute towards the ambitions of Buckinghamshire's Economic Growth Plan by supporting productivity growth, increasing local employment opportunities and reducing the need for longer-distance commuting. The delivery of a range of modern and flexible employment premises, supported by high-quality digital and transport infrastructure, will help create an attractive location for both established businesses and new investment.
- 6.168 The Council considers that Winslow is particularly well placed to support growth in a range of knowledge-intensive and high-value sectors that build upon Buckinghamshire's existing economic strengths and strategic clusters, including:
 - a) Advanced Manufacturing and High-Performance Engineering.
 - b) Film and Television and the Creative Industries.
 - c) Space, Defence, Robotics and Autonomous Systems.
 - d) Life Sciences and Health Technologies.

- 6.169 The mix of employment uses should provide opportunities for businesses of different sizes and stages of growth, supporting innovation, inward investment and local job creation, whilst ensuring that employment development is integrated with the wider residential, community and transport infrastructure delivered through the allocation.

Delivery, Masterplanning and Phasing

- 6.170 A coordinated and comprehensive approach will be required to deliver the development effectively.
- 6.171 Development will be guided by a site-wide masterplan and phasing strategy, ensuring integrated delivery of land uses, infrastructure and mitigation.
- 6.172 A design code will be required to secure high-quality and consistent design outcomes.
- 6.173 Delivery will be monitored through the Council's monitoring framework.

**CONCEPT PLAN
12 - Winslow**

Scale: 1: 25k (A3)

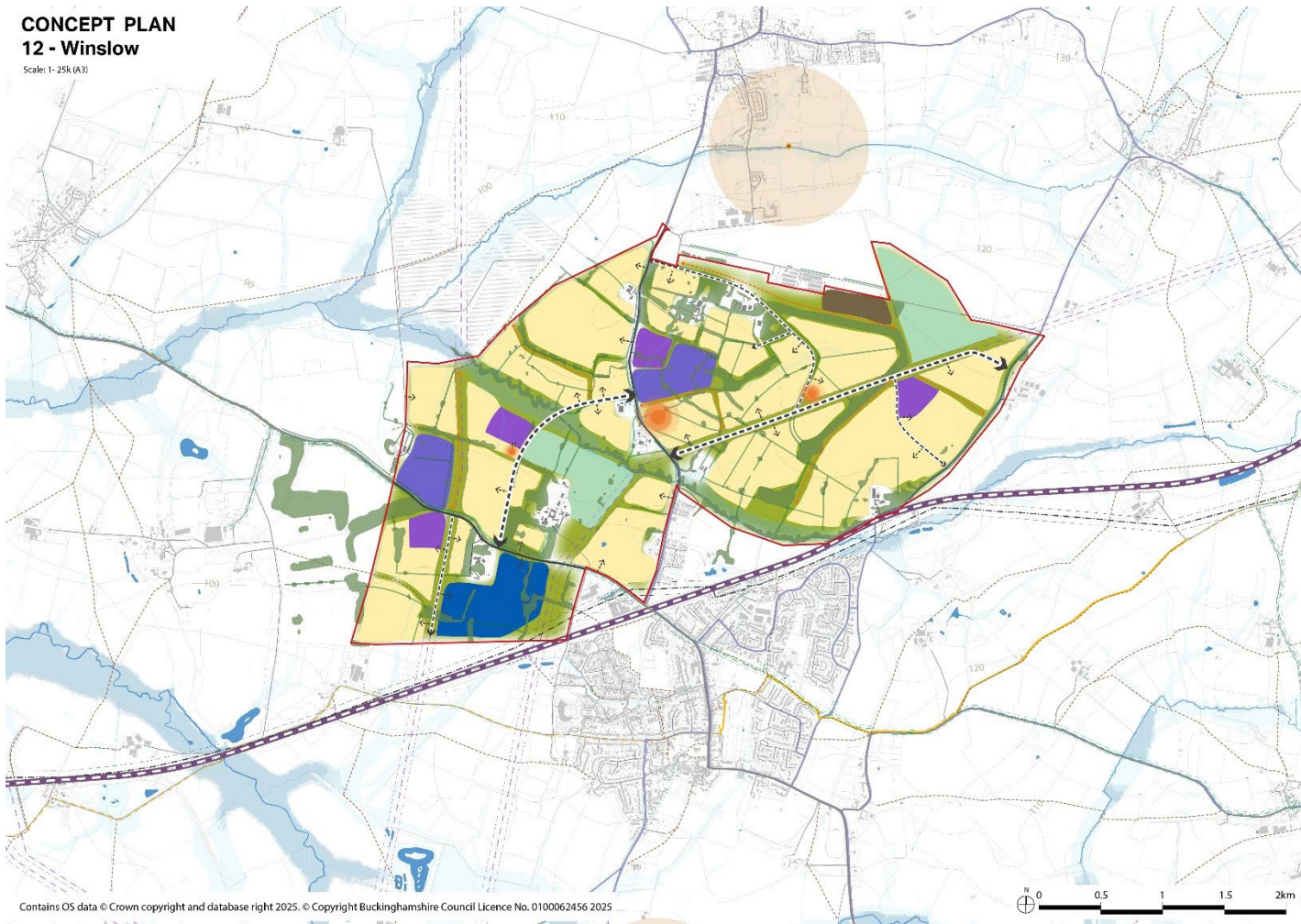


Figure 20: Winslow NESS Concept Masterplan

KEY

Key constraints

	NESS Growth Location
	District boundary
	Local Plan Housing/Employment Allocation
	HELAA (suitable site)
	HELAA (unsuitable site)
	Conservation Area
	Listed building
	Scheduled Monument
	Registered park and garden
	National Landscape
	Area of attractive landscape
	Green belt
	Employment site
	Golf course
	Local cycle network
	National Cycle Network
	Railway/station
	East West Rail
	HS2 Route
	HS2 Safeguarded land
	Existing hedgerows/trees
	Watercourse
	SAC (Special Areas of Conservation)
	SSSI (Site of Special Scientific Interest)
	National Nature Reserves
	Local Nature Reserves
	Local Wildlife Sites
	Woodland
	Ancient woodland
	Ancient woodland 50m buffer
	Environmentally Sensitive Areas
	Flood Zone 2
	Flood Zone 3
	Risk of flooding from surface water extent
	Historic landfill site
	Topography - 10m contour
	Solar farm
	Unavailable land in Haddenham

	Water mains
	Low pressure gas pipeline and buffer
	Medium pressure gas pipeline and 12.5m buffer
	High pressure gas pipeline and 50m buffer
	National Grid gas pipeline and 50m buffer
	Oil Pipeline and 5m buffer
	Substation
	Overhead line
	132kV overhead buffer 25m either side of centre line of pylon
	400kV overhead 30m either side of centre line of pylon
	Sewage Treatment Works
	Sewage Treatment Works 400m buffer

Masterplan options

	Development parcel
	Local centre
	Proposed employment
	Primary School
	Secondary School
	Formal outdoor sports
	SANG (Suitable Alternative Natural Greenspace)
	Allotment
	Open space
	Modified existing PRow
	Proposed active travel route
	Greenway Corridor (former railway alignment)
	Existing roads within site
	Bypass
	Primary road
	Secondary road
	Access point

Figure 21: NESS Concept Masterplan Key (reproduced from Figure 8)

NESS013: Turweston NESS

1. This 143-hectare site, as shown on the Policies Map, is located to the east of Brackley (Northamptonshire), adjacent to the Buckinghamshire boundary.
2. The site is allocated for a residential-led mixed-use development delivering approximately 2,890 dwellings, together with five net additional serviced Gypsy and Traveller pitches, around 2ha of employment land, 2500sq.m. of town centre uses, and supporting infrastructure and community facilities and a comprehensive network of green and blue infrastructure.

Development requirements

3. Planning permission will be granted where development accords with the requirements below and are supported by a comprehensive site-wide masterplan and phasing strategy:

Place making and design.

4. Development must adopt a landscape-led approach which:
 - a) Responds positively to the rural character and landscape setting.
 - b) Reflects existing field patterns, hedgerows and landscape features; and
 - c) Integrates development sensitively into the wider countryside.
5. Development must establish a high-quality, distinctive and functional place and must:
 - a) Retain and incorporate existing landscape features, including hedgerows and woodland.
 - b) Provide appropriate buffers to the sewage treatment works.
 - c) Safeguard land beneath overhead infrastructure for green infrastructure uses.
 - d) Conserve and enhance the setting of Turweston Conservation Area.
 - e) Manage flood risk through layout, design and sustainable drainage systems; and
 - f) Be informed by up-to-date environmental and technical evidence.
6. Development should re-use existing buildings and features where they contribute positively to local character and where feasible and viable to do so.

Movement and connectivity

7. Development must deliver a comprehensive movement strategy which prioritises sustainable transport and must:
 - a) Provide access from the A422 and South Bank.
 - b) Deliver connections to the surrounding highway network.
 - c) Improve the A422 corridor and local junctions; and
 - d) Ensure infrastructure provision is informed by proportionate transport modelling and supports the safe operation of the network.

8. Development must:
 - a) Address cross-boundary transport impacts in collaboration with relevant authorities; and
 - b) Enhance public transport provision, including improvements to bus services.
9. Development must provide a comprehensive network of walking, cycling, and Public Rights of Way which:
 - a) Delivers new and enhanced routes across the site.
 - b) Integrates and upgrades existing routes.
 - c) Connects to the Buckinghamshire Greenway and wider network; and
 - d) Provides strategic active travel connections to Turweston, Brackley and surrounding settlements.

Community Facilities and Services

10. Development must provide a comprehensive range of community infrastructure including:
 - a) Local centres providing retail, employment, and commune used as accessible focal points. Land and buildings for two primary schools (5FE total).
 - b) Contributions towards off-site education provision.
 - c) Primary healthcare provision or contributions to off-site provision as agreed; and
 - d) Indoor and outdoor sport, recreation and play facilities in accordance with Policy SE5.
11. Retail provision must be of a scale and type that meets local needs and supports, and does not undermine, nearby centres.

Green and Blue Infrastructure

12. Development must deliver a multifunctional network of green and blue infrastructure which:
 - a) Integrates woodland, hedgerows, watercourses and flood risk areas.
 - b) Enhances biodiversity and ecological connectivity; and
 - c) Reinforces landscape character.
13. Development must:
 - a) Provide buffers to HS2 and areas of Ancient Woodland.
 - b) Safeguard land constrained by infrastructure and flood risk for green infrastructure uses; and
 - c) Provide appropriate green infrastructure to support recreation and amenity.
14. Development must provide multifunctional green infrastructure including:
 - a) Public open space.
 - b) Sustainable drainage systems.
 - c) Walking and cycling routes.
 - d) Outdoor sports provision; and
 - e) Allotments.

Employment Land

15. Development must:

- a) Deliver a coordinated and well-integrated employment area.
- b) Provide flexible employment space capable of adapting to changing business needs.
- c) Support access to jobs within the development; and
- d) Ensure integration with the wider transport network and surrounding areas.

Implementation, Phasing and Delivery

16. Development will only be permitted where it is supported by a comprehensive site-wide masterplan and phasing strategy.

17. The masterplan and phasing strategy must:

- a) Demonstrate coordinated delivery across the site.
- b) Show how each phase integrates with the overall design.
- c) Identify infrastructure delivery timing and triggers.
- d) Include mechanisms to avoid piecemeal development; and
- e) Ensure alignment with infrastructure evidence.

18. Infrastructure provision must be informed by viability and deliverability considerations, to be agreed with the Council.

6.174 Land identified as Turweston NESS Site 013 on the Policies Map, and the Indicative Diagram is allocated to deliver a residential-led mixed-use development. The site extends to approximately 143 hectares and is located to the east of Brackley and to the south of Turweston, close to the Buckinghamshire boundary.

6.175 The development will deliver approximately 2,890 dwellings, including 5 Gypsy and Traveller pitches, alongside employment land, and approximately 2,500 sq. m. of town centre uses, community infrastructure and supporting services.

Site Context and Key Characteristics

6.176 The site is agricultural, comprising a mix of arable and pastoral land within a rural landscape distinct from the build-up area of Brackley.

6.177 It lies within a transitional landscape between higher ground around Brackley and Turweston and the lower-lying floodplain of the River Great Ouse.

6.178 The River Great Ouse and its floodplain form key environmental features, supporting biodiversity and influencing development layout.

6.179 The site is influenced by infrastructure, including the A43 to the west and the HS2 corridor to the east, which will require careful integration.

Development Strategy and Design Approach

- 6.180 Development will be delivered as a comprehensively planned scheme, with a strong emphasis on landscape-led design and integration with its surroundings.
- 6.181 Green and blue infrastructure will form a key element of the development, incorporate existing landscape features and support ecological enhancement.
- 6.182 Development will also support local centres providing services and facilities to meet day-to-day needs.

Infrastructure and Community Provision

- 6.183 The allocation includes provision of employment land, community facilities and local centres to support a sustainable and balanced community.
- 6.184 Healthcare provision will be informed by engagement with the Integrated Care Board and the latest evidence at the planning application stage.
- 6.185 Development will contribute towards off-site infrastructure where required.

Environmental Considerations and Mitigation

- 6.186 Development must respond to site-specific constraints including the sewage treatment works, overhead power lines and areas of flood risk.
- 6.187 Appropriate buffers and mitigation measures will be required to ensure acceptable living conditions and protect environmental assets.
- 6.188 Flood risk areas will be integrated into the green infrastructure network as multifunctional open space.

Transport and Movement

- 6.189 Development at Turweston will generate additional travel demand on the surrounding network, including the A422 corridor.
- 6.190 The transport strategy will include new infrastructure, junction improvements and enhanced sustainable transport measures.
- 6.191 Public transport improvements and a comprehensive walking and cycling network will support sustainable movement.
- 6.192 Cross-boundary transport impacts will be addressed through collaboration with neighbouring authorities.

Employment Land and Economic Role

- 6.193 The provision of approximately two hectares of employment land will support local economic activity and contribute to the creation of a balanced and sustainable community.
- 6.194 Employment space should be flexible and capable of adapting to changing business needs, supporting businesses of different sizes and sectors.
- 6.195 The integration of employment uses within the development will support local job creation and reduce the need for longer-distance commuting.

Delivery, Masterplanning and Phasing

- 6.196 Development will be delivered through a coordinated masterplan and phasing strategy to ensure integrated delivery.
- 6.197 A design code will be required to secure high-quality and consistent development.
- 6.198 Delivery will be monitored through the Council's monitoring framework.

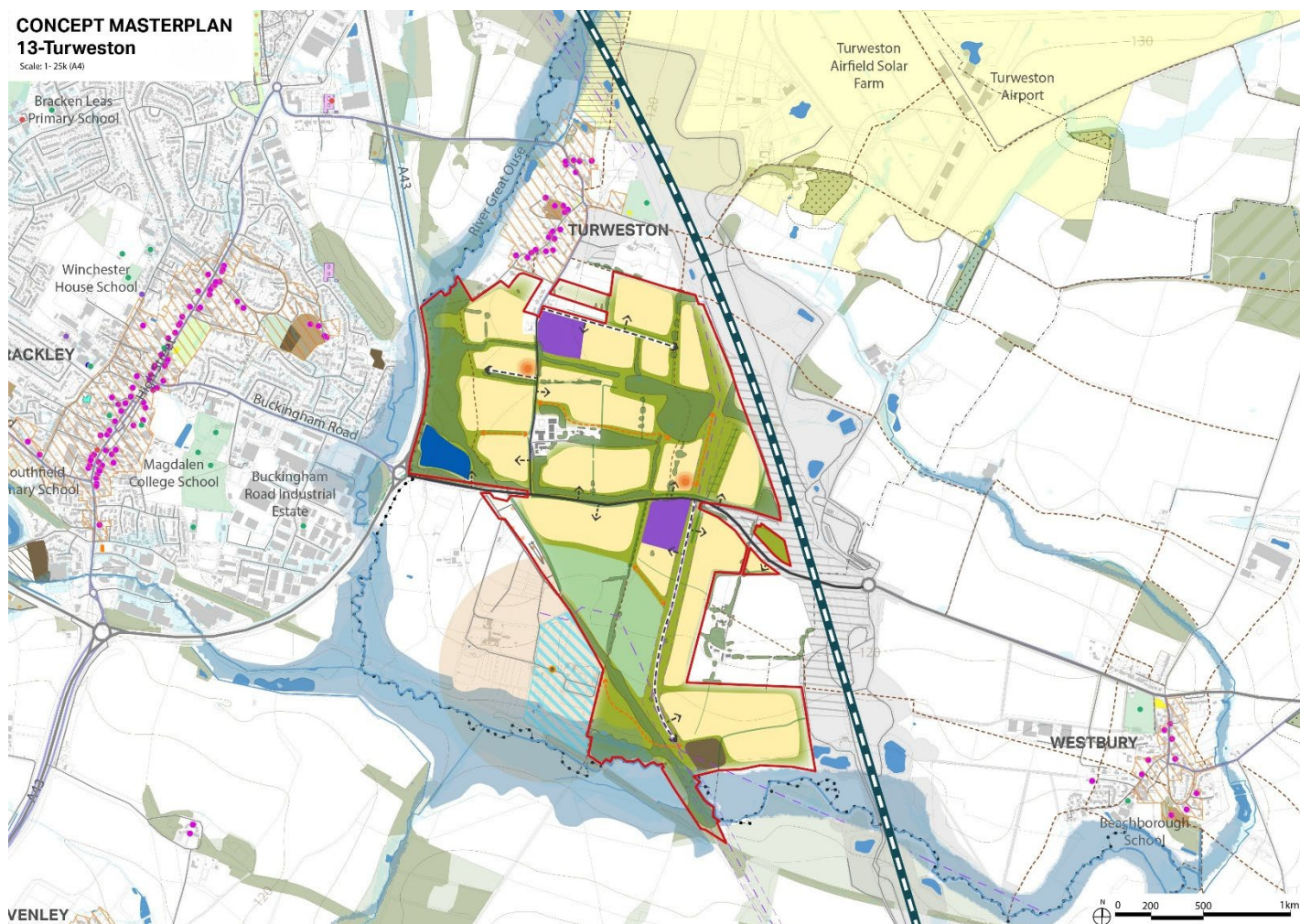


Figure 22: Turweston NESS Concept Masterplan

KEY

Key constraints

	NESS Growth Location
	District boundary
	Local Plan Housing/Employment Allocation
	HELAA (suitable site)
	HELAA (unsuitable site)
	Conservation Area
	Listed building
	Scheduled Monument
	Registered park and garden
	National Landscape
	Area of attractive landscape
	Green belt
	Employment site
	Golf course
	Local cycle network
	National Cycle Network
	Railway/station
	East West Rail
	HS2 Route
	HS2 Safeguarded land
	Existing hedgerows/trees
	Watercourse
	SAC (Special Areas of Conservation)
	SSSI (Site of Special Scientific Interest)
	National Nature Reserves
	Local Nature Reserves
	Local Wildlife Sites
	Woodland
	Ancient woodland
	Ancient woodland 50m buffer
	Environmentally Sensitive Areas
	Flood Zone 2
	Flood Zone 3
	Risk of flooding from surface water extent
	Historic landfill site
	Topography - 10m contour
	Solar farm
	Unavailable land in Haddenham

	Water mains
	Low pressure gas pipeline and buffer
	Medium pressure gas pipeline and 12.5m buffer
	High pressure gas pipeline and 50m buffer
	National Grid gas pipeline and 50m buffer
	Oil Pipeline and 5m buffer
	Substation
	Overhead line
	132kV overhead buffer 25m either side of centre line of pylon
	400kV overhead 30m either side of centre line of pylon
	Sewage Treatment Works
	Sewage Treatment Works 400m buffer

Masterplan options

	Development parcel
	Local centre
	Proposed employment
	Primary School
	Secondary School
	Formal outdoor sports
	SANG (Suitable Alternative Natural Greenspace)
	Allotment
	Open space
	Modified existing PRow
	Proposed active travel route
	Greenway Corridor (former railway alignment)
	Existing roads within site
	Bypass
	Primary road
	Secondary road
	Access point

Figure 23: NESS Concept Masterplan Key (reproduced from Figure 8)

NESS015 - Beachampton

NESS015: Beachampton NESS

1. This 381.6-hectare site, as shown on the Policies Map, is in the north of Buckinghamshire, adjoining the boundary with Milton Keynes.
2. The site is allocated for a new residential-led settlement, delivering a minimum of 8,230 dwellings, of which approximately 3,200 dwellings will be delivered within the plan period (to 2045), with the remainder delivered beyond the plan period. Development will include fifteen net additional serviced Gypsy/ Traveller pitches, approximately 2,500 sq.m. of town centre uses, community facilities and supporting infrastructure.

Development Requirements

3. Planning permission will be granted where development accords with the requirements below and are supported by a comprehensive site-wide masterplan and phasing strategy:

Place making and design.

4. Development must deliver a high-quality, landscape-led new settlement which:
 - a) Responds positively to the site's landscape setting, topography and rural character.
 - b) Integrates development within the wider context of surrounding settlements; and
 - c) Reflects existing field patterns, hedgerows and landscape features.
5. Development must establish a distinctive, sustainable and self-supporting settlement and must:
 - a) Retain and incorporate existing landscape features, including hedgerows and trees.
 - b) Protect and enhance ecological assets, including Ancient Woodland with appropriate buffers and Local Wildlife Sites.
 - c) Provide appropriate mitigation in relation to sewage treatment works, including buffers and odour mitigation.
 - d) Respond to infrastructure constraints, including utilities and energy infrastructure.
 - e) Manage flood risk through layout, design and sustainable drainage systems; and
 - f) Maintain separation between Beachampton, Nash and Whaddon through strategic green gaps.

Movement and Connectivity

6. Development must deliver a comprehensive movement strategy which prioritises sustainable transport and must:
 - a) Provide a principal internal spine road network including the Thornton Road North Spine Road and internal circulation routes.
 - b) Deliver the Whaddon Bypass.
 - c) Provide connections to the surrounding network including Stratford Road and Nash Road; and

- d) Ensure infrastructure provision is informed by proportionate transport modelling and supports the safe operation of the network.

7. Development must:

- a) Address cross-boundary transport impacts in collaboration with relevant authorities; and
- b) Enhance public transport provision, including bus services.

8. Development must provide a comprehensive walking, cycling and Public Rights of Way network which:

- a) Connects neighbourhoods to local facilities.
- b) Retains and enhances existing PROW.
- c) Delivers new shared-use routes; and
- d) Provides strategic connections to surrounding settlements and LCWIP routes.

Community Facilities and Services

9. Development must provide a comprehensive range of community infrastructure, including:

- a) Local centres providing retail and community uses as accessible focal points.
- b) Land and buildings for four primary schools (4-13FE total).
- c) Land and buildings for two secondary schools.
- d) Primary healthcare provision or contributions to off-site provision as agreed; and
- e) Indoor and outdoor sport, recreation and play facilities in accordance with Policy SE5.

10. Retail provision must be of a scale and type that meets local needs and supports, and does not undermine, nearby centres.

Green and Blue Infrastructure

11. Development must deliver a comprehensive green and blue infrastructure network which:

- a) Integrates watercourses, flood risk areas and environmental features.
- b) Enhances biodiversity and ecological connectivity; and
- c) Reinforces landscape character.

12. Development must:

- a) Provide strategic green gaps to maintain separation between settlements.
- b) Protect and buffer ecological assets including Ancient Woodland.
- c) Integrate flood risk areas within green infrastructure; and
- d) Safeguard constrained land for green infrastructure uses.

13. Development must provide multifunctional green infrastructure including:

- a) Public open space.
- b) Sustainable drainage systems.
- c) Outdoor sports provision.
- d) Walking and cycling routes; and
- e) Allotments.

Implementation, Phasing and Delivery

14. Development will only be permitted where it is supported by a comprehensive site-wide masterplan and phasing strategy.
15. The masterplan and phasing strategy must:
 - a) Demonstrate coordinated delivery across the site.
 - b) Demonstrate coordinated and comprehensive delivery of necessary off-site infrastructure.
 - c) Show how each phase integrates with the overall design.
 - d) Identify infrastructure delivery timing and triggers.
 - e) Include mechanisms to avoid piecemeal development; and
 - f) Ensure alignment with infrastructure evidence.
16. Infrastructure provision must be informed by viability and deliverability considerations, to be

Beachampton NESS Site 015

- 6.199 Land identified on the Policies Map and Indicative Diagram as Beachampton NESS Site 015 is allocated to deliver a new self-sustaining settlement in the north of Buckinghamshire. The site extends to approximately 381.6 hectares and will accommodate significant growth including housing, community uses and supporting infrastructure.
- 6.200 The development will deliver a minimum of 8,230 dwellings, of which approximately 3,200 dwellings are expected within the Plan period, with further development extending beyond it. In addition, the site will also deliver 15 Gypsy and Traveller pitches, approximately 2.500 sq.m. of town centre uses, community uses and supporting infrastructure.

Site Context and Characteristics

- 6.201 The site lies within a rural area characterised by agricultural land uses and the open clay vale landscape of north Buckinghamshire.
- 6.202 The site is influenced by its landform, which slopes gently towards the north and is visually contained by surrounding ridgelines and vegetation.
- 6.203 The River Great Ouse and associated watercourses create areas of flood risk and provide important ecological features.
- 6.204 The landscape plays an important role in maintaining separation between Beachampton, Nash and Whaddon and preserving their individual identity.

Development Strategy and Design Approach

- 6.205 Development will be delivered as a comprehensively planned new settlement, with a strong emphasis on landscape-led design and integration with surrounding settlements.
- 6.206 Green and blue infrastructure will form a key component of the development, structure growth and supporting biodiversity, recreation and flood risk management.
- 6.207 Local centres will provide services and facilities to meet day-to-day needs and reduce the need to travel.

Infrastructure and Community Provision

- 6.208 The scale of development requires provision of a wide range of infrastructure, including education, healthcare and community facilities.
- 6.209 Healthcare provision will be informed by engagement with the Integrated Care Board and up-to-date evidence at the planning application stage.
- 6.210 Development will contribute towards off-site infrastructure where required.

Environmental Considerations and Mitigation

- 6.211 Development must respond to environmental constraints including flood risk, ecological assets and landscape sensitivity.
- 6.212 Appropriate buffers will be required around sewage treatment works and ecological features.
- 6.213 Flood risk areas will be incorporated into the green infrastructure network.

Transport and Movement

- 6.214 Development will generate additional demand on the local transport network, requiring mitigation to maintain safe and efficient operation.
- 6.215 The transport strategy will include new strategic infrastructure, including spine roads and the Whaddon Bypass. Developers will be required to coordinate the delivery of these requirements.
- 6.216 Sustainable transport will be promoted through enhanced bus services and walking and cycling infrastructure.
- 6.217 Cross-boundary transport impacts will be addressed in collaboration with neighbouring authorities.

Delivery, Masterplanning and Phasing

- 6.218 Given the scale and complexity of the allocation, a coordinated approach to delivery is essential.
- 6.219 Development will be guided by a comprehensive masterplan and phasing strategy.
- 6.220 A design code will be required to ensure high-quality and consistent development.
- 6.221 Delivery will be monitored through the Council's monitoring framework.

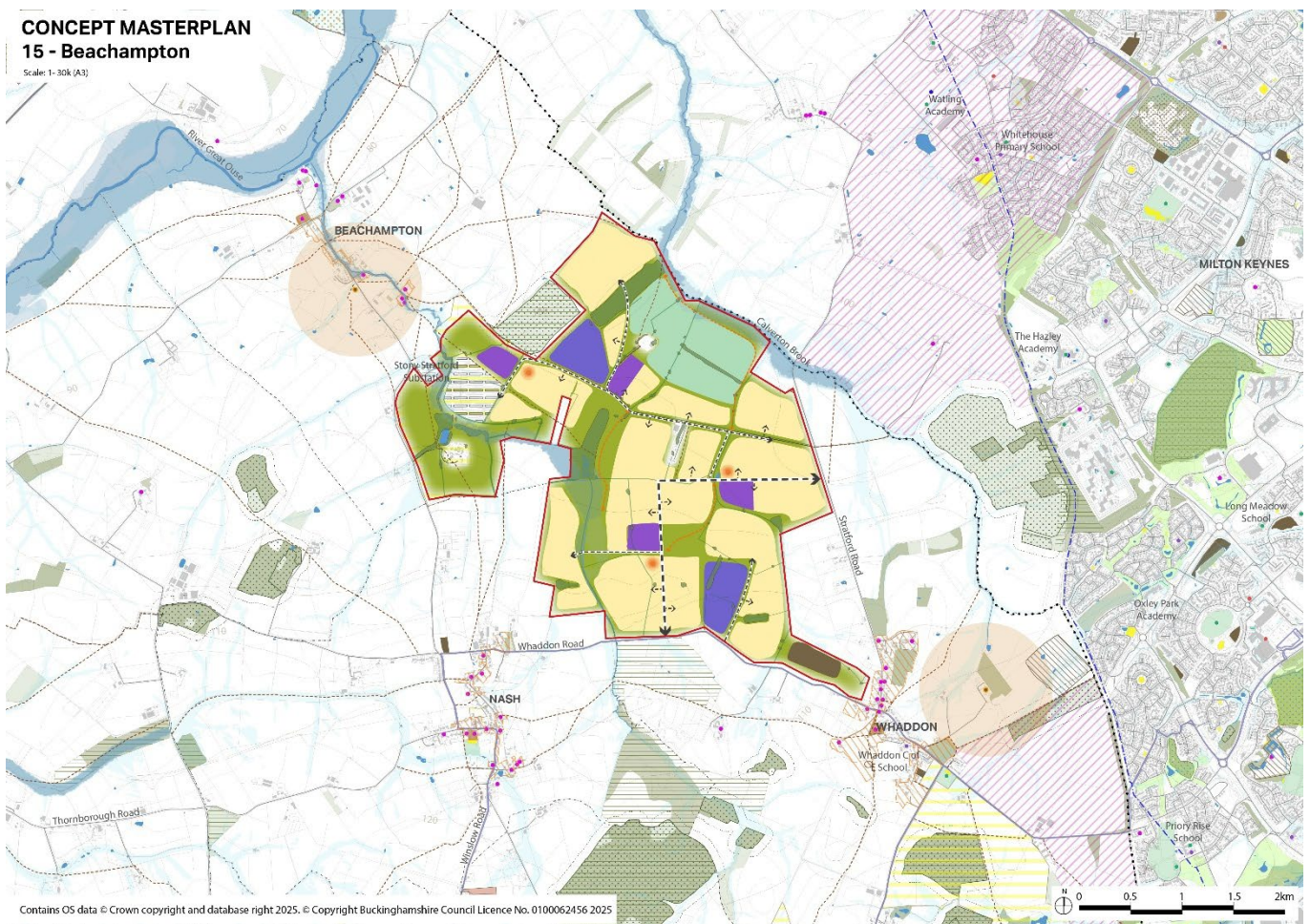


Figure 24: Beachampton NESS Concept Masterplan

KEY

Key constraints

	NESS Growth Location
	District boundary
	Local Plan Housing/Employment Allocation
	HELAA (suitable site)
	HELAA (unsuitable site)
	Conservation Area
	Listed building
	Scheduled Monument
	Registered park and garden
	National Landscape
	Area of attractive landscape
	Green belt
	Employment site
	Golf course
	Local cycle network
	National Cycle Network
	Railway/station
	East West Rail
	HS2 Route
	HS2 Safeguarded land
	Existing hedgerows/trees
	Watercourse
	SAC (Special Areas of Conservation)
	SSSI (Site of Special Scientific Interest)
	National Nature Reserves
	Local Nature Reserves
	Local Wildlife Sites
	Woodland
	Ancient woodland
	Ancient woodland 50m buffer
	Environmentally Sensitive Areas
	Flood Zone 2
	Flood Zone 3
	Risk of flooding from surface water extent
	Historic landfill site
	Topography - 10m contour
	Solar farm
	Unavailable land in Haddenham

	Water mains
	Low pressure gas pipeline and buffer
	Medium pressure gas pipeline and 12.5m buffer
	High pressure gas pipeline and 50m buffer
	National Grid gas pipeline and 50m buffer
	Oil Pipeline and 5m buffer
	Substation
	Overhead line
	132kV overhead buffer 25m either side of centre line of pylon
	400kV overhead 30m either side of centre line of pylon
	Sewage Treatment Works
	Sewage Treatment Works 400m buffer

Masterplan options

	Development parcel
	Local centre
	Proposed employment
	Primary School
	Secondary School
	Formal outdoor sports
	SANG (Suitable Alternative Natural Greenspace)
	Allotment
	Open space
	Modified existing PRow
	Proposed active travel route
	Greenway Corridor (former railway alignment)
	Existing roads within site
	Bypass
	Primary road
	Secondary road
	Access point

Figure 25: NESS Concept Masterplan Key (reproduced from Figure 8)

NESS018: Wing NESS

1. This 96-hectare site, as shown on the Policies Map, is located to the north-west of Wing, in north-east Buckinghamshire, close to the administrative boundary with Leighton Buzzard.
2. The site is allocated for a residential-led mixed-use development delivering a minimum of 1,630 dwellings, all of which are expected to be delivered within the plan period, together with 5 net additional serviced Gypsy/ Traveller pitches, approximately 1,000 sq.m. of town centre uses, supporting infrastructure, community facilities and green and blue infrastructure.

Development Requirements

3. Planning permission will be granted where development accords with the requirements below and are supported by a comprehensive site-wide masterplan and phasing strategy:

Place making and design.

4. Development must adopt a landscape-led approach which:
 - a) Responds positively to the site's rural character and landscape setting.
 - b) Reflects existing field patterns, hedgerows and landscape features; and
 - c) Integrates development with the existing settlement of Wing.
5. Development must establish a high-quality, distinctive and functional place and must:
 - a) Retain and incorporate existing landscape features, including hedgerows and trees.
 - b) Protect and enhance biodiversity, including provision of appropriate buffers to Local Wildlife Sites.
 - c) Respond to infrastructure constraints, including provision of easements and buffers.
 - d) Manage flood risk by avoiding development in areas of highest risk and incorporating sustainable drainage systems.
 - e) Conserve and enhance the significance and setting of Wing Conservation Area; and
 - f) Protect the Castle Hill Scheduled Monument and its setting.
6. Development should re-use existing buildings and features where they contribute positively to local character and where feasible and viable to do so.

Movement and Connectivity

7. Development must deliver a comprehensive movement strategy which prioritises sustainable transport and must:
 - a) Provide the Wing North Spine Road and Wing West Link Road (Cublington Road to Stewkley Road).
 - b) Deliver connections to Stewkley Road, Cublington Road and the wider network.
 - c) Ensure infrastructure provision is informed by proportionate transport modelling and supports the safe operation of the network; and

- d) Mitigate impacts on the local and wider highway network.
- 8. Development must:
 - a) Address cross-boundary transport impacts in collaboration with relevant authorities; and
 - b) Enhance public transport provision and accessibility.
- 9. Development must provide a comprehensive walking, cycling and Public Rights of Way network which:
 - a) Delivers new shared use routes.
 - b) Retains and enhances existing PROW; and
 - c) Provides strategic connections to Wing, Leighton Buzzard and surrounding settlements.

Community Facilities and Services

- 10. Development must provide a comprehensive range of community infrastructure, including:
 - a) Local centres providing retail, employment and community use as accessible focal points.
 - b) Land and buildings for a primary school (2-3FE).
 - c) Contributions towards off-site education provision.
 - d) Primary healthcare provision, including contributions to expansion of existing GP services, as agreed; and
 - e) Indoor and outdoor sport, recreation and play facilities in accordance with Policy SE5.
- 11. Retail provision must be of a scale and type that meets local needs and supports, and does not undermine, existing centres.

Green and Blue Infrastructure

- 12. Development must deliver a multifunctional network of green and blue infrastructure which:
 - a) Integrates watercourses, flood risk areas and landscape features.
 - b) Enhances biodiversity and ecological connectivity; and
 - c) Reinforces landscape character.
- 13. Development must:
 - a) Provide Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMMS) contributions in accordance with policies NE12 and NE13, and the latest Chilterns Beechwoods SAC Mitigation Strategy;
 - b) Provide buffers to protect ecological and heritage assets; and
 - c) Safeguard land constrained by infrastructure or environmental features for green infrastructure uses.
- 14. Development must provide multifunctional green infrastructure including:
 - a) Public open space.
 - b) Sustainable drainage systems.
 - c) Outdoor sports provision.
 - d) Walking and cycling routes; and
 - e) Allotments.

Implementation, Phasing and Delivery

15. Development will only be permitted where it is supported by a comprehensive site-wide masterplan and phasing strategy.
16. The masterplan and phasing strategy must:
 - a) Demonstrate coordinated delivery across the site.
 - b) Demonstrate coordinated and comprehensive delivery of off-site necessary infrastructure.
 - c) Show how each phase integrates with the overall design.
 - d) Identify infrastructure delivery timing and triggers.
 - e) Include mechanisms to avoid piecemeal development; and
 - f) Ensure alignment with infrastructure evidence.
17. Infrastructure provision must be informed by viability and deliverability considerations, to be

6.222 Land identified on the Policies Map as Wing NESS Site 18 is allocated to deliver a residential-led mixed-use development adjoining Wing.

6.223 The site provides an opportunity to accommodate growth for a comprehensively planned development that reflects the village's distinctive character and setting, while delivering sustainable growth. The development will deliver a minimum of 1,630 dwellings, including 5 Gypsy and Traveller pitches, together with approximately 1,000 sq. m. of town centre uses and associated infrastructure and community facilities.

Site Context and Characteristics

6.224 The site lies within a gently undulating agricultural landscape which contributes to the rural setting of Wing and the wider area.

6.225 It contains established hedgerows, trees and field patterns which provide an important structural framework for development.

6.226 The presence of heritage assets, including Wing Conservation Area and Castle Hill Scheduled Monument, adds sensitivity and requires careful consideration in the design of the development.

6.227 Local Wildlife Sites to the north and east of the site further contribute to the ecological value of the site.

Development Strategy and Design Approach

6.228 Development will be delivered as a comprehensively planned extension to Wing, with a strong emphasis on landscape-led design.

- 6.229 Green infrastructure will form a key component of the development, providing ecological enhancement, recreation opportunities and landscape integration.
- 6.230 Development will integrate with the existing settlement and respond to the site's wider landscape setting and visibility.

Infrastructure and Community Provision

- 6.231 The development will provide community infrastructure including local centres, education and healthcare provision to support a sustainable neighbourhood.
- 6.232 Healthcare provision will be informed by engagement with the relevant Integrated Care Boards and the Council's latest infrastructure evidence for the site at the planning application stage.
- 6.233 Development will contribute towards off-site infrastructure where required.

Environmental Considerations and Mitigation

- 6.234 Development must address environmental constraints including flood risk, ecological assets and heritage considerations.
- 6.235 Appropriate buffers and mitigation will be required to protect Local Wildlife Sites and heritage assets.
- 6.236 Flood risk will be managed through a risk-based approach and the incorporation of sustainable drainage systems.

Transport and Movement

- 6.237 Development will increase demand on the local transport network and require mitigation to maintain safe and efficient operation.
- 6.238 The transport strategy will include new infrastructure and improvements to existing routes.
- 6.239 Sustainable transport will be prioritised through enhanced public transport provision and walking and cycling infrastructure.
- 6.240 Connections will be provided to surrounding settlements including Leighton Buzzard.

Delivery, Masterplanning and Phasing

- 6.241 Development will be guided by a comprehensive masterplan and phasing strategy to ensure coordinated delivery.
- 6.242 A design code will be required to secure high-quality and consistent design outcomes.

6.243 Delivery will be monitored through the Council's monitoring framework.

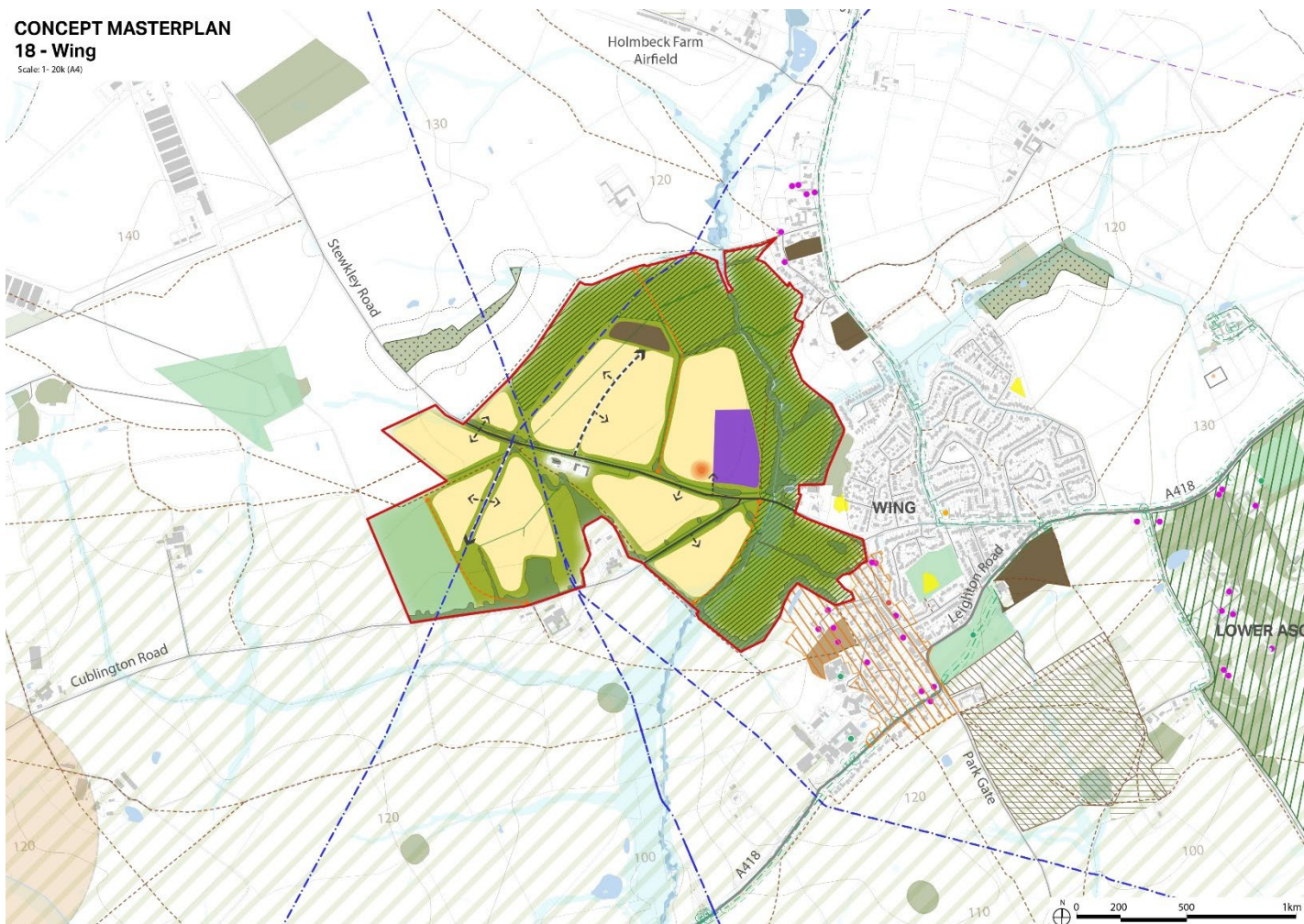


Figure 26: Wing NESS Concept Masterplan

KEY

Key constraints

	NESS Growth Location
	District boundary
	Local Plan Housing/Employment Allocation
	HELAA (suitable site)
	HELAA (unsuitable site)
	Conservation Area
	Listed building
	Scheduled Monument
	Registered park and garden
	National Landscape
	Area of attractive landscape
	Green belt
	Employment site
	Golf course
	Local cycle network
	National Cycle Network
	Railway/station
	East West Rail
	HS2 Route
	HS2 Safeguarded land
	Existing hedgerows/trees
	Watercourse
	SAC (Special Areas of Conservation)
	SSSI (Site of Special Scientific Interest)
	National Nature Reserves
	Local Nature Reserves
	Local Wildlife Sites
	Woodland
	Ancient woodland
	Ancient woodland 50m buffer
	Environmentally Sensitive Areas
	Flood Zone 2
	Flood Zone 3
	Risk of flooding from surface water extent
	Historic landfill site
	Topography - 10m contour
	Solar farm
	Unavailable land in Haddenham

	Water mains
	Low pressure gas pipeline and buffer
	Medium pressure gas pipeline and 12.5m buffer
	High pressure gas pipeline and 50m buffer
	National Grid gas pipeline and 50m buffer
	Oil Pipeline and 5m buffer
	Substation
	Overhead line
	132kV overhead buffer 25m either side of centre line of pylon
	400kV overhead 30m either side of centre line of pylon
	Sewage Treatment Works
	Sewage Treatment Works 400m buffer

Masterplan options

	Development parcel
	Local centre
	Proposed employment
	Primary School
	Secondary School
	Formal outdoor sports
	SANG (Suitable Alternative Natural Greenspace)
	Allotment
	Open space
	Modified existing PRoW
	Proposed active travel route
	Greenway Corridor (former railway alignment)
	Existing roads within site
	Bypass
	Primary road
	Secondary road
	Access point

Figure 27: NESS Concept Masterplan Key (reproduced from Figure 8)

Housing Allocations over two hundred dwellings (including mixed use sites)

- 6.244 Individual site policies are set out in this section. Sites have been allocated in accordance with the settlement hierarchy and are grouped according to the tier (Tier 1 to Tier 5) within which they are identified in the Settlement Review. The Settlement Review looks at all settlements in Buckinghamshire and places them in tiers according to the range of local services and facilities they have as well as looking at public transport availability, employment opportunities and distance from the nearest town. The aim is to understand how well residents' everyday needs are met locally to help inform the level of sustainable growth which may be appropriate to those settlements. Tier 1 contains the major urban areas (High Wycombe and Aylesbury) while Tier 5 contains medium and small villages. There is also a Tier 6 which contains hamlets; however, no allocations have been made in this tier.
- 6.245 All site allocations for 200 or more homes have a bespoke policy. Site allocations under 200 homes fall within appendix K to the plan and do not have a bespoke policy.

Tier 1:

- a) Aylesbury
- b) High Wycombe
- c) On the edge of Milton Keynes

AYL01 - South Aylesbury (AGT1)

AYL01: South Aylesbury (AGT1)

Land Use Requirements:

The site as shown on the Policies Map is allocated for a comprehensively planned, mixed-use development.

Residential:

- a) The site will deliver approximately 1,350 dwellings, at a density that takes account of the adjacent settlement character and identify and supporting infrastructure.
- b) Provision of 5 Gypsy and Traveller pitches will be provided within the site.

Centre and Community Uses:

- a) A combined 2FE primary school will be delivered on site, including playing field provision and car parking.
- b) A new local centre will be delivered on site which will include retail and appropriate car parking.
- c) A new community building will be delivered on site which should provide for car parking and where there is a need, a 'Touchdown' facility for Thames Valley Police.

Green Infrastructure and Open Space:

- a) Multi-functional green infrastructure will be provided on site.

- b) Provide and maintain the management of 50% green infrastructure which links to other new development areas and the wider countryside as part of a high quality built and semi-natural environment.

Transport Infrastructure:

- a) Land is safeguarded for the delivery of the Aylesbury Southeast Link Road (SEALR) dual carriageway between A413 Wendover Road and B4443 Lower Road (now under construction) which will cross the railway line and provide sufficient land for associated works including but not limited to earthworks, drainage and structures.
- b) Deliver new access points into the development parcels from the B4443 Lower Road and A413 Wendover Road which minimise direct access from SEALR and supports cohesive development.

Development Principles:

- a) Development should integrate the new development with the existing built area of Aylesbury and Stoke Mandeville and responds positively to the best characteristics of the surrounding area.
- b) A landscape buffer should be provided between the new development and Stoke Mandeville where possible to maintain the setting and individual identity of the settlement of Stoke Mandeville.
- c) Retain the Grade II listed Magpie Cottage within an appropriate setting informed by Heritage Impact Assessment.
- d) A financial contribution should be provided for off-site primary healthcare facilities for the reconfiguration or expansion of an existing GP practice, or a new GP practice, in agreement with the Integrated Care Board (ICB).
- e) Retain where possible existing vegetation, including existing hedgerows.
- f) Retain and enhance existing habitats where possible, including the creation of linkages with surrounding wildlife assets and green corridors linking development with the wider countryside and surrounding communities.
- g) Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMMS) contributions, in line with policies NE12, NE13, NE14 and the latest Mitigation Strategy. Permission will not be granted if appropriate mitigation is not provided.
- h) Designed using a landscape-led approach including consideration of the long-distance views of the Chilterns National Landscape and the field pattern and landscape features on the site.
- i) Provide detailed modelling to confirm 1 in 20-, 100-and 1,000-year extents and 1 in 100 years plus climate change extents on the ordinary watercourse (see SFRA Level 2 main report 2026).
- j) Have undertaken Surface water modelling to define the level of surface water risk and the risk areas/flow paths. Climate change should be modelled using the +40% allowance (February 2016) for rainfall intensity. A surface water drainage strategy should ensure that the development does not increase flood risk elsewhere.
- k) Seek to mitigate against potential surface water flooding of Stoke Mandeville Hospital
- l) Model the risk of overtopping or breach of the Aylesbury Arm (Grand Union Canal).

- m) Are designed using a sequential approach. Flood Zones 2 and 3, and 3a plus climate change (subject to a detailed flood risk assessment) should be preserved as green space. Built development should be restricted to Flood Zone 1.
- n) Design drainage which should be 'designed for exceedance' and accommodate existing surface water flow routes, with development located outside surface water flood areas.
- o) Provide proportionate financial contribution to the Southeast Aylesbury Link Road (SEALR) which will go towards repayment of the Housing and Infrastructure Fund.
- p) Access to and from the SEALR will not be supported unless it can be demonstrated that all other options, including taking access through neighbouring sites, are incapable of providing access to the northern land parcel from Lower Road.
- q) The site will deliver suitable walking and cycling routes to improve connectivity between the site and key destination including but not limited to Stoke Mandeville Railway Station and the hospital.
- r) Provide provision for public transport into the town and to surrounding areas.
- s) Integrate existing public rights of way into the development within safe and secure environments as part of a wider network of sustainable routes, to directly and appropriately link the site with surrounding communities and facilities.

- 6.246 The site is approximately 92.8ha in size. Boarding the site is a variety of residential rear boundaries. In addition, the northwestern edge is with Stoke Mandeville Hospital, with car parking and rear facades of the hospital buildings predominating. The southern edge adjoining Stoke Mandeville village is mixed residential rear boundaries and some existing green spaces. The site is also bounded by Lower Road to the west and Wendover Road to the east. The topography of the site and surrounding area is flat which allows for views to the east and west which continue across open countryside.
- 6.247 The site lies within Flood Zone 1 and is crossed by several ordinary watercourses and drainage ditches. Whilst no significant fluvial flood risk constraints have been identified across most of the site, detailed assessment and modelling of flood risk, surface water drainage and climate change impacts will be required to inform the design and layout of development. The site is currently in agricultural use and includes a network of hedgerows, ditches and other habitats which contribute to local ecological value. Ecological surveys have identified habitats and species that will require appropriate avoidance, mitigation and enhancement measures, including provision for ground-nesting birds and the retention and enhancement of habitat connectivity across the site.
- 6.248 One public right of way exists across the site and uses a level crossing to cross the railway line. The site comprises of five parcels of land but have now been promoted as a single site for this local plan. These parcels are:
- a) Land around Red House Farm, Lower Road.
 - b) Land north of Stoke Mandeville adjacent Lower Road.
 - c) Land south of Aylesbury adjacent to Wendover Road.
 - d) Land between the Aylesbury-Amersham railway line and Wendover Road; and
 - e) Land straddling the Aylesbury-Amersham railway line north of Stoke Mandeville

- 6.249 The five parcels are allocated together as the South Aylesbury (AGT1) to support a comprehensive and coordinated approach to development and infrastructure delivery. Although the parcels are physically separated by the Aylesbury-Amersham railway line and the Southeast Aylesbury Link Road (SEALR), they share common infrastructure, transport and green infrastructure requirements that are most effectively planned on an allocation-wide basis. This approach enables the cumulative impacts and infrastructure needs of the allocation to be addressed in a coordinated way, rather than through piecemeal development of individual parcels.
- 6.250 Given the large number of smaller parcels that make up this allocation, an overall site masterplan is essential to ensure a co-ordinated and comprehensive approach to development, and to guide phasing of the site and infrastructure requirements. This must include a coordinated approach to vehicular access which will be achieved from the B4443 Lower Road and A413 Wendover Road and other infrastructure requirements.
- 6.251 The Southeast Aylesbury Link Road (SEALR) forms an important piece of infrastructure serving the South Aylesbury (AGT1) allocation. The section of the SEALR that passes through the allocation (Phase 1) is currently under construction and is expected to be completed in late 2026. The wider SEALR scheme includes Phase 2, which opened in November 2025.
- 6.252 Part of the site lies within the Zone of Influence of Chilterns Beechwoods SAC which affects the land to the east of the railway line and as such appropriate SANG and SAMM mitigation is required. It is anticipated that the site could secure credits at Kingsbrook Meadows strategic SANG. The access to the land to the west of the railway line would be off Lower Road, which is outside of the zone of influence, the land west of the railway line therefore would not be required to provide a SANG.
- 6.253 There are applications pending consideration for housing, but also include a primary school, community hall, sports and local centre, covering different parcels of land within the allocation. A significant proportion of development is proposed within outline application 19/01628/AOP this application, for up to 650 dwellings, was submitted by in April 2019 for the land west of the railway line. The application is at an advanced stage of being considered by the council. A further application (23/01967/AOP) was submitted for up to five hundred dwellings in June 2023.

AYL02 - Land at southwest, Aylesbury (AGT2)

AYL02: Land at southwest, Aylesbury (AGT2)

Land use requirements:

The site as shown on the Policies Map, is allocated for a comprehensively planned, mixed use development.

Residential:

- a) The site will deliver an assumed number of 1,400 dwellings at a density that takes account of the adjacent settlement character and identity.

- b) Provision of 5 Gypsy and Traveller pitches will be provided within the site.

Centre and Community Uses:

- a) Provision of land, building and car parking for one 2FE primary school will be delivered on site.
- b) Health facilities to be delivered on site.
- c) Community facilities, including an onsite community building will be completed.
- d) Play areas and Public Art to be provided on site.

Green Infrastructure and Open Space:

- a) A linear park
- b) Sports pitches
- c) Multi-functional green infrastructure

Transport and Flood Infrastructure:

- a) Construction of a Southwest Link Road between Stoke Mandeville relief road (SEALR Phase 2) and A418 Oxford Road.
- b) Development should safeguard land for the potential future need to dual the Southwest Link Road.
- c) Financial contribution towards the provision of SEALR Phase 2 roundabout to connect to the SWALR.
- d) Provision of public transport into the town and surrounding areas
- e) Strategic flood defences and surface water attenuation
- f) Development should be steered outside of areas within Flood Zone 2, 3a and 3b, as well as areas at risk of surface water flooding. Residential development is not permitted within Flood Zone 3b.
- g) Developers should utilise SuDS with multiple benefits throughout the site, particularly in areas at risk of surface water ponding.
- h) A detailed hydraulic model of the Sedrup Ditch may be required at FRA stage to accurately represent the risk from this watercourse and set the height of any mitigation measures.
- i) Blockage modelling should be conducted to assess the residual risk associated with potential blockage of the bridge structure over the Sedrup Ditch in the north of the site, and blockage of the culverts on the Stoke Brook beneath the railway line and Stoke Mandeville Relief Road.

Development Principles:

Development will be permitted where proposals:

- a) Are accompanied by the information required in the council's Local Validation lists and comply with other relevant policies in the plan, including the principles of development for Aylesbury Garden Town.
- b) Are integrated with the existing built area of Aylesbury and respond positively to the best characteristics of the surrounding area to deliver a high quality built and semi-natural environment.

- c) Retain, where possible, existing vegetation including existing woodlands and hedgerows.
- d) Include a buffer and associated mitigation HS2 to reduce noise and other impacts on nearby residents.
- e) Retain and integrate existing public rights of way into the development as part of a wider network of sustainable routes, to directly and appropriately link the site with surrounding communities and facilities.
- f) The development should be designed using a landscape-led approach including consideration of the long-distance views of the Chiltern National Landscape, respond positively to the best characteristics of the surrounding area and reflecting the field pattern and mature landscape features on the site.
- g) Provide public transport into the town and to surrounding areas.
- h) The site will also provide flood alleviation to Stoke Brook through diversion of the brook and appropriate complementary measures, such as attenuation lakes. A detailed hydraulic model of the Sedrup Ditch may be required at FRA stage to accurately represent the risk from this watercourse and set the height of any mitigation measures.
- i) Consideration must be given at the detailed design stage to the layout, siting and landscaping to ensure appropriate standoff distances and operational access to the overhead National Grid transmission line from Amersham to East Claydon. The impact of the assets should be reduced through good design.
- j) Retention of a suitable setting for Grade II listed Hall End farm and Stoke Cottage
- k) Financial contributions towards, secondary school provision, and expansion of existing special schools

Design and Masterplan:

- a) Development at Land at Southwest Aylesbury should be brought forward in accordance with their existing planning consents and the Aylesbury Garden Town principles in Policy D1. Design should take account of the over-arching Garden Town principles to ensure a comprehensive development. The site should be a comprehensively planned development as well as demonstrating how the allocation links to and contributes to the delivery of the AGT overall.

- 6.254 The site falls between Oxford Road, Standalls Farm, Princes Risborough Railway line and Aylesbury and has a site area of 113ha.
- 6.255 The site was allocated in the Vale of Aylesbury Local Plan 2021 as two parcels as the site crosses the Aylesbury-Princes Risborough Railway. Outline planning permission was granted in May 2026 (18/04346/AOP) for mixed-use development including up to 1,400 residential dwellings providing a comprehensive development on both parcels AGT2. The site is expected to start construction in 2028 initially delivering fifty homes then 140 per annum.
- 6.256 The site provides an opportunity for a sustainable extension integrated with, and supportive of, the existing community, bringing a wide range of benefits in a manner that makes the best use of existing resources and infrastructure.

- 6.257 The site boundaries are defined by established hedgerows with occasional hedgerow trees. There are existing public footpaths which cross the fields to the west and south of the site. Two listed buildings are associated with Hall End Farmhouse and Stoke Cottage. Hartwell House historic park and garden and Hartwell conservation area and numerous listed buildings are located due west of the site.
- 6.258 The HS2 route forming the southern boundary to the site could be a significant constraint and will have a potential effect on the developable area and mitigation. A noise buffer will be required which will reduce the developable area of the site. Delivery of access to the site will need to consider the differing levels between the realigned A4010 and the underpass of the Aylesbury to Princes Risborough railway line.
- 6.259 There is an area of flood risk zone to the north of the site, from the Stoke Brook and surface water and groundwater flood risk as set out in the SFRA Level 2. Overhead power lines bisect the site to the south-west. The areas of the site in Flood Zones 2 and 3 and HS2 buffer zone will only be suitable for green infrastructure, a strategic link road and footpaths.
- 6.260 There are existing hedges and mature trees including black poplars, and these features must be retained. Highways impact on Marsh Lane and sustainable transport options into Aylesbury need to be addressed.
- 6.261 The southern access to this site is dependent on the delivery of new major infrastructure. The Southeast Aylesbury Link Road (SEALR) phase 2 has now been complete and is open. Access to the site from the south will need to be constructed off this.

AYL03 - Aylesbury north of A41 (AGT3)

AYL03: Aylesbury north of A41 (AGT3)

Land Use Requirements:

Land North of A41, Aylesbury as shown on the Policies Map, is allocated for a comprehensively planned, mixed-use development. The allocation comprises three principal land parcels:

- a) Land at Manor Farm – approximately 29.1ha
- b) Aylesbury Woodlands – approximately 200ha (mixed-use including employment and residential)
- c) Land at College Farm – approximately 12.9ha

Residential:

- a) The site will deliver approximately 1,700 dwellings alongside supporting infrastructure and employment uses.
- b) In addition, sixty extra care units (Use Class C2) will be provided within the site.

Employment:

- a) Approximately 102,800 sqm of employment floorspace (Use Classes E(g), B2 and B8) will be delivered on site, including the delivery of the Aylesbury Woodlands Enterprise Zone

Centres and Community Uses:

- a) A local centre of approximately 4,000 sqm (Use Classes E, F1, F2 and sui generis uses) will be delivered on site.
- b) A two-form entry primary school (approximately 2ha, Use Class F1) is required to be delivered within the site.
- c) Approximately 6,000 sqm hotel and conference facility (Use Class C1) is to be provided on site.

Green Infrastructure and Open Space:

- a) Approximately 16ha sports village and pitches will be delivered on site.
- b) On site, a network of open space will be delivered which includes:
- c) Play space.
- d) Informal and formal open space
- e) Allotments/community orchards
- f) Woodland areas
- g) A minimum of 50% Green Infrastructure (GI) across the site

Transport and access:

- a) Development must provide primary access from the Eastern Link Road (South) and not rely on access from Broughton Lane. It should deliver strategic connections to the Eastern Link Road (ELR) and the A41 and provide high-quality active travel routes linking Aylesbury and surrounding areas.
- b) Development at Manor Farm will not be occupied until the ELR (South) is completed and open to traffic.
- c) Contributions will be required towards the ELR (South), including recovery of Housing and Infrastructure (HIF) investment.

Active Travel and Flood Infrastructure:

- a) Strategic link road connecting to the Eastern Link Road (North and South) and A41
- b) Walking, wheeling and cycling routes connecting to Aylesbury and surrounding areas.
- c) Land should safeguard land for the potential future need to dual key roads.
- d) Flood mitigation infrastructure including sustainable drainage systems (SuDS)

Employment and Economic Development:

Proposals must:

- a) Deliver the Enterprise Zone objectives and support tradeable activities within at least one of Buckinghamshire's high-value sectors (as set out in the Buckinghamshire Economic Growth Plan) and can demonstrate significant potential to contribute to productivity growth.
- b) Demonstrate contribution to:
 - a. Local supply chains
 - b. Skills development and employment (in accordance with Policy EC3)
 - c. Digital infrastructure and economic resilience
- c) Provide for the timely delivery of employment land, coordinated with residential development.

Safeguarding Employment Land

Existing and planned for employment land will be safeguarded. Alternative uses will only be supported where it is robustly demonstrated that:

- a) The employment use is no longer required or viable (see DM policy EC1); and
- b) The proposal would not undermine the delivery of the Enterprise Zone or wider Local Plan strategy.

Development principles:

Development will be permitted where proposals:

- a) Deliver a comprehensively planned garden community which is integrated with the existing built-up area of Aylesbury.
- b) Respect and maintain the separate identity and setting of Broughton.
- c) Respond positively to the Aylesbury Arm of the Grand Union Canal, the Chilterns National Landscape setting and existing landscape and settlement character.
- d) Provide a high-quality built and landscaped environment.
- e) Retain and enhance existing vegetation, hedgerows and woodland, public rights of way which are integrated into a safe and connected network and deliver green corridors linking the site to the wider countryside. Developers should consider utilising the southern section of the site as a green corridor for flood mitigation.
- f) A detailed 1D-2D detailed hydraulic model of the unnamed ordinary watercourse in the southwest of the site, based on topographic survey of the watercourse channel, may be required at FRA stage to accurately represent the risk from this watercourse and set the height of any mitigation measures.
- g) The risk from surface water flow routes should be quantified as part of a site-specific FRA, including a drainage strategy, so runoff magnitudes from the development are not increased by development across any ephemeral surface water flow routes. A drainage strategy should help inform site layout and design to ensure runoff rates are as close as possible to pre-development greenfield rates, with areas of surface water ponding used as open space and SuDS or water compatible/essential infrastructure uses only.
- h) Seek to mitigate against potential surface water flooding of Stoke Mandeville Hospital
- i) Model the risk of overtopping or breach of the Aylesbury Arm (Grand Union Canal)
- j) Are designed using a sequential approach. Flood Zones 2 and 3 plus climate change (subject to detailed flood risk assessment) should be preserved. Built development should be restricted to Flood Zone 1 and avoid areas of surface water risk. Site design and making it safe must follow the SFRA Level 2 site summary sheet guidelines (2026).
- k) Conserve and enhance the setting of Broughton Manor Farm Barn (Grade II), the scheduled ancient monument to the south and adjacent buildings.
- l) Provide a landscape buffer to Broughton and sensitive heritage assets, a canal-side buffer along the northern boundary and farmland bird compensation habitat.
- m) Retain open land west of the ELR as a strategic buffer.
- n) Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMMS) contributions in accordance with policies NE12 and NE13, and the latest Chilterns Beechwoods SAC Mitigation Strategy, provide biodiversity enhancement and habitat connectivity and ensure long-term management of green infrastructure.

Design and Masterplan:

Development will only be permitted where it is supported by a comprehensive and coordinated masterplan and phasing strategy for the entire site. This should be submitted to and approved by the Council prior to the determination of any planning application. The masterplan and phasing strategy must:

- a) Demonstrate how development will be brought forward in a coordinated manner to deliver an integrated and cohesive scheme.
- b) Show how each phase will contribute to and integrate with the design concepts of the development as a whole; and
- c) Ensure that development is supported by the timely provision of infrastructure, including highways, utilities and community facilities, in accordance with the Council's most up-to-date evidence of infrastructure needs

- 6.262 The three parcels of land which make up this site is approximately 242.6ha and located approximately two miles east of Aylesbury town centre.
- 6.263 The overall site is surrounded by a mix of land uses including the Grand Union Canal Aylesbury Arm, the Bear Brook, agricultural buildings and residential properties in Broughton Hamlet and the planned Eastern Link Road. To the east, the site is bounded by College Road North and the commercial developments along this road, most notably the Arla processing dairy, and College Farm. Residential properties located near to the site are College Farm and The Red House to the east of the site off College Road North. The eastern portion of the site adjoining College Road North is included within the Arla/Woodlands Enterprise Zone designation which also extends over an existing employment area centred on the Arla dairy.
- 6.264 Parts of the site falls within Flood Zone 2 and Flood Zone 3. Development needs to respond to the 2026 SFRA level 2 site summary sheet and guidelines for site design and making it safe for users. A satisfactory road access will need to be achieved once the Eastern Link Road on Woodlands has been delivered. In addition, the impact on heritage assets with Grade II* Listed Buildings and a Scheduled Monument which fall within proximity to the site should be considered and mitigated against.
- 6.265 The site lies within the zone of influence of the Chilterns Beechwoods Special Area of Conservation (SAC). Development is likely to generate recreational pressure and will require appropriate mitigation. Planning permission will not be granted until suitable SANG and SAMM mitigation is secured, in accordance with Policies NE12, NE13 and NE14 and the latest mitigation strategy. It is anticipated that suitable SANG could be delivered on-site. Alternatively, provision may be secured through the purchase of credits at the Kingsbrook Meadows strategic SANG if delivery on site cannot be achieved.
- 6.266 The employment element of the site is a strategic employment area for Buckinghamshire as it includes the Aylesbury Woodlands Enterprise Zone, which is intended to support the growth of high-value, knowledge-based sectors and to attract investment into Buckinghamshire. The Enterprise Zone provides an important opportunity to deliver modern, high-quality employment floorspace and to support innovation, productivity and job creation in key sectors of the local economy.

- 6.267 Ensuring the timely delivery of employment development alongside residential growth is essential to achieving the Local Plan's objectives of providing sustainable communities, reducing the need to travel, and supporting economic resilience. The policy therefore requires proposals to demonstrate how employment provision will be brought forward in an appropriate relationship with the wider development, including through effective phasing arrangements.
- 6.268 The policy also seeks to maximise the wider economic benefits arising from the development, including supporting local supply chains, enhancing skills and employment opportunities for residents, and contributing to the delivery of digital infrastructure. These measures are important in ensuring that the development contributes positively to Buckinghamshire's long-term economic strategy.
- 6.269 Given the strategic importance of the site, it is necessary to safeguard the approved employment floorspace from being lost to non-employment uses. This will ensure that the site continues to deliver its intended economic function over the plan period and supports the role of the Enterprise Zone. Proposals that would reduce or delay the delivery of employment development will therefore only be supported in exceptional circumstances, where it can be clearly demonstrated that the approved employment use is no longer required or deliverable, and that the overall objectives of the Local Plan would not be undermined.
- 6.270 The current planning status of the site is as follows: Land at Aylesbury Woodlands outline planning application granted (16/01040/AOP). This included an illustrative masterplan. Various reserved matters have also been approved. No applications received on the remainder of the site.

AYL04 - South of A41, Aylesbury (AGT4)

AYL04: South of A41, Aylesbury (AGT4)

Land Use Requirements:

Land South of A41, Aylesbury as shown on the Policies Map, is allocated for a comprehensively planned, mixed-use development. The allocations comprise two principles land parcels:

- a) Hampden Fields – Approximately 218ha
- b) Land at New Road, Weston Turville – Approximately 1.7ha

Residential:

- a) The site will deliver approximately 3,000 dwellings at a density that takes account of the adjacent settlement character and identity. The development should be integrated with the existing build area of Aylesbury, and maintain the settings, individual identity and character of Stoke Mandeville and Weston Turville
- b) In addition, sixty bed care homes/extra care facility will be provided within the site.

Employment:

- a) Approximately 6.90ha of employment land will be delivered on site.

Centres and Community Uses:

- a) Provision of land, building and car parking for two primary schools each with a pre-school, a children's centre on one of the primary school sites will be provided on site.
- b) A mixed-use local centre with associated parking will be provided on site, including temporary community buildings if necessary.
- c) Provision of an on-site health facility. Where it is justified provision for expansion or an alternative larger site may need to be identified and secured for a multipurpose health facility to accommodate further growth and service demand to increase capacity.

Green Infrastructure and Open Space:

- a) Multi-functional green infrastructure totalling 108.34ha will be provided on site.
- b) Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMMS) contributions, in line with policies NE12, NE13, NE14 and the latest Mitigation Strategy. Permission will not be granted if appropriate mitigation is not provided.

Transport and Flood Infrastructure:

- a) On-site land provision will be safeguarded for a park and ride site.
- b) Strategic flood defences and surface water attenuation should be provided to mitigate flood risk.
- c) A dualled Southern Link Road between A413 Wendover Road and A41 Aston Clinton Road and a strategic link road between the Southern Link Road and Marroway Cycling and walking links should be provided within the site.

Development Principles:

Development will be permitted where proposals:

- a) Are accompanied by the information required in the council's Local Validation lists and comply with other relevant policies in the plan, including the principles of development for Aylesbury Garden Town.
- b) Provide a financial contribution to support secondary school provision, and the expansion of existing special school.
- c) Retain where possible existing vegetation and landscape features, including field patterns, existing woodlands and hedgerows.
- d) Retain and integrate existing public rights of way into the development as part of a wider network of sustainable routes, to directly and appropriately link the site with surrounding communities and facilities utilising green corridors.
- e) Retain and enhance existing habitats where practicable, including the creation of linkages with surrounding wildlife assets. This includes the wildlife area within Bedgrove Park.
- f) Are designed using a landscape-led approach including consideration of the long-distance views of the National landscape and respond positively to the best characteristics of the surrounding area.

- g) Provide for cycleways, footpaths and public transport connections into the town and to surrounding areas.
- h) Provide town-wide flood defences through a flood alleviation system benefitting the wider community and provision of sustainable drainage system (SuDS) will be required to reduce pressure on the existing drainage network.
- i) Provide and maintain management of 50% green infrastructure to link to other new development areas and the wider countryside.
- j) Have undertaken detailed modelling to confirm flood zone and climate change extents. The Environment Agency and lead local flood authority should be consulted to obtain the latest hydraulic modelling for the site at the time of the flood risk assessment. They will advise as to whether existing detailed models need to be updated.
- k) Have investigated residual risk to the site and reservoir flood risk to the site, for example overtopping or breach of the Weston Turville Reservoir
- l) Have modelled the impact of blockage of structure(s) under Aston Clinton Road and on Bedgrove Road.
- m) Have undertaken surface water modelling to define the level of surface water risk and the risk areas/flow paths. Climate change should be modelled using the +40% allowance (February 2016) for rainfall intensity. A surface water drainage strategy should ensure that the development does not increase flood risk elsewhere.
- n) Designed using a sequential approach. Flood Zones 2 and 3 and 3a plus climate change (subject to detailed flood risk assessment) as shown on the policies map as “areas of not built development” should be preserved as green space with built development restricted to Flood Zone 1.
- o) Have designed new major transport infrastructure such as the Southern Link Road so that the potential loss of floodplain and change of flow pathways resulting from their implementation do not have an adverse effect on flood risk. They should also be designed to ensure that they remain operational and safe for users in times of flood.
- p) Drainage designs should ‘design for exceedance’ and accommodate existing surface water flow routes, with development located outside of surface water flood risk areas.

Design and Masterplan

- a) Development at Hampden Fields and Land adjacent to the Holiday Inn should be brought forward in accordance with their outline planning consent and the Aylesbury Garden Town principles in Policy D1. Design should take account of the over-arching Garden Town principles to ensure a comprehensive development. The site should be a comprehensively planned development as well as demonstrating how the allocation links to and contributes to the delivery of the AGT overall.

6.271 South of A41, Aylesbury is a strategic allocation for Aylesbury and contributes to the delivery of Aylesbury Garden Town. It has a site area of approximately 225.5ha. The allocation comprises the following sites:

- a) Land at Hampden Fields – outline planning permission was granted for 3,000 dwellings and 46,800 sqm of employment. This included an illustrative masterplan. There have

been several reserved matters applications approved, and work has commenced on site. This site will form a vital urban extension to Aylesbury, integral to the town's Garden Town status.

- b) Land adjacent to Aston Clinton Holiday Inn – completed 121 dwellings.
 - c) Land at New Road, Weston Turville – allocated for fifty-one dwellings.
 - d) Land east of New Road, Weston Turville – completed sixty-four dwellings.
 - e) Land Bounded by New Road and Aston Clinton Road – completed 135 dwellings.
- 6.272 One of the reasons for merging the sites is to enable a more comprehensive approach to development in this area, and to improve co-ordination and location of infrastructure and services. The site provides an opportunity for a sustainable extension integrated with, and supportive of, the existing community, bringing a wide range of benefits in a manner that makes the best use of existing resources and infrastructure.
- 6.273 To the south of the site lies the village of Weston Turville, separated from the site by Weston Turville Golf Club and agricultural land. To the north are Bedgrove and Bedgrove Park, and to the east the A41 Aston Clinton Road. Immediately to the west is the Hampden Hall residential development and the south-western edge of the site runs parallel with Wendover Road abutting short, sections of the road, housing and fields to the rear of housing.
- 6.274 Current land use is agricultural land (a mixture of Grade 3a and 3b quality), mostly arable fields but with some pasture fields in the northern part of the site. There is an historic field pattern that varies from east to west: fields are defined by hedgerows with occasional trees. The site also supports one small plantation in its southern part, one small copse of amenity woodland in its northern part and one field in its western part that comprises rough grassland, emerging woodland and a collection of fruit and other ornamental trees.
- 6.275 The site is dissected by the unclassified New Road which runs south-north between Weston Turville and the A41 Aston Clinton Road. There are two public footpaths within the site.
- 6.276 The watercourses of Bedgrove Brook and West End Ditch run through the site and Wendover Brook passes alongside the south-eastern site boundary. There are also several drainage ditches within the site. The site is located outside of the settlement boundary of Aylesbury in open countryside. It has no other policy designations in the adopted Local Plan.
- 6.277 The current planning status of the site is as follows:
- a) Land at Hampden Fields outline planning application granted (16/00424/AOP). This included an illustrative masterplan which has been agreed. Various reserved matters have also been approved.
 - b) Land adjacent to Aston Clinton Holiday Inn has two pending applications: an outline application for 108 dwellings (16/03388/AOP) and a full application 121 dwellings (18/02495/APP). The full application for 121 dwellings (18/02495/APP) is the most up to date application.
 - c) Land east of New Road, Weston Turville is now complete.
 - d) Land Bounded by New Road and Aston Clinton Road is now complete.
- 6.278 Land Bounded by New Road and Aston Clinton Road and Land east of New Road were both completed at the end of 2019. Land at Hampden Fields is projected to come forward between

2023 and 2033 and the remainder of the 'Aylesbury south of A41' site is expected to deliver between 2022 and 2027. Careful consideration needs to be given to phasing and co-ordination of the delivery of the whole site.

- 6.279 To ensure a comprehensive approach to development, consideration should be given to how the sites relate to each other and to ensure the sites take account of one another.
- 6.280 Infrastructure will be provided alongside development – details to be determined through site discussions.
- 6.281 The site lies within the zone of influence of the Chilterns Beechwoods Special Area of Conservation (SAC). Development is likely to generate recreational pressure and will require appropriate mitigation. Planning permission will not be granted until suitable SANG and SAMM mitigation is secured, in accordance with Policies NE12, NE13 and NE14 and the latest mitigation strategy. It is anticipated that suitable SANG could be delivered on-site.

AYL05 - Kingsbrook (AGT6), Aylesbury

AYL05: Kingsbrook (AGT6), Aylesbury

Size (hectares) 306.6ha

Allocated for (key development and land use requirements)

- a) 2,460 homes
- b) 10ha employment
- c) Two primary schools
- d) A neighbourhood centre

Construction of the southern section of the Eastern Link Road (North) with safeguarding of land for future duelling if required and the rural section of the Stocklake Link Road

- a) Green Infrastructure
- b) A major wetland park
- c) Flood alleviation scheme/sustainable drainage.
- d) Community facilities
- e) Play areas.
- f) Land for a secondary school, sports pitches and allotments
- g) Town-wide flood defences
- h) Health facilities
- i) Public art
- j) Improvements to the canal towpath

Proposals should comply with the following criteria:

- a) Provision for land for at least 2,460 dwellings at a density that takes account of the adjacent settlement character and identity.
- b) Provision of land, building and car parking for two primary schools and land for a secondary school
- c) Existing vegetation should be retained where practicable, including existing woodlands and hedgerows. Existing public rights of way need to be retained and integrated into the development within safe and secure environments as part of a wider network of sustainable routes, to directly and appropriately link the site with surrounding communities and facilities.
- d) Proposals must retain and enhance existing habitats where practicable, including the creation of linkages with surrounding wildlife assets. A new wetland park should be provided.
- e) The development should be designed using a landscape-led approach including consideration of the long-distance views of the AONB as well as of potential landscape visual impact from the AONB.
- f) Provision for public transport into the town and to surrounding areas.
- g) A flood alleviation system benefitting the wider community and provision of sustainable drainage systems (SuDS) will be required to reduce pressure on the existing drainage network.
- h) Provision and management of 50% green infrastructure to link to other new development areas and the wider countryside. This should incorporate recreation and sports facilities, public open space, play areas, allotments and orchards, sustainable drainage, nature reserves and ecological enhancement areas, education/interpretation facilities, and attractive pedestrian and cycle routes to the town centre.
- i) Provision of on-site health facilities and community buildings
- j) Provision of and contribution to infrastructure as appropriate.
- k) A traffic calming scheme to the village of Bierton

Implementation Approach:

An illustrative masterplan was submitted as part of the outline planning application granted in 2013, a strategic design code and area design codes have been approved, to guide the comprehensive development of the site. Three villages already have reserved matters approved planning applications. Construction is already under way to develop the site in accordance with the planning permissions, the approved development brief and principles within Policy D1 and any subsequent supporting Garden Town. Design should take account of the over-arching Garden Town principles (policy D1) and details within the Aylesbury Garden Town Framework and Infrastructure guidance document to ensure comprehensive development.

‘Kingsbrook, Aylesbury’ is a major urban extension on the eastern side of Aylesbury on 306ha of land between Bierton and the Aylesbury Arm of the Grand Union Canal.

6.282 Outline planning permission was granted in December 2013 for 2,450 homes, 10ha employment land, a neighbourhood centre, two primary schools, construction of the Eastern

Link Road (northern part) and the Stocklake Link Road (rural section), green infrastructure including a major wetland park, associated community facilities and support infrastructure including an expanded electricity substation and flood defences. Construction for Land to a new secondary school to the north of the site has been constructed. A further application (22/03289/APP) has been approved for 21 dwellings (an additional 10 dwellings provided in lieu of health facilities as part of the local centre). Total dwellings to be provided from this site are 2460.

- 6.283 The housing development is based on the principle of creating three villages within the overall framework of the site. As of March 2025, reserved matters have been approved for all the site with 1,922 dwellings complete and 538 dwellings remaining to come forward. Key elements of transport infrastructure including the Eastern Link Road and Stocklake Link have been complete.
- 6.284 The site is expected to be complete by 2028. The status of the three villages is as follows:
- a) Village 1 Canal Basin development – complete
 - b) Village 2 - Oakfield – detailed permission for 492 dwellings (14/03486/ADP) and is now complete.
 - c) Village 3 - Canal Quarter for 1,097 dwellings –
 - i. Phase 1 for 228 dwellings (18/01153/ADP) is now complete.
 - ii. Phase 2a for 383 dwellings (19/01732/ADP) is under construction.
 - iii. Phase 2b for 110 dwellings and the neighbourhood centre (19/02983/ADP) under construction and complete
 - d) Phase 3 for 212 homes (20/00740/ADP) approved and implemented. Village 4 - Orchard Green – detailed permission for 861 dwellings (15/01767/ADP) and under construction
 - e) Phase 4 for 164 dwellings and the employment area (19/04426/ADP) approved and implemented 19/02983/ADP under construction and nearly complete.
- 6.285 The site is located immediately to the east of Aylesbury. It extends from Oakfield Road in the west and to the south runs to the Grand Union Canal with a small area of the site extending to the other side of the canal towards Broughton. To the east is Aylesbury Golf Centre (driving range) as well as open countryside/agricultural fields. To the north lies the village of Berton with the application site joining the A418 to the north-east. There is an existing substation towards the centre of the site which is excluded from the red edge but a series of overhead power cables that are within the site. The land prior to development was entirely in arable cultivation. Ground levels on-site vary from approximately 87m above ordnance datum (AOD) to 78m AOD.
- 6.286 There are settlements with different identities and settings to be reinforced – Berton, Broughton, Hulcott and the edge of Aylesbury.
- 6.287 Significant remodelling of the flood zones on the site took place with mitigation measures as part of the outline planning application. Most of the site is drained via Broughton Brook, an EA designated 'main river' watercourse which is a tributary of Stocklake Brook. The Stocklake Brook watercourse drains the northern catchment area of the site as well as the Broughton Brook catchment. The area immediately to the south of the Grand Union Canal (GUC) is part

of the Aylesbury Flood Alleviation Scheme (AFAS) and drains into Bear Brook, which runs south of the site adjacent to the southern side of the GUC.

- 6.288 The site has numerous flora and fauna, and a comprehensive scheme of ecological enhancements was required as part of the planning permission.
- 6.289 The site includes some heritage assets including historic routes of way. Most hedges and historic routeways across the site will be retained within the development. The Grand Union Canal runs to the south of the main areas of development and has several listed and non-listed bridges along this stretch.

AYL06 - Land to the north of Martin Dalby Way, Aylesbury

AYL06: Land to the north of Martin Dalby Way, Aylesbury

Land use Requirements:

Land to the north of Martin Dalby Way, as shown on the Policies Map, is allocated for a comprehensively planned, mixed use development.

Residential:

The site will deliver an assumed 3,150 homes at a density that responds positively to the character and identity of adjoining communities and accords with the principles of Aylesbury Garden Town.

Centre and Community Uses:

- a) Provision of land, buildings and car parking for new local centre
- b) Provision of land, buildings and car parking for a 3FE school form of entry primary school
- c) Community hall/ facilities including flexible community meeting space.
- d) Financial contribution towards or the delivery of a healthcare facility either by way of site provision or direct funding (including temporary buildings if necessary).
- e) Equipped play facilities and informal recreation space.
- f) Public art integrated throughout the development.

Green Infrastructure and Open Space:

- a) Multi-functional green infrastructure comprising at least 50% of the gross site area, including:
 - b) public open space.
 - c) sports pitches.
 - d) allotments and community orchards.
 - e) sustainable drainage features.
 - f) ecological enhancement areas.
 - g) pedestrian and cycle routes; and
 - h) areas for informal recreation.

- i) Measures to protect and enhance the black poplar population south of Martin Dalby Way.
- j) Enhancements to the Aylesbury Linear Park.

Transport and Flood Infrastructure:

- a) Requirements for off-site highway mitigation and assessment
- b) The site layout should adopt a sequential approach by steering the most vulnerable aspects of the development outside Flood Zone 2, 3a and 3b and areas at risk of surface water flooding. Residential development is not permitted within Flood Zone 3b.
- c) Flood alleviation scheme/sustainable drainage.
- d) Hydraulic modelling is required to inform a planning application to assess the potential flood risk from Hardwick Brook and Weedon Ditch, including the existing footbridges along these watercourses, in the event of a blockage. Development should be steered outside the areas of fluvial and surface water flood risk on site.
- e) Access to form an internal route through the site allowing for internal vehicular connectivity.
- f) Deliver a new linear park active travel route (Martin Dalby Central Green Route).

Development principles:

Development will be supported where proposals:

- a) Are accompanied by the information required in the council's Local Validation lists and comply with other relevant policies in the plan, including the principles of development for Aylesbury Garden Town.
- b) Retain existing trees/ tree groups and hedgerows, where possible, along boundaries, stream corridor along Hardwick Brook.
- c) The development should provide measures to integrate with the existing built-up area of Aylesbury (including Berryfields and Buckingham Park).
- d) Retain and integrate existing public rights of way into the development as part of a wider network of sustainable routes, to directly and appropriately link the site with surrounding communities and facilities.
- e) Retain and enhance existing habitats where practicable, including the creation of linkages with surrounding wildlife assets.
- f) Are designed using a landscape-led approach including consideration of the views from the Quanton-Wingrave ridge to the north, the Chilterns National Landscape to the southeast as well as of potential landscape visual impact from the National Landscape.
- g) Site to facilitate access by a north Aylesbury bus service connecting to the town centre and public transport options.
- h) Deliver enhancements to the Aylesbury Linear Park.
- i) Provide a flood alleviation system benefitting the wider community and provision of sustainable drainage systems (SuDS) to reduce pressure on the existing drainage network.
- j) Provide and maintain management of 50% green infrastructure which should link to other new development areas and the wider countryside. This should incorporate recreation and sports facilities, public open space, play areas, allotments and orchards, sustainable drainage, nature reserves and ecological enhancement areas, education/interpretation facilities, and attractive pedestrian and cycle routes to the town centre.
- k) To mitigate the effects of the development on the continued grazing of the Quarrendon Scheduled Ancient Monument.

- l) Set out a traffic calming scheme to prevent through traffic from accessing the A413.

Design and Masterplan:

Development on the Land to the north of Martin Dalby Way should be brought forward in accordance with the Aylesbury Garden Town principles in Policy D1 and taking account of the Aylesbury North NESS site and masterplanning for that site. Design should take account of the over-arching Garden Town principles to ensure a comprehensive development. The site should be a comprehensively planned development as well as demonstrating how the allocation links to and contributes to the delivery of the AGT overall.

- 6.290 The site comprises approximately seventy-nine hectares of agricultural land located on the northern edge of Aylesbury. The site forms part of the open countryside separating Aylesbury from surrounding rural settlements and is characterised by a series of agricultural fields, grassland and hedgerows. The site occupies an elevated and open position, resulting in extensive views from the surrounding area and towards the site. An existing wind turbine is located within the wider area; the land associated with this use has been excluded from the allocation. The site is bounded by Hardwick Brook to the west, Berryfields to the south-west, Martin Dalby Way to the south and open countryside to the north and east.
- 6.291 Access points could be achieved both from the northern side of Martin Dalby Way, and from the northwestern side of the farm track, extending between Martin Dalby Way and the A413 (Aylesbury to Whitchurch).
- 6.292 Hardwick Brook, a Main River, forms much of the western boundary of the site. An additional ordinary watercourse runs along the south-western boundary before discharging into Hardwick Brook. Parts of the site are affected by fluvial flooding associated with these watercourses, particularly along the western and southern boundaries. Areas of surface water flood risk also occur across the site, following existing drainage channels and lower-lying land. Detailed hydraulic modelling and flood risk assessment will be required to inform the masterplanning, layout and drainage strategy for the allocation.
- 6.293 The Quarrendon Scheduled Monument is located immediately south of Martin Dalby Way. Development proposals will need to conserve the significance of this nationally important heritage asset, including its setting, and ensure that appropriate measures are implemented to maintain its long-term management and continued grazing regime.
- 6.294 Due to its open and elevated nature, the site is visible from a wide range of surrounding locations, including Martin Dalby Way, the A413, public rights of way and higher ground to the north. A landscape-led design approach will therefore be required to minimise visual impacts and integrate development into the wider landscape.
- 6.295 There are several existing bus routes in the area that link the western or eastern boundaries of the site to Bicester, Waddesdon, Aylesbury and Buckingham. These include the 4/4a and 4e which run between Aylesbury, Quarrendon and Berryfields, including stops at Aylesbury Train Station. To the east of the site the sixty bus runs between Aylesbury and Buckingham. Bus routes 16 and 167 run between Aylesbury via Berryfields to Waddesdon to Calvert Green and the number 17 bus runs between Aylesbury, Berryfields, Quarrendon and Bicester.

- 6.296 The allocation forms an important component of the continued delivery of Aylesbury Garden Town and will be expected to contribute towards the creation of a connected network of neighbourhoods, green infrastructure, sustainable transport connections and community facilities. Development should be planned comprehensively and in coordination with adjacent allocations and existing communities to ensure the creation of a sustainable urban extension.

AYL07 - Friarscroft Car Park, Aylesbury

AYL07: Friarscroft Car Park, Aylesbury

The site as shown on the Policies Map is allocated for an assumed 300 dwellings.

New development will be supported where it:

- a) delivers a well-designed high-density scheme that makes good use of a brownfield site. To deliver this, the proposal should explore lower provision of car parking spaces. is supported by proportionate evidence of existing and future public car parking demand, including utilisation levels and appropriate alternative provision. Proposals should demonstrate that public car parking is either underused or can be appropriately re-provided, managed or offset.
- b) Proposals should also demonstrate how the development would utilise and improve sustainable travel options, taking account of the Council's Parking Standards for New Development set out in Appendix I of the Local Plan.

- 6.297 Friarscroft car park is in the west of Aylesbury town centre and close to the train station. The site is currently a multi-storey public car park, and any redevelopment of the site will need to demonstrate that parking can be re-provided, managed or offset at other town centre car parks or that the site is underused. Redevelopment of the site would need to complement the surrounding regeneration areas as well as being comprehensively developed with the neighbouring site - 3467 Aylesbury Multi-Cultural centre.

AYL08 – The Gateway, Aylesbury

AYL08: The Gateway, Aylesbury

The site as shown on the Policies Map is allocated for mixed use development comprising 4000sqm floorspace in main town centre uses and office distributed across units of various sizes and an assumed 1,455 dwellings. The site will also include new public realm and should explore lower provision of car parking spaces.

New development will be supported where:

- a) It introduces mixed, culture and leisure-led town centre uses, complimenting adjacent sites.
- b) The land uses enhance the town centre's historic character and appearance, vitality and viability, maximising the site potential.
- c) Opportunities are taken to enlarge the existing public realm, incorporate public art and potential for landmark buildings that reduce the impact of tall buildings in the design of upper floors.
- d) Public realm and green infrastructure are designed to integrate mature trees on the north and east boundary.
- e) Public realm connections as part of an Aylesbury Transport Strategy and links to the town centre are enhanced.
- f) Car parking is provided efficiently using the land for town centre uses and dedicated space for residential and employment uses. The car parking needs for this site should consider the accessibility of this site to other forms of transport, walkability and take opportunities presented for housing to be car-free.
- g) It incorporates measures to reduce surface water flooding on the site in line with the latest SFRA Level 2
- h) It sustains or enhances diverse town centre uses and customer choice incorporating residential accommodation above ground floor level where possible.
- i) The development is readily accessible by public transport, walking, cycling and wheeling.

Design and Masterplanning

A site Masterplan should be submitted to the council early in the planning application process, consistent with the latest Aylesbury Garden Town Masterplan. The Masterplan should be agreed as part of the planning application. As well as the site uses in this policy, the masterplan should also cover the following:

- a) Opportunities for landmark buildings, maximising site density with building heights having regard to the site context.
- b) The design of development to reduce the impact of buildings heights on the upper storeys.
- c) Public realm and streets should be well defined by built form, with buildings surrounding space does not space surrounding buildings.
- d) Incorporate design features reflecting the town history and nearby mixed-use sites.
- e) Infill surface parking integrated around buildings and public space.
- f) Introduce ground level active frontages to Gatehouse Road and Bicester Road and boulevard tree planting.
- g) Improve pedestrian links across Gatehouse Road towards the town centre and across Bicester Road, towards facilities to the north.
- h) Review ways to enhance the built environment and pedestrian permeability towards Goldswain End to the west.

6.298 The site is a 20.6ha brownfield site which sits within the built-up area of Aylesbury. It currently resides the Council offices and surface level car parking. It has good public transport

connections and is a 20-minute walk to Aylesbury Train Station. The site is adjacent to a supermarket to the east, employment and residential to the south, and residential to the west and north.

- 6.299 The site is currently under-utilised and unconstrained and given its brownfield status and it being within a highly sustainable location, the site provides a good opportunity to deliver a significant amount of both high-quality housing and town centre uses. The affordable housing contributions will be subject to viability testing. The development of the site should seek to make best use of land and enhance the character of the area.

AYL09 - Exchange Street Carpark, Aylesbury

AYL09: Exchange Street Carpark, Aylesbury

The site as shown on the Policies Map is allocated for mixed use development comprising 2000sqm floorspace in main town centre uses and 2000sqm office distributed across units of various sizes and around 450 homes. The site will also include new public realm and 150 car parking spaces.

New development will be supported where:

- a) It introduces mixed, culture- and leisure-led town centre uses, complimenting adjacent sites. Development should sustain or enhance diverse town centre uses and customer choice incorporating residential accommodation above ground floor level where possible.
- b) The land uses enhance the town centre's historic character and appearance, vitality and viability, maximising the site potential.
- c) It provides active frontages responding to the nearby Exchange development, Exchange Street and that relate well to High Street.
- d) Opportunities are taken to enlarge the existing public realm, incorporate public art and potential for landmark buildings that reduce the impact of tall buildings in the design of upper floors.
- e) Enhancements are delivered to the setting of the Listed Buildings in Market Square and Aylesbury Conservation Area informed by a Heritage Impact Assessment.
- f) Public realm and green infrastructure are designed to integrate and enhance St Josephs Church
- g) It enhances Exchange Street public realm, connections as part of an Aylesbury Transport Strategy and links to the Waterside South development. Development should enhance existing public spaces at Exchange Square, and pedestrian links connecting Market Square, Walton Street, Exchange Street and High Street. In addition, development should also enhance connections to public transport and the active travel network.
- h) Car parking is provided efficiently using the land for town centre uses and dedicated space for residential and employment uses. The car parking needs for this site should consider the accessibility of this site to other forms of transport, walkability and take opportunities presented for housing and offices to be car-free.
- i) Incorporate measures to reduce surface water flooding on the site in line with the latest SFRA Level 2
- j) Line of mature Horse Chestnut trees to Exchange Street need retaining with a sufficient buffer.

Design and Masterplanning

A site Masterplan should be submitted to the council early in the planning application process, consistent with the latest Aylesbury Garden Town Masterplan. The Masterplan should be agreed as part of the planning application. As well as the site uses in this policy, the masterplan should also cover the following:

- a) Opportunities for landmark buildings, maximising site density with building heights related to the context.

- b) The design of development to reduce the impact of buildings heights on the upper storeys.
- c) Public realm and streets should be well defined by built form, with buildings surrounding space, not space surrounding buildings.
- d) Incorporate design features reflecting the town history and nearby mixed-use sites.
- e) Infill surface parking integrated around buildings and public space.
- f) Introduce ground level frontages to Exchange Street and boulevard tree planting.
- g) Continue design features in the active frontages of the nearby Exchange development.
- h) Mitigate steep level change between Exchange Street and Hale Leys.
- i) Improve pedestrian links across Exchange Street to Waterside Theatre and Grand Union Canal, and to Cambridge Street.
- j) Review ways to enhance the built environment and pedestrian permeability of Hale Leys, through enhancement or redevelopment.
- k) Maintain and enhance the viewing corridors to landmark buildings including the Waterside Theatre, the Exchange and town centre heritage buildings.

- 6.300 The existing site is primary used as a public car park. It is adjacent to Hale Leys Shopping Centre, High Street shops and services, the Exchange Street Road and 'The Exchange', an entertainment and leisure quarter of Aylesbury Town Centre. The site has been used a surface car park since the demolition of a multi-storey car park and Civic Centre around 2010.
- 6.301 The site is part of the 'Waterside North' opportunity area is town centre planning and most recent [Aylesbury Garden Town Masterplan](#) (2020). This also includes the established Exchange development and the Odeon cinema, Wetherspoons pub restaurant and other public realm areas around the surface car park up to Hale Leys Shopping Centre. In addition to these, the site is adjacent a new walkway to a regeneration project, Pavillion Quarter off High Street and other active frontage uses on High Street.
- 6.302 The site is highly visible from vantage points within the town centre and Waterside South. The site has significant footfall and presents the opportunity to repurpose public car parking elsewhere in the town. The site has a very high level of accessibility without needing a car. There are significant opportunities for a development on this site to help economic growth in the town centre with a range of town centre uses and employment generating uses. Like the established Exchange development adjacent, the site presents an opportunity for town centre living in high quality accommodation helping to meet local housing needs.
- 6.303 The site has constraints due to being located near the heart of the town centre with noise, footfall, cross town views and walking routes to maintain and hard surfacing. There is also topography, replacing the existing car park and Exchange Street is as a barrier to pedestrian and cycle movement. There are also flooding constraints with surface water flooding in the middle of the site and heritage constraints including the nearby Aylesbury Conservation Area and several Listed Buildings – Grade II star County Hall and Judges Lodgings, Market Square, 32-36 Market Square and a footpath right of way (route 24/1). There are several large established trees on the site within green space fronting Exchange Street. These constraints do not prevent the development from coming forward and the redevelopment of this site would be required to address and mitigate against these constraints. Residential development

would require contributions toward health, education, sports, open space, transport and other contributions.

- 6.304 The site is part of the Aylesbury Central Area in the Aylesbury Garden Town Masterplan (2020, since revised). The AGT Masterplan for the Central Areas aims to continue and strengthen Aylesbury town centre's role as Buckinghamshire's county town and civic centre. It will also create a town centre which is exemplary for its inclusive public realm that is safe, well-designed and accessible for all with an attractive arrival experience and first impression of the town centre. This site as part of the Central Area can also help support employment provision in the town, retail, the mix of uses and evening economy. In urban design terms, the site can help to increase physical health, access to the canal, enhance nearby heritage assets and be sensitive to the historic street pattern, scale and townscape.
- 6.305 Waterside North and South are already transforming into a cultural hub. This site allocation is one of the later phases of the scheme which aim to add quality public spaces and civic and community uses into the town centre and enhance town centre linkages with the Grand Union Canal and Bear Brook.
- 6.306 The area is identified in the AGT Masterplan as an opportunity for town centre redevelopment and falls within the Waterside North Action Plan which aims to enhance the retail, food and beverage, and housing offer in the town centre, strengthen links and help rejuvenate neighbouring areas.

AYL10 - Royal Mail Delivery Office, Aylesbury

AYL10: Royal Mail Delivery Office, Aylesbury

1. The site as shown on the Policies Map is allocated for an assumed 80 dwellings and 420 sqm of town centre retail uses.
2. New development will be supported where:
 - a) A proposal reflects the adjacent building heights and be appropriate in scale. All building should reflect a contemporary design to accord with the local distinctiveness.
 - b) The development is based on a design brief, submitted as part of an application, to be prepared for the site which will need to reflect the local distinctiveness of its specific locality within Aylesbury.
 - c) Landscaping is retained and incorporated as a buffer due to the site's relationship with neighbouring uses.
 - d) The site allocation should be accessed via singular vehicular access point off Upper Hundreds Way. The existing access off Upper Hundreds Way roundabout will need to be modified and upgraded to include a fourth arm to provide sufficient access to the site.
 - e) A proposal provides for an alternative 'at-grade' crossing adjacent to the existing subway between Britannia Street and Cambridge Street to provide a secondary access. The existing pedestrian crossing to the north of Hampden House should be relocated to the north-west to be directly opposite Railway Street. The scheme should incorporate additional street planting along the boundaries.
 - f) Incorporate cycle and pedestrian connections into existing active travel networks.

- g) The site has had previous activity that may suffer from contamination. The council will expect an investigation to be undertaken and demonstrated as part of any application and, if necessary, the submission of decontamination proposals with any planning application.
- h) An ecological assessment for birds and bats should be undertaken for the building.
- i) A noise assessment is submitted to and approved in writing by the Council prior to development commencing

6.307 The site is just over 1ha and is located adjacent to the town centre, bounded by the Upper Hundreds Way dual carriageway to the south, Cambridge Street to the west, housing to the north and car parking and a B&Q superstore to the east. The site comprises of a large two-storey 1960s office block that houses the Royal Mail and its associated car parking. The site also comprises a larger car park with a single unit site that is ancillary to the main Royal Mail building.

AYL11 - Hale Leys Shopping Centre, Aylesbury

AYL11: Hale Leys Shopping Centre, Aylesbury

1. The site as shown on the Policies Map is allocated for mixed use development comprising of 4,821sqm of employment, 4,821sqm of retail and an assumed 220 dwellings.
2. New development will be supported where:
 - a) A provision of mixed, retail and leisure-led town centre uses are provided, complimenting adjacent sites. In particular.
 - i. Development will provide for 4,821sqm of retail E(a) and E(b) on the ground floor with good place making design and.
 - ii. Provision of 4,821sqm of employment consisting of E(g)(i) and E(g)(ii)
 - b) Land uses will enhance the town centre's historic character and appearance, vitality and viability, maximising the site potential.
 - c) Active frontages are provided responding to the nearby Exchange development, Market Square and the High Street.
 - d) They deliver any enhancements to the setting of the Listed Buildings in Market Square and Aylesbury Conservation Area informed by a Heritage Impact Assessment.
 - e) Enhancement to the public realm connections linking Market Square, Exchange Street and High Street is delivered.
 - f) Connections to public transport and the active travel networks are enhanced.
 - g) The development is based on a design brief, submitted as part of an application, to be prepared for the site which will need to reflect the local distinctiveness of its specific locality within Aylesbury. The design brief will need to comply with principles of development for Aylesbury Garden Town and ensure that the proposed development meets the required design principles based on recognised good practice.

6.308 Hale Leys Shopping Centre is approximately 0.6ha and is one of two shopping centres within Aylesbury Town Centre which contain large retail units, as well as offering food and beverage provision. The site has been identified as one of the key sites of opportunity within the Aylesbury Regeneration Strategy which states an excellent central location for retail and

leisure facilities. Development of this site should include residential apartments above with commercial units on the ground floor.

- 6.309 Given its central location within the town centre any redevelopment of the site will need to be designed in a manner that promotes good place making for town centres. This will be through having active frontages, and connections through, to Market Square, the Exchange and the High Street. Incorporate design features reflecting the history of the town and comprehensively designed with surrounding redevelopment sites. Reprovision of the retail on the site is vital to ensure a vibrant town centre.

HIW01 - Gomm Valley and Ashwells, High Wycombe

HIW01: Gomm Valley and Ashwells, High Wycombe

Land at Gomm Valley and Ashwells, High Wycombe as shown on the Policies Map is allocated for a residential-led mixed use development.

Residential:

- a) The site will deliver an assumed 646 dwellings.

Employment:

- b) 1.2ha of employment land will be delivered on site to the west of the Peregrine Business Park

Centre and Community Uses:

- c) Provision of land and buildings for a 1 FE primary school and early years at the southern end of the site will be delivered on site.
- d) associated Community Uses.

Transport Infrastructure:

- a) Vehicular access into and through the site will be delivered which will include a link / spine road designed to minimise and distribute the impact of additional traffic on the existing local road network.
- b) The site will provide for bus access through the site. It will also provide internal active travel network including connections to Ashwell fields development to the North.

Development Principles:

Development will be permitted where proposals:

- a) Adopt a landscape - led design approach to the development of the site. This should recognise the intrinsic character and beauty of the hillside landform, whilst accommodating opportunities for development.
- b) Establish an appropriate urban edge to High Wycombe and Tylers Green and avoid the coalescence of the two settlements, leaving an undeveloped gap of at least two hundred metres at their closest point, informed by landscape impact, ecological requirements and character issues.

- c) Establish a strong sense of place with a distinctive attractive and functional living environment through a sensitive design response to the local context including topography, landscape, habitats and ecology.
- d) Pay regard to the landscape character and views of the area from the south, including mitigating unavoidable impacts in a way that respects the existing landscape character.
- e) Retain undeveloped areas of the valley to deliver both ecological and recreational benefits alongside each other whilst at the time respecting the valley's landscape character.
- f) Conserve and enhance existing nature conservation interests and green infrastructure and facilitate the provision of new habitats.
- g) Minimise the effects of severance and disturbance on existing and proposed habitats caused by access and development.
- h) Retain and provide appropriate buffers to designated sites and valuable habitats within the site and beyond the site boundary to limit adverse effects from development.
- i) Maximise opportunities for habitat creation and connectivity as outlined in the Gomm Valley Biological Opportunity Area (BOA) description with an emphasis on the creation, restoration and management of lowland chalk grassland, woodland, lowland meadows and hedgerows to create a resilient habitat network within the site that connects well with networks beyond the site boundary;
- j) Provide a sustainable management framework, to be secured via legal agreement, for the delivery and ongoing maintenance of the undeveloped area including new and retained chalk grassland habitat.
- k) Deliver a significant net gain in biodiversity that reflect the site's existing nature conservation interest and its designation as a Biodiversity Opportunity Area (BOA).
- l) Provide directly or make appropriate contributions to off-site transport works, including, but not limited to:
 - i. Capacity improvements at the Gomm Road junction.
 - ii. Improvements to the northern end of Cock Lane
 - iii. Contribution towards a wider A40 package.
 - iv. Provision of an attractive shared use pedestrian / cyclist / equestrian route through King's Wood, using existing private tracks and public bridleways to connect Cock Lane with the A404 Amersham Road (at the Beech Tree Pub).
 - v. Off-site footpath and cycleway provision.
 - vi. Improved pedestrian crossing facilities.

6.310 There are permitted applications for the site - PL/25/2353/FA at Gomm Valley for a residential led mixed-use development, and 24/07240/REM at Ashwells (for 106 dwellings). It is acknowledged that higher housing numbers may be achievable on areas of the site which have planning permission for residential development where a high quality innovative and bespoke architectural response is adopted and/or a higher proportion of smaller dwellings form part of the mix.

6.311 If a new outline permission is sought for more than four hundred dwellings, a bespoke architectural response would need to be robustly proven at application stage with detailed parameter plans and detailed illustrative supporting documents and plans. All these indicative

capacities remain subject to the proviso that they are to be treated as neither maxima nor minima in the planning application process.

- 6.312 The Council has worked closely with local stakeholders and landowners to produce a development brief for the site. This was adopted in July 2017 and should be used as a starting point to inform any planning application submitted for the future development of the site.
- 6.313 The site occupies a prominent and sensitive location and there are several long and near distance views of the site. The site is very close to, and within the setting of the Chilterns National Landscape. Development proposals need to reflect both the prominent location and the character of the landscape to create a place that is sensitively positioned in the landscape. A key issue that development proposals also need to address is maintaining the physical separation between High Wycombe and Tylers Green, through the provision of an undeveloped area of land on the eastern side of the allocated area which should be used and managed as a key piece of green infrastructure. The amount of land that is left undeveloped has been identified through consideration of the landscape, the character and existing green infrastructure on this side of the site.
- 6.314 There are several existing nature conservation designations within the area which need a very sensitive design response:
- a) Gomm Valley SSSI
 - b) Gomm Valley Local Wildlife Site
 - c) Gomm Wood Local Nature Reserve
 - d) Pimms Grove Ancient Woodland
 - e) Little Gomm's Wood Ancient Woodland
- 6.315 Parts of the site are also covered by the Gomm Valley Biodiversity Opportunity Area Statement which provides a breakdown of the different habitats on the site. Buffers to Ancient Woodland and SSSI should be applied as per other policies in this Plan. These buffers are to be free of any development, including gardens. These distances would only be reduced if there was a clear and compelling case that this would result in overriding benefits to the scheme.
- 6.316 There is a real opportunity for the undeveloped parts of the site to be managed in the future to achieve significant biodiversity benefits, including the reinstatement of chalk grassland.
- 6.317 This site contains surface water flood risk area, which should be assessed and mitigated for in accordance with DM Policy CC1.
- 6.318 The Gomm Valley is an attractive landscape and as such development proposals need to reflect this through the consideration of:
- a) The extent of the development parcels.
 - b) The height and massing of development.
 - c) The development's relationship with the topography.
 - d) The development's impact on wider views (both into and out of the site); and,
 - e) The integration of structural planting in both the developed and undeveloped areas of the site.

- 6.319 The combination of landscape sensitivity, significant areas of nature conservation designations and the importance of avoiding coalescence between High Wycombe and Tylers Green mean the developable area of the site may be severely restricted. The adopted development brief for the site provides the starting point for informing the areas of the site that should be undeveloped and retained to respect landscape character and delivering ecological and recreation benefits.
- 6.320 Traffic modelling identified the need for a road through the site, which should be a spine road linking Cock Lane and Gomm Road, to connect the site into the wider road network along with several off-site transport works including for bus provision. The purpose of this spine road is to distribute traffic from the development. It is not intended to act as an unofficial 'bypass' as this would be detrimental to Penn and Tylers Green due to the increase in through traffic. The capacity of the spine road and the northern end of Cock Lane must therefore be restricted through effective traffic calming to deter through traffic.
- 6.321 There are several opportunities provided by the development to enhance pedestrian and cycle links, green infrastructure and habitats both on and off the site.
- 6.322 In assessing whether severance effects of access and development have been minimised, the following tests will be used:
- a) Are there suitable alternative routes or areas for development?
 - b) Is the severance essential to deliver other sustainability benefits, such as public transport.
 - c) Does the overall improvement to the quantity and quality of wildlife and biodiversity of the site, including its future management sufficiently mitigate for the harm caused?
- 6.323 Wycombe is characterised by small pockets of employment land across the urban area. The site has permission for 1.2ha of employment given its location next to Peregrine Business Park. However, it is noted that the conversion of Peregrine Business Park to residential has been granted. If the conversion comes forward, the Council will consider any future applications at Gomm Valley and Ashwell's if employment is suitable in this location in accordance with policies SP4 and EC2.
- 6.324 The infrastructure assessment for the Plan has identified the need for supporting strategic open space and education facilities, for the sites on the north side of the town. However, due to the topography of the Gomm Valley site, and the need to maximise housing delivery, it is not suitable to accommodate all the formal open space needs on site. These will be accommodated at Terriers, where the topography is flatter (see HW7). Instead, this site is to accommodate a new primary school.
- 6.325 The Infrastructure Delivery Plan sets out several detailed transport measures that have been identified as being required as part of the planned growth. Development of this site should contribute towards to the provision of these measures along with any other infrastructure requirements specified in the IDP or future transport strategy for the town.

HIW02 - Land at Terriers Farm, Kingshill Road, High Wycombe

HIW02 – Land at Terriers Farm, Kingshill Road, High Wycombe

Land at Terriers Farm and Terriers House as shown on the Policies Map is allocated for a comprehensive residential led development.

Land Use Requirements:

Residential:

- a) The site will deliver an assumed 410 dwellings at a density that takes account of the adjacent settlement character and identity.

Green Infrastructure and Open Space:

- b) High quality sport and recreation hub linking to the adjacent playing fields and facilities at Hazlemere Recreation Ground will be provided on site. This hub should include changing facilities. Vehicle access will need to be gained from the development site to new parking and changing facilities.

Development Principles:

Development will be permitted where proposals:

- a) Maintain the physical separation between the current built up area of Hazlemere and the development by locating the sports pitches within the site as an extension to the Hazlemere Recreation Ground.
- b) Integrate the historic Terriers Farm barns.
- c) Retain and enhance the pond and its environs.
- d) Retain the main North-South hedgerow, which has an adjacent public footpath, as the major green link through the site.
- e) Retain a green link between King's Wood in the south and the Chilterns National Landscape countryside to the north to retain its function as a wildlife corridor.
- f) Retain the field boundaries within the site.
- g) Provide a commensurate financial contribution secured by planning obligation to enable the delivery of the proposed school on the Gomm Valley allocated site to meet the need for primary school places from this development.

Provide directly or make provision for off-site transport works. This should include, but is not limited to:

- a) Providing access to the site by two vehicle accesses which connect through the site. One access should be onto the A404 Amersham Road opposite De Havilland Drive.
- b) Widening the carriageway of Kingshill Road to the east of any site access from this road.
- c) Providing improvements to the A404 Amersham Road / Kingshill Road / Totteridge Lane junction as part of an overall improvement scheme for the junction.
- d) Implementing traffic calming measures on North Road and Brimmers Hill through Widmer End to limit the potential for additional traffic rat running through this area if required.
- e) Rationalising the position of and improve key bus stops on A404 Amersham Road.
- f) Providing an improved pedestrian crossing of the A404 Amersham Road in the vicinity of new or relocated bus stops.

- g) Improving the public right of way between the site and the A404 Amersham Road to make it safe and convenient for increased use.
- h) Providing a new footway on Kingshill Road and crossing point to provide for key desire lines.
- i) Upgrading the Lady's Mile bridleway and public right of way connecting Green Road (near Terriers Farm) to Benjamin's Footpath near High Wycombe town centre, including possible safe and partly off-road infrastructure improvements to provide connections between Hazlemere and the town centre.

- 6.326 Terriers Farm area is a 24ha site located on the northern side of High Wycombe between Terriers and Hazlemere off Kingshill Road. The site is fields currently used for grazing. It also includes Terriers House, the adjacent disused cricket field and an area of woodland to the East opposite DeHavilland Drive.
- 6.327 The site has planning permission for 410 homes subject to S.106 agreements being completed.
- 6.328 A key issue that development proposals need to address is maintaining the physical separation between the current built up area of Hazlemere and the development as well as reflecting the rural fringe location of the site. The Hazlemere recreation ground contributes to providing that separation. The site also borders the Chilterns National Landscape and so any future development will need to minimise the impact on the National Landscape.
- 6.329 The existing field boundaries within the allocation have the potential to provide a structure to development of the site. The size and arrangement of these parcels mean that planning the layout of the site around them could result in suitable development parcels. The field boundaries should only be removed where an effective layout cannot otherwise be achieved. To provide a road through the site it is recognised that there will need to be a breach in the main North-South hedgerow. The extent of this should be minimised to reduce the impact on the integrity of the hedgerow.
- 6.330 There are opportunities to promote and enhance existing green infrastructure features and links across and adjacent to the site as well as protecting existing habitats and vegetation. There are also opportunities to strengthen the links between the surrounding area and the Chilterns National Landscape, both for wildlife and the community. Realising these opportunities should be done in a way that is sympathetic to the location of the site adjacent to the Chilterns National Landscape.
- 6.331 The infrastructure assessment for the Local Plan identifies the need for supporting strategic open space and education facilities. This site will provide land for the open space and pitches/facilities and a financial contribution towards the school site at Gomm Valley.
- 6.332 Transport Modelling for the Local Plan identifies a range of improvements that will be required on and off-site. Development proposals need to ensure that the site integrates well with the surrounding road network and makes appropriate improvements to the roads, junctions, and crossings affected by the increased traffic generation resulting from the

development as well ensuring that alternative modes of transport are also supported, in particular bus routes.

HIW03 - Sword House and 11 Duke Street, Totteridge Road, High Wycombe

HIW03 - Sword House and 11 Duke Street, Totteridge Road, High Wycombe

The site as shown on the Policies Map is allocated for an assumed 375 dwellings and up to 7,000sqm of employment at Sword House.

Development of the site will be supported where:

- a) It comes forward comprehensively taking account of the Regeneration Strategy for High Wycombe and policy SP5 of the Local Plan.
- b) The need for the existing employment provision located within Sword House in line with the Council's Economic Strategy is considered. Where a need for employment is no longer required, this should be evidenced before alternative uses can be provided on site.
- c) The redevelopment of the surrounding curtilage of Sword House for alternative uses is explored.
- d) Improvements of pedestrian access to the train station establish new public realm next to the existing station entrance which ensures that surrounding elevations from development provide active frontages.
- e) The development conserves and enhances the setting of the Amersham Hill Conservation Area.
- f) It retains mature trees along the site boundaries.
- g) Provision of a range of formal and informal green space is provided.
- h) It maintains on site or provides in an alternative town centre location an equal number of car parking space which currently resides on site, unless it can be demonstrated that the number of spaces currently provided is no longer required.
- i) Improved cycle and pedestrian approach to the railway station to the west in incorporated into the design.
- j) It extends and improves the existing public right of way on the southeastern boundary to link with Totteridge Road.
- k) It maintains and improves the existing public right of way along the eastern boundary.

- 6.333 The site is 0.86 hectares and is in High Wycombe town centre. The site includes Totteridge Road car park to the west, Sword House and 11 Duke Street to the east. The site can be accessed from Totteridge Road to the west, Townfield Road to the north and Gordon Road to the east. Sword House and Duke Street form part of the Buckinghamshire Regeneration Framework for High Wycombe, which is within the Eastern Quarter key opportunity area. The site is considered a gateway site to the town for those arriving at the High Wycombe railway station. The southern boundary runs parallel with the railway line and benefits from being a few minutes' walk from High Wycombe railway station.
- 6.334 As Totteridge Road Car park is a town centre car park situated next to the High Wycombe train station, it is vital that any parking spaces lost are re-provided to maintain sufficient, easily accessible, public car parking.
- 6.335 Development proposals should deliver a comprehensive redevelopment of the Totteridge Road car park and 11 Duke Street to provide new residential dwellings, while Sword House will be retained and continued in use for employment purposes. Proposals should demonstrate how delivery will be achieved including phasing and site assembly where relevant.

HIW04 - Easton Street multi-storey car park, High Wycombe

HIW04: Easton Street multi-storey car park, High Wycombe

The site as shown on the Policies Map is allocated for a comprehensive mixed-use redevelopment, delivering an assumed number of 160 dwellings alongside approximately 660 sqm flexible commercial and other appropriate town centre uses at ground floor level.

Development of the site will be supported where:

- a) It delivers a high-density residential-led development reflecting town centre location and proximity to the train station. Proposals are expected to deliver a well-designed high-density scheme that makes good use of a brownfield site. To deliver this, the proposal should explore lower provision of car parking spaces for the new development.
- b) The setting of the neighbouring Baptist Church is enhanced through revealing more of the flank elevation.
- c) It reveals and better articulates the side elevation of the Baptist Church where appropriate.
- d) Elevations that are visible from Easton St should respond to the historic character and established materials palette of the heritage frontage'.
- e) Use the site's topography positively, including basement or undercroft parking solutions where suitable.
- f) Provide a high-quality publicly accessible landscaped space within the southern part of the site which forms part of a public realm.
- g) Provide active and well-overlooked ground floor frontages along Easton Street and key pedestrian routes.
- h) Incorporate flexible small-scale commercial, community or town centre uses at ground floor level where viable.
- i) Improve active travel connectivity to the wider town centre and station interchange.

- j) Deliver a safe, attractive and well surveyed pedestrian and cycle connection between Easton Street and High Wycombe railway station.
- k) Address the significant flood risk constraints on the site. A safe access and escape must be achievable. If development is proposed within the area at risk of flooding, minimal obstruction measures, such as undercroft parking, are likely to be required to raise finished floor levels above the design flood level. Ground raising should be avoided due to the fluvial and surface water risk.

- 6.336 The site is 0.33 hectares, located off Easton Street in High Wycombe town centre. The area is located on the eastern side of High Wycombe Town Centre and is primarily an office area. It is adjacent to the railway station and within walking distance of the town centre, the Rye, and is a highly sustainable location.
- 6.337 The area is a mix of historic buildings including listed and locally listed buildings and large office buildings dating from the 1960's. It is also partly within the High Wycombe Town Centre Conservation Area.
- 6.338 The area would benefit from comprehensive regeneration and redevelopment. Comprehensive proposals will be expected to make the most of its key location to secure much needed town centre homes, as well as complementary active ground floor frontages such as offices to improve the office "offer" in the town centre. Other main town centre uses would also be considered.
- 6.339 Redevelopment proposals should also seek to create safe and good quality active travel links to the railway station, including improving Birdcage Walk which runs between the area and the station car park.
- 6.340 The parking provision has been demonstrated as surplus to requirement and does not need to be re-provided elsewhere.
- 6.341 The SFRA level 2 indicates that 90% of the site is at low-risk existing surface water flooding, 18% medium risk, 14% high risk. This is based on the multi storey car park on the site which closed in May 2026. With climate change, there is predicted to be a large increase in the percentage of the site which is at surface water flood risk compared to the 1% present day scenario. No fluvial risk or other forms of flooding. Any future development needs to follow the guidelines in SFRA Level 2 site summary sheet for this site design and making it safe over the lifetime. As the development is intended to be mixed use, commercial development or car parking of lower vulnerability should be prioritised as ground floor development, as opposed to more vulnerable residential development. Habitable areas and sleeping accommodation should be located on the first floor or above.
- 6.342 Redevelopment of the site could present significant risk in terms of flooding. Developers will need to follow the SFRA Level 2 recommendations in terms of site-specific guidance for site design and making development safe.

HIW05: Council Offices, Queen Victoria Road, High Wycombe

1. The site as shown on the Policies Map is allocated for a mixed-use development comprising of 500 sqm of offices, retail, healthcare, and an assumed 150 dwellings for NHS key workers.
2. Development of the site will be supported where:
 - a) The site will deliver a well-designed high-density scheme that makes good use of a brownfield site. To deliver this, the proposal should explore lower provision of car parking spaces.
 - b) The site design should reflect the River Wye setting by responding positively to the River Wye corridor through building layout, public realm, landscaping, biodiversity enhancement and flood-resilient design.
 - c) Significant flood risk constraints on the site are addressed. If development is proposed within the area at risk of flooding, minimal obstruction measures, such as undercroft parking, are likely to be required to raise finished floor levels above the design flood level. Ground raising should be avoided due to the fluvial and surface water risk.
 - d) Housing uses are not allowed in areas of Flood Zone 3b.
 - e) A site specific detailed 1D-2D hydraulic model should be provided and approved as part of a site-specific flood risk assessment, to demonstrate that the site can be made safe for its lifetime. This must be undertaken and agreed to the satisfaction of the Environment Agency (EA) and the Lead Local Flood Authority (LLFA) prior to the submission of any planning application.

- 6.343 This site is 1.04 hectares and is part of a cluster of uses that are civic in their nature. The site is currently occupied by the Council Offices and is a prime location for employment in the town centre. In the long term there is potential for town centre sites to be redeveloped together as part of the ongoing regeneration of the town centre.
- 6.344 Redevelopment of this site provides the opportunity to introduce an element of flexibility given the location of the site in the town centre. This flexibility would allow for the potential to incorporate some other main town centre uses especially fronting onto Queen Victoria Road.
- 6.345 Car parking provision should reflect the highly accessible town centre location and support the use of sustainable modes of transport.
- 6.346 The site is currently in NHS ownership, and while plans are emerging, it is envisaged that the site could provide some office and healthcare facilities, as well as NHS key workers housing, subject to further flood risk assessment.

- 6.347 Parts of the site are potentially at high risk of surface water flooding and fluvial flooding from the river Wye. There are also known risks of flooding of subsurface assets due to groundwater flood risk, and reservoir flood risk. Any redevelopment of the site will need to demonstrate safe access, and egress is achievable throughout the lifetime of the development, as per the latest SFRA. Developers will need to provide a site-specific combined (1D-2D) hydraulic model to demonstrate this. Any modelling needs to be completed to the satisfaction of the EA and LLFA before applying.

HIW06 – Office Outlet site, High Wycombe

HIW06: Office Outlet site, High Wycombe

The site as shown on the Policies Map is allocated for an assumed 270 dwellings and an assumed 1,125 sqm of town centre retail uses.

Development of the site will be supported where:

- a) It is delivered to a high-density and high quality residential-led scheme in this highly sustainable, high-profile site within the town centre. Proposals are expected to deliver a landmark, well-designed high-density scheme that makes good use of a brownfield site. To deliver this, the proposal should explore lower provision of car parking spaces.
- b) It provides a high-quality publicly accessible landscaped space.
- c) It improves active travel connectivity to the wider town centre.
- d) Provision of proportionate contribution to bus provision improvements is delivered.
- e) Deliver a safe, attractive and well-surveyed pedestrian and cycle connection between the site, the town centre and High Wycombe railway station.
- f) Address the significant flood risk constraints on the site, avoiding housing development in Flood Zones 3a and 3b.
- g) Detailed baseline and post-development surface water modelling will be required to demonstrate that the development is not at risk of flooding and does not impact on flood risk elsewhere.
- h) If development is proposed within the area at risk of flooding, minimal obstruction measures, such as undercroft parking, are likely to be required to raise finished floor levels above the design flood level. Ground raising should be avoided due to the fluvial and surface water risk.

- 6.348 This site is a 0.45ha brownfield site in High Wycombe Town Centre. It is in a highly sustainable location and within proximity to the railway station and other key services and facilities. This site provides an excellent opportunity to provide a significant number of homes in a highly sustainable location.

- 6.349 Redevelopment of the site could present significant risk in terms of flooding. Developers will need to follow the SFRA level2 recommendations in terms of site-specific guidance for site design and making development safe.

HIW07: Abbey Barn North, High Wycombe

The site as shown on the Policies Map is allocated for an assumed number of 100 dwellings.

Development of the site will be supported where:

- a) It is sensitively designed to reflect and consider of the “bowl” shaped topography and sloping nature of the site.
- b) Footpaths, cycle and bridleways are provided through the site to link Abbey Barn Lane, Deangarden Wood, the former railway line, the former ski-slope, Kingsmead Road/Bassetsbury Lane and Deangarden Rise
- c) The site access and layout do not result in substantial engineered structures that would impact upon the landscape character or appearance of the area. It provides financial contributions towards any road improvements deemed necessary once a viable highways solution has been developed.
- d) It provides off-site highway, pedestrian and cycle works including:
 - A contribution to improvements to London Road
 - Contribution towards local bus provision improvements.
 - Provision of/financial contributions towards upgrades/new Public Rights of Way.
 - Upgrades to Wendover Way for active travel.
 - Improvements to walking, cycling and horse riding along the old railway line east from the site to the bottom of Spring Lane.
- e) There is no loss or deterioration of the woodland margin of Deangarden Wood, and it maintains at least a 15-metre buffer between the development and the woodland.
- f) It enhances the ecological value of Deangarden Wood to ensure the increased recreational use of the wood does not lead to a negative ecological impact.
- g) There is retention and long-term management of a substantial area of the chalk grassland habitat.
- h) The development minimises impact upon the wider views over and through the valley from the surrounding landscape.
- i) It retains the characteristic wooded backdrop to the settled valley floor.
- j) It retains the mature woodland in the eastern corner to ensure its landscape contribution to Deangarden Rise, Abbey Barn Road and Kingsmead Road are maintained.
- k) The removal of young woodland along Abbey Barn Lane is minimised to maintain the sylvan character of the lane and mitigate for any loss through replanting.

6.350 There are several ecological constraints on and adjacent to the site which will need careful consideration when bringing a proposal forward including a Biological Notification Site (unploughed calcareous grassland) and ancient woodland.

6.351 To protect the character of the landscape and accommodate the number of dwellings suggested, conventional dwellings with gardens would not be appropriate. Innovative schemes that provide dwellings within a landscape setting are required.

- 6.352 There are opportunities to support and contribute towards bus routes to aid the integration of the site with High Wycombe, particularly the Wycombe eastern orbital route.
- 6.353 The northern end of the site is crossed by the former Bourne End to High Wycombe railway line which is safeguarded by Policy TR9.
- 6.354 There are several opportunities provided by the development to enhance pedestrian and cycle links, green infrastructure and habitats both on and off the site. Public Rights of Way upgrades will help to create an Active Travel corridor including but not limited to:
- a) Connecting Abbey Barn South site to north of the former ski slope
 - b) Access to Abbey Barn South site via Abbey Barn Park.
 - c) Access to Lime Avenue from the site to form part of a corridor between the site and High Wycombe town centre.
 - d) Using Wendover Way for access to the town centre.
 - e) Facilitating North-South movements and connect to existing routes through Deangarden Wood and to link to Spring Lane using the historic railway.
- 6.355 The site's visibility means that development proposals need to ensure that any landscape impacts are minimised, and long-distance views of the site are maintained.
- 6.356 A development brief has been prepared and should be used as a starting point when developing an application for this site.

HIW08 - The Chilterns Shopping Centre, Frogmoor, High Wycombe

The site as shown on the Policies Map is allocated for a comprehensive mixed-use redevelopment, delivering an assumed number of 300 dwellings alongside flexible commercial and other appropriate town centre uses at ground floor level. Approximately seven hundred sqm of units in Ea and / or Eb use class are assumed.

Development of this site will be supported where:

- a) The site will deliver an assumed 300 dwellings on the upper floors and on the ground floor where this does not lead to the loss of ground floor retail frontages, at a density that takes account of the adjacent settlement character and identity.
- b) Proposals are expected to deliver a well-designed high-density scheme that makes good use of a brownfield site. Proposals should explore lower provision of car parking spaces for the new development.
- c) Active frontages are retained at ground floor level onto Frogmoor.
- d) Flexible small-scale commercial, community or town centre uses are incorporated at ground floor level where viable.
- e) Linkages are created between the High Street and retail core and Frogmoor to ensure it is part of the integrated town centre.
- f) Safe, suitable access and escape is provided.
- g) The significant flood risk constraints on the site are addressed through a Flood Risk Assessment, detailed baseline and post development surface water modelling and a Flood Warning and Evacuation Plan. Most of the site is at high fluvial flood risk, and flooding is unlikely to be able to be mitigated onsite. No housing, commercial or town centre uses allowed in areas of Flood Zone 3b. Off-site flood storage would be required to manage fluvial flood risk at the site.
- h) The site is at significant surface water flood risk, and SFRA Level 2 site recommendations must be met.
- i) The proposed development contributes to the regeneration of Frogmoor open space through their design.
- j) Special regard is given to the conservation of nearby heritage assets and their settings.
- k) The Grade II listed buildings are retained and enhanced within the curtilage of the site.
- l) An Archaeology Impact Assessment is provided.

- 6.357 The site is 1.06 hectares located between Priory Road to the east, Frogmoor to the west, Queens Square to the south and the railway line to the north. The site is located within the High Wycombe Town Centre and High Wycombe Conservation Area. There are designated (listed buildings and conservation areas) and non-designated heritage assets (locally listed buildings and buildings of interest) within and nearby to the application site.
- 6.358 The area would benefit from a comprehensive redevelopment. Comprehensive proposals will be expected to make the most of its key location to secure much needed town centre homes, as well as complementary active ground floor frontages.
- 6.359 Redevelopment of the site could present significant risk in terms of flooding. Developers will need to follow the SFRA Level 2 recommendations in terms of the site-specific guidance for site design and making development safe. The SFRA Level 2 indicates that 91% of the site is in Flood Zone 3b and flooding is unlikely to be mitigated on site. Therefore, off site flood storage would be required to manage fluvial flood risk at the site. The applicant will need to show, through an FRA, that the development will be safe for its lifetime taking account of the vulnerability of its users. It is for the applicant to show that the development meets the objectives of the NPPF's policy on flood risk.

HIW09 – Land off Amersham Road including Tralee Farm, Hazlemere

HIW09 – Land off Amersham Road including Tralee Farm, Hazlemere

Land off Amersham Road including Tralee Farm Hazlemere as shown on the Policies Map is allocated for an assumed number of 350 dwellings.

Development of the site will be supported where:

3. Place making
 - a) Maintain a sense of separation between Hazlemere and Holmer Green, through the layout of the site.
 - b) Provide a comprehensive development of the site.
 - c) Redevelop the existing coach yard and riding stables.
 - d) Consider the opportunity to redevelop existing residential properties fronting Amersham Road.
4. Transport
 - a) Provide access from the A404 and the Wycombe Road.
 - b) Provide walk/cycle access through Tralee Farm onto Wycombe Road.
 - c) Improve access to existing bus routes.
 - d) Provide or contribute to off-site highway improvements as required by the Highway Authority.
5. Green Infrastructure/environment
 - a) Provide access to and retain the existing orchard within the northeast of the site.

- b) Provide protection and future management for the orchard.
 - c) Retain the woodland in the southwest corner of the site at Badger Way.
 - d) Provide a Green Infrastructure link through the valley of the site, connecting the orchard to the woodland at Badger Way
 - e) Retain the field boundaries within the site
 - f) Manage local sources of flood risk.
6. Development of this site will be required to meet the needs arising from the development for additional primary school places.

6.360 There are four planning applications associated with this site which include:

- a) 21/08364/FUL
- b) 23/05440/OUT
- c) PL/25/2286/DE
- d) 24/07470/FUL

6.361 Development of this site provides an opportunity to deliver a well-connected and landscape-led extension to Hazlemere while respecting its relationship with neighbouring Holmer Green. The site occupies a transitional location between the two settlements and contains several important landscape and ecological features that should inform the design and layout of development. The site has previously been identified for residential development and has been the subject of detailed masterplanning work through an adopted development brief.

6.362 A comprehensive approach to development is required to ensure that the site functions as a coherent neighbourhood and integrates effectively with surrounding communities. Proposals should be informed by an overall masterplan or equivalent framework demonstrating how development, infrastructure, movement routes, green infrastructure and community facilities will be delivered in a coordinated manner. This should ensure that future development does not prejudice opportunities for wider connectivity with adjoining areas.

6.363 The site benefits from established landscape features, including areas of woodland, an existing orchard and a network of field boundaries. These assets contribute to local character, biodiversity and the visual separation between Hazlemere and Holmer Green. Development should retain and strengthen these features wherever practicable and provide a connected green infrastructure network that supports biodiversity enhancement, recreational opportunities and sustainable drainage. The green infrastructure framework should form a key component of the site's design and help maintain the distinct identities of neighbouring communities.

6.364 Development should prioritise sustainable movement by providing attractive and direct walking, cycling and wheeling connections to Hazlemere, Holmer Green and surrounding services and facilities. Safe access to public transport should be provided and opportunities taken to improve active travel connectivity both within and beyond the site. Development proposals will be expected to demonstrate that impacts on the local transport network can be appropriately mitigated and that opportunities to reduce reliance on private car travel have

been maximised.

- 6.365 Proposals should be informed by up-to-date ecological, landscape and flood risk assessments. Development should secure measurable improvements in biodiversity, support climate change mitigation and adaptation objectives, and incorporate sustainable drainage measures integrated within the wider green infrastructure network. Existing natural assets should be protected and enhanced as part of a high-quality landscape-led design approach.
- 6.366 Development will be expected to contribute towards the provision of infrastructure necessary to support the growth arising from the allocation, including education, transport, green infrastructure and other community infrastructure requirements identified through the development management process.

NEW01 – Salden Chase, Newton Longville

NEW01: Salden Chase, Newton Longville

Salden Chase as shown on the Policies Map is allocated for a comprehensively planned, mixed-use development. The allocation comprises approximately 145ha on land south of the A421 west of Far Bletchley and east of Whaddon Road.

Land Use Requirements:

Housing:

- a) The site will deliver up to 1,855 dwellings at a density that takes account of the adjacent settlement character and identity. The development should be integrated with the existing build area of the surrounding area.
- b) The site will deliver sixty extra care housing units (class C3)

Employment:

- a) Approximately 2.07ha of employment land, offices, will be delivered on site.

Centres and Community Uses:

- a) Provision of land, building and car parking for a 3FE primary school with a pre-school.
- b) Provision of a secondary school on 5.2ha of land.
- c) Deliver a new neighbourhood centre which will include retail and associated parking on site.
- d) Provision of an on-site primary health facility in an accessible location or off- site contribution to provide for a minimum 4GP with reserve to 6GP surgery. The size and detail of provision agreed by the Council, in conjunction with the Thames Valley Integrated Care Board (ICB) to support local health needs.

Green Infrastructure and Open Space:

- a) Multi-functional green infrastructure will be provided on site, to include 53.67ha of green open space and 1.18ha of allotment land, nine locally equipped areas of play (LEAPs), two neighbourhood equipped areas of play, which each include a multi-use games area.

- b) Provision of a sports hall, changing pavilion, skateboard park, sports pitches, cricket wicket, tennis courts and a community centre
- c) Retain where possible existing vegetation, including existing hedgerows and the retention of the existing woodland priority habitat to the north of the site.
- d) Retain and where possible enhance existing habitats where possible, including the creation of linkages with surrounding wildlife assets and green corridors linking development with the wider countryside and surrounding communities.
- e) Provide and maintain the management of green infrastructure which link to other new development areas and the wider countryside as part of a high quality built and semi-natural environment.
- f) Are designed using a landscape-led approach including the field pattern and landscape features on the site.
- g) Minimise the impact on the Howe Wood SSSI and provision of green links to Tattenhoe Park.

Transport and access:

- a) Development must provide three points of access from the development onto the local highway network at the following locations: Whaddon Road, Buckingham Road and A421 Standing Way.
- b) Development must safeguard land for the potential future need for a dual carriageway grid road extension of Snelshall Street (V1)
- c) Development must provide the following highway improvements.
 - i. Buckingham Road Access signalised gyratory including Stage 1 Road Safety Audit
 - ii. Whaddon Road Access speed limit reduction and further detailed design
 - iii. A421 Standing Way left in only junction and further detailed design.
 - iv. Signalisation of the priority junctions of the A421/ Warren Road and A421/Shucklow Hill/Little Horwood Road.
 - v. To mitigate the potential impact in Whaddon a financial contribution is required towards road safety improvements on Coddimoor Lane and Stock Lane
 - vi. Newton Longville Traffic Calming Proposals. Currently this is an indicative scheme which may include enhanced gateway features on all roads leading into the village and raised junction tables and signing/lining.

Active Travel and Flood Infrastructure:

- a) Development must provide walking, wheeling, cycling routes and public transport links to and from Newton Longville, Bletchley and the city of Milton Keynes as an integral part of the development.
- b) Development must deliver the following improvements to public rights of way within the site:
 - i. ensure a Redway compliant Grid Road reserve to link with existing PROW.
 - ii. upgrade of footpath and resurface between Weasel Lane and the railway underpass; route to be dedicated as a public bridleway.
 - iii. resurface byway in Newton Longville Parish and in Mursley Parish between Dagnall House Buckingham Road to the adopted highway.
- c) Provision should be made for adequate green links to Tattenhoe Park
- d) Flood mitigation infrastructure including sustainable drainage systems (SuDS)

- e) Provision of a sustainable and strategic flood mitigation and urban drainage scheme linked to multi-functional Green Infrastructure.

Development principles:

Development will be permitted where proposals:

- a) Deliver a comprehensively planned community which respects and complements the physical characteristics of the site and its surroundings.
- b) Provide a high-quality built and landscaped environment.
- c) Retain and enhance existing vegetation, hedgerows and woodland, public rights of way which are integrated into a safe and connected network and deliver green corridors linking the site to the wider countryside.
- d) Create a well-defined boundary as the western edge of Milton Keynes between the settlement and countryside, ensuring that Newton Longville, Whaddon, Mursley and Far Bletchley remain separately identifiable.
- e) Respect the building tradition of the locality, and the scale and context of the setting, the natural qualities and features of the area, and the effect of the development on important public views and skylines including the protection of Newton Longville and Whaddon villages.
- f) Conserve and enhance where opportunities arise the significance of any heritage assets affected including any contribution made by their setting and the protection and enhancement of sites of archaeological importance.
- g) Not prejudice the delivery of East West Rail.

Design and Masterplan:

Development will only be permitted where it is supported by a comprehensive and coordinated masterplan and phasing strategy for the entire site. This should be submitted to and approved by the Council prior to the determination of any planning application. The masterplan and phasing strategy must:

- a) Demonstrate how development will be brought forward in a coordinated manner to deliver an integrated and cohesive scheme.
- b) Show how each phase will contribute to and integrate with the design concepts of the development as a whole; and
- c) Ensure that development is supported by the timely provision of infrastructure, including highways, utilities and community facilities, in accordance with the Council's most up-to-date evidence of infrastructure needs.

6.367 The site currently comprises agricultural land, and construction of the development has just started. There are hedgerows and trees at some of the field boundaries. There are agricultural buildings on the site. There are adjoining buildings that are in residential use.

- 6.368 An oil pipeline crosses the middle of the site in a north-south direction; a 10m wide exclusion zone for the pipeline is incorporated into the layout of the proposed development. There are high voltage overhead power lines crossing the north-western part of the site; the power lines will be placed underground as part of the proposed development. An intermediate pressure gas main passes through the eastern part of the site in a north south direction; the gas main will fall within land set aside for the grid road reserve.
- 6.369 The site is crossed by an existing public right of way in the form of a bridleway.
- 6.370 The topography of the site includes a ridge towards the centre of the site with a gradual slope descending towards Newton Longville.
- 6.371 The current planning status of the site is outline planning application granted (15/00424/AOP) for the site with all matters reserved except for access for a mixed-use sustainable urban extension on land to the south west of Milton Keynes to provide up to 1,855 mixed tenure dwellings; an employment area (B1); a neighbourhood centre including retail (A1/A2/A3/A4/A5), community (D1/D2) and residential (C3) uses; a primary and a secondary school; a grid road reserve; multi-functional green space; a sustainable drainage system; and associated access, drainage and public transport infrastructure. This included an illustrative masterplan which has been agreed. Various reserved matters have also been approved.
- 6.372 Three access/egress points are proposed to serve the site, Buckingham Road and A421 Standing Way are both within the control of Milton Keynes Council and Whaddon Road is within the control of Buckinghamshire Council.
- 6.373 This allocation includes land safeguarded for East West Rail. Development will not be permitted within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (or any further directions or revisions to those directions) where it would conflict with or prejudice the delivery of EWR. Applicants for planning permission are strongly encouraged to enter early dialogue with EWR Co to fully understand the nature and extent of the safeguarding and the impacts on site development and to ensure that any scheme can be designed to reflect the safeguarding and that adverse impacts on EWR are avoided, minimised or appropriately mitigated.



Figure 28: Southwest, Milton Keynes, Illustrative Master Plan in Context

NEW02 – Land to the southwest of Milton Keynes, Newton Longville

NEW02: Land to the southwest of Milton Keynes, Newton Longville

The site as shown on the Policies Map is allocated for an assumed number of 305 dwellings.

Development of this site will be supported where it:

- a) Creates safe and suitable access and egress.
- b) Considers and mitigates any cross-boundary highways and infrastructure impacts.
- c) Provides safe, direct and attractive active travel connections to Newton Longville and into Milton Keynes
- d) Provides a proportionate contribution to off-site transport improvements including.
 - i. A new bus route to facilitate direct journeys into Milton Keynes
 - ii. A new active travel connection (3m wide Shared Use Path) connecting Newton Longville and Milton Keynes.
- e) Enhances and reinforces landscape buffer to the south of the site to mitigate impacts on wider views.
- f) The site layout should adopt a sequential approach by steering the most vulnerable aspects of the development outside of Flood Zone 2, 3a and 3b, as well as areas at risk of surface water flooding. Residential development is not permitted within Flood Zone 3b.
- g) Developers should utilise SuDS with multiple benefits throughout the site, particularly in areas at risk of surface water ponding.
- h) A detailed hydraulic model of Water Eaton Brook may be required at FRA stage to accurately represent the risk from this watercourse and set the height of any mitigation measures.
- i) The risk from surface water flow routes should be quantified as part of a site-specific FRA, including a drainage strategy, so runoff magnitudes from the development are not increased by development across any ephemeral surface water flow routes. A drainage strategy should help inform site layout and design to ensure runoff rates are as close as possible to pre-development greenfield rates, with areas of surface water ponding used as open space and SuDS or water compatible/essential infrastructure uses only.
- j) The development of the site should not prejudice the delivery of East West Rail.

6.374 The site extends to approximately 7.57 hectares and is located north of Newton Longville, along the southern edge of Milton Keynes. The site is allocated for a residential allocation of 305 dwellings. The development will look towards and connect into Milton Keynes for key connections and infrastructure and so any cross-boundary impacts needed to be considered and mitigated against in consultation with Milton Keynes City Council and other key stakeholders.

- 6.375 This allocation includes land safeguarded for East West Rail. Development will not be permitted within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (or any further directions or revisions to those directions) where it would conflict with or prejudice the delivery of EWR. Applicants for planning permission are strongly encouraged to enter into early dialogue with EWR Co to fully understand the nature and extent of the safeguarding and the impacts on site development and to ensure that any scheme can be designed to reflect the safeguarding and that adverse impacts on EWR are avoided, minimised or appropriately mitigated.

STO01 - Land south of Drayton Road, Newton Leys & land west of Stoke Road, Newton Leys

STO01: Land south of Drayton Road, Newton Leys & land west of Stoke Road, Newton Leys

The site as shown on the Policies Map is allocated for a comprehensive residential led development.

Residential:

- a) The site will deliver an assumed number of 3,780 dwellings at a high-density taking account of the adjacent settlement character and identity.

Centre and Community Facilities:

- a) Provision of land, building and car parking for a 3FE School form of entry primary school, with a safe drop off/ pick up point outside school site will be provided on site.
- b) The site will provide or contribute towards, a new local centre including community facilities and parking, and the delivery or funding of healthcare provision (including temporary facilities if required). Touchdown space for Thames Valley Police should be incorporated within community hubs where a need is identified.

Development Principles:

- a) A comprehensive site masterplan should show the integration of the site into the settlement of Stoke Hammond to the south and take opportunities to enhance the key views. The masterplan shall also be informed by any easements needed to utility pipelines crossing the site.
- b) Higher density will be built closest to Milton Keynes, the centre of development and the A416. The densities are expected to reduce towards both the countryside to the south and east to ensure that the scheme responds cohesively to the wider environment, with ecological enhancements and landscaping opportunities along the site's southernmost boundary.
- c) Enhance Public footpath SHA 2/1
- d) Provides a long-term defensible boundary to the southern edge of Newton Leys
- e) Provides an active travel link to the existing route running over the railway line and underneath the A4146.
- f) Provides a new Public Right of Way (PROW), which is an Active Travel Green Route, through the site and should be a 3m wide Shared Use Path

- g) Contributes to public transport service improvements and associated new facilities into Milton Keynes, including new or improved links to Bletchley railway station, and to surrounding areas.
- h) A more detailed traffic modelling should be undertaken to inform on the extent and design of offsite highway works. The scope and design of any detailed traffic modelling must be agreed by Buckinghamshire Council as the highway authority, in consultation with the Milton Keynes City Council highway authority.
- i) Shows on the masterplan the potential to provide an active travel link between the western and eastern site parcels and provides an existing route running over the railway line and underneath the A4146. It will provide new Public Right of Way (PROW) Active Travel Green Route through the site which should be a 3m wide Shared Use Path
- j) Upgrades PROW signage and public realm improvements.
- k) Development proposals must engage with the Thames Valley and Bedfordshire, Luton and Milton Keynes Integrated Care Boards to ensure appropriate primary healthcare provision.
- l) The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) that integrates the site into the landscape and the existing network of green infrastructure within Milton Keynes City and Buckinghamshire.
- m) Development proposals must ensure safe and suitable access for all users, including during flood events. All vehicular and pedestrian access points, as well as access routes serving dwellings and other vulnerable development, should be located outside Flood Zones 2 and 3. Where this cannot be reasonably achieved, applicants must demonstrate that safe access and egress can be provided for the lifetime of the development through alternative design measures, in accordance with national policy on flood risk. Housing use is not allowed in Flood Zone 3b.

- 6.376 The site is approximately 94.5ha and is located to the south of Newton Leys near Bletchley. It comprises several agricultural fields, surrounding Chadwell Farm and situated between Drayton Road to the north, the A4146 Stoke Hammond Bypass and Stoke Road. Farmland adjoins the site to the south and west, with the nearby villages of Newton Longville (circa 2.5km west) and Stoke Hammond (circa 1.7km southeast) beyond.
- 6.377 The site is currently accessed via agricultural accesses off Drayton Road and Stoke Road. A Gas Main runs across the Site on both sides of the railway line, but this constraint can be addressed through the masterplanning and is not a constraint to the delivery of the site.
- 6.378 An inland watercourse bisects the site resulting in medium and high flood risk areas towards the south of the site. Whilst parts of Newton Leys are within Flood Zone 1 (very low risk), there is a band of land across the subject site which falls into Flood Zone 2, 3 including 3b and the site also has some surface water and groundwater risk. Any development proposed would seek to mitigate the flood risk in a sustainable manner following guidance on site design, access and egress in the SFRA Level 2 main report (2026).
- 6.379 The northern boundary is adjacent to Drayton Road and Stoke Road, comprising low-level hedgerow and trees. The northern boundary is also bound by the 'A' road A4146 providing access to the A5 roundabout at South Caldecotte. The site has several trees along parcel boundaries however; there appears to be no TPO's or Group TPO's. The site is enclosed by hedgerow and fencing and with access deliverable via Drayton and Stoke Road. To the north

the site borders existing residential development in Newton Leys known as Willow Lake, for up to 1,650 dwellings.

- 6.380 To the north of the Site, and stopping at Bletchley Railway Station, is the currently under construction East West Rail line that runs between Oxford and Cambridge via Bicester, Milton Keynes, and Bedford. The Site also has links to the Redways cycle network at Lomond Drive on the north side of the A4146. There is a Public Right of Way (PRoW) (SHA/2/1) running north-south along the western side of the site parcel east of the A4146 connecting it both to Milton Keynes to the north (via an underpass) and Stoke Hammond to the south. This PRoW also connects along an access track (via a bridge over the railway line, and underpass beneath the A4146) to a PRoW bridleway on the allocation western parcel.
- 6.381 The site is being promoted on behalf of landowners by a land promoter through the Call for Sites process. There are no known legal or ownership impediments to development. The site is confirmed as available.
- 6.382 Given the location of this site, the council will engage with Milton Keynes City Council and key stakeholders covering that area on infrastructure needs. These will include health, public transport and education provision.
- 6.383 The western part of the site has outline planning permission (24/03601/AOP) granted on appeal in February 2026. The application is for up to 290 dwellings, open space, landscaping, drainage features and associated infrastructure following demolition of existing agricultural buildings. All matters have been reserved except for access. The Section 106 agreement was signed in December 2025.

STO02 - Land east of Roman Field, Stoke Hammond

STO02: Land east of Roman Field, Stoke Hammond

The site as shown on the policies map is allocated for an assumed number of 245 dwellings.

Development of this site will be supported where it:

- a) Provides safe and suitable access from Roman Field
- b) Mitigates identified cross-boundary infrastructure impacts including but not limited to highways and education.
- c) Mitigates the visual impact of the site from the public right of way along the Grand Union Canal
- d) Provides a buffer to the adjacent listed building and conservation area with the design of development responding to these heritage assets.
- e) It considers the archaeological potential of the site and its surroundings, including the presence of two probable Neolithic mortuary enclosures and a barrow to the east. Where evidence indicates that associated archaeological remains extend into the site, these will be treated as heritage assets of archaeological interest and should be preserved in situ.
- f) Enhances the connectivity of the site to the existing settlement and community facilities.
- g) Provides a Flood Risk Assessment which shows that the site will satisfy the Exception Test
- h) It is designed using a sequential approach in accordance with the different flood zones within the site. Land within flood zones 2 and 3, and 3a plus climate change (subject to a detailed flood risk assessment) should be preserved as green space. Built development should be restricted to Flood Zone 1 and where possible avoid areas of high surface water flooding. Zone 1 and where possible avoid areas of high surface water flooding.
- i) Provides a buffer to the existing watercourse which lies to the south of the site.
- j) Provides a buffer to the woodland which is to the east of the site.
- k) Retains where appropriate existing hedgerows and trees and where possible reinforce existing features.

- 6.384 Land east of Roman Field is located on the eastern edge of Stoke Hammond village. The site is 7.7 hectares and is currently in agricultural use. The residential street, Roman Field is to the west and Bragenham Side Road lies to the south.
- 6.385 Stoke Hammond's neighbourhood plan was made in 2025. A small area of the site is allocated in the neighbourhood plan for approximately nineteen dwellings, a mix of two storey two and three bedroomed semi-detached houses or a warden-controlled housing scheme for elderly residents. The nineteen dwellings within the neighbourhood plan allocation are counted as part of the assumed delivery on site.
- 6.386 The south of the site is within Flood Zone 2 and 3 and is also affected by surface water flooding. There is a watercourse along the southern boundary. Proposed development should be located outside the land in flood zones 2 and 3 and avoid areas at high risk of surface water flooding.

- 6.387 The site is close to the border of Buckinghamshire with Milton Keynes. Consideration should be given to the cross-boundary infrastructure needs, including but not limited to highways, education and health. The primary healthcare infrastructure provision will need engagement with the Thames Valley Integrated Care Board and the Bedford, Luton and Milton Keynes Integrated Care Board.

WHA01 - Shenley Park, Whaddon

WHA01: Shenley Park, Whaddon

Development proposals for Shenley Park, as identified on the Policies Map, will deliver a comprehensive, landscape-led mixed-use development of approximately 99 hectares. The site will deliver an exemplar, high-quality and sustainable new neighbourhood of regional significance.

The development shall provide:

- a) At least 1,265 dwellings
- b) A 110-bed care home / extra care facility
- c) A 2FE primary school, and where required, land for a secondary school or contributions to off-site provision.
- d) A mixed-use local centre, including community and either on site healthcare facilities, or a contribution to offsite facilities where identified.
- e) A multi-functional green and blue infrastructure network
- f) A link road between the A421 and H6 and/or H7
- g) Public transport improvements and high-quality walking and cycling connections.

Development must be delivered in accordance with a comprehensive masterplan and the Shenley Park Development Brief.

Place-making and Design.

Development must deliver a high-quality, landscape-led and locally distinctive place. Proposals shall:

- a) Respond to landscape and context.
 - i. Be informed by landscape character, topography, views and historic context
 - ii. Respect the rural setting and character of Whaddon village and Conservation Area
 - iii. Provide defensible long-term boundaries whilst enabling connectivity
 - iv. Protect, enhance and connect biodiversity across the site.
- b) Create a strong sense of place.
 - i. Deliver a distinctive, welcoming and inclusive new neighbourhood
 - ii. Provide a walkable neighbourhood structure, with a local centre within a 10 to 15-minute walk
 - iii. Deliver a central public square as a focal point for activity and community use.
 - iv. Provide a rural Whaddon buffer, including informal recreation opportunities
 - v. Integrate heritage and archaeological assets into the design and layout.
- c) Ensure high-quality built form and public realm.
 - i. Deliver high-quality buildings, streets and spaces that promote health, safety and wellbeing

- ii. Provide a varied sequence of spaces, views and landmarks
- iii. Clearly define public and private realms through layout and landscape design
- iv. Integrate SuDS as part of the landscape structure
- v. Provide appropriate and well-designed waste and recycling storage
- vi. Prioritise pedestrian and cycle movement, including crossings where appropriate.

Movement and Connectivity

Development must prioritise sustainable and integrated transport. Proposals shall:

- d) Walking and cycling
 - i. Provide high-quality routes linking to Whaddon, Bletchley and Milton Keynes
 - ii. Extend Tattenhoe Valley Park into the site
 - iii. Retain, enhance and connect public rights of way, including bridleways.
- e) Highways and access
 - i. Provide safe vehicular access from the A421 Buckingham Road
 - ii. Deliver a link road through the site connecting to H6 Childs Way and/or H7 Hayton Way
 - iii. Undertake detailed transport modelling to inform highway interventions, including A421 improvements.
- f) Public transport
 - i. Safeguard and accommodate a public transport priority route, including future Mass Rapid Transit (MRT) where possible
 - ii. Provide improved bus services and facilities, including links to Bletchley railway station
 - iii. Support potential Park and Ride / MRT infrastructure where possible.
- g) Network integration
 - i. Integrate development with the Redway and Sustrans networks.

Community Infrastructure

Development must provide social infrastructure in a timely and coordinated manner. Proposals shall:

- h) Deliver land, buildings and parking for a 2FE primary school.
- i) Provide either:
 - i. Contributions to off-site secondary education, or
 - ii. Land for a new secondary school, where required.
- j) Deliver a local centre, including:
 - i. Community facilities
 - ii. Local services
 - iii. Healthcare provision (on-site or via contribution, including temporary provision if required).

Green and Blue Infrastructure

Development must be landscape-led and deliver a coherent green infrastructure network.

Proposals shall:

- k) Landscape and ecology.
 - i. Provide a substantial countryside buffer to Whaddon, including enhancement of Briary Plantation
 - ii. Retain and enhance:

1. Ancient woodland (including Thrift Wood)
 2. Hedgerows and woodland blocks
 - iii. Deliver a long-term ecological management plan.
- l) Flood risk and drainage.
- i. Deliver green corridors aligned to surface water flowpaths
 - ii. Reduce downstream flood risk in the Loughton Brook catchment
 - iii. Ensure key infrastructure, including A421 access, remains operational during flood events.

Delivery and Phasing

Development must be comprehensively planned and delivered. Proposals shall:

- a) Be supported by a comprehensive masterplan and phasing strategy.
- b) Demonstrate coordinated delivery of infrastructure and services.
- c) Be supported by planning obligations and agreements as necessary.
- d) Ensure ongoing collaboration between relevant authorities and infrastructure providers.

6.388 The site covers an area of around 99 ha and is in agricultural use with areas of woodland plantations. Surrounding land uses are similarly predominantly agricultural although the eastern boundary is defined by the Milton Keynes Boundary Walk, the existing residential development and land currently being developed as part of Milton Keynes.

6.389 Other than the 11KV overhead powerlines crossing the site there are no other utilities present that would significantly constrain the proposed development and sufficient new utility infrastructure can be provided.

6.390 There is one footpath running across the southern part of the site. Long distance bridleways run along the northern and eastern boundaries. The topography of the southern half of the site rises from the A421 to the Shenley Road.

6.391 The remainder of the site from Shenley Road is flat to the northern boundary.

6.392 The development brief sets out a framework plan for the site.

WHA02: Land west of Shenley Park, Whaddon

The site as shown on the Policies Map is allocated an assumed 1,240 dwellings.

New development will be supported where:

- a) Provision of up to 1,240 homes that continues the expansion from Shenley Park (WHA001) to the east. Proposals must demonstrate, through a Design and Access Statement and supporting landscape analysis and how the scheme responds positively to the scale, grain, and identity of neighbouring settlements.
- b) Development proposals within or affecting the setting of Whaddon Conservation Area must preserve or enhance its significance, including its character, appearance, and historic context.
- c) Provision of land, buildings and car parking for a 2FE + 1FE primary school (capacity 210) with 30 place nurseries with a safe drop off / pick up point. Infrastructure will need to be provided and phased alongside development, the details of which will be agreed through developer contribution agreements.
- d) The site will be designed using a landscape-led and green infrastructure approach. The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) that integrates the site into the landscape and the existing network of green infrastructure.
- e) Create high quality walking and cycling links to Whaddon and Shenley Park and onwards to Milton Keynes.
- f) Existing vegetation should be retained where practicable, including existing woodlands and hedgerows and consider the urbanising effects on the nearby ancient woodland, Priority Habitats and Local Wildlife Site. Specifically, Thicket Wood and Coddimoorhill Wood, which are both ancient woodlands. These areas will require extensive buffers of 50m.
- g) The scheme layout shall have regard to the findings of an archaeological investigation including the excavation of the Roman Settlement.
- h) The development must provide a satisfactory vehicular access to Shenley Park
- i) Development must provide north south linkages for active travel and overcome topographical changes.
- j) More detailed traffic modelling will be required to inform on the extent and design of off-site highway works, which is likely to include capacity improvements to the A421. The scope and design of any detailed traffic modelling must be agreed by Buckinghamshire Council as the highway authority.
- k) Existing public rights of way need to be retained, enhanced and integrated into the development with safe and secure environments as part of a wider network of sustainable routes, to directly and appropriately link the site with surrounding communities and facilities.
- l) Provision of public transport service improvements and associated new facilities into Milton Keynes.
- m) An air quality and noise assessment shall be submitted to and approved in writing by the Council prior to development commencing.
- n) Development should be steered outside of the areas of surface water and fluvial flood risk.

- o) Developers should consider utilising the unnamed ordinary watercourses as green corridors or as location for SuDS.
- p) A detailed hydraulic model of the ordinary watercourse flowing through the site may be required at FRA stage to accurately represent the risk from this watercourse and set the height of any mitigation measures.
- q) Blockage modelling should be conducted to assess the residual risk associated with potential blockage of the bridge structures over the ordinary watercourse along the public footpaths to the southeast.
- r) The risk from surface water flow routes should be quantified as part of a site-specific FRA, including a drainage strategy, so runoff magnitudes from the development are not increased by development across any ephemeral surface water flow routes. A drainage strategy should help inform site layout and design to ensure runoff rates are as close as possible to pre-development greenfield rates, with areas of surface water ponding used as open space and SuDS or water compatible/essential infrastructure uses only.
- s) Arrangements for safe access and escape will need to be provided for the 1% AEP fluvial and surface water events with an appropriate allowance for climate change, considering depth, velocity, and hazard. Design and access arrangements will need to incorporate measures, so development and occupants are safe.
- t) Provisions for safe access and escape should not impact on surface water flow routes or contribute to loss of floodplain storage. Consideration should be given to the siting of access points with respect to areas of surface water flood risk.
- u) The site is located within a catchment identified as highly sensitive to the cumulative impacts of development on flood risk. The site-specific FRA and surface water drainage strategy should consider the recommendations outlined for catchments of high sensitivity in the Buckinghamshire Level 1 SFRA Cumulative Impacts Assessment.
- v) The unnamed ordinary watercourse, which flows through the site requires a width of buffer, to be agreed in consultation with Buckinghamshire Council, should be maintained between the riverbank and any built structures, to enable riparian owners to access and maintain the channel.
- w) Development proposals for the site to comply with other recommendations for site design and making development safe set out in the SFRA Level 2 report (2026)

- 6.393 The site covers an area of around thirty-one hectares and is grassland with two areas of woodland and several existing hedgerows. Surrounding land uses are rural with grassland and woodland to the northwest and south, the land to the east is an existing allocation for residential use with Milton Keynes beyond. Whaddon villages lie some 700m to the northwest.
- 6.394 The site falls to a shallow valley running east-west through the centre of the site there are two substantial areas of woodland on the site which should be retained. New vehicular connections should be provided the link road at Shenley. New active travel access should be provided to Whaddon.

Tier 2:

- **Buckingham**
- **Chesham**
- **Princes Risborough**
- **Wendover**

BUC01 - Former Inov8 site, Tingewick Road, Buckingham

BUC01: Former Inov8 site, Tingewick Road, Buckingham

The site as shown on the Policies Map is allocated for up to 2.7 hectares of academic uses (use class F1 (a)), including an assumed 300 units of student accommodation for the University of Buckingham. If evidence is provided that the University of Buckingham's academic and student accommodation needs have been met elsewhere, the site as shown on the Policies Map is allocated for an assumed 125 dwellings.

New development will be supported where:

- a) Built development consisting of any sort of living accommodation, including purpose-built student accommodation, should not be proposed in any areas shown as Flood Zone 3 on the Environment Agency's Flood Map for Planning.
- b) An acceptable ecological buffer is maintained between all built development and engineering operations and the River Great Ouse.
- c) The proposed development has been clearly informed by and responds positively to an appropriately detailed character analysis of Buckingham's important historic buildings, materiality, scale and architecture with regards to building.
- d) The proposed development has been clearly informed by and responds positively to an appropriately detailed survey of the existing protected trees with regards to the siting of built form, engineering operations and infrastructure within the site.

6.395 The site covers an area of around 2.7 hectares and has been a vacant brownfield site for over a decade which previously was used for employment with industrial buildings on the site. Around the periphery of the site and particularly along the bank of the river are several trees many of which are subject to preservation orders. The site when previously in use had four vehicular access points. The site is bounded along its eastern and southern boundaries by the conservation area. Most of the site is within Flood Zone 2 with a lesser area along the eastern edge within Flood Zone 3.

6.396 The site is owned by the University of Buckingham and has been identified in the Buckingham Neighbourhood Plan as a Brownfield Opportunity Site, under policy HP2, and is considered suitable for development. The neighbourhood plan is very supportive of any expansion or redevelopment plans which support the universities presence in the town and a scheme for this site which includes the provision of open market homes should it be demonstrated that the universities accommodation needs has been met elsewhere.

- 6.397 The site previously was granted planning permission in 2015 (13/03041/AOP) for three hundred units of student accommodation and 7,100 sq.m of educational facilities. The PPG¹ sets out that student accommodation, whether it consists of communal halls of residence or self-contained dwellings, and whether it is on campus, can in principle count towards contributing to an authority's housing land supply by applying a ratio. A ratio of 2.4² has been used which means three hundred student units equalises to 125 homes that can be counted in the supply. If this need were met elsewhere the area of the site not in Flood Zone 3, around 1.95ha, could also reasonably deliver around 125 homes.

CHS01 - Star Yard, St Mary's Way, Old Town, Chesham

CHS01: Star Yard, St Mary's Way, Old Town, Chesham

The site as shown on the Policies Map is allocated for an assumed 240 dwellings.

New development will be supported where:

- a) It delivers a density of development that makes efficient use of this previously developed site while responding positively to the scale, height, massing, character and appearance of the surrounding townscape and preserving the character and identity of Chesham town centre.
- b) It is planned in a manner that responds positively to the best characteristics of the surrounding area using a landscape-led approach, taking account of the character and setting of the local landscape. Development should retain and integrate existing trees and landscape features wherever practicable and provide appropriate new landscaping as part of a landscape-led design approach.
- c) Safe and suitable access shall be provided for all users whilst maintaining access to existing public car parking and rear servicing arrangements for premises fronting the High Street.
- d) Development should ensure that sufficient publicly accessible parking is maintained either on-site or at an alternative suitably located town centre site, unless robust evidence demonstrates that a reduced level of provision would not adversely affect the vitality and viability of Chesham Town Centre.
- e) Existing public pedestrian routes between Star Yard, the High Street and adjoining town centre destinations shall be retained and, where possible, enhanced.
- f) Appropriate financial contributions towards education infrastructure, including upper, grammar and special school provision, will be required where justified by evidence and in accordance with relevant infrastructure policies.
- g) A contribution towards improvements to open space at Lowndes Park.
- h) SANG and SAMM mitigation is in place, in line with policies NE12, NE13, NE14 and the latest Mitigation Strategy. Permission will not be granted until mitigation is in place.

- 6.398 This site of 0.59 hectares is in the Star Yard surface car park, one of the main car parks serving Chesham town centre. The site is to the rear of the High Street with its current access off Blucher Street and with the A416 St Marys Way running across the rear of the site.

¹ [Housing supply and delivery - GOV.UK](#) Paragraph: 025 Reference ID: 68-034-20190722

² Based on footnote 10 of the Housing Delivery Test measurement rule book [Housing Delivery Test measurement rule book - GOV.UK](#)

- 6.399 The site is complex having a culvert of the river Chess running underneath it and with many premises fronting the high street, having a right of access across the car park. The site also falls within Flood Zone 2, and any development would need to demonstrate mitigation against flooding in line with the policies within this plan and the Strategic Flood Risk Assessment. The site also provides access to the Catlings car park and the Chesham Town council offices.
- 6.400 The site is located to the rear of the high street conservation area although there are proposals to extend the conservation area to include Lowndes Park the other side of St Mary's way. Development proposals must conserve the significance of nearby heritage assets, including the Chesham Conservation Area and its setting, informed by an appropriate heritage assessment.
- 6.401 Given the site's role as a principal public car park serving Chesham Town Centre, proposals will need to demonstrate that adequate public parking provision remains available to support the vitality and viability of the town centre.
- 6.402 The site lies within the Zone of Influence of Chilterns Beechwoods SAC. Permission will not be granted until SANG and SAMM mitigation is in place, in line with policies NE12, NE13, NE14 and the latest Mitigation Strategy. It is anticipated that the site could secure credits at Bell Lane SANG.

CHS02 - Albany Place Car Park, Chesham

CHS02: Albany Place Car Park, Chesham

The site as shown on the Policies Map is allocated for an assumed number of 30 dwellings.

New development will be supported where:

- a) Replacement car parking in an alternative town centre location with no loss in the number of public car parking spaces is provided unless it can be proved the number of spaces currently provided is no longer required.
- b) The existing on-site theatre is re-provided in a suitable town centre location.
- c) It addresses the significant flood risk constraints on the site, avoiding high fluvial and surface water risk where possible and provide a Flood Risk Assessment. Off-site flood storage would be required to manage fluvial and surface water flood risk at the site. Housing is not allowed in areas of Flood Zone 3b.
- d) Detailed baseline and post-development 1D-2D fluvial modelling, informed by CCTV survey of extended culverted reaches, will be required as part of a site-specific Flood Risk Assessment. This includes blockage modelling of the culverted River Chess in the east and south of the site.
- e) SANG and SAMM mitigation is in place in line with policies NE12, NE13, NE14 and the latest Mitigation Strategy. Permission will not be granted until mitigation is in place.

- 6.403 The site of 0.35ha lies in the centre of Chesham on the A416 St Mary's Way. It includes the 330-seat capacity Elgiva Theatre as well as adjacent car parking for seventy-one cars (including 3 disabled spaces). The current theatre building was opened in 1998, replacing the original theatre which was demolished to make way for the St Mary's Way supermarket complex on the opposite side of the road.
- 6.404 The adjacent car park is not only used for the theatre, but it also serves the town centre. Vehicular access to the site is via a short link road from the adjacent Elgiva Roundabout. The site is surrounded by a mix of commercial, public and residential buildings. The Chesham Conservation Area is opposite the site, separated by St Mary's Way.
- 6.405 Redevelopment of the site could present significant risk in terms of flooding. Developers will need to follow the SFRA Level 2 recommendations in terms of site-specific guidance for site design and making development safe.
- 6.406 The site lies within the Zone of Influence of Chilterns Beechwoods SAC. Permission will not be granted until SANG and SAMM mitigation is in place. It is anticipated that the site could secure credits at Bell Lane SANG.

CHS03 - Water Meadow Car Park, Chesham

CHS03: Water Meadow Car Park, Chesham

The site as shown on the Policies Map is allocated for an assumed number of 55 dwellings. New development will be supported where it:

- a) Provides land for dwellings at a density that takes account of the existing curtilage, the scale and massing of the buildings adjacent to the site, and that of the settlement character and identity if appropriate.
- b) Creates safe access to the new development without blocking access to public parking or rear servicing of existing premises fronting Water meadow.
- c) Maintains public car parking provision on site or provided in an alternative central location with no loss in the number of public car parking spaces unless it can be proved the number of spaces currently provided is no longer required.
- d) Maintains existing public walking routes from Water meadow car park to Wey Lane as well as access from the public parking to the zebra crossing across St Mary's Way.
- e) Provides a contribution towards improvements to open space at Lowndes Park.
- f) Provides contribution towards additional or improved children's play areas and informal play space within Lowndes Park.
- g) Contributes to SANG and SAMM mitigation in accordance with policies NE12, NE13, NE14 and the latest Mitigation Strategy.
- h) Contributes to SANG and SAMM mitigation in accordance with policies NE12, NE13, NE14 and the latest Mitigation Strategy. Permission will not be granted until SANG and SAMM mitigation is in place.
- i) Addresses the significant flood risk constraints on the site, particular surface water risk and avoid development in the highest flood risk areas. If development is proposed within the area at risk of flooding, minimal obstruction measures, such as undercroft parking, are

likely to be required to raise finished floor levels above the design flood level. Ground raising should be avoided due to the fluvial and surface water risk.

- 6.407 This site of 0.38 hectares is in the water meadow surface car park one of the main car parks serving Chesham town centre. The site is located to the Southeast of Market Square which itself is to the south of the main High Street. The car park is set back from the road behind another frontage development and as such it is not visible from the main retail area. Its current access is off a roundabout at the Junction of St Mary's Way with Red Lion Street
- 6.408 The site is located within the Chesham conservation area. There are proposals to extend the conservation area to include Lowndes Park and to add houses in Wey Lane which back onto the site. Any re-development of the car park would need to demonstrate a way to mitigate the impact of the setting of the conservation area and the conservation area itself.
- 6.409 The site is one of the main long stay car parks in Chesham which serves the retail centre. It is therefore used mostly by people who need to park all day to work in the town. As such it is vital that any parking spaces lost are re-provided to maintain sufficient, easily accessible, public car parking to maintain the retail success of the town's high street.
- 6.410 The site lies within the Zone of Influence of Chilterns Beechwoods SAC. Permission will not be granted until SANG and SAMM mitigation is in place, in line with policies NE12, NE13, NE14 and the latest Mitigation Strategy. It is anticipated that the site could secure credits at Bell Lane SANG.
- 6.411 Redevelopment of the site could present significant risk in terms of flooding. Developers will need to follow the SFRA Level 2 recommendations in terms of site-specific guidance for site design and making development safe.

PRI01 - Land at Princes Risborough Station

PRI01: Land at Princes Risborough Station

The site as shown on the Policies Map is allocated for a mixed-use development comprising an assumed number of 80 dwellings, together with small-scale convenience retail, public realm, bus infrastructure, and Princes Risborough expansion Relief Road infrastructure.

Development proposals will be supported where it:

- a) Delivers a high-quality, residential-led scheme that makes effective use of this brownfield site, including appropriate density for a station-adjacent location.
- b) Provides an appropriate level of car parking that reflects the site's sustainable location, including opportunities to reduce car dependency.
- c) Includes small-scale convenience retail and food and drink uses (within Use Class E) that are proportionate in scale and directly related to serving the station and local community.

- d) Supports appropriate tourism-related uses, such as a hotel or visitor information facility (including café uses), where these complement the role of the station and town.
- e) Provides a new public square and associated public realm which:
 - i. facilitates bus access and interchange.
 - ii. delivers safe, convenient and legible pedestrian and cycle connections to the railway station.
- f) Safeguards and delivers a route through the site to accommodate the Princes Risborough alternative route, including an appropriate junction with Station Road / Station Approach.
- g) Provides appropriate access to the main station car park.
- h) Makes proportionate contributions to off-site infrastructure, having regard to the scale and nature of development and any on-site provision.
- i) Incorporates flood risk management and site design and safety measures recommended in the SFRA Level 2 site summary sheet, including the de-culverting of the existing watercourse, where feasible and appropriate
- j) The site layout should adopt a sequential approach by steering the most vulnerable aspects of the development outside of Flood Zone 2 and 3, as well as areas at risk of surface water flooding.
- k) If development is taking place in areas at significant fluvial or surface water flood risk, habitable spaces and sleeping accommodation should not be located on the ground floor. These areas could be designated for less vulnerable purposes such as car parking.
- l) A 1D-2D detailed hydraulic model of the culverted Horsenden Stream, based on topographic survey of the watercourse channel, may be required at FRA stage to accurately represent the risk from this ordinary watercourse and set the height of any mitigation measures.
- m) Blockage modelling should be conducted to assess the residual flood risk associated with potential blockage of the culverted Horsenden Stream below the site.
- n) Contributes to the enhancement of the Culverton Mill corridor, including biodiversity, landscape and amenity value.

6.412 There are no listed buildings on the site, and the site is not in a conservation area. There is a Listed Building approximately 145m from the site to the Northwest. The design of the surrounding area is a medium density, with surrounding residential development consisting mostly of detached and semi-detached dwellings of two storeys. There is a block of flats to the north which is three storeys' high.

6.413 The redevelopment of the land at Princes Risborough Station will provide an important gateway to the town and to the Chilterns National Landscape. Development proposals are required to be of a high standard of design and a range of mixed uses appropriate for the site location.

6.414 The station will become the focus of a wider mixed-use area with redevelopment of sites east of the station for residential, employment and commercial activities, with potential for a hotel. Retail provision should be small-scale convenience retail: the intention is to meet day-to-day needs associated with the station and local community, rather than functioning as a wider destination.

- 6.415 The site is required to provide part of the Princes Risborough Relief Road. The link between Summerleys Road and Picts Lane will relieve traffic on Poppy Road and create more legible connections between the station and the wider road network. Passing traffic avoids the junction of Station Road with Picts Lane. It is envisaged that traffic lights at the junction of the new road with Summerleys Road, Station Road and Station Approach will manage traffic around the station, with a phase for safe crossing of pedestrians and cyclists. This is subject to further detailed modelling at application stage in line with Policy TR1.

- 6.416 The site is required to provide part of the Princes Risborough Relief Road. The link between Summerleys Road and Picts Lane will relieve traffic on Poppy Road and create more legible connections between the station and the wider road network. Passing traffic avoids the junction of Station Road with Picts Lane. It is envisaged that traffic lights at the junction of the new road with Summerleys Road, Station Road and Station Approach will manage traffic around the station, with a phase for safe crossing of pedestrians and cyclists. This is subject to further detailed modelling at application stage in line with Policy TR1.
- 6.417 The creation of a public station square will be the focus of connections with the rest of the town: Station Road / Bell Street provide the traffic route; Stratton Road / Manor Park Avenue provide a route for pedestrians and cyclists. It should be of the highest quality and green in character, to set the scene when arriving, and support the integration of the Chinnor steam railway with Princes Risborough station, to improve the visitor experience and promote tourism. The addition of a hotel would fulfil a long-held aspiration of the local community.
- 6.418 The station square will gather up the approaches to the station and provide facilities for cars and car parking and for public transport to the station, and for walking and cycling routes to and through the station. There is the potential for a footbridge to the Princes Estate, making train and public transport access much better and relieving the estate's relative isolation. Station Square will provide:
- a) Improved and enlarged forecourt with integrated bus facilities for interchange and onward travel.
 - b) Integrated car parking and cycle hire
 - c) A small-scale convenience retail space - retail provision is ancillary to the station function and not intended to compete with Princes Risborough town centre.
 - d) A combined café / information centre
 - e) Interpretive information and signage for the railway system in general and the steam railway in particular, and of local cycling and walking routes
- 6.419 East of the railway line, redevelopment of sites needs to reflect the increased importance of the station and its connections to the town centre with dense development surrounding high quality public spaces.
- 6.420 Parts of the site are within Flood Zones 2 and 3a, and there is also a risk of surface and ground water flooding. Development of the site must recognise and implement the recommendations of the Level 2 Strategic Flood Risk Assessment.
- 6.421 De-culverting the stream should be incorporated into these measures and presents an opportunity to enhance the stream corridor and improve biodiversity, preferably without the need for the new road to cross the stream requiring a culvert. However, some limited culverting may be required to achieve an appropriate road alignment.
- 6.422 The Council will require an application for this site to demonstrate how the application is making a fair and equitable contribution towards the provision of off-site infrastructure, considering the on-site infrastructure provided.

WEN01 – Land at RAF Halton

WEN01: Land At RAF Halton

Land Use Requirements:

The site as shown on the Policies Map is allocated for a comprehensively planned residential led development.

Residential:

- a) The site will deliver an assumed number of 1,000 dwellings and infrastructure at a density that takes account of the existing curtilage, the scale and massing of the buildings on the site, and that of the adjacent settlement character and identity if appropriate, as well as retaining the openness of the green belt.
- b) Higher density residential neighbourhood close to the local centre and fronting Upper Icknield Way and Chestnut Avenue
- c) Moderate and lower density residential development of Maitland barracks and upper parade ground, including conversion of locally listed buildings.

Centre and Community Uses:

- a) Land, buildings and car parking for a new local centre which includes a community hall and a medical facility will be provided on site. Including the re-use of St Georges Church. Where there is a need identified, facilities for Thames Valley Police should be provided within the local centre.
- b) On site land, buildings and car parking for a 2FE combined primary school will be delivered which will also include playing field provision with a safe drop off and pick up point.
- c) Former stables and cinema buildings could both be converted to either community or leisure use within a parkland setting should they not be suitable for conversion to residential.

Green Infrastructure and Open Space:

- a) Fifty percent green infrastructure will be provided on site which reflects the high level of open space already present on the site including green corridors and will link to other new development areas and wider countryside.
- b) Natural parkland and grassland habitat with enhanced walking/cycling access to Wendover Woods and into the Chilterns National Landscape
- c) Retention of the old station building within a public square, and creation of an extended east west tree-lined avenue.
- d) Parade ground becomes a new public park with play space and potential community use of the former Trenchard Museum along with potential for vehicle parking space.
- e) North-south green corridor of parkland and play space with views over Aylesbury Vale
- f) The site will retain existing sports facilities, including the Nuffield Pavillion, as part of a long-term strategy for sport and recreation to serve new residents and the existing community.
- g) Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMMS) contributions in accordance with policies NE12 and NE13, and the latest Chilterns Beechwoods SAC Mitigation Strategy.

Transport Infrastructure:

- a) The site will deliver a new internal spine road connecting to Halton Lane and Upper Icknield Way enabling internal access to existing road networks.
- b) Junction improvements onto the B4009 Upper Icknield Way will be delivered.
- c) B4009 roundabout upgrades will be delivered.
- d) The site will deliver a new Halton Lane/ RAF Halton Spine Road Junction.
- e) Traffic calming and new pedestrian/cycle crossing points on Upper Icknield Way and Chestnut Avenue to create pedestrian-friendly streets. Traffic calming measures should also facilitate safe walking and cycling infrastructure in line with LTN 1/20

Development Principles:

Development will be permitted where proposals:

- a) Are planned in a manner that responds positively to the best characteristics of the surrounding area using a landscape-led approach, taking account of the character and setting of the Chilterns National Landscape
- b) Provide for public transport into Wendover and to surrounding areas.
- c) Establish and safeguard for a network of cycling and walking links to and from Aylesbury Town and to the wider area.
- d) Deliver Upper Icknield new signalisation and reprofiling of junction.
- e) Provide a financial contribution to delivery of alteration to existing bus route: Aylesbury - Stoke Mandeville - RAF Halton.
- f) Upgrade and provide new active travel links (all 3m wide SUP).
- g) Provide financial contributions to Buckinghamshire Greenway (north-south county walking and cycling corridor). The greenway should be compliant with LTN 1/20 at a minimum to make as attractive to users as possible.
- h) Provide a financial contribution towards the provision of upper/grammar/special school places.
- i) Upgrade internal active travel network including to the existing PROW to form part of the internal footpath network within the site. The network is to connect into LCWIP 49 for a strategic link. New active travel network within the site should be designed to connect into internal and external PROWs to ensure local attractions are able to be done so via active travel.

Historic Heritage

- a) Restoration and enhancement of the Registered Park and Garden open parkland associated with Halton House, including the key features that define the historic parkland.
- b) Listed Groves and Henderson barracks converted to residential or other appropriate use.
- c) Incorporate relocated Trenchard Museum collections and interpretation of the nearby WWI trenches near to the existing Museum Resource Centre.
- d) Enhancement of the setting of the Scheduled Monument.

- 6.423 The site is eighty-two hectares and lies on the eastern edge of the built-up area of Wendover. The site is located off B4009 Upper Icknield Way and is currently in military use. RAF Halton is a long-established military training base although the site is programmed for closure. The current closure date is 2030 although this may change subject to military decision making on replacement facilities. The site forms part (the most built-up part) of the wider RAF Halton site which includes other ancillary land and the associated grass airfield complex.
- 6.424 The site is close to the border of Buckinghamshire in terms of primary care provision, and the primary healthcare infrastructure provision will need engagement with the TV ICB and the Central and East ICB.
- 6.425 This site was an allocation in the current/former Vale of Aylesbury Local plan. However, because of the delay in the closure of the RAF base the allocation has been carried forward into this local plan. The former site allocation required a masterplan be drawn up for the site. This masterplan was drafted between Buckinghamshire Council and the site promoters the Defence Infrastructure. The development was subject to a full public consultation process and was formally adopted by Buckinghamshire council.
- 6.426 The site lies within the zone of influence of the Chilterns Beechwoods Special Area of Conservation (SAC). Development is likely to generate recreational pressure and will require appropriate mitigation. Planning permission will not be granted until suitable SANG and SAMM mitigation is secured, in accordance with Policies NE12, NE13 and NE14 and the latest mitigation strategy.

6.427 The RAF Halton development brief includes a concept masterplan the key points of this are set out below. (numbers in list relate to locations on the following site map)

1. Mixed use local centre on Chestnut Avenue including the reuse of St George's Church
2. New two form entry primary school with playing fields to the northeast adjacent to the Registered Park and Garden
3. Restoration and enhancement of the Registered Park and Garden open parkland ten. Listed Groves and Henderson barracks converted to residential or other appropriate use associated with Halton House, including the key features that define the historic parkland.
4. Sports and leisure corridor incorporating the Nuffield Pavilion (which is retained for community/sports use), allotments, play space and open space comprising of existing parkland and woodland
5. Retention of the old station building within a public square, and creation of an extended east west tree-lined avenue.
6. Higher density residential neighbourhood close to the local centre and fronting Upper Icknield Way and Chestnut Avenue
7. There is an aspiration to incorporate relocated Trenchard Museum collections and interpretation of the nearby WWI trenches near to the existing Museum Resource Centre.
8. Traffic calming and new pedestrian/cycle crossing points on Upper Icknield Way and Chestnut Avenue to create pedestrian-friendly streets. Traffic calming measures should also facilitate safe walking and cycling infrastructure in line with LTN 1/20
9. Improvements to the junction of Upper Icknield Way and Chestnut Avenue to enable easy pedestrian and cycle connectivity
10. Parade ground becomes a new public park with play space and potential community use of the former Trenchard Museum along with potential for vehicle parking space.
11. Natural parkland and grassland habitat with enhanced walking/cycling access to Wendover Woods and into the Chilterns National Landscape.
12. North-south green corridor of parkland and play space with views over Aylesbury Vale
13. Moderate and lower density residential development of Maitland barracks and upper parade ground, including conversion of locally listed buildings
14. Former stables and cinema buildings could both be converted to either community or leisure use within a parkland setting should they not be suitable for conversion to residential. They could be converted to non-residential uses such as a green mobility hub, cycle hire hub, co working hub café.
15. Enhancement of the setting of the Scheduled Monument.

Connections and routes to: Halton Village; Wendover centre and railway station.

Aylesbury; and the Buckinghamshire Greenway.



Fig. 2: Development Framework/Concept plan

Numbers refer to the numbered points in the preceding paragraph under Section 3.1



Figure 29: RAF Halton Development Framework / Concept Plan

Tier 3:

- Aston Clinton
- Haddenham
- Stoke Mandeville
- Winslow
- Wooburn and Bourne End

AST01 - Aston Clinton North

AST01: Aston Clinton North

Land Use Requirements:

The site as shown on the Policies Map is allocated for a comprehensively planned, mixed use development.

Residential:

- a) The site will deliver an assumed number of 1,660 dwellings at a higher-density form that ensures a sensitive transition from the established character of the adjoining settlement.

Employment:

- a) 33,000 sqm of employment will be delivered on 1-2ha of land. This will be for general industrial and warehousing uses.

Centre and Community Uses:

- b) Land, building and car parking will be provided on site for a 2FE primary school with a safe drop off/ pick up point.
- c) Land, building and car parking provision will be provided on site for a new local centre which will include a community hall and a contribution towards or delivery of a healthcare facility either by way of site provision or direct funding. This will provide approximately 1,000 sqm of town centre retail uses.

Transport:

- d) Satisfactory vehicular access will be provided to the slip road onto the A41, Aylesbury Road, Waring Crescent, Chapel Drive and New Road, and provision of improvements to College Road South.
- e) Provision of and /or financial contributions will seek to improve College Road South

Development Principles:

- f) Create a sustainable community providing a mix of uses to ensure that housing development is accompanied by infrastructure services and facilities.
- g) Proposals must demonstrate, through a Design and Access Statement and supporting townscape analysis, how the scheme responds positively to the scale, grain, and identity of the neighbouring town.

- h) Infrastructure will need to be provided and phased alongside development, the details of which will be agreed through developer contribution agreements.
- i) The site will be designed using a landscape-led and green infrastructure approach. The development should provide a stronger edge to the settlement. Have more sensitive development in the Western and Eastern fields and provide a landscape buffer to the A41. The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) that integrates the site into the landscape and the existing network of green infrastructure within Aston Clinton and Buckinghamshire.
- j) The site layout shall adopt a sequential approach by steering the most vulnerable aspects of the development outside of Flood Zone 2, 3a and 3b, as well as areas at risk of surface water flooding. Residential development is not allowed in Flood Zone 3b.
- k) A detailed hydraulic model of the all the watercourses, including Main Rivers and ordinary watercourse within the site will be required at FRA stage to accurately represent the risk from these watercourses, understand how they interact and set the height of any mitigation measures.
- l) Blockage modelling should be conducted to assess the residual risk associated with potential blockage of the culverts under the A41.
- m) Developers should utilise SuDS with multiple benefits throughout the site, particularly in areas at risk of surface water ponding.
- n) Conserve the setting of the Scheduled Monument to the east of the site by creating a well-designed and managed buffer.
- o) Before submitting any proposal, a site specific detailed combined hydraulic model of the Wendover Brook should be provided and approved as part of a site-specific flood risk assessment, to demonstrate that the site can be made safe for its lifetime.
- p) Provide public transport service improvements and associated new facilities into Aston Clinton and Aylesbury.
- q) Aston Clinton North existing PROW should be improved. This includes paving and integrating into Active Travel network planned throughout the site and creating high quality walking and cycling links to and from Aston Clinton and College Business Park North. 3m wide SUP
- r) Financial contributions to active travel links rerouting LCWIP10 Aylesbury Aston Clinton Tring will be provided.
- s) The site lies within the Zone of Influence of Chilterns Beechwoods SAC. Permission will not be granted until SANG and SAMM mitigation is in place, in line with policies NE12, NE13, NE14 and the latest Mitigation Strategy.

6.428 The site covers an area of around 52 hectares and is in agricultural use with several existing hedgerows. Surrounding land uses are the existing settlement of Aston Clinton to the south; the A41 and College Road Business Park to the north; as well as open agricultural fields.

6.429 The site is flat with the narrow College Road South running through it. New connections should be provided into Aston Clinton and onto the A41 and surface water

flooding on the western part of the site should be managed. The site should provide a new primary school and a small local centre.

- 6.430 The site is close to the border of Central Bedfordshire in terms of primary care provision, and the primary healthcare infrastructure provision will need engagement with the TV ICB and the Central and East ICB.
- 6.431 The site lies within the Zone of Influence of Chilterns Beechwoods SAC. Permission will not be granted until SANG and SAMM mitigation is in place, in line with policies NE12, NE13, NE14 and the latest Mitigation Strategy. It is envisaged that credits can be secured at Kingsbrook Meadow SANG.

HAD01- Aston Road, Haddenham

HAD01: Aston Road, Haddenham

The site as shown on the Policies Map is allocated for an assumed number of 560 dwellings.

Development of this site will be supported where it:

- a) Accords with a comprehensive masterplan, to be submitted to and formally approved by the Council prior to the determination of any planning application, to ensure coordinated and integrated development across the whole site.
- b) The layout and design of development is to consider the existing underground fuel pipeline, ensuring safety and compliance with relevant standards.
- c) Delivers appropriate traffic calming measures along Aston Road.
- d) Does not prejudice the delivery of the Haddenham NESS site.
- e) The site is located close to the Haddenham Wastewater Treatment Works (WwTW).
Development will be permitted only where it can be demonstrated that:
 - i. The living conditions of future occupiers will not be adversely affected by odour or other emissions arising from the WwTW, informed by a proportionate Odour Impact Assessment.
 - ii. The design, layout and scale of development will not prejudice the continued and effective operation of the WwTW, nor place unreasonable constraints on its future maintenance, operation or permitted activities.
 - iii. Early engagement with the operator of the WwTW has been undertaken to inform site design, and mitigation measures.
 - iv. Any necessary mitigation is incorporated through site layout, buffers, landscaping, or other design-led measures and is shown to be effective and deliverable.

- 6.432 The 17.44 ha site lies south of Haddenham beyond the settlement edge and is currently undeveloped countryside. Surrounding uses include business and residential areas with green space to the north, greenfield land to the east and south (including a wastewater treatment works), and a railway line with further greenfield land to the west. Access could be achieved from Aston Road (north) or Stanbridge Road (east).
- 6.433 The site contains two Archaeological Notification Areas (ANAs) linked to cropmarks, with a further ANA immediately north covering Haddenham's historic core. There is high potential for prehistoric and medieval remains, including links to Aston Sandford. The site is not within a Local Historic Landscape but is bordered by locally listed features, including the medieval remains of Aston Sandford (east) and Tythrop House (south-west). While no listed buildings or TPOs lie within the site, a Conservation Area with numerous Grade I and II listed buildings adjoin the north-west boundary. Geophysical survey and trial trenching should be undertaken.
- 6.434 The site contributes to the rural setting of the nearby Conservation Area and supports important views to and from heritage assets. Views into the site are partially screened by tree belts and hedgerows, especially along the northern boundary and Aston Road. More open views exist from Stanbridge Road, the Public Right of Way in the north-east, and elevated viewpoints to the south-east, including the Chilterns. Development should focus on the less sensitive northern area. A heritage impact assessment should be undertaken to inform a design that respects key views and the setting of heritage assets.
- 6.435 The landscape is in good condition with moderate visibility and sensitivity. Guidance supports conservation and reinforcement, particularly protecting views towards the Chiltern escarpment. Key public views towards the escarpment should where possible be retained.
- 6.436 The nearby treatment works presents potential odour, emissions, and operational risks that could affect residential amenity and health, while also requiring protection of its ongoing function. Early engagement with the operator and design-led mitigation is recommended to address impacts and integrate constraints into the site layout.

STM01 – Land north and south of 71 Lower Road, Stoke Mandeville

STM01: Land north and south of 71 Lower Road, Stoke Mandeville

The site as shown on the Policies Map is allocated an assumed number of 235 dwellings.

Development of this site will be supported where it:

- a) Accords with a comprehensive masterplan, to be submitted to and formally approved by the Council prior to the determination of any planning application, to ensure coordinated and integrated development across the whole site.
- b) Can demonstrate that appropriate vehicle access to Lower Road can be achieved.
- c) Provides a financial contribution to SEALR delivery as per SEALR position statement [SEALR Position Statement final 15 May 2025.docx](#)
- d) Connects to existing walking/cycling infrastructure and provide improvements to bring the connections up to LTN 1/20 standards.

6.437 The site is 7.33 ha located on Lower Road north of Stoke Mandeville. The land opposite the site on Lower Road is allocated for large scale residential development. The Southeast Aylesbury Link Road is currently being built to the north of the site.

6.438 The site is under a mile walk or cycle from Stoke Mandeville railway station and is a short distance from Aylesbury to the north. Redevelopment proposals should also seek to improve active travel links to the railway station, and into Aylesbury.

WIN01 - Land off Little Horwood Road, Winslow

WIN01: Land off Little Horwood Road, Winslow

Land Use Requirements:

The site as shown on the Policies Map is allocated for residential led development.

Residential:

- a) The site will deliver an assumed number of 1,500 dwellings provided at a higher form of density that ensures a sensitive transition from the established character of the adjoining settlement.

Centre and Community Uses:

- a) The site must provide land, buildings and a car park for a 2FE primary school.
- b) Land, building and car parking provision must be provided on site for a new local shop and a community hall.
- c) A contribution towards or delivery of a healthcare facility either by way of site provision or direct funding must be made.

Transport:

- a) The development must provide a satisfactory vehicular access from Little Horwood Road to the west and the B4032 to the south.
- b) Existing public rights of way will be retained, enhanced and integrated into the development with safe and secure environments as part of a wider network of sustainable routes, to directly and appropriately link the site with surrounding communities and facilities including the footpath WIS/9/1.

Development Principles:

- a) Create a sustainable community providing a mix of uses to ensure that housing development is accompanied by infrastructure services and facilities.
- b) Proposals must demonstrate, through a Design and Access Statement and supporting townscape analysis, how the scheme responds positively to the scale, grain, and identity of the neighbouring town.
- c) Infrastructure will need to be provided and phased alongside development, the details of which will be agreed through developer contribution agreements.
- d) Subject to detailed discussions and agreement with the Education Authority, a financial contribution towards existing or new secondary schools will be required, and a financial contribution to special needs education.
- e) Designed using a landscape-led and green infrastructure approach. The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) that integrates the site into the landscape and the existing network of green infrastructure within Winslow and Buckinghamshire.
- f) Conserve the setting of the Grade II listed Redhall Farmhouse by creating a well-designed and managed buffer.
- g) Create high quality walking and cycling links to and from Winslow town centre, the new Winslow Station and north of the railway line to the wider expansion area.
- h) More detailed traffic modelling will be required to inform on the extent and design of off-site highway works. The scope and design of any detailed traffic modelling must be agreed by Buckinghamshire Council as the highway authority.
- i) Provide financial contributions towards off site highways improvements.
- j) Provide public transport service improvements and associated new facilities into Winslow, Aylesbury and Buckingham, including new or improved links to Winslow railway station, and to surrounding areas.
- k) An ecological management plan shall be submitted to and approved in writing by the Council, covering tree planting, hedge planting, pond creation, and ongoing management of the site.
- l) Enhance the substantial block of woodland located centrally on the site.

6.439 The site covers an area of around thirty hectares and is in agricultural use with an area of woodland and several existing hedgerows. Surrounding land uses are rural with agricultural uses to the south and east and farm buildings and a further wooded area to the north. The existing town of Winslow lies to the west the other side of Little Horwood Way.

6.440 The site is flat. There is the Grade II listed Redhall Farmhouse which lies to the east of the site and areas of existing woodland and hedgerows within and bordering the site. There are also

some areas of surface water flooding. New connections should be provided to the existing town centre, station and schools should be provided.

- 6.441 Half of the site is identified as an important archaeological earthwork; therefore, an archaeological investigation is essential prior to the submission of a planning application.

WIN02 - Land west of Furze Lane and north of Verney Road, Winslow

WIN02: Land west of Furze Lane and north of Verney Road, Winslow

The site as shown on the Policies Map is allocated for an assumed number of 630 dwellings. Development of the site will be supported where it:

- a) Provides a higher-density development recognising the proximity to the train station.
- b) Demonstrates, through a Design and Access Statement and supporting townscape analysis, how the scheme responds positively to the scale, grain, and identity of the neighbouring town.
- c) Is designed using a landscape-led and green infrastructure approach.
- d) Creates high quality, direct walking and cycling links to and from Winslow town centre, the new Winslow Station and schools within the town.
- e) Provides an appropriate buffer which will be provided between built development and the railway line to the north.
- f) A satisfactory vehicular access is provided from Verney Road to the South and Furze Lane to the East
- g) Provides financial contributions towards Verney Road improvements and any strategic infrastructure for Winslow.
- h) It is informed by a tree survey and ensures that veteran Ash trees on the site are safeguarded

- 6.442 The site covers an area of around twelve hectares and is in agricultural use with several existing hedgerows. Surrounding land uses are rural with agricultural uses to the south and west and East West Rail with agricultural land beyond to the north. The existing town of Winslow lies adjacent to the east of the site.

- 6.443 The site is flat with large electricity pylons crossing the eastern part of the site. New connections should be provided to the existing town centre, station and schools should be provided.

WIN03 - Winslow Centre

WIN03: Winslow Centre

- a) The site as shown on the Policies Map is allocated for residential comprising an assumed number of 480 dwellings and a community library.
- b) Development of this site will be supported where it:
 - i. It delivered against a comprehensive masterplan showing the different uses.
 - ii. is built to a higher-density form that reflects the town centre location. Proposals must demonstrate, through a Design and Access Statement and supporting townscape analysis, how the scheme responds positively to the scale, grain, and identity of the surrounding town, as well as having regard to nearby designated heritage assets.
 - iii. Provide a community library.
 - iv. Ensures existing onsite sporting facilities are re-provided on the NESS site north of Winslow prior to the loss of the onsite facilities.
 - v. Seeks to improve high quality walking and cycling links to and from Winslow town centre, the new Winslow Station and schools within the town.
 - vi. More detailed traffic modelling is undertaken to inform on the extent and design of access to the site and off-site highway works. The scope and design of any detailed traffic modelling must be agreed by Buckinghamshire Council as the highway authority.
 - vii. Not prejudice the delivery of East West Rail
 - viii. Responds positively to the PRoW which runs along boundary of the site.
 - ix. Provides financial contributions towards Verney Road improvements and any strategic infrastructure for Winslow.

6.444 The site is the former Winslow Secondary School and covers an area of around six hectares. It is primarily made up of land that used to be playing fields, with a central area of scrub / woodland. The site is surrounded by the by residential properties on three sides with Winslow Station and the railway line to the north.

6.445 This allocation includes land safeguarded for East West Rail. Development will not be permitted within the limits of land subject to the safeguarding directions given by the Secretary of State for Transport in November 2025 (or any further directions or revisions to those directions) where it would conflict with or prejudice the delivery of EWR. Applicants for planning permission are strongly encouraged to enter into early dialogue with EWR Co to fully understand the nature and extent of the safeguarding and the impacts on site development and to ensure that any scheme can be designed to reflect the safeguarding and that adverse impacts on EWR are avoided, minimised or appropriately mitigated.

6.446 New active travel connections should be provided to the existing town centre, station and schools.

BOU01 - Hollands Farm, Bourne End

BOU01: Hollands Farm, Bourne End

The site as shown on the Policies Map is allocated for residential-led mixed use development comprising of an assumed number of 470 dwellings and a primary school.

- a) Development of this site will be supported where it:
- i. Provides a new single form of entry primary school in consultation with the Education Authority
 - ii. Has special regard to the conservation of nearby Heritage Assets and their settings, including Hedsor Road and Riverdale Conservation Area
 - iii. Ensures satisfactory relationship to the industrial buildings at Millboard Road Employment Area on the western boundary.
 - iv. Maintains a sense of separation between Harvest Hill and the new development site.
 - v. Provides a new spine road leading to Millboard Road and Hedsor Road
 - vi. Upgrades an existing public right of way running through the site to allow for a shared use path to accommodate walking, cycling and wheeling and ensure the other public rights of way within the site connect to this improved route.
 - vii. Provides for a redirected bus service ensuring the service travels through the site.
 - viii. Mitigates identified cross-boundary infrastructure impacts including but not limited to highways and education.
 - ix. Provides strategic active travel connections linking the site to Bourne End and surrounding settlements.
 - x. Ensures SANG and SAMM mitigation is in place, in line with policies NE12, NE13, NE14 and the latest Mitigation Strategy. The site lies within the Zone of Influence of Burnham Beeches SAC. Planning permission will not be granted until SANG and SAMM mitigation is in place.
 - xi. Protect and enhance biodiversity and green infrastructure value of the former orchard, providing public access and ongoing management as part of the overall development. Buildings within this area will not be acceptable.

- 6.447 Hollands Farm is located towards the eastern side of Bourne End between Hawks Hill and Wessex Road. It is a 23.7-hectare greenfield site. The land is surrounded by existing residential development to the north, south and east and Wessex Road and Millboard Road Industrial Estate to the west.
- 6.448 There are a few issues and constraints that will need to be carefully considered in the development of this site. These include the proximity to Hedsor Road and Riversdale Conservation Area, nearby heritage assets, an area of fluvial flood risk in the southwest corner of the site, and some surface and groundwater flood risk.
- 6.449 This site is near to Slate Meadows which has the highly significant Mesolithic site. Borehole data suggests that there is a lower potential for further in situ remains here, but this must be tested through evaluation and appropriate mitigation measures applied.

- 6.450 It is important that development of this scale is well served by public transport. There is scope to divert existing bus services through the site to serve the development. The road is to be designed to accommodate buses, to provide future flexibility.
- 6.451 Flood risk issues should be fully addressed in any development proposals, including the potential for fluvial, surface water and groundwater flooding. It is noted that both junctions at Millboard Road and Hedsor Road have flooding constraints which means alternative vehicular access should be provided in the event of emergency. Applicants should refer to the SFRA level 1 and 2. Assessments will be required and appropriate mitigation measures identified and implemented.
- 6.452 Developers will need to liaise with the Council and neighbouring Councils to appropriately address cross boundary impacts as part of their planning application.
- 6.453 The Infrastructure Delivery Plan has identified that developments in Bourne End result in the need for an additional single form of entry primary school. Due to its size, it is more suitable that this is provided on the Hollands Farm site. Contributions from other developments will need to contribute towards the delivery of the school on a proportionate basis.
- 6.454 Hollands Farm lies within the Burnham Beeches SAC zone of influence. Permission will not be granted until mitigation for the SAC through the provision of SANG and SAMMS, in line with policies NE12, NE13, NE14 and the latest Mitigation Strategy is secured. It is envisaged that SANG credits can be secure at Spade Oak SANG.
- 6.455 The development should be brought forward taking account of the key objectives from the Hollands Farm development brief which are:
- a) Adopt a landscape led approach to site layout and green infrastructure.
 - b) Create a sense of place and identity, promoting community cohesion.
 - c) Sensitively integrate with the existing residential areas to form a cohesive area
 - d) Have special regard to the conservation of nearby heritage assets and their settings, including the Hedsor Road and Riversdale Conservation Area
 - e) Identify the design and layout requirements for a comprehensive movement network.
 - f) Ensure development does not increase fluvial or surface water flood risk.

Tier 4:

- **Cheddington**
- **Tingewick**

CHE01 - Land at Horton, Cheddington

CHE01: Land at Horton, Cheddington

The site as shown on the Policies Map is allocated for an assumed number of 1,250 dwellings.

Development will be supported where it:

- a) Makes the most of the site's location near a well-connected train station through an efficient and appropriate density of development.
- b) Responds positively to the Horton character area defined in the Slapton neighbourhood plan.
- c) Carefully considered the two different character areas of Horton and Slapton
- d) Ensures an appropriate landscape buffer with the village of Horton.
- e) Provides land and buildings for a 2 Form of Entry Primary School
- f) Provision of safe and suitable highway access from Station Road or B488
- g) Secures a reduction in speed Limit on the B488 to 30mph, reflecting surrounding development.
- h) Constructs a Shared Use Path adjacent to the road.
- i) Delivers a section of the Horton Bypass in line with the requirements of the IDP.
- j) Delivers a new railway bridge and associated westbound road to enhance the existing station road railway crossing.
- k) Mitigates identified cross-boundary infrastructure impacts including but not limited to highways and education.
- l) Delivers safe, direct and attractive active travel connections to Cheddington station and safe crossing of the B488.
- m) Improves active travel links through the site by incorporating new and upgrading existing Public Rights of Way.
- n) A proportionate contribution is provided to off-site transport improvements which helps to facilitate a new bus route which delivers direct journeys to Aylesbury via Wingrave
- o) Provide a proportionate contribution to active travel routes improvements.
- p) Retains and enhances mature hedgerows and provides an appropriate landscaped buffer to the Grand Union Canal, contributing to biodiversity net gain and green infrastructure objectives.
- q) Provides a Suitable Alternative Natural Greenspace (SANG) on-site unless otherwise justified.
- r) Provides suitable SANG and SAMM mitigation is in place in line with policies NE12, NE13, NE14 and the latest Mitigation Strategy. Permission will not be granted until SANG and SAMM mitigation agreed.
- s) Does not prejudice the delivery of the Cheddington NESS site.
- t) It is supported by necessary existing and new infrastructure in the area.

- 6.456 The site extends to approximately fifty-two hectares and is located to the east of Cheddington train station, and south of Horton hamlet. Cheddington train station is well connected, with direct services to Milton Keynes Central in less than 20 minutes and London Euston in approximately 50 minutes, providing good access to employment, education and leisure opportunities.
- 6.457 The surrounding land is agricultural. Horton lies to the north, with Cheddington station and the railway line to the west. There are a small number of existing residential properties within the site. To the east are agricultural fields and a kennels use, with further agricultural land to the south.
- 6.458 The site is in proximity with several designated heritage assets within Horton, including the Grade II listed Keepers Cottage to the north. Development has the potential to affect the wider setting of these heritage assets and could give rise to less than substantial harm (as defined by national policy). Proposals will be required to be supported by proportionate assessment, including a Heritage Statement and setting analysis, to clearly identify and assess impacts on significance.
- 6.459 Design needs to carefully consider different character areas and should consider the Bucks Design Code.
- 6.460 Appropriate mitigation, including landscape buffering, planting and sensitive layout and design, will be required to avoid or minimise harm where possible. The northern part of the site falls within the Horton Character Area in the Slapton Neighbourhood Plan. Development proposals will be expected to provide a robust green buffer to Horton and ensure that density, layout, scale and design respond positively to the defined character area and sensitively to the rural settlement edge.
- 6.461 The site is primarily accessed from the B488, which runs along and through the site. The route currently provides limited pedestrian and cycle infrastructure.
- 6.462 Development will be required to deliver appropriate upgrades to enable safe and attractive movement, including high-quality walking and cycling infrastructure in accordance with LTN 1/20 (or its successor). An alternative access could also be considered, where justified, from Horton Road to the west.
- 6.463 Public rights of way cross the northern and western parts of the site, and these should be retained and integrated into the development. The railway line forms the western boundary.
- 6.464 There are currently two bus routes- Red Eagle no.62 between Aylesbury and Long Marston with one service an hour and Star Travel no.167 between Ivinghoe and Leighton Buzzard operating on a limited weekly basis. Proportionate contributions will be required to support the enhancement of bus service provision, including improved frequency and connectivity.

- 6.465 Proposals will be required to make proportionate contributions towards necessary transport and infrastructure improvements as identified in the Infrastructure Delivery Plan and future detailed assessments, to mitigate the cumulative impacts of development in the area. This will include, but is not limited to, provision of the Horton bypass, delivery of a westbound railway bridge and associated highway improvements to complement the existing level crossing, together with enhancements to bus services and active travel connections.
- 6.466 Developers will need to work collaboratively to ensure timely delivery of this infrastructure.
- 6.467 The site lies within the zone of influence of the Chilterns Beechwoods Special Area of Conservation (SAC). Development is likely to generate recreational pressure and will require appropriate mitigation. Planning permission will not be granted until suitable SANG and SAMM mitigation is secured, in accordance with Policies NE12, NE13 and NE14 and the latest mitigation strategy. It is anticipated that suitable SANG could be delivered on-site.

CHE02 - Land at Station Road, Cheddington

CHE02: Land at Station Road, Cheddington

The site as shown on the Policies Map is allocated for an assumed number of 365 dwellings.

Development of this site will be supported where it:

- a) Delivers residential development which makes best use of station location.
- b) Mitigates identified cross-boundary infrastructure impacts including but not limited to highways and education.
- c) Provides safe, direct and attractive active travel connections to Cheddington railway station.
- d) Proportionately contributes to off-site transport improvements including.
 - i. Delivery of the Horton bypass
 - ii. Delivery of a new railway bridge and associated westbound road to enhance the existing station road railway crossing.
 - iii. A new bus route to facilitate direct journeys to Aylesbury via Wingrave
 - iv. Active travel routes to nearby settlements
- e) Retains and improves the tree lined frontage to the site where the current TPO is.
- f) Appropriate SANG and SAMM mitigation is in place, in line with policies NE12, NE13, NE14 and the latest Mitigation Strategy. The site lies within the Zone of Influence of Chilterns Beechwoods SAC.
- g) Does not prejudice the delivery of the Cheddington NESS site.
- h) It is supported by necessary existing and new infrastructure in the area.

- 6.468 The site extends to approximately 9.15 hectares and is located off Station Road, to the west of Cheddington village. The area is expected to accommodate significant growth over the Plan period and beyond, including the delivery of the Cheddington NESS site and other allocations within the settlement.

- 6.469 Proposals will be required to make proportionate contributions towards necessary transport and infrastructure improvements as identified in the Infrastructure Delivery Plan and future detailed assessments, to mitigate the cumulative impacts of development in the area. This will include, but is not limited to, provision of the Horton bypass, delivery of a westbound railway bridge and associated highway improvements to complement the existing level crossing, together with enhancements to bus services and active travel connections. Developers will need to work collaboratively to ensure timely delivery of this infrastructure.
- 6.470 The site is currently bounded by agricultural land, reinforcing its edge-of-settlement context. A Tree Preservation Order (TPO) applies to the tree-lined frontage along Station Road. This feature makes a positive contribution to local character and visual amenity and should be retained and enhanced. Development proposals will be required to be supported by a full arboriculture assessment to inform layout and design.
- 6.471 The site is closely related to the proposed Cheddington NESS development and forms part of the wider growth strategy for the settlement. Careful consideration will be required to ensure that development does not compromise the comprehensive planning, infrastructure delivery, or wider placemaking objectives of the NESS site.
- 6.472 Given the cumulative impacts of planned growth at Cheddington, coordinated delivery of strategic infrastructure will be required. This includes the delivery of the Horton Bypass, a westbound railway bridge and associated highway improvements to complement the existing level crossing, together with enhancements to bus services and active travel connections. Developers will need to work in a coordinated manner across the Cheddington sites to ensure the timely and coordinated delivery of necessary infrastructure.
- 6.473 The site lies within the zone of influence of Chilterns beechwoods SAC and therefore would generate recreational adverse effects on the SAC if not mitigated. Planning permission will not be granted until SANG and SAMM mitigation is in place, in line with policies NE12, NE13, NE14 and the latest mitigation strategy. It is envisaged that the site could secure credits at a Gateway site once this comes forward.

CHE03 - Land north of Reynolds Mead, Cheddington

CHE03: Land north of Reynolds Mead, Cheddington

The site as shown on the Policies Map is allocated for an assumed number of 355 dwellings. Development of this site will be supported where it:

- a) Provides safe and suitable access and egress.
- b) Mitigates identified cross-boundary infrastructure impacts including but not limited to highways and education.
- c) Provides safe, direct and attractive active travel connections to Cheddington railway station.
- d) Proportionate contribution to off-site transport and access improvements including:
 - i. Delivery of the Horton Bypass
 - ii. Delivery of a new railway bridge and associated westbound road to enhance the existing station road railway crossing.
 - iii. new bus route to facilitate direct journeys to Aylesbury via Wingrave
 - iv. Active travel routes to nearby settlements
- e) Enhances and reinforce landscape buffer to the north of the site to mitigate impacts on wood pasture priority habitat, landscape setting and wider views.
- f) Conserves and where appropriate enhances the significance and setting of heritage assets, including the Mentmore Conservation Area and Registered Park and Garden
- g) Provides a robust landscape strategy, including buffering, planting and layout, to mitigate visual impacts and protect important views and landscape character assessment.
- h) Protects and enhances on-site and adjacent ecological assets, including priority habitats and protected species, informed by ecological assessment and delivering biodiversity net gain.
- i) Provides appropriate SANG and SAMM mitigation, in line with policies NE12, NE13, NE14 and the latest Mitigation Strategy. Permission will not be granted until SANG and SAMM mitigation is in place.
- j) Does not prejudice the delivery of the Cheddington NESS site.
- k) It is supported by necessary existing and new infrastructure in the area.

6.474 The site extends to approximately 8.93 hectares and is located within Cheddington, to the north of Long Marston Road. The site is currently surrounded by agricultural land, reinforcing its role as a transition between the built form of the village and the wider rural landscape.

6.475 The site lies in proximity to the Mentmore Conservation Area and the Mentmore Registered Park and Garden, including the designed avenue of trees towards Cheddington Lodge. Development has the potential to affect the setting of these heritage assets and nearby listed buildings and could result in less than substantial harm. Proposals will be required to be supported by a robust Heritage Statement and setting analysis, and to incorporate appropriate mitigation through layout, design, landscaping and buffering.

- 6.476 The site is visible from a range of local viewpoints Westend/Southend Hills. The site is also visible from Long Marston Road, Reynolds Mead and Mentmore Road through gaps in and above hedgerow, also from Bridleway to the north. Development will change the character of the site from open countryside and has the potential to result in adverse visual effects. Proposals will therefore be required to incorporate sensitive design, layout and landscape mitigation to minimise visual impacts.
- 6.477 Development here would extend the north-western edge of Cheddington and could reduce the perceived separation between the village and Mentmore Park, extending the edge of the village northwest. A sensitive landscape treatment of the northern boundary is required.
- 6.478 The site is enclosed by arable field hedgerows containing mature trees, which provide important ecological and landscape functions. The site has potential to support farmland bird species, including ground-nesting birds. A priority wood pasture habitat lies adjacent to the northern boundary. A significant and appropriately designed buffer will be required to protect its ecological function and integrity.
- 6.479 Subject to detailed design suitable access could be achieved onto the local highway network. Access to the station needs to be prioritised and improved. Suitable access can be achieved to the local highway network subject to detailed design. Development proposals will be expected to prioritise and enhance connectivity to Cheddington railway station, particularly for walking and cycling.
- 6.480 The area will experience significant growth over the Plan period and beyond, including delivery of the Cheddington NESS site and other allocations within the settlement. Given the cumulative impacts of planned growth at Cheddington, coordinated delivery of strategic infrastructure will be required. This includes the delivery of the Horton Bypass, a westbound railway bridge and associated highway improvements to complement the existing level crossing, together with enhancements to bus services and active travel connections.
- 6.481 Developers will need to work in a coordinated manner across the Cheddington sites to ensure the timely delivery of necessary infrastructure.
- 6.482 The site lies within the zone of influence of Chilterns Beechwoods SAC and therefore would generate recreational adverse effects on the SAC if not mitigated. Planning permission will not be granted until SANG and SAMM mitigation is in place, in line with policies NE12, NE13, NE14 and the latest mitigation strategy. It is envisaged that the site could secure credits at a Gateway site once this comes forward.

TIN01 - Land at Parsonage Farm, Barton Road and west of Wood Lane, Tingewick

TIN01: Land at Parsonage Farm, Barton Road and west of Wood Lane, Tingewick

The site as shown on the Policies Map is allocated for an assumed number of 175 homes.

New development will be supported where it:

- a) Provides vehicular, pedestrian and cycle access from the western field through to the eastern part of the site.
- b) Improvements to walking, cycling and wheeling are delivered along Stockley Lane and Cross Lane to access amenities and services on Main Street
- c) Provides improved pedestrian and cycle connections on Barton Road and Wood Lane into the village.
- d) Conserves and enhances the setting of listed buildings fronting Upper Street and the Tingewick Conservation Area and its setting.
- e) Provides ecological buffers to retain and supplement the existing trees and hedgerows on all boundaries.
- f) Incorporates landscape features to mitigate adverse noise impacts to this site from the A421.

- 6.483 The site is in two parcels, with only the western parcel having a potential road access. The site comprises the western parcel as agricultural land and the eastern parcel is green open space that may have been an extended garden to residential properties.
- 6.484 Land adjacent to the south is a farm with employment generating use, to the west is Barton Road and to the north is primarily residential uses with some site open storage. To the east is Wood Lane and the south is the A421 Tingewick bypass with landscaping.
- 6.485 The site is adjacent to the Tingewick Conservation Area and near the setting of Listed Buildings fronting Upper Street, Barton Road, West Well Lane and Sion Terrace. It has mature trees to the south and important hedge features.
- 6.486 The site presents opportunities to improve the road access and other forms of access into the village. It can also improve the setting to close by heritage assets. Buffers should be provided to protect landscape features important to ecology including ground nesting birds.

Tier 5:

- **Padbury**

PAD01 - Land southwest of Buckingham Road, Padbury

PAD01: Land southwest of Buckingham Road, Padbury

The site as shown on the Policies Map is allocated for an assumed number of 210 dwellings.

Development of this site will be supported where it:

- a) Accords with a comprehensive masterplan, to be submitted to and formally approved by the Council prior to the determination of any planning application, to ensure coordinated and integrated development across the whole site.
- b) Can demonstrate that appropriate vehicle access to all parts of the site can be achieved.
- c) Is demonstrated that there is suitable interface between the development and the Padbury Conservation Area, the Local Green Space designation for playing fields, Millennium Woods, Padbury School, and existing housing.
- d) Demonstrates that appropriate pedestrian access can be delivered through the site connecting Main Street, Lower Way, the Local Green Space designation for playing fields, Millennium Woods, Padbury School, and existing housing.

6.487 The site is approximately 10.75 hectares and is divided into two principal land parcels: one located to the northwest and the other to the southeast. These parcels are effectively separated by an area designated as Local Green Space, which is used for playing fields and creates a physical and functional division across the site.

6.488 To the north-west, the site adjoins the Padbury Conservation Area, which contains a significant number of listed buildings. This area also includes Main Street, where a limited range of local shops and amenities are located, giving the site a close relationship with the historic core of the settlement.

6.489 To the south-west and south-east, the site is bordered by open agricultural fields and the Millennium Woods. To the north-east, the site adjoins existing residential development as well as Padbury School.

6.490 Vehicular access to the south-east parcel could be achieved from the A413. However, the applicant will need to demonstrate a suitable and deliverable vehicular access solution to serve development on the north-west parcel, considering the constraints and sensitivities of the surrounding area.

Small Sites Policy

SMA001: Small site allocations for residential and residential-led mixed use development.

- a) The sites listed in Appendix K and shown on the Policies Map, are allocated for residential or residential-led mixed use development and associated uses. They will be developed in accordance with the relevant Local Plan policies and any key development requirements are listed within Appendix K for each site.
- b) All sites will need to make appropriate financial contribution to any necessary infrastructure requirements, including towards additional capacity in local schools and health facilities.

- 6.491 The Local Plan must allocate sites for new development to meet the long-term needs of Buckinghamshire. As set out in the housing spatial strategy most of the growth is coming forward at NESS sites and large allocations in the more sustainable settlements. These sites have their own detailed site policies set out in other sections of this plan. However, a mix of sites is required and the NPPF sets out that small and medium sized sites can make an important contribution to meeting the housing requirement of an area. They can often come forward quicker and provide more options on the market.
- 6.492 Paragraph 73 of the NPPF requires local planning authorities to identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare. A few sites listed in appendix K are under 1ha. By allocating these sites, the Council are allocating 4,410 homes of the housing requirements on sites no larger than one hectare and are therefore, together with existing commitments on sites below 1ha and expected windfall sites, offering a mix of both large- and small-scale development opportunities.
- 6.493 The sites allocated in this plan are those that can provide more than five dwellings. The smaller sites allocated have all been identified as part of the work on the HELAA. They have all been assessed against sustainability criteria set out in the Council's Sustainability Appraisal. The identified development requirements for each of the housing sites are necessary to ensure the likely impacts of the development will be adequately mitigated. Further requirements may be needed when a planning application is under consideration. These will be necessary to make a particular development acceptable in planning terms.
- 6.494 The tables in Appendix K set out which settlements fall within each tier as identified through the Settlement Hierarchy Assessment. The allocated sites have been set out by tier in the tables. Key requirements for each site where necessary have also been set out.

Employment Allocations

- 6.495 Site allocation policies identify specific parcels of land for employment development to support the economic growth strategy set out in the Local Plan. In accordance with the NPPF, local plans are required to provide a sufficient supply of land to meet identified employment needs, support economic growth, improve productivity and provide opportunities for businesses to invest, expand and innovate over the plan period. The Buckinghamshire Employment Land Review identifies a requirement for approximately 219 hectares of employment land to 2045, which is addressed through a combination of existing commitments, safeguarded employment areas and the allocations identified in this chapter. Collectively, the employment allocations provide approximately 271 hectares of employment land, ensuring that the Local Plan not only meets but exceeds the identified employment land requirement and provides flexibility and choice in the supply of employment land across Buckinghamshire over the plan period.
- 6.496 The employment allocations play an important role in delivering the Local Plan's economic objectives by providing a range and choice of sites to meet the needs of different sectors, including office, research and development, industrial, storage and distribution uses. The allocations support Buckinghamshire's key economic strengths, including advanced manufacturing, life sciences, creative industries, film and television, and space and satellite technologies, whilst ensuring that employment growth is directed towards sustainable and accessible locations. These policies establish the principles of development, including the broad type of employment uses expected, site capacity, infrastructure requirements and key constraints, providing a transparent basis for decision-making and helping to ensure that the Local Plan's economic growth strategy is delivered effectively.
- 6.497 The employment allocations are grouped into a series of tiers reflecting their strategic significance and economic role within Buckinghamshire. Together they provide a balanced portfolio of employment opportunities, supporting nationally significant economic assets, strategic growth locations, local business needs, rural enterprises and town centre regeneration, whilst ensuring that new jobs are aligned with planned housing and infrastructure provision.

Tier 1:

- High Wycombe

HIW10 - High Wycombe Central Business Centre

HIW10: High Wycombe Central Business Centre

Land shown on the policies map is allocated for employment development within the Central Business Centre.

Development proposals will be supported where they:

- Deliver approximately 0.4ha of high-quality employment floorspace, including offices, research and development, and other business uses within Use Class E(g), alongside compatible industrial uses where appropriate.
- Support the regeneration of High Wycombe town centre by intensifying employment uses, enhancing the quality of the business environment, and contributing to a vibrant, mixed and economically active centre.
- Contribute to the delivery of modern, flexible workspace that meets the needs of growing sectors, supports productivity, and attracts investment and higher value jobs.
- Other uses that deliver economic development such as public and community uses, and main town centre uses will also be supported, where they:
 - support the business uses of the area,
 - are of small scale and nature that does not prejudice the delivery of employment floorspace,
 - generate employment and increase footfall.
 - complement the role of the area in character and function.

High Wycombe Central Business Centre

- 6.498 The High Wycombe Central Business Centre (CBC) is located at the heart of the town centre, benefitting from strong accessibility, including proximity to the railway station, key services and the strategic road network. It forms a key focus for employment activity, with a mix of office, commercial and town centre uses.
- 6.499 Parts of the area are constrained by older building stock, fragmented land ownership and underutilised sites, alongside sensitivities relating to townscape, heritage and the need to manage movement and servicing in a busy urban environment.

6.500 Notwithstanding these constraints, the CBC presents a significant opportunity to deliver regeneration through the intensification and modernisation of employment floorspace, including around 1ha of new business space. Investment in high-quality, flexible workspace and public realm can support higher-value jobs, strengthen the town centre economy and reinforce the area's role as a key business location. Small-scale supporting uses, including main town centre and community uses, can complement employment uses by increasing footfall and activity, provided they do not undermine the delivery of employment floorspace.

Tier 2:

- Princes Risborough

PRI03 - Princes Estate Expansion, Princes Risborough

PRI03: Princes Estate Expansion, Princes Risborough

- a) Land shown on the Policies Map is allocated for a new Key Employment Area as a northern expansion of the Princes Estate.
- b) Development proposals in the expanded Business Park as identified on the Policies Map will be supported where they:
 - i. Provide approximately 4ha of land for employment development as part of the expansion area to the Princes Estate
 - ii. Are for employment generating uses in use class E(g), B2, B8 and sui generis employment generating uses.
 - iii. Develop the whole site, or if for a part of the site demonstrate a proposal would not compromise delivery and would not prejudice the comprehensive development of the site.
 - iv. Create a layout and design that has regard to its visual impact from the Chilterns National Landscape and the Ridgeway National Trail, open character of the area and the setting of Horsenden Conservation Area.
 - v. Provide safe access and parking arrangements in accordance with current parking standards.
- c) Residential development will not be supported as it would prejudice the delivery and operation of the employment allocation.
- d) Provide financial contributions towards strategic active travel links between Princes Risborough, Longwick and Chinnor.

6.501 The Princes Estate expansion area lies to the south-west of Princes Risborough and forms a logical extension to the existing Princes Estate, a well-established employment area of around ten hectares. The allocation extends to approximately fourteen hectares, of which around 3.15 hectares is expected to be delivered for new employment development, after allowing for supporting infrastructure. The site is currently characterised by agricultural land and is bounded by existing residential development to the north and east, with open countryside to the south and west, forming a clear transition to the wider Chilterns landscape.

- 6.502 The Plan seeks to retain and grow existing businesses and support start-up opportunities for local enterprise. The allocation will provide a range of employment uses, including small-scale industrial and business units suited to local needs, contributing to economic growth and job creation. Residential development is not appropriate in this location as it would prejudice the delivery and operation of the employment allocation.
- 6.503 The site is sensitive in landscape and visual terms, particularly in relation to views from the Chilterns National Landscape, the Ridgeway National Trail and the setting of Horsenden Conservation Area. These constraints can be addressed through a comprehensive masterplanning approach, incorporating sensitive design, structural landscaping and the retention and enhancement of green infrastructure.
- 6.504 Access can be achieved via the existing estate road network, alongside improved pedestrian and cycle connectivity to the town centre and railway station. Contributions towards strategic active travel links between Princes Risborough and Chinnor will support more sustainable travel patterns. Potential amenity impacts, including odour from the nearby sewage treatment works, will need to be assessed and, where necessary, mitigated to ensure an acceptable environment for employment uses.

PRI04 - Land north of Lower Icknield Way, Princes Risborough

PRI04: Land north of Lower Icknield Way, Princes Risborough

- a) Land north of Lower Icknield Way as shown on the Policies Map is allocated for a new Key Employment Area to deliver approximately twelve hectares of employment land.
- b) Development proposals will be supported where they:
 - i. Deliver approximately 12ha of employment land for employment generating uses in use class E(g), B2, B8 and other suitable sui generis employment generating uses where they are compatible with the overall function of the site.
 - ii. Respond sensitively to the site's prominent location, including its visibility from the Chilterns National Landscape and the Ridgeway National Trail, through high-quality design, layout and structural landscaping.
 - iii. Retain and enhance existing trees and hedgerows along site boundaries and stream corridor.
 - iv. Provide appropriate landscape buffers to the stream corridor, existing tree belts and site boundaries, including new hedgerow planting along the southern boundary and within the site to mitigate visual impacts.
 - v. Provide safe and suitable access from Lower Icknield Way
- c) Secure appropriate financial contributions towards strategic active travel improvements, including the Princes Risborough to Chinnor route.

- 6.505 The site at Land north of Lower Icknield Way, Princes Risborough is located on the northern edge of the town, positioned between the existing built-up area and the surrounding open countryside. The site extends to approximately twelve hectares, of which 9.6ha is expected to deliver new employment development, net of supporting infrastructure requirements, and comprises agricultural land with some boundary vegetation and field patterns that contribute to the local landscape character.
- 6.506 The surrounding area is characterised by a mix of residential development to the south, open agricultural land to the north and east, and a network of local roads and public rights of way providing connections to the wider area. The site's location adjacent to the existing settlement offers an opportunity to deliver well-integrated development that relates positively to Princes Risborough while maintaining a clear and sensitive edge to the countryside.
- 6.507 Key constraints include the need to respond appropriately to the site's edge-of-settlement location, mitigate landscape and visual impacts, and ensure that development respects existing field patterns, boundary features and nearby receptors. Consideration will also need to be given to access arrangements from Lower Icknield Way, integration with existing walking and cycling routes, and the management of any ecological or drainage constraints.
- 6.508 The site presents opportunities to deliver a high-quality, landscape-led scheme that incorporates green infrastructure, enhances biodiversity, and strengthens connections to the town centre and local services. Structural landscaping and buffer planting will be important in defining the settlement edge, while sustainable drainage measures can be used to manage surface water and provide additional environmental benefits. Overall, the site offers the potential to contribute to the growth of Princes Risborough in a manner that is well-connected, contextually appropriate, and environmentally responsive.

Tier 3:

- Aston Clinton
- Stoke Mandeville
- Stokenchurch

AST02 - Land to the rear of 1-87 Weston Road, Aston Clinton

AST02: Land to the rear of 1-87 Weston Road, Aston Clinton

The site as shown on the Policies Map is allocated for 4.5ha of employment land comprising of a mix of E(g)(i), E(g)(ii) and E(g)(iii).

Proposals should comply with the following criteria:

- a) Support the continued development and expansion of Halton Brook Business Park, including opportunities for businesses within the medical technology and related sectors.
- b) Sui generis uses and ancillary uses within other use classes for medical technology uses will also be supported where they do not conflict with adjacent land uses and do not prejudice delivery of adjoining land.
- c) Development should come forward in a comprehensive manner, including safe highways access, which does not prejudice the development of the neighbouring site, SMA001 Land at Weston Road, Aston Clinton.
- d) Retention and enhancement of hedgerow and trees on western boundary

6.509 The site lies to the north and east of Halton Brook Business Park and is bordered by residential development along Weston Road. The existing business park is an established location for the manufacture of medical instruments and supplies, and the allocation provides an opportunity to support its continued expansion of approximately 3.6ha of developable area, reinforcing the area as a hub for medical technology and related sectors.

6.510 The allocation extends to 4.5ha, of which 3.6ha is expected to be delivered for new employment development, after allowing for supporting infrastructure. The site is intended to deliver a mix of employment uses within Use Class E(g), alongside supporting sui generis and ancillary uses where these contribute to the functioning and growth of the cluster and do not give rise to conflicts with surrounding land uses or prejudice the delivery of adjoining sites. Coordination with the neighbouring allocation at Weston Road is important to ensure the efficient and comprehensive use of land.

- 6.511 Given the proximity of existing residential properties, development will need to be carefully designed to ensure an appropriate relationship with neighbouring uses, including the management of access, servicing and potential amenity impacts. Safe and suitable highways access will be required, alongside a layout that enables comprehensive development of both this and adjacent land.
- 6.512 The retention and enhancement of existing hedgerows and trees, particularly along the western boundary, will help to soften the visual impact of development, provide ecological benefits and contribute to an appropriate transition between the employment area and nearby residential uses.
- 6.513 The site lies within the zone of influence of the Chilterns Beechwoods SAC (Ashridge Commons and Woods SSSI). While the Habitats Regulations Assessment indicates that the proposed employment use would not result in significant effects, project-level assessment will be required to confirm this and ensure that any potential impacts are appropriately avoided or mitigated.

STM02 - Bucks Goat Centre and Layby Farm, Stoke Mandeville

STM02: Bucks Goat Centre and Layby Farm, Stoke Mandeville

The Bucks Goat Centre and Layby Farm site, as shown on the Policies Map, is allocated for approximately one hectare of employment land (Use Class E(g)).

Development proposals will be supported where they:

- a) Deliver approximately one hectare of employment land development within Use Class E(g), supporting offices, light industrial and research and development uses that contribute to the local economy.
- b) Support the continued operation of the Bucks Goat Centre as an established visitor attraction where this is compatible with the wider redevelopment of the site or clearly accommodate its reconfiguration or relocation where this would enable a more comprehensive and sustainable form of development.
- c) Support the retention or appropriate reprovision of land currently occupied by educational uses, including associated buildings and parking, where this contributes to the overall sustainability and functionality of the site.
- d) Provide a high-quality employment environment, incorporating appropriate servicing, access and layout to support light industrial and business uses.
- e) A statement should be provided to demonstrate how the proposal supports the objectives of the Buckinghamshire Economic Growth Plan, including contributing to a diverse and resilient economy and supporting local business growth.
- f) Ensure that development is brought forward in a coordinated and comprehensive manner, informed by a site-wide masterplan that addresses land uses, having regard to site constraints, access arrangements, layout and the integration of existing and proposed uses relationship with surrounding land uses.
- g) Respond sensitively to the character of the surrounding area, including ensuring building heights and massing are appropriate in relation to

- neighbouring properties, including nearby residential bungalows, and incorporating high-quality materials such as timber cladding and red brick to reflect local character.
- h) Ensure a carefully considered layout of any associated parking.
 - i) Retain the mature trees, hedgerows and landscaping along the boundaries of the area, along with appropriate buffers, reinforced as part of any associated landscaping scheme which would be required.
 - j) Provide a financial contribution to the Southeast Aylesbury Link Road project.

- 6.514 The Bucks Goat Centre and Layby Farm site is located to the south-west of Aylesbury, adjacent to the Stoke Mandeville Relief Road. Extending to approximately one hectare, the site comprises a mix of previously developed land associated with the existing farm, visitor attraction and commercial units, alongside a children's nursery. The surrounding area includes residential development, agricultural land and scattered rural uses, placing the site in a transitional location between the built-up area and open countryside.
- 6.515 This allocation provides an opportunity to intensify and enhance the site's employment function through the delivery of approximately one hectare of modern, flexible employment development within Use Class E(g), supporting local business growth and contributing to the objectives of the Buckinghamshire Economic Growth Plan. The policy allows for the continued operation, reconfiguration or relocation of the Bucks Goat Centre and existing educational use where this supports a comprehensive, viable and sustainable form of redevelopment.
- 6.516 A coordinated, master planned approach will be required to ensure the effective integration of existing and proposed uses, alongside improvements to access, servicing and supporting infrastructure, including utilities and sustainable transport measures. Development will also contribute to wider infrastructure delivery, including the Southeast Aylesbury Link Road.
- 6.517 Given the site's relationship with nearby residential properties and its edge-of-settlement location, proposals must be carefully designed to respond to local character. This includes appropriate building scale and massing, the use of materials that reflect the surrounding area, and a high-quality layout that incorporates well-considered parking and servicing. The retention and enhancement of mature trees, hedgerows and boundary landscaping will be important in providing visual containment, ecological benefits and a sensitive transition to the surrounding area.

STK01 - Land to the rear of Stokenchurch Business Park

STK01: Land to the rear of Stokenchurch Business Park

The site as shown on the Policies Map is allocated for 2.6ha employment land comprising of a mix of E(g)(iii), B2 and B8.

Proposals should comply with the following criteria:

- a) Proposals must be supported by a Landscape and Visual Impact Assessment and adopt a landscape-led approach to design. Development should demonstrate how the layout, scale, appearance and landscaping conserves and enhances the Chilterns National Landscape, with impacts avoided or minimised and landscape enhancements delivered.
- b) Development must provide appropriate vehicular and pedestrian connections to the existing Stokenchurch Business Park, ensuring the site functions as an integrated extension of the wider employment area.

- 6.518 Stokenchurch Business Park is located to the west of Stokenchurch village and southwest of Junction 5 of the M40, forming an established Key Employment Area protected under Policy EC1. The allocation of land to the rear of the existing business park provides a logical extension, enabling the continuation of employment uses in a well-connected location and supporting local economic growth.
- 6.519 The employment site extends to approximately 2.6 hectares and lies within the Chilterns National Landscape, making landscape sensitivity a primary consideration. Development will therefore need to be landscape-led, informed by a robust Landscape and Visual Impact Assessment, to ensure that proposals conserve and enhance the character and scenic beauty of the National Landscape. This includes careful consideration of layout, scale, appearance and landscaping, and the delivery of enhancements that integrate the development into its surroundings.
- 6.520 Given its location adjacent to the existing employment area and close to the strategic road network, the site is well suited to accommodating a mix of light industrial, general industrial and storage and distribution uses. It is important that development is integrated with the existing business park, including through appropriate vehicular and pedestrian connections, to ensure the site functions as a cohesive extension of the wider employment area.
- 6.521 The site lies within proximity (approximately five hundred metres) of the Aston Rowant Special Area of Conservation (SAC). While the proposed employment uses are not expected to result in significant effects, project-level Habitats Regulations Assessment will be required to confirm this and to ensure that any potential impacts are appropriately avoided or mitigated.

LOC02 - Land off Drakes Drive, Long Crendon

LOC02: Land off Drakes Drive, Long Crendon

1. Land off Drakes Drive, Long Crendon, shown on the policies is allocated for a 29ha mixed-use employment led development comprising of approximately 7.7ha of employment land alongside leisure uses.
2. Development proposals will be supported where they:
 - a) Deliver approximately 7.7ha of employment land within Use Class E(g), B2 and B8.
 - b) Deliver a layout and mix of uses that are compatible with nearby residential areas, enhance local services, and support the economic vitality of Long Crendon and the wider area.
 - c) Provide or contribute towards enhancements to public transport services and infrastructure, including improvements to bus connectivity serving the site and the wider Industrial Estate.
 - d) Respond appropriately to the site's flood risk constraints by directing built development to areas at lowest risk (Flood Zone 1), informed by a site-specific Flood Risk Assessment and in accordance with the Level 2 Strategic Flood Risk Assessment. No employment or leisure uses (less vulnerable) to take place in areas of Flood Zone 3b.
 - e) Retain and enhance key environmental features, including:
 - i. the existing river corridor and associated habitats
 - ii. existing field pattern and hedgerows
 - iii. trees along the river corridor.
 - f) Incorporate a strong landscape framework, including woodland planting, to provide visual screening, mitigate impacts on the rural landscape, and create a well-integrated edge to the site.
 - g) Provide leisure uses that complement, and do not compete with, existing local facilities, delivering accessible community benefits such as recreation, health, wellbeing, or family-oriented activities.
 - h) Are supported by a comprehensive site-wider masterplan demonstrating the nature of land uses in response to flood risk, active travel corridors and connections to Long Crendon and Thame, how the development supports the objectives of the Long Crendon Neighbourhood Plan and local active travel aspirations.
 - i) Provide safe, direct and attractive walking and cycling connections to Long Crendon, Thame and surrounding areas, including.
 - i. upgrades to existing routes to the north and south of the site, designed in accordance with latest active travel standards (including LTN 1/20), with provision for segregated cycle infrastructure where feasible,
 - ii. improved crossing provision on Thame Road to enable safe and convenient pedestrian and cycle access,
 - iii. provide contributions towards the delivery of strategic cycling and walking routes, including links between Long Crendon, Thame, Haddenham and Aylesbury, and access to Haddenham & Thame Parkway station.
 - iv. support for cross-boundary delivery of active travel routes where required.

- 6.522 Land off Drakes Drive lies to the south-east of Long Crendon, immediately adjoining the established Long Crendon Industrial Park and accessed from Drakes Drive. The wider site extends to approximately twenty-nine hectares and provides an opportunity to deliver around 7.7 hectares of employment development, alongside leisure uses, open space and green infrastructure. Its location adjacent to an existing employment area makes it well suited to accommodate an integrated and complementary extension to the industrial park, supporting local economic growth and strengthening this important employment cluster.
- 6.523 The site occupies an edge-of-settlement location, bordered by employment uses, residential areas and open countryside. Development will therefore need to respond sensitively to its surroundings, ensuring an appropriate relationship with nearby residential properties and the rural landscape. A strong landscape framework, including woodland planting, retention of hedgerows and protection of the river corridor, will be essential in mitigating visual impacts and creating a well-defined and integrated settlement edge.
- 6.524 Parts of the site are affected by flood risk, and development will be required to follow a sequential approach, directing built development to areas at lowest risk and incorporating sustainable drainage systems. A site-wide masterplan will be essential to coordinate land uses, respond to these constraints and integrate employment and leisure uses in a coherent and effective manner.
- 6.525 Leisure uses are envisaged as complementary to the employment function, providing services and facilities that support employees and the local community, increase footfall and enhance the overall vitality of the area, without undermining existing provision in Long Crendon or nearby centres.
- 6.526 The scale of the allocation requires appropriate infrastructure provision, including safe access from Drakes Drive, local highway improvements and upgraded utilities. There are significant opportunities to enhance sustainable transport connectivity, particularly through improved walking, cycling and public transport links between Long Crendon, Thame, Haddenham and Aylesbury, including connections to Haddenham & Thame Parkway station. Development proposals will be expected to support these connections and demonstrate that impacts on the highway network and local amenity can be effectively mitigated.

Tier 4:

- Iver Heath
- Tingewick
- Weston Turville

IVE01 - Pinewood Studios, Iver Heath

IVE01: Pinewood Studios, Iver Heath

- a) Strategic role and principle of development Pinewood Studios is designated as a Strategic Employment Area. The Council will support its continued growth and development as a nationally and internationally significant hub for film, television and creative industries activity as set out the Buckinghamshire Economic Growth Plan.
- b) The Council will support the intensification, modernisation and redevelopment of Pinewood Studios for creative industries and associated uses where consistent with the criteria of this policy.
- c) Primary use - Creative Industries
- d) The primary use of the site will be development supporting the creative industries, with a particular focus on film, high-end television (HETV) and media production.
- e) This includes:
 - i. Production activities, including pre-production, filming and post-production.
 - ii. Supporting uses such as studios, stages, workshops, offices, storage and associated infrastructure.
 - iii. Research, development and innovation related to film, television and digital media production.
 - iv. Education, training and skills development, including incubation and specialist facilities that support the growth of the sector.
 - v. Ancillary uses that are directly related to and support the functioning of the site.
- f) Supporting modern economy uses
 - i. The site will also contribute to uses associated with the modern economy as defined in national policy, particularly digital infrastructure and technologies, including data centres where they support Buckinghamshire's strategic economic objectives and are compatible with the continued operation and growth of Pinewood Studios as a creative industries hub.
- g) Redevelopment and alternative uses
- h) Proposals for redevelopment or re-use of all or part of the site for other uses will only be permitted where all the following criteria are met:
 - i. it is robustly demonstrated that there is no reasonable prospect of the site being retained for creative industry, TV or film-production related employment uses; and
 - ii. the proposal would be for a high-quality employment generating use which contributes to Buckinghamshire's growth sectors and strategic economic priorities; and

- iii. the scale, form and extent of development would not result in a significant increase in the developed footprint of the site, unless this is clearly justified, and
- iv. The proposal will provide or, where agreed by the Council, make contributions to sustainable transport links and strengthen sustainable transport connections to nearby settlements.
- v. the proposal would incorporate substantial landscaping, mitigation of its environmental impacts and impacts on local transport and other infrastructure.
- vi. the proposal avoids adverse impacts on the species and habitats of conservation significance supported by the adjacent Black Park Country Park. Where impacts cannot be avoided, appropriate mitigation and compensation measures must be secured.

- 6.527 Pinewood Studios is a site of national and international significance and forms a key part of the West of London Screen Cluster. It is one of the UK's principal locations for film and television production and plays an important role in supporting the growth of the creative industries, a key sector of Buckinghamshire's economy.
- 6.528 Pinewood Studios benefits from several extant planning permissions that provide for substantial additional film production, media and supporting infrastructure floorspace. These include the Screen Hub UK permission granted in 2022, the Pinewood South Screen Hub permission granted in 2023, and an outline permission for a data centre development granted in 2026. The Local Plan policy has been prepared having regard to these permissions and is intended to provide a consistent strategic planning framework that supports their delivery whilst safeguarding the site's primary role as a nationally significant centre for film, television and creative industries activity.
- 6.529 The policy supports the continued growth, modernisation and intensification of the site for film, high-end television and related creative industries uses. This includes provision for production, supporting infrastructure, research and development, innovation, and skills development. The inclusion of complementary modern economy uses, particularly those linked to digital technologies and infrastructure, reflects national policy support for knowledge-driven and innovative sectors.
- 6.530 Given the site's strategic importance, it is necessary to safeguard land and buildings for creative industries uses. Proposals involving their loss will only be supported where it is clearly demonstrated that such uses are no longer required or viable. Where redevelopment or alternative uses are justified, proposals should continue to deliver employment-generating uses appropriate to the site's role.
- 6.531 The site's location, with land nearby designated as Green Belt, means that development should be carefully managed to respect its setting. Proposals should avoid a material increase in the overall developed footprint unless clearly justified and should incorporate substantial landscaping to ensure a well-designed and contained form of development.

- 6.532 Access to public transport is limited, and therefore development proposals must include measures to mitigate transport impacts and improve sustainable travel options. The proximity of Black Park Country Park, which supports habitats and species of conservation importance, is also a key consideration. Development must ensure these environmental assets are protected, with impacts appropriately avoided or mitigated.

TIN02 - Land at Former Finmere Aerodrome, Tingewick

TIN02: Land at Former Finmere Aerodrome, Tingewick

1. The site, as shown on the Policies Map, is allocated as a new Key Employment Area to deliver approximately 27 hectares of employment land, comprising industrial and logistics uses (Use Class E(g), B2 and B8).
2. Development proposals will be supported where they:
 - a) Deliver approximately 27ha of employment land as part of a comprehensive, masterplanned and employment-led scheme, primarily for industrial, storage and distribution uses, within a landscape-led framework that responds to the site's sensitive rural context.
 - b) Focus on utilising previously developed (brownfield) areas of the site, making efficient use of land while respecting environmental and heritage constraints.
 - c) Provide safe and suitable vehicular access from the A421, including any necessary improvements to the local and strategic highway network, informed by appropriate transport assessment and modelling, including the impact of heavy goods vehicles on the surrounding road network and nearby service areas.
 - d) Provide a turning circle for buses as part of the design layout to support sustainable transport options into the site and a contribution towards enhancing bus connectivity.
 - e) retain and enhance public rights of way, with integration into the wider green infrastructure network.
 - f) Be landscape led in design, informed by a Landscape and Visual Impact Assessment, and respond sensitively to the site's prominence and rural edge-of-settlement location, incorporate a high-quality and appropriate materials palette that reflects local character and minimises visual impact, include structural landscaping, including new woodland planting, tree clustering and dense hedgerows to create a strong landscape framework and provide substantial landscape buffers along sensitive boundaries with the open countryside, with built development set back from site edges
 - g) Provide appropriate buffering and mitigation to conserve and enhance the setting of Tingewick Conservation Area
 - h) Provide structural landscaping, sufficient ecological buffers and green infrastructure, including protection of nearby Ancient Woodland.
 - i) Provide high-quality design and layout that mitigates landscape and visual impacts, reflecting the site's rural edge-of-settlement context.
 - j) Deliver necessary utilities and digital infrastructure to support modern employment uses.
 - k) Address archaeological constraints, including the requirement for evaluation (such as geophysical survey and trial trenching) where appropriate, given the site's location within an Archaeological Notification Area and proximity to a Roman road.

- l) Provide a statement demonstrating how the site contributes to the strategic priorities of the Buckinghamshire Economic Growth Plan which includes delivering high-quality employment development that supports job creation, productivity, and growth in modern logistics and industrial sectors.

- 6.533 The allocation supports the reuse of a substantial previously developed site in a sustainable location with excellent access to the strategic road network, contributing to meeting identified needs for industrial and logistics floorspace in Buckinghamshire.
- 6.534 The site lies south-east of Fimere and south-west of Tingewick, adjacent to the A421 and near the A4421, providing strong links to the M40 and wider road network. Covering around twenty-seven hectares, it is expected to deliver approximately 16ha of new employment development, net of supporting infrastructure requirements. It comprises previously developed land from the former RAF Fimere aerodrome, including hardstanding, runways, and structures, alongside areas of grassland.
- 6.535 Located within the Oxford–Cambridge Growth Corridor, the site has good strategic accessibility, making it suitable for employment uses, particularly industrial and logistics. Surroundings are rural, with some commercial development to the north.
- 6.536 Key constraints include public rights of way, nearby ecological assets (including Ancient Woodland), and potential landscape and visual impacts. These can be addressed through comprehensive masterplanning, including green infrastructure, landscaping, and sensitive design. Development will require access improvements, utilities, and sustainable drainage, with opportunities to deliver significant green infrastructure and biodiversity net gain.

WET01 - Land at Rectory Farm, New Road, Weston Turville

WET01: Land at Rectory Farm, New Road, Weston Turville

1. The site as shown on the Policies Map is allocated for employment development comprising approximately 2.3ha of Use Classes E(g), B2 and B8 floorspace.
2. Proposals should comply with the following criteria:
 - a) Provision of approximately 2.3ha of employment floorspace, with flexibility across Use Classes E(g), B2 and B8.
 - b) Development should be delivered in a manner that is well integrated with the wider Hampden Fields (AGT4) allocation, including alignment with the agreed masterplan and phasing strategy.
 - c) Safe and suitable vehicular access from New Road, with contributions where necessary to wider strategic highway improvements associated with Hampden Fields.
 - d) Provision of pedestrian and cycle connections linking the site to surrounding employment areas and nearby residential communities.
 - e) Implementation of landscape buffers and boundary treatments to mitigate impacts on nearby residential areas and the surrounding countryside.
 - f) High-quality design that ensures operational compatibility between employment uses and adjoining development.
 - g) Development should not come forward in a manner that would prejudice the comprehensive delivery of adjoining employment land within AGT4.

6.537 The site is located to the west of Weston Turville, adjacent to New Road and forming part of the wider Hampden Fields strategic allocation. Extending to approximately 2.3ha, it is expected to deliver approximately 1.9ha of new employment development, net of supporting infrastructure requirements, comprising of agricultural land and will adjoin planned employment areas within Hampden Fields. Surrounding uses include the emerging Hampden Fields urban extension to the west, existing residential development to the east, and open countryside beyond.

6.538 The allocation will deliver around 2ha of flexible employment floorspace within Use Classes E(g), B2 and B8, supporting local economic growth and complementing the wider employment provision within Hampden Fields. Its location within a strategic site enables the coordinated delivery of employment development alongside supporting infrastructure.

6.539 Key considerations include the need to integrate effectively with the wider Hampden Fields masterplan and phasing strategy, ensure safe and suitable vehicular access from New Road, and provide strong pedestrian and cycle connections to adjoining employment areas and nearby residential communities. Development must also respond to the site's edge-of-settlement context, ensuring an appropriate relationship with neighbouring residential properties through careful design, layout and the provision of landscape buffers.

6.540 These matters can be addressed through a comprehensive, design-led approach, supported by structural landscaping, appropriate building scale and orientation, and coordinated delivery alongside adjoining employment land. Infrastructure provision, including highway

improvements, utilities and sustainable drainage, will support the site's development and ensure it contributes positively to the overall place-making objectives of Hampden Fields.

Tier 5:

- Little Marlow
- Westcott

MAR01 - Marlow Film Studios, Little Marlow

MAR01: Marlow Film Studios, Little Marlow

1. Land at Marlow Film Studios, as shown on the Policies Map, is allocated for development as a film and television studio complex. The site shall be used primarily for film, high-end television (HETV) and media production, supporting the growth of the creative and digital industries.
2. Development proposals will be supported where they:
 - a) Deliver a comprehensive and operational film, high end television (HETV) and media production studio use as the primary function of the site. This includes:
 - b) Support production activities, including pre-production, filming and post-production.
 - c) Support uses such as studios, stages, workshops, offices, storage and associated infrastructure, including outdoor space such as backlot and unit bases.
 - d) Include research, development and innovation related to film, television and digital media production.
 - e) Provide education, training and skills development, including cultural and skills facilities, and specialist facilities that support the growth of the sector.
 - f) Provide ancillary uses that are directly related to and support the functioning of the site.
 - g) Deliver transport mitigations including Westhorpe interchange improvements and provision of a new pedestrian and cycle bridge across the A404 to Parkway, improve existing PRoWs, and provided new pedestrian and cycle links, to Marlow station and Bourne End,
 - h) Include proposals which provide for and make contributions to sustainable transport links and strengthen sustainable transport connections to nearby settlements.
 - i) Incorporate substantial landscaping, mitigation of its environmental impacts and impacts on local transport and other infrastructure. and
 - j) Are supported by a statement demonstrating how the development contributes to the Buckinghamshire Economic Growth Plan and supports growth in the creative and digital sectors.

Development criteria

3. All proposals must demonstrate that they:
 - a) Protect the openness of the Green Belt and are consistent with national Green Belt policy.

- b) Do not result in unacceptable impacts on the amenity of neighbouring properties, including from noise, traffic or other disturbance.
- c) Conserve and, where appropriate, enhance the rural landscape character of the surrounding area, about the setting of the Chiltern National Landscape.
- d) Conserve the significance of heritage assets, and their settings, including Grade listed buildings at Westhorpe House and Corners Cottage and the Little Marlow Conservation Area.
- e) Creates a high quality built and semi-natural environment.
- f) Proposals must retain and enhance existing habitats where practicable, including the creation of linkages, including green corridors, with surrounding wildlife assets and surrounding communities.
- g) Deliver high-quality design, layout and materials appropriate to the site's rural edge-of-settlement context.

- 6.541 Marlow Film Studios is located to the east of Marlow within the nationally important West of London Screen Cluster, a key hub for the UK's film, television and digital industries. The site has recently gained planning permission (ref. 22/06443/FULEA) following a recovered appeal decision by the Secretary of State.
- 6.542 Its proximity to London, Heathrow and the strategic road network makes it well placed to support growth in high-value creative sectors. The site represents a significant opportunity to strengthen Buckinghamshire's role in the creative economy, supporting job creation, innovation and skills development in line with the Buckinghamshire Economic Growth Plan.
- 6.543 The site lies within the Metropolitan Green Belt and in a sensitive rural location. Development must therefore be carefully controlled to ensure consistency with national Green Belt policy, maintaining openness while enabling appropriate development that supports the continued use of the site for film and television production. A landscape-led design approach will be essential to minimise visual impacts, conserve the character of the surrounding area, and respond to the setting of the Chilterns National Landscape.
- 6.544 The policy supports the delivery of a comprehensive and operational studio complex, including production facilities, supporting infrastructure, and uses linked to research, innovation and skills development. These elements are critical to maintaining the competitiveness of the UK screen sector and enabling the modernisation of studio facilities.
- 6.545 The site is not well served by public transport, and development will need to mitigate transport impacts through improvements to the local and strategic network, including the Westhorpe interchange, enhanced public rights of way, and new walking and cycling connections to nearby settlements and transport nodes.
- 6.546 Environmental considerations are also important, including the need to protect heritage assets, maintain residential amenity, and enhance biodiversity through green infrastructure and habitat linkages. Substantial landscaping and high-quality design will be key to ensuring the development is appropriately integrated and delivers a high-quality environment.

WES01: Westcott Enterprise Zone and Venture Park

1. The site, as shown on the Policies Map, is allocated as a Strategic Employment Area covering 268 hectares. The allocation is expected to deliver approximately 65 hectares of employment land comprising research and development, light industrial, general industrial and storage and distribution uses (Use Classes E(g), B2 and B8).

Principle of development

2. Proposals which support the economic function and growth of Westcott Venture Park, including the designated Enterprise Zone, will be supported.
3. This includes the following uses:
 - a) Employment uses within Use Classes B2, B8 and E(g)(i–iii). Proposals which demonstrate strong links to the site’s key sectors and have significant potential to contribute to productivity growth will be particularly supported.
 - b) Sui generis uses closely related to and compatible with the uses in (a), where they do not undermine the primary employment function of the site.
 - c) New employment development, including the intensification, renewal and upgrading of existing employment premises.
 - d) Research, innovation, education and training use, including further education and skills provision that supports the development of the site as a centre of excellence in space, robotics, drones and advanced engineering.
 - e) Ancillary and supporting uses required to support the operation and attractiveness of the site, including staff facilities, training spaces, and small-scale hotel or conference facilities in appropriate locations.
 - f) Small-scale temporary residential accommodation for workers and visitors where this is necessary to support innovation, testing and operational requirements associated with the site. Such accommodation should:
 - i. be time-limited in occupation.
 - ii. remain ancillary to the primary employment function of the site.
 - iii. be occupied only by employees, contractors, researchers, trainees or visitors connected to businesses operating at Westcott.
 - iv. not function as general market housing; and
 - v. be secured through planning conditions or legal agreement.
 - a) Accommodation for students, apprentices and employees, where it is directly related to and supports the economic function of the site.
 - b) Limited small-scale market housing, only where it can be robustly demonstrated that:
 - i. it supports the operational needs of the site; and
 - ii. it would not prejudice the primary employment function, viability or long-term operation of the site.
 - iii. Supporting infrastructure, including transport and digital infrastructure, necessary to support the continued growth and function of the site.

Economic integration and benefits

4. All proposals must demonstrate how they will support:
- a) local supply chains.
 - b) local skills development and employment, including in accordance with Policy EC3; and
 - c) Buckinghamshire's wider economic resilience and productivity.

Development criteria

5. All proposals will be required to demonstrate that they:
- a) Improve the sustainability of the site, including by enhancing opportunities for sustainable travel and delivering improved connectivity to Aylesbury, Bicester and the wider area, including links to the Bucks Greenway.
 - b) Promote, prioritise sustainable transport measures, and reduce reliance on the private car where possible.
 - c) Do not result in unacceptable impacts on the amenity of neighbouring uses, including through noise, disturbance or other environmental effects.
 - d) Conserve and, where appropriate, enhance the rural setting and visual character of the surrounding countryside, with suitable mitigation where necessary.

- 6.547 Westcott Enterprise Zone and Venture Park are a strategically significant employment site and a key economic asset for Buckinghamshire. It forms part of the Westcott Space Cluster and is a nationally important centre for advanced engineering and research and development, including rocket propulsion, 5G and autonomous systems. The site accommodates a diverse range of sectors, including space, automotive technology, distribution, manufacturing, engineering, waste recycling and renewable energy, and is home to approximately ninety businesses.
- 6.548 The designated Enterprise Zone extends to approximately 35.4 hectares, within the wider strategic employment site of around 268 hectares. The site is expected to deliver approximately 65ha of new employment development, net of supporting infrastructure requirements environmental offsetting and safety restrictions. The site is located adjacent to the A41, approximately 8km north-west of Aylesbury.
- 6.549 The continued success of the site needs to build on its strong history of partnership working, for example with the Satellite Applications Catapult, UK Space Agency, government departments, businesses and education providers. The shared ambition is to grow the Westcott Space Cluster within the site and drive inward investment and development of existing and new facilities to support the UK space and related industry sectors.
- 6.550 The policy takes a flexible approach to uses within the site to support innovation, respond to changing market conditions, and maintain the site's competitiveness. This flexibility reflects the site's specialist role and its location outside of established urban areas, which can present challenges in attracting and retaining businesses and skilled workers.

- 6.551 Limited on-site residential accommodation is supported where it is necessary to meet the operational needs of the site. This includes short-term and temporary accommodation associated with specialist facilities, such as testing and research infrastructure, which are often used on a temporary or short-duration basis. Providing on-site accommodation enables businesses to make effective use of these facilities and supports the continued growth of the site.
- 6.552 Any residential development must remain clearly subordinate to the primary employment function of the site and must not constrain existing or future business operations. Such uses should be carefully located and designed to avoid conflicts with operational activities, including those associated with testing and other potentially sensitive uses. This approach reflects the site's unique characteristics and ensures that its role as a strategic employment location is not compromised.
- 6.553 A range of ancillary uses has already been established on the site, including conference and hospitality facilities such as the Skylark centre. Additional supporting facilities may be required over time to maintain the attractiveness and functionality of the site, and the policy supports the provision of such uses where they are proportionate and directly related to the employment function of Westcott Venture Park.

Tier 6:

- Dadford

DAD01 - Silverstone Circuit and Silverstone Park, Dadford

DAD01: Silverstone Circuit and Silverstone Park, Dadford

1. Principle of development
 - a) Silverstone Circuit and Silverstone Park, including the Enterprise Zone, will be supported as an internationally significant destination for motorsport and as a leading location for high-performance engineering, business, education, leisure and entertainment uses.
2. Development proposals will be supported where they contribute to the ongoing development and enhancement of the site in accordance with its strategic role.
3. This includes:
 - a) Motorsport-related development, including the enhancement of track and event facilities, and proposals that reinforce Silverstone's role as the home of British motorsport.
 - b) Employment uses, including new development, intensification, and the upgrading of existing premises at Silverstone Park and the Technology and Research Business Park, particularly those supporting automotive, advanced manufacturing and high-performance engineering sectors.

- c) Research, innovation, education and training use, including facilities which support skills development and partnerships with institutions such as Silverstone University Technical College (UTC), to reinforce the site's role as a centre of excellence.
- d) Supporting and complementary facilities directly related to motorsport, engineering and associated industries.
- e) Leisure, recreation, entertainment and hotel use, where they are compatible with and support the primary function of the Circuit and associated activities.
- f) Accommodation for students, apprentices and employees, where it is directly related to the operation of the site and supports its economic function.

Development criteria

- 4. All proposals must demonstrate that they:
 - a) Do not result in unacceptable impacts on the amenity of neighbouring communities, including from noise, traffic or other disturbance.
 - b) Provide, or where appropriate contribute to, improved sustainable transport infrastructure and enhance connectivity to nearby settlements.
 - c) Conserve and, where appropriate, enhance the rural landscape character of the surrounding area.
 - d) Conserve the significance of heritage assets, including the archaeological importance of Luffield Priory, and their settings.

- 6.554 Silverstone Circuit is a motorsport venue of global significance and international importance. As an iconic destination, it attracts visitors from across the world and plays a central role in the UK's motorsport industry. The Circuit sits at the heart of a well-established business cluster, known as the Silverstone Technology Cluster, which makes a significant contribution to the local and national economy.
- 6.555 The Silverstone Enterprise Zone extends to approximately 27.2 hectares to the west of the Circuit and forms part of a wider strategic employment location focused on high-performance engineering, advanced technologies and innovation.
- 6.556 The Local Plan policy seeks to support the continued growth and success of Silverstone as a premier motorsport destination and as a centre for business, education and innovation. The policy aligns with the longer-term vision for the site as set out in the Silverstone Visioning 2035 Study and supports the delivery of committed development, including mixed-use schemes incorporating education and associated facilities such as student accommodation.
- 6.557 Silverstone straddles the administrative boundary between Buckinghamshire and West Northamptonshire. The southern part of the site lies within Buckinghamshire, while the northern part falls within the jurisdiction of West Northamptonshire Council. Ongoing cross-boundary working will be important to ensure a coordinated approach to the future development of the site.

- 6.558 The policy recognises that the primary focus for growth will be within Silverstone Park and the wider Enterprise Zone, where there is the greatest opportunity to accommodate business, education and related development. Enhancements within Silverstone Park are intended to support and complement the ongoing success of the Circuit.
- 6.559 This policy forms part of a comprehensive framework to support the coordinated and sustainable development of Silverstone Circuit and Silverstone Park, ensuring that its international role, economic contribution and unique character are maintained and enhanced over the plan period.

Chapter 7 - Development Management Policies

- 7.1 This chapter sets out the Development Management (DM) policies that will be used to guide day-to-day decision-making on planning applications across Buckinghamshire. These policies provide the detailed criteria against which development proposals will be assessed, ensuring that all development contributes to the delivery of the Local Plan's vision, objectives and spatial strategy.
- 7.2 The Development Management policies should be read alongside the strategic policies in Chapter 5 and the site allocations in Chapter 6. Together, these form a comprehensive and integrated policy framework. Strategic policies establish the overall scale, distribution and broad principles of growth, while site allocations identify specific locations and quantum of development. The Development Management policies provide the detailed requirements needed to ensure that development is appropriately designed, located and delivered.
- 7.3 All development proposals—whether on allocated sites or coming forward on windfall sites—must comply with the relevant Development Management policies. Allocation of a site establishes the principle of development but does not override the need to satisfy these policies. Proposals will therefore be expected to demonstrate how they meet both the specific requirements of any relevant site allocation and the wider Development Management policies of the Plan.
- 7.4 The policies in this chapter cover a wide range of planning matters, including housing, employment, the natural and built environment, transport, infrastructure, community facilities and climate change. They provide clarity on the standards, mitigation measures and design principles required to ensure that development is sustainable, supports infrastructure delivery, protects environmental assets and contributes positively to communities.
- 7.5 In line with national policy, these Development Management policies ensure that planning decisions respond to local circumstances while maintaining consistency with the National Planning Policy Framework. They set out a clear, consistent basis for decision-making and will be applied proportionately, considering the scale, nature and context of individual proposals.

Housing

HO1 Housing mix

HO1: Housing mix

1. New residential development, including conversions, will be required to provide a mix of homes to meet current and expected future requirements in the interests of meeting housing need. The mix for market housing shall be in general conformity with the Council's latest evidence*, and Neighbourhood Development Plan evidence where applicable for the relevant area but can be negotiated having regard to available evidence from developers on local

market conditions, local character and any physical factors limiting a particular mix for conversions.

*The Council's latest evidence at this time is in the Buckinghamshire Local Housing Needs Assessment (LHNA) 2026, but this will be subject to monitoring and review and will be updated periodically.

- 7.6 A variety of housing types and sizes is necessary to meet current and future housing needs of the local population, to enable households to more easily find housing which suits their needs and that they can afford.
- 7.7 Policy HO1 sets out that local market conditions should be considered if evidence demonstrates this is justified. It is imperative to recognise that an appropriate housing mix will vary between urban and rural locations for example, large scale flatted developments are not provided on small sites in villages. Equally sites in urban areas with good transport links will be more suitable for higher density flatted developments.
- 7.8 The Buckinghamshire LHNA 2026 provides conclusions on the required mix of market and affordable housing need by house type and size for the plan period, shown in table 6 below. These conclusions consider projected changes in the population and estimates future demand. The proportions are however a guide rather than a requirement, as they may need to be varied based on specific circumstances or evidence. Any variation in the proportions will need to be fully justified, and variations should not take place to simply accord with a developer's preferences. Additional flexibility is needed within the guidelines, set out below, in Table 6, to account for schemes providing 100% affordable housing.

Table 6: Mix of market and affordable housing by housing type

Type	Market housing	Affordable Housing
One bedroom	15%	27%
2+ bedroom flat	14%	13%
2-bedroom house	16%	23%
Three bedrooms	28%	26%
4+ bedrooms	23%	7%
Specialist older person housing	4%	2%
Supported housing	-	2%

HO2 Affordable housing

HO2: Affordable housing

Requirement

Residential developments of 10 or more dwellings (gross) or sites of 0.5ha or more will be required to provide:

West Planning Area

- a) Greenfield sites: A minimum of 40% affordable housing
- b) Brownfield sites: Up to 40% affordable housing, with the level of provision to be determined having regard to site-specific viability evidence.

South and East Planning Areas

- a) A minimum of 40% affordable housing on both greenfield and brownfield sites

North and Central Planning Areas

- a) A minimum of 25% affordable housing on both greenfield and brownfield sites, unless one of the following applies:
 - i. If the residential development is on land in, or being released from, the Green Belt it should instead provide a minimum of 50% affordable housing on site
 - ii. If the residential development is on land within the Chilterns National Landscape, schemes of five or more dwellings will be required to provide a minimum of 25 or 40% affordable housing depending on the planning area, as set out in criterion 1.

Tenure mix

The tenure mix will be agreed with the Council, considering the Council's latest evidence. The council's latest evidence is in the Buckinghamshire LHNA 2026, but this will be subject to monitoring and review and will be updated periodically. This demonstrates a need for the following proportions:

- a) minimum 60% social rent
- b) 20% affordable rent
- c) 20% shared ownership

For flatted schemes, reasonable effort should be made to separate affordable tenures with market dwellings and rented affordable tenures from shared ownership dwellings to ensure service charge affordability.

Affordable housing mix

The appropriate mix for the size of affordable housing units is set out in Policy HO1 Housing Mix.

Location and clustering

Affordable homes will be required to be integrated throughout the development site and should be indistinguishable in appearance and quality from the wider development.

Large concentrations of affordable housing should be avoided with a maximum cluster size of:

Total dwellings in development site	Maximum cluster size (unless otherwise agreed)
10-24	4
25-49	6
50-99	10
100-149	12
150-199	15
200+	15 (18 for apartments)

Financial contributions

Affordable housing should be delivered on site. In exceptional circumstances affordable housing provision may be provided via a financial contribution made in lieu of such provision. This will need to be justified, as an exception to normal policy, as part of the planning application, and robust evidence supplied early in the planning application process.

The contribution charge will be index linked to the House Price Index, to increase in line with inflation, and should equate to the cost of the land and construction of the number of units that would be required on site.

Threshold

Where a site forms part of a larger site of a size which is capable of being developed, the affordable housing requirements will be applied on a cumulative basis.

Further detail, if needed, may be included in an updated Affordable Housing Technical Note.

- 7.9 Affordable housing is defined in the NPPF as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). This can include social rent, discounted market sales housing which is sold at a discount of at least 20% below local market value, shared ownership and rent to buy. However, the Council is committed to bringing Shared Ownership tenures forward on development sites unless exceptional circumstances can be proven. Discounted Market Sale is not an affordable tenure within Buckinghamshire, made evident by the Buckinghamshire LHNA 2026.
- 7.10 Affordable housing intended to meet the needs of essential local workers, or key workers, will be supported subject to compliance with all other relevant policies of this Plan. Where such proposals are located within one kilometre of the relevant place of work, greater flexibility may be applied to the affordable housing tenure and unit mix, where it can be demonstrated that this would better reflect the specific needs of the intended occupiers. A legal agreement will be required to restrict the housing to occupation for key workers.
- 7.11 For the purposes of this policy, essential or key workers include:
- a) Healthcare professionals, including NHS doctors, nurses, and paramedics.
 - b) Education professionals, including teachers and teaching assistants; and
 - c) Emergency service personnel, including police officers, firefighters, and ambulance staff.
- This list may be updated by the Council in the future, where further work identifies additional groups that should be recognised as key workers.
- 7.12 NPPF paragraph 63 requires Local Planning authorities to establish the needs of those who require affordable housing (including Social Rent). The Buckinghamshire LHNA 2026 has therefore been prepared.

Requirement

- 7.13 Most of the affordable housing in Buckinghamshire is achieved by requiring developers to provide affordable homes as part of open market housing developments. To enable the Council to contribute to the identified need, it will seek to secure either 40% or 25% affordable housing depending on the area of Buckinghamshire, with specifically 59% of Social Rent required on qualifying development sites. The Buckinghamshire LHNA 2026 identifies an affordable housing need of 34,100 dwellings during the Plan period. This equates to almost 40% of Buckinghamshire's overall housing need. While typically only developments of ten or more dwellings will be required to provide affordable housing, these form most of the planned housing supply, more affordable housing will be delivered on sites within or being released from the Green Belt. It's considered that a rate of 25% on the housing sites over 10 or more dwellings in the north and central areas of Buckinghamshire, whilst lower than the identified need, will make a substantial contribution to the required total of affordable housing within the plan period and ensure that development is able to contribute to essential infrastructure and remain viable. Similarly, brownfield sites in the West Planning area are likely to have viability issues with delivering 40% affordable housing but these should aim to get as close as possible to this and the position should be robustly justified through an independently assessed viability appraisal.

- 7.14 These requirements apply to all residential schemes that include self-contained units, which provide all the facilities of a single dwelling, regardless of their use class. This includes C2 or extra care units.
- 7.15 In line with the NPPF, the provisions set out in the policy above will be reduced by a proportionate amount if the proposal supports vacant buildings which are being reused or redeveloped, cases where this does not apply are set out in footnote thirty of the NPPF.
- 7.16 Where the affordable housing policy would result in a requirement that part of an affordable home should be provided, the calculation will be rounded upwards, with social rent units taking precedence in all circumstances.
- 7.17 Proposals for schemes delivering 100% affordable housing will be supported, subject to compliance with all other relevant policies of this Plan.

Tenure Mix

- 7.18 For the tenure mix, a tenure other than shared ownership for other affordable routes to home ownership will only be agreed in exceptional circumstances for that proportion of the mix and where evidence has been provided.
- 7.19 The Social Rent mix will need to broadly reflect the overall need for its tenure, based on the latest available evidence (which indicates a need for 63% of affordable homes to be in social rent), to ensure there are a range of house sizes delivered, and should not be seen as interchangeable with Affordable Rent homes.
- 7.20 Where a development is small in scale, the Council may be flexible in allowing more than 20% shared ownership, if the resulting proportion of affordable rent would be too low to be viable or deliverable.

Location and Clustering

- 7.21 Affordable housing should be provided on the application site, as this offers the best prospect of ensuring a mixed and balanced community. To achieve this, it will be important to avoid the affordable dwellings being overly concentrated in only a few areas of a development. Affordable homes will therefore be expected to be integrated throughout the development site.
- 7.22 Service charge affordability will be a material consideration when concerning location and clustering of affordable housing proposed on sites. While tenure blindness is crucial in ensuring cohesive mixed communities, registered providers prefer managing buildings that are 100% affordable. This can still achieve tenure blindness, through separate entrances and cores, which should be considered an acceptable design response.

Financial contributions

- 7.23 Exceptionally, off-site provision or financial contributions in lieu of affordable housing may be considered by the Council, where it can be demonstrated by an applicant that on-site provision cannot be achieved. Any such contributions will be used to enable the delivery of new homes for those whose needs are not met by the market within Buckinghamshire. Exceptional circumstances where this might be acceptable include: sites that are too small to attract a Registered Provider, it can be evidenced that Registered Providers are not willing to take on the type of affordable housing proposed, if the proposal is for C2 development that is not self-contained flats, the tenure is being delivered in one block which would result in financial hardship to residents and quality standards cannot be achieved to abnormally high constraints. All exceptional circumstances are examined on a case-by-case basis during the application process.

H03: Development Viability Review

H03: Development Viability Review

1. Proposals that meet, or exceed, the relevant affordable housing threshold and infrastructure requirements will not be subject to viability testing, subject to compliance with other policy requirements.

Tested Schemes

2. Where an applicant proposes a development delivering below policy requirements, including the level of affordable housing, an open book financial viability assessment (FVA) must be submitted which:
 - a) is fully transparent and unredacted.
 - b) demonstrates that the scheme delivers the maximum reasonable amount of affordable housing, and infrastructure.
 - c) should fully evidence all inputs and assumptions used in the assessment and explain any differences from those used for the viability assessment that informed the relevant plan policies, which will be subject to independent review, commissioned by the local planning authority at the applicant's expense.
3. Viability will be assessed according to the relevant national planning guidance using:
 - a) a residual land value approach.
 - b) an appropriate benchmark land value, based on existing use value plus a premium; or where appropriate, an alternative use value (as set out in national planning guidance)
 - c) c robust evidence for all inputs and assumptions.

Review Mechanisms

4. Where development proposals are approved, and provision or contributions are reduced below the policy requirement following viability testing, the Council will require review mechanisms to be secured through planning obligations, to seek policy compliance arising from any improvement in viability over the lifetime of the project.
5. For phased or large-scale developments, the Council may require mid-stage or phase-specific reviews.
6. Where review mechanisms identify that the development has generated a surplus above agreed viability thresholds, the Council will require the delivery of additional on-site affordable housing, or where this is not feasible, a financial contribution in lieu, and/or contribution to the infrastructure required to mitigate the impact of the development.

- 7.24 National guidance identifies the circumstances in which viability can be tested; however, at the point of Local Plan adoption, planning applications that fully comply with the Plan's policies should be assumed to be viable without the need for further assessment. This policy therefore takes account of potential changes over the lifetime of the Plan. It will be for the applicant to demonstrate whether specific circumstances justify the need for a viability assessment at the application stage. The policy also sets out the circumstances in which viability reviews will be required.

Threshold

- 7.25 Planning applications will be checked to ensure that sites have not been sub-divided to take them below the threshold and consider whether the policy requirements should be applied on a cumulative basis. This is to ensure that applicants and sites provide the appropriate level of affordable housing contribution or affordable housing units on sites that are suitable and/or the relevant infrastructure is being delivered. If this is the case each parcel of the larger site, even if it is under ten units, will be expected to provide affordable housing or other infrastructure requirements on a pro-rata basis.
- 7.26 Only organisations that are registered with the Regulator of Social Housing are accepted as being registered providers (RPs). RPs own and manage affordable housing stock in Buckinghamshire. Early engagement with RPs is beneficial, as this can reduce design related issues with the dwellings. The Council maintains a list of RP partners that are known to be active in Buckinghamshire, which can be provided upon request. The Council will expect new affordable housing to be transferred to RPs, who will own and manage their stock.
- 7.27 The allocation of affordable housing will be made in accordance with the Council's relevant allocations policy. Affordable homes are to remain affordable in perpetuity or, if this restriction is lifted, the subsidy should be recycled for alternative affordable housing provision within Buckinghamshire.

HO4 Accessible housing

HO4: Accessible housing

1. To create accessible homes, sites of 10 or more homes will provide:
 - a) 25% of all homes must meet the Building Regulations requirement M4 (2) 'accessible and adaptable dwellings'; and
 - b) Additionally, 5% of all homes must meet Building Regulations requirement M4 (3) 'wheelchair user dwellings' to be wheelchair accessible, including 7% of affordable homes.
2. Compliance with the criteria should be demonstrated in the Design and Access Statement submitted with the planning application.

- 7.28 An accessible home supports changing needs of residents from raising children through to mobility issues faced in old age or through disability. This allows people to live in their home for as much of their lives as possible. Such homes have design features that have been tailored to foster accessible living, helping to accommodate old age, injury, disability, pregnancy and pushchairs or enable future adaptation to accommodate this diversity of use. Interpretation of the threshold will be implemented by rounding the 25% (or 5% and 7%) of homes to the nearest home, rounded down. For example, a scheme of ten homes will provide two homes to M4 (2) standard and none to M4 (3) standard. No schemes below 20 homes will provide homes to meet the M4 (3) standard.
- 7.29 The standards for housing to meet Building Regulations requirement M4 (2) and M4 (3) relate to the layout of self-contained homes for permanent occupancy. Meeting Building Regulations requirement M4 (2) and M4 (3) will normally be controlled using a planning condition, to ensure that the relevant homes are delivered to meet the standards. The Council can accept minor variations to the standards under exceptional circumstances. The National Planning Practice Guidance³ states that local plan policies for wheelchair accessible homes should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling. In the interest of mixed and balanced communities, the Council would also encourage developers to build wheelchair accessible market homes.

³ Paragraph: 009 Reference ID: 56-009-20150327

HO5 Self and custom-build housing.

HO5: Self and custom-build housing.

Self-build and custom housebuilding will be permitted, if the proposed development accords with the policies of this plan.

1. On sites delivering 50 or more dwellings, provision will be made for serviced plots for self-build and custom housebuilding equivalent to at least 5% of the total number of market dwellings, unless it is demonstrated through robust evidence that a lower proportion is necessary to ensure the viability or deliverability of the development.
2. Serviced plots should:
 - a) be appropriately located within the site and, where practicable, be grouped together.
 - b) be provided with appropriate access and services; and c) integrate positively with the overall design and layout of the development.
3. Provision and delivery of serviced plots will be secured through a planning obligation which will include:
 - a) timing and phasing of plot delivery.
 - b) a marketing strategy.
 - c) mechanisms to ensure plots are offered for self/ custom build before alternative forms of development are permitted.
4. Once serviced, plots must be marketed for a period of at least 24 months, unless otherwise agreed by the local planning authority. Where plots remain unsold after this period, they should:
 - a) continue to be marketed for self or custom build.
 - b) be offered to the Council or a Registered Providerbefore they may be built out by the developer for market housing.
5. Each serviced plot must be accompanied by a plot passport, setting out the key design parameters and requirements for development, unless an alternative design coding approach has been agreed that achieves an equivalent outcome.
6. For the purposes of this policy, self-build and custom housebuilding will be defined in accordance with the relevant legislation

- 7.30 'Self-build' is the practice of creating an individual home for yourself. The self-builder's input into this process may vary, from undertaking the actual building work to contracting it all out to an architect or building company or contracting the development of the shell of a building before completing the internal work themselves. 'Custom Build' housing is where the home is custom built to the individual's specification, as opposed to being designed and built by a construction company to a standard specification for sale. It can also be built or commissioned by individuals or groups of individuals.
- 7.31 The legal definition of self-build and custom housing, contained in the Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016), is 'the building or completion by individuals, associations of individual, or persons working with of for individuals or associations of individuals, of houses to be occupied as homes by those individuals... (but) does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person'.
- 7.32 Under the Act, the Council is obliged to maintain a register of people who are seeking to acquire land to build their own home in Buckinghamshire. The Act also obliges the Council to give enough development permissions for serviced plots to meet the demand from the people on the register – Policy HO5 aims to help achieve this.
- 7.33 The NPPF (2024 para. sixty-three) states that planning policies should reflect the size, type and tenure of housing needed for different groups in the community, including people who wish to commission or build their own homes. Supporting the delivery of self-build or custom housebuilding can contribute to greater housing choice and potentially provide lower cost options for households than the traditional housing market. It can also result in innovative and sustainable design and construction, and result in high quality, efficient homes.
- 7.34 The plot passport should set out the rules for design, as well as a summary of the main features to be delivered. The passports will serve as a key reference point for the purchaser, capturing relevant information from the planning permission, design code, design constraints and procedural requirements in a simple format. They must include, as a minimum:
- a) the plot location and size.
 - b) back-to-back distances.
 - c) permissible building lines.
 - d) side spacing requirements.
 - e) developable footprint.
 - f) building height restrictions.
 - g) boundary treatments; and
 - h) parking and cycle storage.

HO6 Houses in multiple occupation

HO6: Houses in multiple occupation

1. Proposals for large houses in multiple occupation (*sui generis*), typically defined as properties occupied by seven or more unrelated individuals, must:
 - a) not create an over concentration of HMOs, which could cause harm to residential amenity, such as adversely impacting on local character, or causing an excessive impact on the availability of existing parking.
 - b) be buildings or sites (including any outbuildings) that are suitable for use as housing in multiple occupation, with provision made, for example, for appropriate refuse and recycling storage, cycle and car parking and drying areas; and
 - c) be accessible to sustainable modes of transport, shops and other local services.
 - d) Appropriate management arrangements should be put in place to monitor and minimise antisocial behaviour and adverse impact on residents. A condition to this effect may be applied to any planning consent.

7.35 Housing in multiple occupation (HMO) are flats or houses permanently occupied by more than one household, where each household does not have exclusive access to all cooking, washing and toilet facilities behind a locked front door. In planning terms, HMOs are split into two different use classes, based on the number of occupants:

- a) **A small HMO** – a shared dwelling house occupied by between three and six unrelated individuals who share basic amenities such as a kitchen or bathroom. This falls into use class C4 and permitted development rights enable a flat or house (in use class C3) to change use to use class C4 without submission of a planning application.
- b) **A larger HMO** – more than six unrelated individuals sharing basic amenities, such as a kitchen or bathroom. This falls outside the Town and Country Planning (Use Classes) Order and is categorised as *sui generis*.

7.36 Proposals for smaller HMOs (use class C4) will be considered in the same way as a proposal for C3 residential development. HMOs have an important role to play within the local housing market. They provide a range of shared accommodation, occupied by students and young professionals. However, it is acknowledged that HMOs can reduce the number of family homes and impact negatively on the character of an area and contribute to local parking problems. Furthermore, people living in HMOs often struggle to have their own private open space, and this makes access to parks and public open spaces especially important to their occupants.

7.37 An over concentration of HMOs can result in:

- a) Areas with poor upkeep and maintenance of rented housing.
- b) Dilapidation of some housing stock and housing facades (e.g. windows, doors and guttering).
- c) Unkempt gardens and yards, with the dumping of some unwanted white goods and furniture.

- d) Removal of some garden hedges/fences/walls to allow tarmacking for car parking on gardens and driveways.
- e) Predominance of loft conversions and housing extensions.
- f) Prevalence of to-let signs, and non-removal of signs.
- g) Seasonal depopulation, pointing to relatively high levels of population transience and turnover.
- h) Overspill from refuse bags and wheelie bins, particularly in alleyways.
- i) Some fly-tipping of white-goods and unwanted furniture in backs of streets of terraced housing; and
- j) Streets crammed with parked cars.

HO7 Gypsy, traveller and travelling showpeople accommodation policy.

HO7: Gypsy, traveller and travelling showpeople accommodation policy.

1. Proposals for Gypsy, Traveller and Travelling Showpeople accommodation sites will be supported in line with the Gypsy and Traveller Accommodation Assessment. Proposals will be required to meet the following criteria:
 - a) Sites should be suitably designed, and the layout include sufficient space to accommodate the proposed number of caravans, provision of day rooms, space for tourer caravans, landscaping, SuDs mitigation, Biodiversity Net Gain, vehicles and ancillary areas as appropriate. Larger sites should provide residents some amenity space on site.
 - b) It has reasonable and safe access to existing local services and facilities (which should include food shops, schools, healthcare and public transport).
 - c) The size and scale of the site, alone or in combination with other nearby traveller sites, respects the size and density of the local settled community and does not dominate the nearest settled community.
 - d) Have safe and suitable vehicular access without giving rise to adverse impacts on highway safety. Wherever possible, there should also be safe and suitable pedestrian and cycle access provided.
 - e) Be able to achieve a reasonable level of visual and acoustic privacy for both people living on the site and those living nearby.
 - f) Not have a significantly adverse impact on environmental assets such as the countryside, protected landscapes, the historic environment, biodiversity, watercourses (including an ecological buffer zone), open space and green infrastructure.
 - g) The site should not be located where there is a risk of flooding or be affected by environmental hazards that may affect residents' health or welfare.
 - h) The site must be capable of being adequately serviced by drinking water, utilities and sewerage disposal facilities.
2. In the case of Travelling Showpeople, proposals will also be assessed, considering the needs for mixed use yards, and the nature and scale of the Travelling Showpeople's business, in terms of land required for storage and/or the exercising of animals.

3. Sites meeting an identified need will be conditioned for the occupation of the intended occupiers.

- 7.38 This policy sets out a criteria-based approach to assess potential allocations, and any applications for new sites, or for expanding current sites, within Buckinghamshire. This is required to ensure that Gypsy, Traveller and Travelling Showpeople accommodation is provided in suitable locations. When considering the location of a proposed site, and whether it has reasonable and safe access to local services and facilities, regard should be given to whether there are known to be children living on the site and, if so, access to schools is of particular importance. The larger the site being proposed, the more important access to services and facilities becomes.
- 7.39 It is important to identify sites that are sustainable economically, socially and environmentally; have access to services, facilities and potential sources of employment; and which will promote inclusive communities, but which will not be out of scale with or dominate nearby settled communities. When considering whether a proposed Gypsy and Traveller site would dominate settled communities, regard will be given to existing Gypsy and Traveller sites outside the Buckinghamshire boundary but still near the settled community. As set out in the national planning guidance, there is no presumption that a temporary grant of planning permission should be made permanent.
- 7.40 For Gypsy and Traveller pitches previous guidance⁴ has recommended that, as a general guide, an average family pitch must be capable of accommodating an amenity building, a large trailer (a static caravan or park home) and touring caravan, parking space for two vehicles and a small garden area. Although there is no guidance on the size of a pitch, the GTAA recommends an average pitch size of 320m². It is important however to allow for a variety of different sized pitches, to accommodate different family's needs and to help contribute toward affordability.
- 7.41 For Travelling Showpeople, a plot is a space occupied by one household and often includes space to store and maintain equipment. There is no recent standard on plot size; however, The Showmen's Guild recommends an average plot size of 2,000 m². This guidance is dated and does not consider changes in practices amongst Travelling Showpeople. Flexibility in plot size will allow for different family make-up, business uses and affordability.

H08 Specialist housing

H08: Specialist housing

1. The Buckinghamshire LHNA 2026 sets out a high level of need for specialist and supported accommodation. This includes housing that meets the needs of older people and other groups of people, such as those with disabilities.

⁴ Designing Gypsy and Traveller Sites – Good Practice Guide, CLG, 2008; revoked 2015

2. Policy HO1 Housing Mix sets out that sites should provide a range of housing types, including a proportion of specialist older person housing and supported housing, as evidenced by the LHNA 2026.

Older person accommodation

3. On sites delivering more than six hundred dwellings, at least 10% of homes should be provided to meet the housing needs of older people as C3 specialist older persons accommodation and/or C2 older person accommodation. For larger schemes, a mix of both C3 (including market and affordable) and C2 accommodation, unless robustly justified otherwise, should be provided.
4. Proposals for older person accommodation will be supported, provided the following criteria are met:
 - a) The proposal is in a sustainable location for amenities and services and does not cause harm to residential amenity or the surrounding area for example impacting local character or causing an excessive impact on the availability of existing parking,
 - b) There is an identified package of care provided on site, and
 - c) Facilities for social and recreational activity are provided.

Other groups of people needing specialist and supported housing.

5. On sites delivering more than 150 homes, at least 4% of the affordable housing provision must be to meet the needs for other specialist and supporting housing (this includes, but isn't limited to, people with mental health needs, learning disabilities, autism, substance misuse issues, and people fleeing domestic abuse).
6. Where on-site provision of specialist and supported homes is not feasible, financial contributions will be sought to enable provision of specialist and supported homes off-site.
7. Proposals for specialist and supported housing will be supported, provided the following criteria are met:
 - a) It should be in a location that encourages active lifestyles, and independent living, with access to public transport as well as services and facilities, and
 - b) particularly for those who have a need for quiet environments, housing should be in a rural, semi-rural, or edge of development location with adequate secure outdoor space and in a low stimulating environment from noise and lighting.
8. Development proposals that would result in the loss of specialist, or supported housing, will not be permitted, unless alternative provision of an equivalent or better-quality facility is provided in the vicinity, or it can be demonstrated that the existing use is no longer viable.

- 7.42 As set out in paragraph 63 of the NPPF, local planning authorities should plan for a mix of housing to meet the needs of different groups in the community, including older people, students and people with disabilities. Housing to meet these needs will be provided, as part of larger housing sites, as outlined in Policy HO8, alongside windfall development in other

locations that meet the criteria in policy HO8. If there are justifiable reasons why the required provision of this housing on site is not deliverable, the Council will consider, as an exception, a financial contribution to enable provision of this accommodation off site. The Buckinghamshire LHNA (2026) identifies a need for specialist older person housing and supported housing that equates to 4% of market housing and 2% of affordable housing and 2% of affordable housing respectively of the overall housing need, as set out in the table 6. But to achieve closer to the required number of homes, an allowance must be made for the developments which will be below the thresholds and will not deliver any of this type of housing, therefore the percentage requirements in policy HO8 are higher.

- 7.43 The Council has produced some Design Templates⁵ to inform the delivery of supported and specialist accommodation. The Council may also, from time to time, publish further evidence to help provide clarity on the type and distribution of specialist housing provision required.

Older persons

- 7.44 The Buckinghamshire LHNA 2026 shows that the population of people aged seventy-five or over is projected to increase by 30,900, which is over 25% of the total population growth. Therefore, there is likely to be a significant need for housing which will be able to meet the needs of older people. The provision of specialist older person housing schemes will form an important part of the overall housing mix. The Buckinghamshire LHNA 2026 identified the demand for this housing as:

Table 7: Mix of specialist housing for older people by tenure

Housing type	Market Housing	Affordable Housing	Total number of units
Specialist Older Person Housing (C3) (Housing with Care and Housing with Support)	2,343 (75%)	753 (25%)	3,096
C2 bedspaces (equivalised to dwellings)	n/a	n/a	1,539

- 7.45 The housing needs of older people span the C2 and C3 use classes and take a variety of forms. There are different types of specialist housing designed to meet the diverse needs of older people:

- a) Age restricted general market housing – may include some shared amenities but does not include care or support.
- b) Housing with support - such as retirement living or sheltered housing, with some support provided to help residents live independently. These would all fall into Use Class C3, as they have facilities not shared with other households, although community facilities may be available.

⁵ [Working with us: social care | Buckinghamshire Council](#)

- c) Housing with care - such as extra care housing and retirement villages. They have access to support services with staff typically providing 24-hour onsite care, allowing residents to still live independently. These would all fall into Use Class C3, as they have facilities not shared with other households, although community facilities may be available.
 - d) Bedspaces in communal establishments in Use Class C2, such as residential care homes and nursing homes.
- 7.46 The types of accommodation set out above, are mostly provided through the private sector, particularly those in use class C3. However, Buckinghamshire Council may commission services to provide an element of C2 care.
- 7.47 The LHNA analysis concluded that it would be appropriate for all specialist older person housing to comply with Requirement M4(3), where it is practical for this to be achieved. The requirement set out in policy HO3 is for 5% of market homes to meet M4(3) standards, and 7% of affordable homes. The delivery of specific schemes for specialist older person housing need should be considered in partnership with other agencies, particularly those responsible for older person support needs. The Housing our Ageing Population Panel for Innovation (HAPPI) has some principles⁶ based on design criteria on how housing for older people can achieve a good standard for those living in them.
- 7.48 Providing suitable general needs housing for older persons could release up to 12,300 family homes of either 3 or 4 bedrooms. The LHNA sets out that providing general needs housing that older persons would choose, such as two- and three-bedroom bungalows would meet the needs for older persons downsizing from family homes.

Other groups of people needing specialist and supported housing.

- 7.49 The Buckinghamshire LHNA 2026 sets out a need for additional units of supported housing for people who need help to live independently, typically vulnerable groups such as people with disabilities including a learning disability or autism, mental health needs or those at risk of homelessness.
- 7.50 Support does not always involve personal care, and it may include help with managing health or daily living. Supported housing is normally needed as single units for individual people living in small cohorts, for example groups of 5-10 people works best for people with autism and learning difficulties. Single storey accommodation is often needed for those with severe autism but not necessarily for those in other vulnerable groups. Homes provided to meet specialist accommodation needs should be of good quality to prevent a worsening of health and wellbeing.
- 7.51 The size and type of accommodation on sites should be agreed with the Council, to ensure that the most up-to-date needs are considered.

1. ⁶ [HAPPI - Design - Topics - Resources - Housing LIN](#)

Table 8: Mix of specialist and supporting housing for other specialist and supporting housing by tenure.

Housing type	Market Housing	Affordable Housing units
Housing needs for those with a mental health need	n/a	60
Housing needs for those with a learning disability	n/a	463
Housing needs for those with substance abuse issues	n/a	223
Total	n/a	746

7.52 Early engagement with the Council, the health service and other social care providers is recommended. Considering these requirements early in the planning process allows them to be addressed more effectively.

7.53 The Buckinghamshire LHNA 2026 concludes that housing for students is likely to have a very limited impact on the general needs housing stock in Buckinghamshire.

HO9 Rural exception sites

HO9: Rural exception sites

The Council will support proposals for affordable homes on Rural Exception Sites, where all the following criteria are met:

- a) they meet a clearly established local need, identified through a robust housing needs assessment, in accordance with a methodology agreed with the Local Planning Authority.
- b) affordable housing meets the requirements of policy HO2.
- c) the homes would be broadly the right tenure mix and size to reflect the local need.
- d) reflect affordability in that location in Buckinghamshire.
- e) is located adjacent to, or well-related to, an existing settlement* and does not dominate, detract from, or change, the character of the settlement or surrounding landscape.
- f) the proposed development is of a size and scale commensurate with the scale and character of the settlement they are within, or adjacent to, and the established local housing need.
- g) there are satisfactory arrangements to ensure that the affordable housing is owned and managed by a Registered Provider, and remains affordable housing in perpetuity; and
- h) they have access to local services and facilities.

The Council will support a small proportion of units as market housing, where robust evidence establishes that viability issues would prevent the delivery of a Rural Exception Site which is 100% affordable housing. The amount of market housing will be the minimum level needed to

make the development viable and ensure the provision of additional affordable housing to meet local needs. Where market housing is provided, it should be indistinguishable in appearance and be integrated into the site.

*Settlements are of at least one hundred people as listed in the Local Plan settlement hierarchy

- 7.54 This policy supports Rural Exception Sites to deliver affordable housing in locations that would not otherwise be permitted through the development plan. It also supports additional affordable homes on sites of a proportionate size to the settlement in which they are located, where there are an identified need and the policy criteria are met.
- 7.55 The required housing needs survey, to be submitted by applicants, will need to demonstrate the extent of the housing need arising from people with a local connection. The applicant will need to agree the methodology for this needs survey, with the Local Planning Authority at an early stage in seeking planning permission. The local housing needs survey will have due regard to the Local Planning Authority's latest evidence on local housing needs. It will also enable a Registered Provider to identify and bring forward Exception Sites. Rural Housing Enablers (or a council recognised equivalent) may be commissioned to undertake a survey by a community group, parish council, local authority, Registered Provider, landowner, or private developer.
- 7.56 The survey should be initiated in consultation with the local community. The geographical extent of the survey should be agreed with the Local Planning Authority. It is essential to publicise a forthcoming Housing Needs Survey, to ensure engagement across the whole of the relevant community including, where appropriate, those who work locally. To be up to date, this Survey should be no more than 3 years old at the time of submission of a planning application for the development. The Survey will be used to justify the necessity of the release of the site, and to ensure that the housing proposed broadly meets the identified need, and that this need cannot be met on a more suitable site that would otherwise accord with policy. The applicant should assess local plan and neighbourhood plan allocations or planning applications, to establish that there is no such alternative suitable site and use a Rural Housing Enabler (or a Council recognised equivalent) and evidence of this will need to be provided to the Local Planning Authority.
- 7.57 On Rural Exception Sites, the Council will support a small number of open market sale homes. This is to ensure the site can be commercially viable to develop. This will be only once an open book viability assessment demonstrates that 100% affordable housing cannot be delivered on a Rural Exception Site. Due to affordability issues within Buckinghamshire, there is strong preference to deliver 100% affordable housing sites.
- 7.58 Viability appraisals are sensitive to minor changes in the figures used to calculate viability and to variations in methodology. The Council will assess the Viability Appraisal to ensure that the maximum viable level of contribution to planning obligations are received. An editable electronic version of the viability model should be made available to the Council, or anybody acting on its behalf, to enable a robust review of the submission. The Council should also be

provided with all the assumptions and calculations included in the appraisal. Where possible, applicants should seek to maximise the level of public subsidy available from Homes England (or subsequent bodies) to deliver the maximum level of affordable housing on site.

- 7.59 Only those households who meet the Council's Allocations' Policy for affordable housing will be able to occupy rented (social and affordable rented) affordable housing on Rural Exception Sites. Applicants must be registered with Bucks Home Choice (or subsequent system) before they can be nominated for a social or affordable rented property. Where more applicants than vacancies exist, the Council will allocate dwellings in accordance with our current Housing Allocations Policy (or as replaced). Eligibility criteria for homeownership properties will accord with national requirements.
- 7.60 This policy supports Rural Exception Sites in locations not otherwise supported in the Local Plan. It does not however support isolated development away from existing settlements, services and facilities. The site should have access to a range of local services and facilities proportional to the size of the proposed development and the settlement it is within or adjacent to. Access to such services and facilities from the development should be, or be capable of being, safe and convenient.
- 7.61 Rural Exception Sites can include (subject to meeting all policy criteria) proposals for rural workers working within food production to maintain the rural economy.
- 7.62 The Local Planning Authority requires a planning obligation to ensure that the homes provided meet a local need, and that satisfactory arrangements are made to ensure that the affordable housing remains affordable housing in perpetuity.
- 7.63 The Council will prepare a Technical Note to advise further on the delivery of Affordable Housing developments, including Rural Exception Sites.

H010 Windfall policy

H010: Windfall policy

1. Development on unallocated sites in settlements will be permitted, if it is of a scale, density and character that is in keeping with the existing form of the settlement, and does not adversely impact its character and appearance, through being:

- a) Within the existing built-up area of a settlement*, including the redevelopment of suitable previously developed sites for both housing and employment purposes, or
- b) Development that consolidates existing settlement patterns without harming important settlement characteristics and does not comprise partial development of a larger site.
- c) Development on unallocated sites will have to meet all the following criteria:
- d) Not lead to coalescence with any neighbouring settlement
- e) Not have significant adverse impact on environmental assets such as landscape, historic environment, biodiversity, waterways, open space and green infrastructure, and

- f) There is the necessary infrastructure capacity, including transport infrastructure, to support the development, and provision is made for any appropriate infrastructure required.

* The following criteria should be considered to determine whether a site is within a settlement or not, if a Neighbourhood Plan does not already define a settlement boundary:

- a) Clearly follows defined physical features such as walls, fences, hedgerows, roads and streams, where practical.
- b) Includes built and commenced development, which physically relates to the settlement.
- c) Includes planning permissions and site allocations which physically relate to the settlement.
- d) Considers the visual character of the settlement, the density and pattern of built development.
- e) Includes the curtilage of a property that relates more closely to the built-up area (e.g. a garden) and where inclusion or development would not harm the structure, form and character of the settlement.
- f) Includes small pieces of land, which directly relate to the built-up area and would be rounding off the boundary.
- g) Is not isolated and sporadic development that is clearly detached from the main built-up area.

- 7.64 The Local Plan allocates sites over five dwellings to meet most of the development needs of Buckinghamshire, while some homes will be delivered on smaller unallocated sites. This figure is supported by the Council's evidence on windfall. This policy provides guidance on the appropriateness of sites to come forward to meet the identified windfall supply.
- 7.65 In general, windfall sites will be smaller than the threshold above which the Local Plan will allocate sites, as suitable sites larger than this threshold have been allocated through the Local Plan. The NPPF, at paragraph 73, sets out the important contribution small and medium sized sites can make to housing delivery. The policy provides guidance on the appropriate scale of sites within individual settlements, this is intended to ensure windfall sites reflect the level of infrastructure, services and facilities that existing settlements have. Appropriate infrastructure, referred to in criteria g, includes utilities such as water, sewerage and electricity, healthcare facility contributions, school contributions, greenspace, leisure facilities and retail units.
- 7.66 In exceptional cases, sites not meeting criteria a or b might be justified outside of the plan making process, if a scheme offers benefits to the community. Benefits could include the reuse of a vacant brownfield site, the provision of community facilities or preservation of a historic building or asset.

HO11 Residential annexes

HO11: Residential annexes

1. Proposals for residential annexes will be supported where all the following criteria are met:
 - a) The proposed annexe is intended for occupation by a person(s) with a close family, dependency or equivalent relationship with the occupiers of the main dwelling.
 - b) The annexe will remain ancillary to and functionally linked to the main dwelling and be of a scale and design that is clearly subordinate to it.
 - c) The annexe is designed so that it can be readily incorporated back into the main dwelling and will not be capable of independent occupation as a separate dwelling.
 - d) The annexe shares vehicular access and garden/ amenity space with the main dwelling, and there is no subdivision or physical demarcation that would undermine its ancillary status unless an alternative arrangement demonstrably maintains that relationship.
 - e) Where the annexe is created as an extension, it should normally include an internal connection to the main dwelling, unless it can be demonstrated that an alternative arrangement would not compromise its ancillary function.
 - f) Where an annexe is created through the conversion of an existing outbuilding or through a new detached structure: it must be in proximity to the main dwelling; and
 - g) It must be located within the residential curtilage of the host dwelling.
 - h) The annexe will not be severed, sold or occupied independently from the main dwelling.
 - i) Proposals must also comply with policies BE4 and BE5, ensuring that development is appropriate in terms of design, character and residential amenity.

- 7.67 A residential annexe is accommodation that is ancillary to the main dwelling, within the residential curtilage and which provides additional accommodation for members of the same family, for example older relatives who require support or older children seeking a degree of independence, or others with a demonstrable link to the host dwelling including for domestic staff accommodation.
- 7.68 An annexe can be created through an extension to an existing dwelling, the conversion of an existing outbuilding or through construction of a new detached building. An extension is normally the most appropriate, as it better integrates the annexe into the dwelling for the use of shared facilities and for access, as well as normally minimising the impact on the surrounding area. The next most appropriate would be the conversion of an existing building, while if neither of these are possible then a new building for the annexe may be acceptable. Annexes, as a new building, are more likely to be appropriate in the built-up area rather than the open countryside.
- 7.69 A statement providing justification for why the proposed annexe is required and how the intended occupant(s) is/ are connected to the main dwelling must be provided by the applicant. The statement should also provide justification for the proposed floor area for the

annexe, which should be the minimum level of accommodation required to support the needs of the occupant(s) and indicate what the functional relationship of the annexe to the main dwelling would be.

Economy

- 7.70 This section sets out development management policies to support the delivery of the Local Plan's employment land requirement, protect existing employment sites, and support sustainable economic growth. The gross target for new employment development in the Local Plan is 219 hectares, derived from the Lichfields Employment and Retail Study (2025), as set out in Chapter 5: Spatial Strategy and Strategic Policies. Delivery will be achieved through existing commitments from 2024 onwards, new allocations, intensification of existing sites, and the protection of employment land from loss to other uses. In addition to strategic allocations, smaller-scale employment development will be supported through rural diversification, mixed-use development and redevelopment opportunities.
- 7.71 For the purposes of this Plan, employment uses are defined as those within Use Classes E(g), B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended), including offices, research and development, industrial processes, and storage and distribution. Sui generis uses with similar characteristics will also be considered under these policies.
- 7.72 The delivery of employment land supports the Buckinghamshire Economic Growth Plan (2025), which seeks to increase productivity and support key sectors, alongside the growth of small and medium-sized enterprises. This includes strengthening the role of key centres such as Aylesbury and High Wycombe.
- 7.73 National policy supports the growth of advanced and emerging economic sectors. In Buckinghamshire, this includes uses such as data centres and laboratories. Requirements for data centre development are set out in Policy EC04 (Data Centres).
- 7.74 Permitted development rights allowing the conversion of offices and light industrial units to residential use are likely to reduce the supply of employment floorspace. The Council will monitor these changes and, through the application of development management policies, seek to ensure the retention of a sufficient and diverse portfolio of employment space to meet market needs.

EC1 Strategic and key employment sites

EC1: Strategic and key employment sites

1. Employment sites which are of strategic or key importance are listed in the Strategic and Key Employment Areas set out in Appendix L. These sites include the three Enterprise Zones in Buckinghamshire and the Pinewood Studios site.
2. The regeneration and improvement of the strategic and key employment sites, and proposals for the intensification for employment use, will be supported where they accord

with other policies in the plan and can evidence strong correlation to the strategic priorities of Buckinghamshire's Economic Growth Plan.

3. Applications will be supported where the stated employment use aligns with advancing Buckinghamshire's key sectors (life sciences, space/robotics/drones, advanced manufacturing, creative industries) and evidence a significant contribution to delivering productivity ambitions.
4. The sites are protected for employment use, i.e. use classes B2, B8 and E (g) of the Town and Country Planning (Use Classes) Order 1987, as amended by subsequent legislation, and their loss to non-employment generating uses will be resisted.
5. Other similar employment-generating uses will be supported on these Strategic or Key employment sites provided that:
 - a) they are complementary to the current use of the site.
 - b) they support the employment function of the site; or
 - c) they provide economic enhancements or increased employment opportunities at the site; or ancillary service / facilities to enhance the attractiveness of the site for the core market such as shared training, testing, and staff amenities.
 - d) they do not have a significant adverse impact on the employment function of the site.

- 7.75 There are strategic Local Plan policies for the Enterprise Zones and Employment sites at Westcott and Silverstone and for the Pinewood Studios site in Chapter 5. These have additional policy requirements because the scope for new employment development at these locations is part of the wider Local Plan and the Buckinghamshire Growth Plan for economic growth needs.
- 7.76 Strategic and key employment sites are a vital part of the Buckinghamshire economy, and their protection will help the economy grow in future. The sites have been assessed in the Lichfields Employment and Retail study (2025), with an update in July 2026, and their protection for employment is recommended in the Strategic and Key Employment sites table, which is informed by the employment site hierarchy within the study. The policy aims to protect their economic contribution and to support developments which complement the uses already on the sites. This would apply to small scale support facilities such as on-site cafes and other infrastructure which are ancillary to their main role. Developments which facilitate a better working environment on the sites are also within the scope of the policy for ancillary facilities, e.g. for healthy food opportunities, green space and active travel.
- 7.77 This policy is in line with paragraph 86 of the NPPF that planning policies should set out a clear economic vision and strategy which positively and proactively encourage sustainable economic growth.

EC2 Other employment sites

EC2: Other employment sites

1. This policy applies to sites which are not listed in Appendix L (Strategic and Key Employment areas) and above 1000sqm/0.25ha. These sites include existing lawful employment premises in Use Classes B2, B8 and E(g), plus relevant sui generis uses.
2. Development proposals for the intensification and regeneration of other employment sites for employment generating uses will be supported. For the purposes of this policy, employment uses comprise Use Classes E(g), B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 as amended by subsequent legislation, together with relevant sui generis employment uses.
3. Development proposals for the change of these employment uses to non-employment generating uses may be permitted provided that:
 - a) The site has been robustly marketed for employment use suitable to the site and location for a continuous period of 18 months with no viable interest; and the premises must remain available to potential occupiers throughout the marketing period unless robustly justified.
 - b) The marketing must have been carried out prior to submitting the planning application.
 - c) The price or rental value of the site in the marketing exercise and the other marketing particulars and methods are appropriate to an employment use.
 - d) Marketing should be related to the tenancy or ownership status of the site.
 - e) If a site is marketed while it is occupied the evidence should cover why the site is not needed for its lawful uses or purpose.
 - f) Any employment – generating businesses affected by the proposals can be relocated to alternative premises so that viable businesses are not affected; and
 - g) The development will not prejudice the efficient and effective employment use of the remainder of the site.
4. The size, location and type of the existing and proposed uses will also be taken into consideration, including whether a proposed use generates employment or whether an existing employment use has significant adverse impacts on local amenity which cannot be mitigated.
5. This policy applies to existing lawful employment sites within urban and rural areas.

- 7.78 Development proposals which help deliver good quality premises attractive to the market are important to local economic growth. It is accepted that some changes to current employment sites will be needed so that stock can be renewed, regeneration / mixed use schemes can proceed and so that Buckinghamshire's employment stock is attractive to the market.
- 7.79 The threshold of 1,000 sqm of floorspace, or 0.25 hectares, has been selected to provide a clear and proportionate distinction between smaller employment sites and the larger employment sites that make a more significant contribution to Buckinghamshire's

employment land supply. The Buckinghamshire Employment Land Review used a threshold of 0.25 hectares when assessing employment sites across the county, reflecting established practice in employment land evidence studies and ensuring consistency with the Local Plan evidence base.

- 7.80 Sites above this threshold are of a scale that can accommodate a range of employment activities, provide opportunities for intensification and regeneration, and make a meaningful contribution to meeting wider employment land needs. Smaller sites, whilst still economically important, often serve a different function in supporting SMEs, start-up businesses and local service providers and are therefore addressed separately through Policy EC3. The parallel floorspace threshold of 1,000 sqm provides a practical measure for sites where land area may not accurately reflect the scale or intensity of employment activity, ensuring the policy captures larger employment premises regardless of site configuration.
- 7.81 It is important that the policy is sufficiently flexible to avoid long term vacancies which in themselves can undermine interest in an area. This is especially important in town centre locations. Combining residential, commercial, and employment spaces can create vibrant, sustainable communities. Developments which facilitate a better working environment on the sites are also within the scope of the policy for ancillary facilities, e.g. for healthy food opportunities, green space and active travel.
- 7.82 If businesses are proposed to be relocated, they should ideally be within Buckinghamshire, dependent on their specific circumstances to ensure that their contribution to the local economy continues. This policy applies to the loss of employment within Buckinghamshire, in rural and urban areas.

EC3 Small employment sites

EC3: Small employment sites

1. Small and dispersed employment sites which play a vital role in supporting Buckinghamshire's SME and start-up economy, particularly within our market towns, business parks and edge of towns, will be safeguarded for employment-generating uses, including Use Class E(g), B2, B8 and other appropriate sui generis employment uses, where they make a positive contribution to the local economy. The purposes of this policy, small employment sites are defined as those up to 1000sqm/0.25ha.
2. Development proposals that would result in the loss of a small employment site to non-employment uses, including residential, which are not covered by permitted development will only be supported where it is demonstrated that the site is no longer appropriate for ongoing employment use, having regard to the site's location, accessibility, local market demand and its role in supporting the local economy of Buckinghamshire.

Redevelopment or Loss to Non-Employment Uses

3. Redevelopment or change of use of a small employment site to non-employment uses will only be supported where it can be clearly demonstrated that:

- a) continued employment use, or redevelopment for employment purposes, is no longer appropriate or achievable in planning and economic terms;
- b) reasonable efforts have been made to accommodate employment uses on the site, including through alternative formats, layouts or intensities; and
- c) the proposal would not result in an unacceptable reduction in the supply, choice or diversity of small employment premises needed to support the local economy.

- 7.83 Small and dispersed employment sites form an essential component of Buckinghamshire's local economy. These sites typically accommodate small and medium-sized enterprises (SMEs), start-ups, local service businesses such as trades and building services, vehicle repair and local logistics, and specialist operations such as R&D activities and laboratory and technical services, that are less able to compete for space in larger, strategic employment locations. They play a particularly important role within market towns, urban areas and the fringes of settlements, providing local jobs, supporting supply chains and reducing the need to travel.
- 7.84 For the purposes of this policy, a small employment site is defined as a site of up to 0.25 hectares or 1,000 sqm of employment floorspace. This threshold reflects the evidence base prepared for the Buckinghamshire Local Plan. The Employment Land Review focused its detailed assessment on employment sites exceeding 0.25 hectares, recognising their role in meeting wider employment land requirements. Sites below this threshold were not assessed individually through the Employment Land Review but nevertheless make an important cumulative contribution to Buckinghamshire's economy, particularly in accommodating SMEs, start-up businesses and local services. The 0.25-hectare threshold therefore provides a clear and proportionate distinction between the strategic and key employment sites addressed through EC1, other employment sites addressed through EC2, and the smaller employment sites that require protection through Policy EC3.
- 7.85 In supporting the ongoing use and modernisation of small employment sites, opportunities should be taken to improve the quality of the working environment. Measures may include the provision of healthy workplaces, landscaping and green infrastructure, improvements to air quality, reductions in noise and light pollution, and interventions that improve road safety and enable safe access by walking, cycling and public transport. Such improvements can help support workforce wellbeing, business productivity and the long-term attractiveness of employment locations.
- 7.86 Buckinghamshire experiences significant pressure on employment land arising from strong residential land values and the desirability of its settlements. This pressure is particularly acute for smaller employment sites, which are often more vulnerable to incremental loss through redevelopment or changes of use. Once lost, such sites are rarely replaced, resulting in a gradual erosion of locally accessible employment opportunities and a narrowing of

premises choice for smaller businesses. The Local Plan therefore seeks to safeguard small employment sites that make a positive contribution to the local economy. The emphasis of Policy EC3 is not solely on the protection of land, but on the retention of economic function. The policy recognises that businesses and markets evolve over time, and that employment sites may need to adapt, intensify or modernise to remain viable. Flexibility is supported where proposals retain an employment-generating role and respond to contemporary business needs.

- 7.87 Proposals that would result in the loss of small employment sites to non-employment uses, including residential development, will be carefully assessed. In such cases, applicants will be expected to robustly demonstrate that the site is no longer appropriate for continued employment use, or for redevelopment for employment purposes. This assessment should take account of the site's location, accessibility, adaptability, and its role within the local economy of Buckinghamshire, rather than relying solely on land value or market preference for alternative uses.
- 7.88 Where redevelopment or change of use is proposed, the policy requires clear evidence that reasonable efforts have been made to retain the site in employment use. The loss of a small employment site will not be supported where it would lead to an unacceptable reduction in the supply, choice or diversity of small employment premises required to support Buckinghamshire's economy.
- 7.89 The approach set out in this policy reflects the importance of maintaining a balanced and resilient local economy, supporting business growth and retention, and ensuring that economic activity remains embedded within Buckinghamshire's communities. The evidence underpinning this policy also provides a framework for understanding areas where small employment sites are under pressure and may inform the future use of targeted planning tools, where justified, to protect their ongoing economic function.

EC4 Skills and local employment

EC4: Skills and local employment

1. New major developments of 100 or more dwellings or 1,000 sqm or more floorspace in Use Classes B2, B8 or E (g) of the Town and Country Planning (Use Classes) Order 1987 (as amended) will be required to deliver measurable local employment, skills and training outcomes proportionate to the scale and nature of the development.
2. Proposals must be supported by a Local Employment and Skills Plan (LESP) to be agreed with the Council, setting out how the development will support local skills, employment and inclusive economic growth during both construction and operational phases.
3. The LESP will be secured and monitored through a Section 106 planning obligation, and will include clear targets, indicators and reporting arrangements. The LESP should, where proportionate and viable, address:
 - a) Provision of construction jobs, apprenticeships, and upskilling opportunities for residents.

- b) the longer-term occupancy of the development in securing jobs and apprenticeships for local people in its operational phase.
 - c) How the proposed development links with local schools, the College, Universities and other education providers
 - d) Measures to promote opportunities for local businesses and supply chains, in a manner consistent with procurement regulations; and
 - e) Other appropriate measures to support local skills and employment.
4. Proposals shall demonstrate how skills and employment measures contribute to inclusive growth, including improving access to employment opportunities for young people, local residents and groups under-represented in the labour market, and how they align with the Council's economic growth objectives, priority sectors and skills strategies, including modern economy uses.

Where it is demonstrated that full compliance is not viable, the Council will work with applicants to agree appropriate alternative measures.

- 7.90 Buckinghamshire Skills and Employment Strategy 2024–2029 identifies the need to improve skills, support access to employment and enhance inclusive economic growth. This policy supports delivery of that strategy by ensuring that new development contributes to local employment and training opportunities.
- 7.91 Major development can generate significant employment opportunities during both construction and operational phases. Securing these benefits locally helps support economic resilience, improve productivity and enhance life chances for residents.
- 7.92 Evidence indicates a clear need for this intervention. In 2021, 26,930 Buckinghamshire residents aged 18–64 had no qualifications (Census), and in 2023 approximately 9,600 residents were not in work but wished to be (ONS Population Survey). Improving access to training and employment opportunities is therefore critical to supporting the local economy and reducing inequalities.
- 7.93 The thresholds in this policy reflect the scale at which development can deliver meaningful employment and skills outcomes, while ensuring that requirements remain proportionate and viable.
- 7.94 For the purposes of this policy, 'local' refers primarily to Buckinghamshire, while recognising functional economic relationships with neighbouring areas
- 7.95 Delivery will be secured through Section 106 planning obligations. These are necessary to ensure that employment and skills outcomes are delivered as part of development and are directly related to its scale and nature. Financial contributions will only be sought where they meet the statutory tests for planning obligations.

- 7.96 Local Employment and Skills Plans (LESPs) will set out site-specific measures, targets and monitoring arrangements, to be agreed with the Council. Early engagement will ensure that employment and skills measures are effectively embedded within development proposals.

EC5 Data centres

EC5: Data centres

1. Proposals relating to data centres will be supported if all the following criteria will be complied with:

- a) Proposals should demonstrate that sufficient electrical grid capacity can be secured to support the development, either through existing provision, committed connections, or the phased delivery of capacity, including through a deliverable and funded programme of network reinforcement where necessary. There should be evidence of engagement with network operators and a realistic pathway to securing capacity.
- b) Proposals must demonstrate that the electricity, digital connectivity and water supply requirements of the development can be met, including through any necessary upgrades to infrastructure, and that opportunities to minimise energy demand and utilise efficient energy sources have been incorporated wherever feasible, without giving rise to unacceptable adverse impacts on the amenity of local residents, businesses or the operation of essential services, having regard to mitigation.
- c) Back-up generators should not use diesel. Sustainable heating and cooling technologies should be incorporated wherever feasible.
- d) Where back-up power systems or other plant have the potential to affect local air quality, proposals must be supported by an Air Quality Impact Assessment demonstrating that any adverse effects on human health, sensitive receptors and local air quality objectives can be avoided, minimised or appropriately mitigated.
- e) Proposals should demonstrate that noise from plant, equipment and operations (including cooling systems and back-up generators) does not result in unacceptable impacts on the amenity of existing or proposed noise-sensitive uses such as residential development. Noise assessments must be submitted and mitigation measures incorporated where necessary.
- f) Proposals should be of high-quality design and incorporate landscaping that mitigates visual impact, particularly within the Green Belt or other sensitive landscapes.
- g) Proposals should be supported by an appropriate fire suppression and safety strategy where this has implications for land use planning, including environmental or public safety considerations.

Location-Specific Requirements

2. Where sites are proposed in sensitive locations (such as the Green Belt), applicants must demonstrate that the locational requirements of the development cannot be met in less sensitive locations, and proposals must be justified in accordance with national policy.

3. Applicants must provide robust evidence of the need for the facility in the proposed location, including justification where data centres are proposed as ancillary uses to existing businesses or premises.

Proposals should demonstrate how the proposal supports:

- a) local supply chains and businesses;
- b) local skills development and employment, in accordance with Policy EC3; and
- c) the resilience and growth of Buckinghamshire's digital infrastructure and economy

- 7.97 Data centres are recognised as critical infrastructure supporting the digital economy and are identified in national policy as part of the "modern economy". They play a vital role in enabling cloud computing, digital communications, artificial intelligence and business operations, and are essential to supporting economic growth and productivity.
- 7.98 There is no defined national or regional requirement for the number or capacity of new data centres. However, demand for data storage and processing continues to increase significantly, driven by technological change and digitalisation across all sectors of the economy. This has resulted in increasing pressure for new data centre development in well-connected locations.
- 7.99 The Council's evidence base, including the Modern Economy Study, identifies Buckinghamshire as a suitable and attractive location for data centre development, particularly within the Slough–Hayes availability zone, where there are strong demand and established infrastructure. The study recommends that the Local Plan should provide a clear policy framework to guide such development.
- 7.100 Data centres typically generate low levels of direct employment compared to other employment uses. However, they play an important strategic role in supporting wider economic activity, digital infrastructure resilience and business competitiveness at both local and national levels.
- 7.101 Data centres are energy-intensive forms of development with significant electricity requirements. Early and ongoing engagement with network operators is essential to ensure that capacity can be delivered in a timely manner. Proposals are expected to demonstrate a realistic pathway to securing power connections, recognising that developers may not have direct control over all aspects of network reinforcement.
- 7.102 In addition to electricity demand, data centres may require substantial water resources for cooling, depending on the technology used. Proposals should therefore demonstrate that water supply and use are sustainable and do not place undue pressure on existing infrastructure. The Plan's wider policies on climate change, water efficiency and flood risk will also apply.
- 7.103 Backup power systems are necessary to ensure operational resilience. However, diesel generators can contribute to air pollution, particularly where regular testing regimes are

required. Proposals should seek to minimise reliance on diesel generation and incorporate lower-emission alternatives wherever feasible. An Air Quality Impact Assessment will be required where operational plant, equipment or back-up power systems have the potential to affect local air quality, to ensure impacts are properly assessed and mitigated.

- 7.104 Data centres can also generate noise from plant, cooling systems and standby equipment. Careful design, layout and mitigation are required to ensure that impacts on residential amenity and other sensitive uses are avoided or minimised.
- 7.105 Given their scale and operational requirements, data centres can have significant visual impacts. High-quality design and landscaping are therefore essential, particularly where development is proposed in sensitive locations such as the Green Belt or valued landscapes. In such locations, proposals must be justified in line with national policy, including demonstrating that there are no suitable alternative sites in less sensitive areas.
- 7.106 The operational characteristics and classification of data centres can vary, and their Use Class is not always clearly defined. For this reason, the policy makes explicit reference to the need for contributions to local skills and employment, ensuring that such developments support inclusive economic growth in line with Policy EC4.

EC6 Rural diversification

EC6: Rural diversification

1. The re-use and adaptation of an existing buildings, and new buildings where re-use is not possible, that is of permanent and substantial construction will be permitted if all the following assessment criteria are met:
 - a) The proposed new development or re-use is of a scale that would not have an adverse impact on its surroundings.
 - b) The redundant or disused status of the building has been demonstrated, and the re-use of the building would enhance the immediate setting.
 - c) Structural survey information must be provided to ensure that the buildings are suitable for conversion. Conversion works should not involve major reconstruction or significant extensions and should respect the character of the building and its setting. If major works are required, it must be demonstrated that dereliction was the result of severe accidental damage or accidental destruction; and
 - d) Where the building proposed to be converted is suitable for modern agricultural practice, its loss would not give rise to a future need for a replacement similar building within the same land holding.
2. Conversion of existing rural buildings to new uses in the National Landscape is supported where it complies with the requirements above plus the following:
 - a) The building is not a building that was erected within the preceding 10 years; and
 - b) The proposed use will support the vitality and sustainability of the local rural community, the rural economy, or local services.

- 7.107 This policy sets out the approach of Buckinghamshire Council for development proposals to support the rural economy. It covers change of use and diversification of rural and farm buildings to other employment uses. This allows for rural and farming business to diversify to enable business growth but also protects these practices. Employment uses are defined as offices, industrial and warehousing under use Classes E (g), B2 and B8 of the Town and Country Planning, Use Classes Order 1987 as amended by subsequent legislation. Sui generis uses which are like these use classes will also be assessed under these policies.
- 7.108 National Planning Policy Framework 2024, paragraphs 88 and 89, support the need for economic growth in rural areas to create jobs and prosperity.
- 7.109 The re-use and adaptation of existing rural buildings located in the countryside is important to meet employment needs in rural areas and provides the opportunity to maintain a viable business. It encourages the creation of new sustainable rural enterprises and often provides premises for start-ups and small and medium enterprises. The demand for new building in the countryside can be reduced by reusing rural buildings, avoiding leaving an existing building empty or underused. Buckinghamshire Council will seek to prioritise the re-use or conversion of existing buildings over the development of new buildings.
- 7.110 Diversification in the Chilterns National Landscape will need to have regard to the Social and Economic Wellbeing objectives of the Chilterns Management Plan, which seeks to continue a functional working landscape with a viable rural economy. The Management Plan intends to address skill shortages in key occupations required to maintain the National Landscape.

EC7 Tourism

EC7: Tourism

1. New or expanded tourism and visitor facilities within or adjacent to existing settlements will be supported.
2. Elsewhere, proposed development must:
 - a) Support sustainable growth of existing tourism and visitor facilities.
 - b) Involve the conversion or replacement of buildings which form part of an existing tourist facility or well-designed new building(s) which promotes diversification of agricultural and other land-based rural businesses; and
 - c) be an appropriate location and minimise environmental impacts.
3. In the case of seasonal structures these must be temporary in nature and not have an adverse impact on the landscape.
4. The loss of existing tourism and visitor facilities will not be supported unless replacement facilities are proposed in suitable alternative locations. Alternatively, robust evidence must be provided to demonstrate there is no longer a need for that use in the area, or the existing use is unviable, and its retention has been fully explored including active and comprehensive marketing of the use for a period of 12 months, or a shorter period where

it can be robustly demonstrated that there is no reasonable prospect of the use being retained.

- 7.111 Tourism plays an important role in generating income for residents. Buckinghamshire is a popular tourist destination, providing leisure and recreation activities for its own residents and those visiting. Much of Buckinghamshire's tourism offering is based around our heritage and history and our built and natural environments. Attractions including National Trust properties such as, Stowe, Waddesdon Manor, Hughenden Manor and Cliveden, Discover Bucks Museum (our county museum), as well as Chilterns National Landscape, country parks such as Langley Park, and the motor racing circuit at Silverstone.
- 7.112 Buckinghamshire's tourism sector in 2022⁷ comprised of 169 visitor attractions, 115 annual events and over 1,000 places to stay. Tourism within Buckinghamshire consists of 2,125 businesses employing more than 21,000 people. Many of our tourism businesses are 'micro' businesses (under ten employees) which gives opportunities to cluster, curate and promote the broad range on offer at the level of place.
- 7.113 Tourism development within Buckinghamshire is welcomed, which can provide opportunities for employment and a means of supplementing rural incomes, as well as supporting our town centres. However, it can have negative impacts on the surrounding area if located insensitively, is out of scale with its context, or if it fails to take proper account of local character and appearance. This policy seeks to locate most development within or close to defined settlements, where local shops and facilities are most accessible and stand to benefit the most. and this makes use of existing transport links.
- 7.114 Applications for tourism development in the countryside will need to be justified by the applicant to show that it meets demand. Tourism development should benefit local businesses, the environment, communities and visitors in the long term.
- 7.115 The council wants to encourage visitors to Buckinghamshire whilst recognising that a balance needs to be maintained with regards to preserving the high quality environmental, historic, and cultural assets of Buckinghamshire. The re-use of existing buildings limits harm to the environment and may help farm diversification schemes.
- 7.116 Evidence supporting a countryside location should be proportionate to the scale and nature of the tourism proposal being considered. Larger tourism attractions such as museums, outdoor activity centre or hotels may have a significant impact on the countryside and the local road network, so in these cases more comprehensive supporting evidence will be required.
- 7.117 Seasonal structures related to tourism such as marquees can provide additional support to the local economy. Proposals of this type should be temporary in nature and not have an adverse impact on the landscape.

⁷ [Visitor Economy Strategy Update report to Growth, Infrastructure & Housing Select Committee 7th September 2023](#)

EC8 Retail hierarchy

EC8: Retail hierarchy

The Council will promote the role and function of its centres to positively contribute towards their viability, vitality, character and public realm. The retail hierarchy for town centres in Buckinghamshire is defined as follows:

- a) Sub-regional town centres: Aylesbury and High Wycombe.
- b) Town centres: Amersham on-the-Hill, Beaconsfield New Town, Buckingham, Chesham, Gerrards Cross, Marlow and Princes Risborough.
- c) District centres: Amersham Old Town, Beaconsfield Old Town, Burnham, Chalfont St. Peter, Great Missenden, Wendover and Winslow.
- d) Local centres: Bourne End, Chalfont St. Giles, Denham Green, Farnham Common, Flackwell Heath, Haddenham, Hazlemere, Holmer Green, Iver, Little Chalfont and Prestwood.

- 7.118 The NPPF requires the Council to define a hierarchy of town centres and promote their long-term vitality and viability.
- 7.119 All centres have designated centre boundaries. Sub-regional town centres also have a designated Primary Shopping Area (PSA). Primary shopping frontages are designated in sub-regional town centres and town centres. The boundaries of centres and these designations will be defined on the proposals map.
- 7.120 Aylesbury and High Wycombe are designated as sub-regional town centres, they are the focus for retail development, serving communities within the northern and southern halves of Buckinghamshire. Other town, district and local centres play an important role as a focal point in their respective settlements / community areas but have a lesser range and choice of facilities compared to Aylesbury and High Wycombe.
- 7.121 These policies protect all centres to ensure appropriate accessibility to important facilities for all sections of the community and to ensure sustainable shopping patterns.

Table 9: Retail, food / beverage and leisure / cultural floorspace needs.

	Convenience retail (sq.m gross)	Comparison retail (sq.m gross)	Food / beverage (sq.m gross)	Leisure / cultural (sq.m gross)	Total (sq.m gross)
2030	4,380	9,772	8,725	6,026	28,930
2035	9,798	20,612	17,033	11,767	59,210
2040	15,869	32,580	26,321	18,186	92,956
2045	24,071	54,315	36,700	25,356	140,442

7.122 Capacity projections indicate that an element of new retail development needs can be met in existing centres through the re-occupation of vacant units in the plan period. For example, if the shop vacancy rate reduced by 10%, this could accommodate 14,300 sqm of new space. Reducing the vacancy rate further would deliver more new space in our town centres. Larger scale new developments proposed in this Local Plan will be required to provide their own centres or small-scale shops to serve the new communities. This can also go some way to meeting the remaining retail needs of the plan.

7.123 The uncertainty around the forecasts and changes in shopping patterns, means the Council is likely to be looking to plan to meet the needs to 2035, and would then review the situation in a future Local Plan.

7.124 Further work will look at this before the next iteration of the Local Plan, and we welcome views on how retail needs can be met within existing and new centres.

EC9 Development within Buckinghamshire's centres

EC9: Development within Buckinghamshire's centres

Development within primary shopping frontages

1. Within the primary shopping frontages in the sub-regional town centres and town centres at ground floor level, only shops, cafes / restaurants, financial and professional services (Use classes E(a), E(b), and E(c)) will be permitted subject to achieving a good mix of retail uses overall and provided the proposal meets all the below criteria:

- a) Either cumulatively or individually contributes positively to the vitality and viability of the centre. This should consider:
 - i. the mix of uses in the primary frontage.
 - ii. what is currently located there and what development already has planning permission.
 - iii. the location, prominence and length of frontage of the premises.

- iv. the nature of the use proposed, including the level of pedestrian activity associated with it; and
- v. the number of ground floor vacancies in the area.

2. Consideration will be given to the size of the proposed unit, the width of the frontage and surrounding uses. A window and entrance should be provided or retained which relates well to the design of the building and to the street scene and its setting.
3. Development for uses other than shops, cafes / restaurants, financial and professional services (Use classes E(a), E(b) or E(c)) will not be supported at ground floor within primary shopping frontages.
4. Residential and office development is encouraged within the primary shopping frontage above ground floor levels subject to appropriate accessibility requirements.

Development outside primary shopping frontages

4. Development outside primary shopping frontages will be supported where it contributes positively to the role and function of the centre.

Within primary shopping areas but outside primary shopping frontages

6. Proposals for shops, cafes / restaurants, financial and professional services (Use classes E(a), E(b), and E(c)) will be supported. Other main town centre uses will be supported where they:
 - a) complements the existing uses.
 - b) contribute positively to the vitality and viability of the primary shopping area; and
 - c) maintain or improves the attractiveness and interest of the street scene.
7. Proposals for uses which are not for main town centre uses outside the defined primary shopping frontage and within the primary shopping area will be supported if criteria b. c. and d. are met and the proposal does not cause an undue concentration of non-main town centre uses within the primary shopping area.

Outside primary shopping areas and primary shopping frontages but within centres

8. Proposals for shops, cafes / restaurants, financial and professional services (Use classes E(a), E(b) and E(c)) or any main town centre uses will be supported where they:
 - a) make a positive contribution to the centre's vitality, considering the existing mix of uses and committed uses, prominence and length of frontage of the premises, pedestrian activity, and vacancies.
 - b) Do not result in more than three consecutive units non-E(a)/E(b)/E(c) units in a row; and
 - c) A window and entrance should be provided or retained which relates well to the design of the building and to the street scene and its setting.

9. Proposals for non-main town centre uses will be supported if criteria f. and g. are met and the proposal does not cause an undue concentration of non-main town centre uses within the primary shopping area.
10. Residential and office development is encouraged outside the primary shopping frontage above ground floor levels subject to appropriate accessibility requirements.

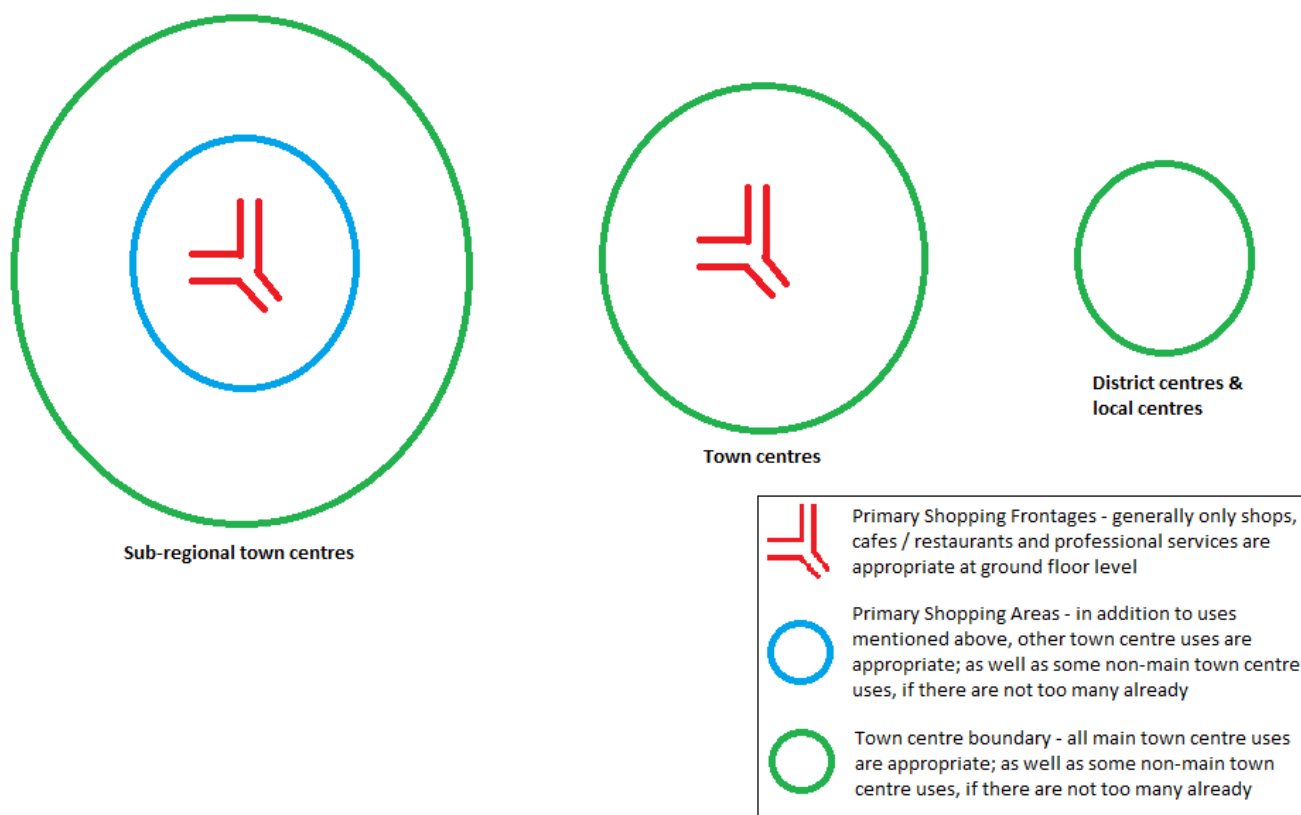


Figure 30: Diagrammatic Representation of Policy EC11

EC10 Development for main town centre uses outside Buckinghamshire's centres.

EC10: Development for main town centre uses outside Buckinghamshire's centres.

1. Proposals for main town centre uses that are greater than 400sqm gross and are not within defined centres must follow the sequential test, as set out in the NPPF and PPG. Where the sequential test indicates there are one or more suitable alternative sites to the proposal site within a town centre or on the edge of a town centre, development will be refused in line with national policy.
2. Furthermore, proposals for main town centre uses that are greater than 400sqm gross and are not within defined centres must also be subject to the impact test, as set out in the NPPF and PPG. Where the impact test indicates significant adverse impacts on an existing centre, development will be refused.
3. Proposals for new small shops (up to 400sqm) or extensions to existing shops within or adjacent to existing settlements that serve local needs will be supported.

- 7.125 Shops in centres provide a vital role in supporting the sustainability of settlements, reducing the need for residents to travel to meet day-to-day needs. Retail and other main town centre uses are directed towards our existing centres. In smaller settlements, they also provide an important community function, forming a hub for village life and supporting those who have difficulty travelling. Proposals for small-scale new shops and facilities to serve local needs are supported by the plan.
- 7.126 There are benefits to the clustering of retail and other main town centre uses within centres – a cluster of complementary uses creates an attractive destination that allows residents to shop for different things, go for a drink or meal and the cinema all in one place. The impact and sequential tests in this policy seek to ensure that new development for retail and main town centre uses are in existing centres and do not have significant impacts on their vitality and viability. The thresholds set out in this policy are informed by evidence that the small scale of many of Buckinghamshire's centres means that they are vulnerable to out-of-town proposals.
- 7.127 Proposals for main town centre uses in out of centre locations that pass the sequential and impact tests should be in locations that are well served by public transport and accessible by active travel routes. This will still allow these uses to support sustainable travel choices.
- 7.128 Future stages of the plan will consider mixed use allocations; these will include an element of main town centres uses. It will not be necessary to apply the sequential and impact tests within policy EC12 to main town centre uses proposed within allocations in the plan.

- 7.129 The Council will support the creation of inclusive and accessible centres that can be used safely and independently by all members of the community, including older people, disabled people, families with young children and other groups with accessibility needs. Development proposals should have regard to the Buckinghamshire Design Code, which includes provisions relating to accessibility, movement, legibility, wayfinding and the design of public spaces. The Council will seek to ensure that development contributes positively to an accessible, legible and welcoming town centre environment for all users.

NE1 - Water quality

NE1: Water quality

Effects of development

1. Development proposals will only be supported where they will not adversely affect the water quality of surface or underground water bodies (including rivers, canals, lakes, reservoirs, drinking water safeguard zones, source protection zones and groundwater aquifers). Development proposals should identify opportunities to improve water quality and groundwater quality where possible.
2. Development proposals affecting designated sites, priority habitats and species and their water catchment will need to demonstrate how water quality will be maintained, minimise surface water drainage and reduce pressure on the wastewater network.
3. Where there are potential adverse effects from windfall site development, developers must have full regard to the council's latest Water Cycle Study. Development proposals must demonstrate how potential adverse impacts on water quality will be mitigated. In addition, the timing of development must consider the water infrastructure provider upgrades so a watercourse can treat wastewater to a higher standard.
4. A Water Framework Directive assessment is required when there are potential adverse impacts of development on a waterbody. This includes the potential of the development to prevent achievement of good ecological and chemical status of the waterbody in the future.

Drinking Water Safeguard Zones and Source Protection Zones

5. In order to protect and improve water quality, potentially contaminating developments affecting principal aquifers, including the Chalk Aquifer, or within the county's Drinking Water Safeguard Zones (surface water) or Source Protection Zones (groundwater) as defined by the Environment Agency and water companies, will need to demonstrate that surface water and groundwater are adequately protected to prevent a deterioration of water quality and pollution of the water source.
6. Sustainable Drainage Systems (SuDS) for developments located within Drinking Water safeguard zones and SPZ must carefully consider the risk of contamination to both surface and ground water sources and ensure appropriate mitigation measures are implemented to minimise impacts.
7. Developments which fall within a Groundwater Source Protection Zone will be required to be designed to allow for all the following:
 - a) The potential to encounter shallow groundwater and the restriction on the use of soakaways.

- b) Avoiding direct discharge of hazardous substances to groundwater and prevent the input of pollutants and non-hazardous substances to groundwater.
- c) The potential for historic contamination to be encountered during development.
- d) Restrictions on deep penetrative foundation methods if contamination is encountered.

- 7.135 Development affecting waterbodies are expected to contribute to achieving the Water Framework Directive (WFD) objectives for these waterbodies. River Basin Management Plans are an Environment Agency tool used to deliver the WFD objectives and Buckinghamshire Council has an obligation to have regard for such plans.
- 7.136 It is important that water quality and quantity is maintained and enhanced by avoiding adverse effects of development on the water environment. Population growth and new housing are increasing pressure on waterbodies, including chalk streams, through changes in land use, demand for water, water quality and habitat loss. To reduce the impact of development, adequate infrastructure should be in place to ensure there is no increase in unsustainable abstraction or overloading of the sewer network or sewage treatment infrastructure. Mitigation responses include buffering development alongside chalk streams and implementing adequate management of runoffs (see also policies CC1 and CC2) including the use of infiltration and deep borehole SuDS to aid chalk aquifer recharge.
- 7.137 There are many opportunities for improving the ecological condition of waterways and the following examples will be particularly encouraged:
- a) locating open space next to rivers
 - b) retaining river habitat as public space
 - c) designing schemes that positively integrate with river corridor habitats.
 - d) maximise health and wellbeing capacity of access to natural watercourses.
 - e) integrating flood attenuation with landscape and biodiversity enhancements
 - f) utilising bio-engineering solutions and avoiding hard bankside engineering.
 - g) restoring natural river courses and corridors where these were previously modified, culverted or channelled (see policy NE2 Watercourses and associated corridors)
 - h) incorporating features to support aquatic wildlife including fish and working with relevant river catchment partnerships to identify the most appropriate enhancements for watercourse habitats.
- 7.138 Many designated sites, priority habitats and species are dependent on good water quality particularly those that are water-dependent and hydrologically linked to groundwater and surface water bodies. These habitats will be sensitive or burdened from water quality pressures such as nutrient enrichment and increased pollutants. The policy requires stringent protection of the water quality in the catchment as this will help to prevent deterioration, maintain and/or restore the condition of water dependent designated sites (and wider) within the landscape. Information on the categories of designated or protected sites can be found here [Protected sites and areas: how to review planning applications - GOV.UK](#).
- 7.139 Measures to minimise surface water drainage and reduce pressure on the wastewater network are identified in the latest Water Cycle Study. These should be used in the case of

impacts on designated sites. The measures include greater use of Sustainable Drainage Systems, maximising surface water infiltration contributing to watercourse catchment-wide measures aimed to slow water flows.

7.140 Drinking water safeguard zones (surface water). Drinking Water Safeguarding Zones (WSZs) are the areas at risk of failing the drinking water protection objectives of the Water Environment (Water Framework Directive) (England & Wales) Regulations 2017. WSZs define areas where actions and measures will be targeted to address water contamination and avoid or minimise extra treatment needed by water companies. Actions proposed for each DWSZ are provided in Actions Plans produced by the Environment Agency with the water companies.

7.141 In Buckinghamshire's DWSZs, the following general guidance applies to the use of SuDS:

SuDS Type	Guidance for Drinking Water Safeguard Zones in Buckinghamshire
Infiltration SuDS (e.g., soakaways, infiltration basins)	Not permitted in SPZ1 and avoided in SPZ2 unless proven safe. Lined or engineered alternatives preferred.
Permeable paving	Use only with impermeable liners in sensitive groundwater areas.
Detention basins / wetlands	Allowed with proper treatment. Avoid direct infiltration. Ensure sufficient retention time.
Swales, filter strips	Acceptable for surface water pre-treatment.
Green roofs	Low risk; acceptable in all locations.

7.142 The Environment Agency has designated in certain areas of Buckinghamshire Source Protection Zones (groundwater) for clean water supply, and principal aquifers, (including the chalk aquifer) which are sensitive receptors. Potential risks to these receptors come from contaminated land with past historic uses of some sites. In other cases, it can be linked to pollutants in surface water which infiltrate to the groundwater table.

7.143 Source Protection Zones (SPZs) are categorised into three zones, 1-3, with one being most sensitive to pollution, and three representing the lowest risk but still within the groundwater catchment of the abstraction. The Environment Agency's Manual to Produce Groundwater Source Protection Zones⁸, details position statements which provide information about the Environment Agency's approach to managing and protecting groundwater. Proposed development locations within or close to Source Protection Zones, should be assessed in relation to the relevant Environment Agency position statements.

8 Manual to produce Groundwater Source Protection Zones, Environment Agency (2019). Accessed online at:

<https://www.gov.uk/government/publications/groundwater-source-protection-zones-spz-production-manual> on: 10/02/2023.

- 7.144 All developments should consider the sensitivity of the underlying Chalk Aquifer and the large number of public water abstractions in the areas protected by Source Protection Zones.
- 7.145 In considering SuDS solutions, development proposals must consider the need to protect surface water and groundwater quality, especially where infiltration techniques are proposed. SuDS which contribute to removing pollutants, and to managing flows, will be strongly preferred. See SuDS in Source Protection Zones guidance: [suds-in-spz-guidance.pdf](#)

NE2 - Watercourses and associated corridors

NE2: Watercourses and associated corridors

1. Development is required to conserve and enhance the functions and setting of any affected watercourse and associated corridor through good design, including in terms of biodiversity, landscape, flood management and recreational/amenity value.
2. Opportunities for de-culverting and re-naturalising watercourses and removing fish passes shall be actively pursued where development sites contain or are adjacent to watercourses. Where this is clearly demonstrated not to be possible, s106 contributions will be sought to help enable enhancement works on areas of a watercourse in the vicinity. Contributions will be commensurate to the de-culverting or re-naturalising opportunity that could not be taken.
3. Proposals will only be supported where they do not involve the canalising or culverting of watercourses and do not prejudice future opportunities for de-culverting / re-naturalising.
4. Development proposals for new development adjacent to or containing a watercourse are required to provide or retain at least a 10 metres natural buffer between the top of the watercourse bank and the development, with no lighting, and include a long-term landscape and ecological management plan (or habitat management and monitoring plan) for this buffer. Where the watercourse is a Chalk Stream or a ditch connected to a chalk stream, as listed in this policy, this natural buffer must be at least fifteen metres.
5. Chalk streams (including headwaters) (as indicated in the Local Nature Recovery Strategy Mapping) in Buckinghamshire are:
 - a) Hamble Brook
 - b) Hughenden Stream
 - c) River Chess
 - d) River Misbourne
 - e) River Wye
 - f) River Colne
 - g) Alderbourne
 - h) Escarpment chalk streams
6. A long-term management plan must be in place for the watercourse and its buffer zone within the control of the development including the management of invasive non-

native species. The management plan must be in accordance with the river catchment management plan (and other more specific plans) In new developments, publicly accessible space must be designed to include existing watercourses to ensure adequate access for maintenance of the watercourse.

- 7.146 Policy NE2 emphasises the importance of conserving and enhancing watercourses, as part of improving the wider water environment (see also policy NE1 on water quality). Watercourses and their associated corridors are a vital element of the Green and Blue Infrastructure of Buckinghamshire. They have several valuable functions – as a landscape and amenity feature, for biodiversity as a habitat and as a corridor to allow movement of species, for flood management, for recreation, as a water resource and to allow access for river maintenance. Enhancements and improvements to river habitats and their buffers will provide resilience to climate change.
- 7.147 In terms of 5 (g) Escarpment chalk streams are found along the north-west facing side of the Chiltern Hills. They are fed by groundwater and originate along the spring-line at the base of the Chiltern escarpment. The spring-line occurs where the Chalk aquifer discharges at the junction with underlying or adjacent less permeable strata (notably the Upper Greensand and Gault Clay).
- 7.148 The Local Nature Recovery Strategy mapping identifies the location of chalk streams and rivers in Buckinghamshire. It does not show sections of streams and rivers which are underground due to culverting, however this policy does apply to underground sections.
- 7.149 This policy covers Main Rivers (as defined by the Environment Agency), ordinary watercourses, and canals. Ordinary watercourses are any channel / passage of water through which water flows, which do not form part of a Main River. They can include streams, ditches, drains, mills, dams, culverts and weirs.
- 7.150 Of particular importance in the county are the River Wye, River Chess, River Misbourne, River Colne, Hamble Brook, Alderbourne and their tributaries as these are chalk streams which are a globally rare habitat that has been designated as a priority habitat within the UK Biodiversity Framework. Additionally, the River Thames has a nationally important landscape value.
- 7.151 Opportunities for the built environment involving watercourses include creating attractive places where people want to live, work and play through making space for water and green spaces in the built environment. They can also provide cost-effective infrastructure that uses fewer natural resources and has a smaller whole-life carbon footprint. One of the aims of the policy is to help create developments that are more able to cope with changes in climate, protecting people and property from increased flood risk from climate change.
- 7.152 Some watercourses have been altered in some way by either straightening the channel, replacing natural banks with hard engineering, dredging or widening. These changes over time have led to the loss of natural features such as bankside habitats, gravel riffles, pools and meanders, and in many cases, banks have been increased in height, disconnecting the watercourse from its floodplain.

- 7.153 Developments which contain or are adjacent to watercourses offer an opportunity to provide ecological buffers, restore bankside and in-stream habitats, create pond complexes and natural floodplains. Carefully designed developments along watercourses can increase the ecological and biodiversity value of the features within them, and the value of the overall development.
- 7.154 Canalising is the use of hard engineering (including walls, piles, gabions and plastic geo-bags) to create structure instead of more natural riverbank.
- 7.155 Developers will need to refer to the detailed Lead Local Flood Authority (LLFA) information on the website regarding responsibilities and requirements for Consents / Permits prior to work on any watercourse being undertaken. Early engagement with the LLFA should also be pursued for works in and around ordinary watercourses.
<https://www.buckinghamshire.gov.uk/environment/flooding-and-flood-risk-management/>
- 7.156 The policy requires a 10m buffer (except for chalk streams – see below). Where the watercourse flows through a development site, the buffer is required on both sides of the channel. This width of buffer provides the minimum width of habitat needed to provide for the functioning of wildlife habitats, while being able to facilitate informal access for enjoyment of the river (see VALP watercourse advice note on the website for more details). This width also ensures that the river is buffered from land-based activities, e.g. reducing the levels of diffuse pollution reaching the watercourse. Furthermore, this buffer allows for ease of access for maintenance of the watercourse to ensure flood risk is not increased due to lack of maintenance and/or blockage. Developers are encouraged to engage early on with the council to understand what is appropriate for inclusion within the buffer strip. The buffer zone is also a riparian zone highlighting its importance for biodiversity and habitat.
- 7.157 Development can enable good opportunities to increase public access to rivers and riverbanks. Increasing public access provides a great opportunity to engage the public and connect people with nature. This should be achieved in an environmentally sensitive manner to ensure biodiversity is not adversely affected by human activity.
- 7.158 Buffer zones should be of natural character, free from built environment (including paths, roads, residential gardens and play areas), with no light pollution greater than two lux and a warm white' colour temperature of 2700k or less (see also policy NE10 Mitigating light impacts).
- 7.159 The importance and vitality of chalk streams to Buckinghamshire's Chilterns Landscape cannot be underestimated. Chalk rivers and their ecosystems provide a unique habitat for fish, animals and plants. Healthy chalk streams are the most biodiverse of rivers. They face increasing pressure from climate change, population growth and development, pollution and abstraction. Ensuring no further deterioration from current baselines involves affording them stronger policies for their protection.

- 7.160 Within the Chilterns National Landscape and its setting please also see the Chilterns Chalk Streams Planning Guidance (2025 as replaced). This guidance offers a way forward; a set of practical recommendations for planners, developers, and communities to ensure these precious rivers are properly considered and protected in the planning system.
- 7.161 Chalk-stream ecological health depends on three factors.
- a) water quantity (the naturalness of the flow regime)
 - b) water quality (how clean the water is)
 - c) physical habitat quality (the physical shape of the river, but incorporating biological factors like invasive species which can degrade habitat directly and indirectly)
- 7.162 Chalk streams are also highly dependent on the geomorphology and biodiversity of the riverbank, necessary to maintain the condition of the chalk habitat and the species it supports. As a result, a wider buffer of a minimum of fifteen metres is required for designated Chalk streams and their headwaters. This zone should extend further than 15m where necessary in line with the natural flood plain. Where development is proposed in areas close to modified chalk streams, planning can help to seek to return the river to a more natural state. Other consents/ permits from the relevant authorities will still apply.
- 7.163 Opportunities to expand ecological buffers, corridors or stepping stones such as existing riparian vegetation that link up with existing green infrastructure should be maximised.
- 7.164 The policy requires a Water Framework Directive assessment where development could have an adverse impact on the water body. This is because development adjacent to watercourses are expected to contribute to achieving the Water Framework Directive objectives. River Basin Management Plans are a tool used to deliver the WFD objectives and Buckinghamshire Council; water companies and developers have an obligation to have regard to such plans.

NE3 - Development involving or affecting canals.

NE3: Development involving or affecting canals.

1. Development alongside canals
 - a) Must not impede public access, ensuring public access is retained and where possible enhanced. Such access will consider the need for any easements or buffers to the canal edge for maintenance or to reduce the likelihood of canal flooding. Where possible retain and enhance significant waterside buildings and their settings
 - b) Retain the provision of moorings and enhance moorings where the need is demonstrated.
 - c) Retain wharf facilities for freight transfer where a need is demonstrated and support the use of canals for waterborne freight

- 7.165 Buckinghamshire has a significant canal network which in several cases form part of regional and national networks. The key canals in Buckinghamshire are:
- a) Grand Union Canal - Aylesbury Arm: A 6.25-mile canal with sixteen locks that branches off from the main Grand Union line at Marsworth Junction to Aylesbury. It offers scenic walking, fishing, and boating, leading to a vibrant canal basin with marina and boating facilities in Aylesbury.
 - b) Wendover Arm (Grand Union Canal): Originally opened in 1799, this 6.7-mile arm runs from Bulbourne to Wendover. It is known for its rural charm and is undergoing restoration, with sections now open to walkers and small craft.
 - c) Buckingham Canal (Old Stratford Arm): A former canal running from Cosgrove to Buckingham. While partially abandoned, the Buckingham Canal Society is actively working to restore the nine-mile route, providing nature-rich walking paths in parts.
 - d) Grand Union Canal Main Line: While not exclusively in Buckinghamshire, significant sections of the main line run through the county, particularly around Marsworth, featuring flight locks and reservoirs.
- 7.166 The Canal & Rivers Trust is the primary charity responsible for the maintenance, protection, and management of Buckinghamshire's canals, including the Grand Union Canal and the Aylesbury Arm. They maintain structural integrity, improve biodiversity, manage water quality, and promote the waterways for boating, tourism, and community wellbeing. The Trust will be a key stakeholder in planning for development affecting canals.
- 7.167 Canal user groups in England represent a diverse mix of boaters (including those needing longer term residential moorings), walkers, cyclists, anglers, and local community members. These groups actively collaborate with navigation authorities including the Canal & Rivers Trust to advocate for specific interests, maintain heritage sites, and plan waterway activities.
- 7.168 Waterborne freight as a mode of sustainable transport has potential health and carbon emission reduction benefits in line with Canal & Rivers Trust guidance. It can also help with the sustainability benefits of a modal shift away from road transport. In recent years there has been a growing interest in the potential for freight traffic as fuel costs have risen and awareness of the environmental benefits of freight by water.

NE4 - Biodiversity – protection and enhancement of sites and habitats of high biodiversity and geodiversity importance

NE4: Biodiversity – protection and enhancement of sites and habitats of high biodiversity and geodiversity importance

1. Development proposals must demonstrate how they will avoid adverse impacts on sites of nature conservation or geological interest. This policy applies to sites at all levels of importance including:
 - a) international and national statutory designated sites,
 - b) locally (non-statutory) designated sites of county importance,
 - c) habitats of principal importance (as listed in section 41 of the Natural Environment and Rural Communities (NERC) Act 2006)

2. All development proposals in or potentially affecting a designated site or priority habitat must be supported by robust, proportionate and relevant, ecological desk studies, surveys and impact assessment, produced by suitably qualified and experienced professionals in line with published industry best practice guidance.
3. The highest level of protection will be given to sites of international and national importance. Considerable weight must be given to their protection.
4. Development proposals that would directly or indirectly harm statutory designated sites, will not be permitted, except for in exceptional circumstances. If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused.
5. Development proposals that would directly or indirectly harm locally (non-statutory) designated sites of county importance, will only be supported where it has been demonstrated that all the following apply:
 - a) there could be no suitable alternative site for the proposed type of development, (and this has been demonstrated through a sequential site assessment, prioritising avoidance of ecological harm) and
 - b) the need for and benefits of the development clearly outweigh the harm to the ecological or geological interest of the site, having regard to its importance and the extent of impact and
 - c) the benefits are clearly and demonstrably of greater significance than the ecological or geological value of the site.
 - d) it has been clearly demonstrated that the wider benefits of the development to the public, outweigh the harm to the biodiversity or geological conservation interests.
 - e) the intrinsic natural features of particular interest are safeguarded and enhanced following the mitigation hierarchy. Ecological impacts are avoided or minimised, and those impacts which cannot be, will be mitigated and compensated for through a 2:1 area ratio and 'like for better'. Compensation and enhancement should be on site, or as a last resort within the local ecological network. The retained, compensated and enhanced areas must be provided for through funded long term ecologically appropriate management and align with the specific priorities detailed in the Local Nature Recovery Strategy Statement of Biodiversity Priorities.
6. Development proposals that would directly or indirectly harm habitats of principal importance (also known as priority habitats) will only be supported if c), d) and e) of the above section applies.
7. Development proposals must seek to advance the priorities and measures of the Local Nature Recovery Strategy, both those which are mapped and coincide with the site as well as unmapped measures.
8. Sites of high biodiversity or geodiversity importance will be protected and enhanced via the use of appropriate buffers of natural habitat. The size of the buffer will be relative to the

geographic scale of importance of the site, and habitat type. The buffer will provide protection during and post construction, as well as secure long-term enhancement of ecological functionality. Appropriate buffers will be case specific but will be a minimum of:

- a) Fifty metres for Sites of Special Scientific Interest (SSSIs)
- b) Fifty metres from ancient woodland unless local circumstances justify otherwise,
- c) Thirty metres for sites of local importance. Development proposals in or potentially affecting a site / habitat of county importance must be accompanied by ecological survey results and a report identifying how a site performs against the Local Wildlife Site Selection Criteria for Buckinghamshire. The findings will need to be verified by the council's ecologists. To enable verification, access to the land must be given to the council's ecologists and any specialist assistants they require, during the survey season. Should the site meet the Local Wildlife Site Selection Criteria for Buckinghamshire, it will be given the same consideration in decision making as if they were designated.

9. The council will use planning conditions to secure biodiversity enhancements to deliver this policy where on site or Section 106 Agreements where off site. A monitoring and management plan will be required for biodiversity features to ensure their long-term suitable management (secured through planning conditions or Section 106 Agreement).

- 7.164 The conservation and enhancement of the natural environment is a core objective of the Local Plan and an essential component of the measures to mitigate climate change.
- 7.165 Biodiversity gain and nature recovery are integral to sustainable development and delivering other services to people and the environment. Biodiversity is the variety of life on earth, including plants and animals, the variety within and between species, and the diversity in ecosystems (the complex systems formed by interactions between living things and the inanimate world). Geodiversity is defined as the variety of rocks, minerals, fossils, soils, landforms and natural processes.
- 7.166 Designated sites, important habitats (and protected species -see policy NE4) form a vital part of the biodiversity and geodiversity resource of the county. The Council supports the creation, restoration, retention, protection and extension of all areas designated internationally, nationally and locally as well as all Habitats and Species of Principal Importance within the county.
- 7.167 This policy applies to the following:

Sites / habitats of national importance

- a) Special Areas of Conservation (SAC)
- b) National Nature Reserves (NNR)
- c) Sites of Special Scientific Interest (SSSI)
- d) Designated Chalk Streams

Sites / habitats of county importance

- a) Local Wildlife Sites (LWS)
 - b) Biological Notification Sites (BNS) and potential Local Wildlife Sites
 - c) Local Nature Reserves (LNR)
 - d) Local Geological Sites (LGS)
 - e) Ancient Woodland, ancient or veteran trees
- 7.168 UK Biodiversity Action Plan (BAP) Priority Habitats (Habitats of Principle Importance defined in the Natural Environment and Rural Communities Act (2006) as amended by subsequent legislation).
- 7.169 For clarity, all habitats and sites covered under the Buckinghamshire and Milton Keynes's Local Nature Recovery Strategy (LNRS) as Areas of Particular Importance in the LNRS mapping are covered by this policy.
- 7.170 The policy sets out a buffer for SSSIs of fifty metres and thirty metres for local sites.
- 7.171 The policy also sets out a buffer for ancient woodlands, in line with the Woodland Trust guidance; it will be for applicants to demonstrate the justification for any smaller buffer, or other equivalent mitigation measures in accordance with best practice guidance to ensure that the ancient woodland is not harmed.
- 7.172 Standing advice from Natural England and the Forestry Commission states that at least fifteen metres buffer should be provided for root protection but that other impacts are likely to require greater buffers. The size and type of buffer zone should vary depending on the:
- a) scale and type of development and its effect on ancient woodland.
 - b) ancient and veteran trees character of the surrounding area.
- 7.173 For example, larger buffer zones are more likely to be needed if the surrounding area is:
- a) less densely wooded
 - b) close to residential areas
 - c) steeply sloped
- 7.174 Where a planning application comes forward which would impact upon a BNS, the application must come forward with an assessment of the site against the LWS criteria:
- a) if the site is considered (and agreed with the LPA) to meet the criteria it will be a 'potential LWS' and will be considered in policy terms as if it were an LWS,
 - b) if it does not meet the criteria (and this is agreed with the LPA), the site will not be considered as worthy of LWS importance for the planning application and the removal of the BNS designation will be considered at the next LWS selection panel.
 - c) At the time of submission of development proposals, survey data must be passed to the Buckinghamshire Milton Keynes Environmental Record Centre in a suitably formatted excel spreadsheet.

NE5 - Biodiversity protection and conservation of species

NE5: Biodiversity protection and conservation of species

1. This policy seeks to ensure appropriate consideration is given to species which are protected by statute at the international and national level, those which are, species of principal importance (priority species) as listed in section 41 of the Natural Environment and Rural Communities (NERC) Act 2006 and species suffering significant declines.
2. Development proposals must, having regard to relevant statutory requirements:
 - a) consider the reasonable likelihood that protected, priority or declining species could be directly or indirectly impacted upon,
 - b) (where there is a reasonable likelihood of presence) be supported by proportionate, robust and relevant, ecological desk studies, surveys and impact assessment, produced by suitably qualified and experienced professionals in line with published industry best practice guidance,
 - c) sufficient survey effort has been undertaken to understand the presence, distribution and use of the site by relevant species.
 - d) demonstrate how the design has been informed by ecological information and how the mitigation hierarchy has been followed sequentially, so that the avoidance, minimisation and compensation for impacts have been embedded into the design.
 - e) consider how species priorities identified in the Local Nature Recovery Strategy can be supported.
 - f) compensate for any residual impacts upon species at a minimum of 2:1 basis, so that the resources are provided to support a greater number of identified species.
2. The council will use planning conditions to secure mitigation, compensation and enhancements for species to deliver this policy where on site or Section 106 Agreements where off site. A monitoring and management plan may be required for significant species features to ensure their long-term success.

7.145 Protected species include those identified in the following legislation (other legislation also contains information about protected species):

- a) Conservation of Habitats and Species Regulations 2017
- b) Wildlife and Countryside Act 1981 (as amended)
- c) Protection of Badgers Act 1992

7.146 The council has a duty under section 40 of the NERC Act to consider the conservation and enhancement of biodiversity through carrying out its functions; therefore, development proposals must be accompanied by the council's checklist which must be accurately completed so that known information about biodiversity which could be impacted upon by proposals is shared.

- 7.147 It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision.
- 7.148 Many species suffering significant declines are included within section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. However, not all species which are declining are identified within section 41. Therefore, where species are found during surveys which are listed as threatened on Great Britain Red Lists, (including those classified as Critically Endangered, Endangered or Vulnerable, species included on Birds of Conservation Concern Red and Amber Lists, species identified in recognised taxonomic Red Data Books or conservation status assessments), they should also be subject to consideration for how they can be protected and enhanced through following the mitigation hierarchy. Together these species are sometimes called 'notable species'.
- 7.149 Those habitats and species which are of principal importance for nature conservation are included as 'priority habitats and species' in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Developers should consult the [Habitats and species of principal importance in England](#) for a list of priority habitats and species in England. Many priority habitats have been mapped on the MAGIC maps website (<https://magic.defra.gov.uk/MagicMap.html>), and the Buckinghamshire Milton Keynes Environmental Records Centre (<https://www.bucksmkerc.org.uk>) holds additional maps of Priority Habitats they have identified. It should be noted that there is no complete map of the presence of Priority Habitats or Species and so care must be taken to identify them on any site of interest. The LPA will need to consider priority habitats and species when applying its 'biodiversity duty' to the policy.
- 7.150 Protected species are those species protected under domestic or European law. Further information can be found in Natural England's [standing advice for protected species](#). Habitats that may support protected species include, but are not limited to, sites containing watercourses, old buildings, significant hedgerows and substantial trees.
- 7.151 To comply with part 1 of the policy, surveys should be done prior to determining the application. Surveys and reporting must be undertaken in accordance with the relevant best practice guidelines and undertaken by suitability experienced and qualified professionals.
- 7.152 Buckinghamshire Council holds a Great Crested Newt Organisational (or 'District') Licence granted by Natural England. The associated District Licensing Scheme, which is currently administered and managed by NatureSpace Partnership, provides an alternative licensing option for developers to address impacts on protected great crested newts by enabling a 'conservation payment' towards high quality habitat creation and long-term management and monitoring.
- 7.153 In the District Licensing Scheme, developers can engage with NatureSpace at the pre-application stage or at the planning application stage. It is based on a great crested newt landscape-scale conservation strategy, which aims to focus the creation of new habitats where they will be of maximum benefit to the species, whilst also reducing risk and uncertainty through the planning process for developers and planning authorities. The

strategy results in a range of other biodiversity benefits and contributes towards nature recovery at the landscape scale.

NE6 - Biodiversity gain and nature recovery

NE6: Biodiversity gain and nature recovery

1. All development proposals should consider how to maximise biodiversity by conserving, enhancing or extending existing ecological resources or creating new areas or features, tailored to the priority habitats and protected species present within the site and surrounding area. Opportunities to create, expand, enhance or link ecological networks and deliver opportunities identified in the latest Local Nature Recovery Strategy should also be considered.
2. Where potential biodiversity interest is identified on a site or the development creates an opportunity to increase biodiversity, the Council will require an ecological survey and report to be submitted which demonstrates how biodiversity will be protected and enhanced.
3. All development not subject to an exemption for Biodiversity Net Gain requirement under national regulations should achieve the following percentage of biodiversity net gain:
 - a) Ten percent if delivered on site.
 - b) Ten percent if delivered off site within Buckinghamshire.
 - c) Twenty percent if delivered off site outside of Buckinghamshire.
4. Calculations are required to use the most recent Statutory Metric
5. Habitat enhancements should be designed to provide significant contributions to nature's recovery in line with the latest Local Nature Recovery Strategy.
6. Net gain should be achieved in line with the biodiversity gain hierarchy. Where Biodiversity Gain Sites are used, they should be located close to the development. In situations where this is not considered possible or appropriate, then alternative arrangements must be clearly set out and justified, the last resort is to purchase statutory biodiversity credits.
7. Where proposals involve the creation of significant habitat creation/ enhancement which are integral to development, they should be accompanied by a long-term management and monitoring plan which must be approved by the Local Planning Authority.

- 7.154 All development presents an opportunity to contribute to the conservation, enhancement and restoration of biodiversity. In line with national policy, proposals should apply the mitigation hierarchy by avoiding harm in the first instance, then mitigating and compensating for impacts, and delivering measurable net gains wherever possible. This approach supports the creation of resilient ecological networks, consistent with the Lawton principles of 'bigger, better, more and more joined'.

- 7.155 Development proposals should seek to strengthen ecological connectivity within and beyond site boundaries. This may be achieved through measures such as the retention and enhancement of existing habitats, the creation of new habitat features, and the provision of connected green infrastructure including hedgerows, watercourses and stepping-stone habitats. These measures are particularly important in supporting mobile species and improving overall ecosystem resilience.
- 7.156 The policy applies to all developments, unless they are exempted under national regulations.
- 7.157 As stated in Buckinghamshire's Strategic Vision to 2050⁹, the Council encourages developments which trigger the mandatory requirement for BNG to achieve a 20% biodiversity net gain.
- 7.158 The policy seeks to achieve BNG delivery on site and off site within Buckinghamshire as a priority, a greater percentage off site is required outside of Buckinghamshire to reflect this.
- 7.159 The Council supports the objectives of the Buckinghamshire and Milton Keynes Local Nature Partnership (known as the NEP), including their commitment to a doubling of nature: working towards a doubling of the land in Buckinghamshire is positively managed for wildlife and nature-based solutions.
- 7.160 As part of refining the local plan including site allocations, the Council has considered how the areas mapped and identified in the Buckinghamshire and Milton Keynes Local Nature Recovery Strategy and the measures proposed in them should be reflected in the local plan. In doing so, we are considering what safeguarding would be appropriate to enable the proposed actions to be delivered, noting the potential to target stronger safeguarding in areas the local planning authority considers to be of greater importance. This will enable the Council to support the best opportunities to create or improve habitat to conserve and enhance biodiversity, including where this may enable development in some locations.
- 7.161 When taking decisions, the Council will have due regards to the objectives, priorities and measures of the latest adopted LNRS, which are material considerations. LNRSs provide a robust evidence base for opportunities for nature recovery, informing Local Plans and Neighbourhood Plans, and the proposed new Spatial Development Strategies. They are not intended to provide red line boundaries preventing or placing new restrictions on land use which may be changed either through development or in taking advantage of new opportunities identified through the strategy. This has been established by national guidance. Development Plans remain the primary tool used by local planning authorities to determine which land should be developed and how.
- 7.162 The Buckinghamshire and Milton Keynes LNRS can be found on the Buckinghamshire and Milton Keynes Natural Environment Partnership (the area's Local Nature Partnership which produced the LNRS on behalf of the Council) website: <https://buckslnep.co.uk/nature-strategy/>

⁹ [Bucks Strategic Vision](#)

- 7.163 The Buckinghamshire and Milton Keynes Local Nature Recovery Strategy 9 themes are:
- a) Conserve, create, enhance and restore land-based habitats.
 - b) Improve rivers, their floodplains and the quality of their waters.
 - c) Conserve, create, enhance and maintain wetland habitats.
 - d) More farmers and rural land managers to adopt wildlife-friendly land management practices and take action to improve soil health.
 - e) Improve biodiversity in built-up areas.
 - f) Create connections between high-quality areas for wildlife and habitats to flourish.
 - g) Manage the effects of a changing climate and improve air quality.
 - h) Tackle non-native invasive species, pests and diseases.
 - i) Improve the environment for rare, specialist species.
- 7.164 The Buckinghamshire and Milton Keynes Biodiversity Action Plan¹⁰ to 2030 remains in place for the time being, as it forms part of the evidential basis for the LNRS. When developing this plan, the Council is therefore also taking into consideration the aims and principles for existing Biodiversity Opportunity Areas.
- 7.165 The Council will also have regards to other partners' plans such as the Chilterns Conservation Board's Nature Recovery Plan.
- 7.166 The management of natural areas and newly created sites to be an integral part of the development will require an endowment or some other means to support maintenance and longer-term future. This may include the creation of Biodiversity Net Gain units. The stewardship arrangement and the potential need for off-site BNG units should be discussed with the local planning authority at the earliest date since it may affect the design and nature of proposals for the natural environment and Biodiversity Net Gain requirements on the site.
- 7.167 In assessing Biodiversity Net Gain, the Council will consider proposals against the BNG hierarchy as set out in the BNG Framework. BNG should be assessed using the latest statutory metric.
- 7.168 Seeking advice from a suitably qualified ecologist on the ecological enhancements selected is encouraged. The chosen measure(s) will need to be clearly highlighted on landscape and elevation plans and/or within the design and access statement. In addition, all new tree and soft landscaping must incorporate an element of native planting, and where non-native planting is proposed this should comprise species beneficial to UK pollinators and/or chosen to be well-adapted to future changes in climate. Proposals incorporating invasive plant species will not be supported.
- 7.169 Significant habitat enhancement includes habitats of medium or higher distinctiveness, creates many biodiversity units relative to the baseline, is of a large area or enhances habitats to 'good' condition.
- 7.170 The Local Planning Authority will require a biodiversity monitoring contribution to review progress towards the creation of significant habitat enhancement over the management period where it is of a scale or technicality that the monitoring would be reasonable to ensure

¹⁰ [Forward to 2030 – Buckinghamshire & Milton Keynes Natural Environment Partnership](#)

the proposed ecological outcomes are achieved. For example, a nature reserve or an area of priority habitat.

- 7.171 All maintenance and management requirements of the proposed enhancements must be specified within planning applications and secured via planning conditions. Management plans should be for a period of at least 30 years (where used for BNG) and often in perpetuity (where the habitats form an integral part of the development's green infrastructure) or planning obligations, as appropriate.
- 7.172 As they set opportunities for habitats creation and enhancement at landscape-scale, Local Nature Recovery Strategies can inform the strategic delivery of offsite biodiversity gain in the right places, where offsite provision is needed to meet the biodiversity gain condition for a development and it cannot be met in full through onsite habitat enhancements. The Council will continue to work with landowners to develop a pipeline of Biodiversity Gain Sites which deliver the best outcomes for nature's recovery within Buckinghamshire and ensure that a local supply of biodiversity gain units is available for developers.
- 7.173 Following the Local Nature Recovery Strategy, a "strategic significance" uplift can be applied post-intervention if:
- The intervention is in a location where a LNRS potential measure has been proposed and
 - the intervention is consistent with the potential measure proposed in that location.

NE7 - Green Infrastructure

NE7: Green Infrastructure

- Development should deliver high-quality Green Infrastructure (GI) that performs multiple functions and provides a wide range of benefits, including for biodiversity, water quality and flood management, health and wellbeing, recreation, access to nature, and climate change adaptation. Proposals that enhance and expand green infrastructure will be supported
- For residential developments of more than ten dwellings or with a combined gross internal floorspace exceeding 1,000 sqm, proposals must:
 - Respond to local context by demonstrating an understanding of existing GI assets and identifying how the development will enhance and extend these networks. This should be informed by relevant published evidence and local assessment.
 - Meet Natural England's Accessible Green Space (AGS) standards set out in Appendix M to address the additional demand generated by the development.
- A Green Infrastructure Statement must be submitted and approved, setting out how the proposal integrates with, enhances the local GI network, and satisfies AGS requirements.
- Development must:
 - Provide on-site amenity green space as part of AGS provision.

- b) Deliver formal sports, play, and allotment facilities as appropriate, either on- or off-site, on land additional to AGS provision, ensuring these facilities complement the wider GI network.
 - c) Ensure that any green space counted towards AGS standards meets the definitions of 'accessible' and 'natural' as set out in supporting text.
5. Accessible green space to meet the standards in Appendix M should be provided on-site or off-site unless it is robustly demonstrated, through assessment, that existing provision (taking account of the development and committed schemes) already meets the required standard.

Management and Maintenance of GI

- 6. Green infrastructure being provided must have a long-term management and maintenance strategy to be agreed by the council with assets managed for at least 30 years after completion and during this time secure a mechanism to manage sites into perpetuity. The management and maintenance strategy shall set out details of the owner, the responsible body and how the strategy can be implemented by contractors.

Definition of Green Infrastructure

- 7.174 National planning policy sets out that Local Plans should take a strategic approach to maintaining and enhancing networks of habitats - for wildlife - and green infrastructure – for people, recognising the wide range of benefits that such green spaces can provide. This policy expects all green infrastructure to provide a range of benefits appropriate to its type, scale and location. Further to green infrastructure design principles, the policy identifies several principles relating to the planning process to ensure the successful delivery of green infrastructure. Green Infrastructure is designed, developed and managed to meet the environmental, social and economic needs of communities and wildlife.
- 7.175 Green infrastructure is a network of high quality multi-functional green spaces in both urban and rural areas as well as associated features such as trees, hedgerows, ponds, waterways, green roofs and green walls. The term includes open green spaces such as parks and gardens, country parks, allotments, cemeteries, green corridors (including cycleways and rights of way), village greens and trees. It also includes informal amenity green spaces and accessible countryside such as river and canal corridors, woodland, natural grassland, wetlands, lakes and nature reserves (water related green infrastructure is also known as 'Blue Infrastructure').
- 7.176 Well-planned multi-functional green infrastructure is an important component of achieving sustainable communities. Green infrastructure helps to deliver conservation and enhancement of biodiversity, create a sense of place and appreciation of valuable landscapes and cultural heritage, increase recreational opportunities and support healthy living, improve water resources and flood management as part of environmentally sustainable design. It can also positively contribute towards combating climate change through adaptation and mitigation of impacts and production of food, natural fibre and fuel. It helps deliver NHS initiatives around improving people's health and tackling obesity. Buckinghamshire's high

quality green infrastructure is a vital asset and an important element in ensuring that Buckinghamshire is somewhere people choose to live and locate their businesses. The Policy will be used to ensure a green infrastructure network is provided throughout Buckinghamshire with enhancements helping to address existing green infrastructure deficiencies.

- 7.177 The character of Buckinghamshire is defined by a wide variety of green infrastructure assets, including rural and urban trees, formal country parks and meadows, forests (including former royal hunting forests such as Whaddon Chase and Bernwood Forest), linear networks of hedgerows, canals, reservoirs, riverside walks, rights of way, and the Chilterns National Landscape. These features should be recognised, enhanced and, where possible, better connected—for example, by improving pedestrian and cycle links to existing natural trails in the Chilterns National Landscape and coordinating with the delivery of the Local Nature Recovery Strategy.
- 7.178 A Green Infrastructure (GI) Statement is a planning document that outlines how a proposed development incorporates, protects, and enhances natural and semi-natural features (such as trees, ponds, and green roofs). It is designed to maximize environmental benefits, improve climate resilience, and provide a net gain for biodiversity. The statement should be completely proportionate to the scale of your project. For a small domestic extension, this might only be a short paragraph, while a major commercial development will require a more comprehensive document.
- 7.179 Natural England's Accessible Greenspace Standards (AGS) are a set of guidelines designed to ensure everyone has fair access to nature. They require that publicly accessible green and blue spaces are within a 15-minute walk from home, while meeting specific targets for size, quality, and overall provision, further details of the standards are set out in appendix M.
- 7.180 Management of green spaces, as set out in the policy, new green spaces provided require a long-term management plan. This is to ensure the new areas are maintained and not just provided as part of the development and then left unmanaged. The 30-year management requirements for green spaces have become the national standard time linked by legislation associated with Biodiversity Net Gain (BNG) the management plans require landowners to legally secure and actively manage habitats for at least 30 years to reach and sustain specific ecological target conditions.

NE8 - Resisting the loss of existing green space.

NE8: Resisting the loss of existing green space.

1. The loss of existing accessible natural green space or the incorporation of publicly accessible green infrastructure into private garden land is unacceptable and would be refused, unless it has been clearly demonstrated that the following criteria are met.
 - a) For developments of more than ten homes, or which have maximum combined gross floorspace of more than 1,000 square metres (gross internal area), the Green Infrastructure has been subject to an assessment which proves it is surplus to requirements based on the Natural England's quantitative/accessibility standards.

- b) The land does not fulfil a positive contribution in terms of its appearance, landscaping, recreational use or wildlife value.
- c) Following an ecology assessment, the land does not contain any priority habitats or species (i.e. those of principle importance as defined under the Natural environment and Rural Communities Act 2006 (as amended)).
- d) The loss of GI would not cumulatively have an adverse effect on the locality or the environment.
- e) The Green Infrastructure lost must be replaced by equivalent or better provision following an assessment justifying this need based on applying the AGS standards in Appendix M. The replacement GI will be in the catchment area (see AGS standards) for the GI lost.

7.181 This policy is concerned with the loss of existing green space, not just accessible space for recreation and wellbeing but also allotments, which are important to local food production. The policy sets out the terms for how existing green space should be retained or circumstances where it could be replaced. This element of the policy links to Policy SE3 Community Food Growing which also calls for new allotment provision.

Green Infrastructure Strategies in Buckinghamshire

- 7.182 The following Green Infrastructure and related Strategies cover Buckinghamshire:
- a) **Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire & Milton Keynes.** County-wide. Produced by the Buckinghamshire and Milton Keynes Natural Environment Partnership ("NEP"), the Vision and Principles set out 9 Principles which should be followed to achieve the NEP vision by 2030.
 - b) **Buckinghamshire Green Infrastructure Delivery Plan (2013).** County-wide. The Delivery Plan includes specific project areas - Aylesbury Linear Park, Whaddon Chase, Wycombe, Amersham and Chesham, Gerrards Cross, Burnham and Farnham.
 - c) **Buckinghamshire Green Infrastructure Study (2026).** County-wide. This document is currently in preparation. The Green Infrastructure Study will provide the latest strategic vision, show the extent of GI across the council area and any deficiencies and priorities for GI. The 2026 mapping will identify the number of dwellings that do not meet any of Natural England's Accessible Green Space standards (AGS).
 - d) **Aylesbury Garden Town (2022).** Aylesbury and surrounding parishes have an accompanying Masterplan which will set out how Green Infrastructure will be integrated into new and existing Garden Town developments.

Accessible Green Space Standards (AGS)

- 7.183 These standards, formerly known as Accessible Natural Green Space Standards (ANGST) were developed nationally in the 1990s and reviewed by Natural England in 2008 and 2023. The [standards](#) are a response to Natural England's belief that everyone should have access to good quality natural greenspace near to where they live. The Green Infrastructure Headline Standards states everyone should have access to good quality green and blue spaces close to home for health and wellbeing and contact with nature, to meet the Accessible Greenspace Standards, with an initial focus on access to green and blue spaces within 15 minutes' walk from home. The Accessible Greenspace Standards define good provision based on different size, proximity, capacity and quality criteria.
- 7.184 In terms of meeting the standards, to be 'Accessible' a place must be available for the public to use free of charge and without time restrictions (although some sites may be closed to the public overnight and there may be fees for parking a vehicle). The places must be available to all, which means that every reasonable effort must be made to comply with the requirements under the Equality Act (2010 as amended by subsequent legislation). For a space to be 'Natural' it must be a place where human control and activities are not intensive so that a feeling of naturalness is allowed to predominate. Areas for biodiversity and flood mitigation, car and cycle parking (unless incidental) do not count as meeting the AGS standards. To meet the AGS standards, the space also must be 'green' and so a form of green infrastructure defined in 7.4.73.
- 7.185 The AGS accessibility/quantitative and qualitative standards will apply to development proposals of ten homes or more and which have maximum combined gross floorspace of more than 1,000 square metres (gross internal area). These thresholds are a national standard in Planning Practice Guidance for securing infrastructure contributions through planning applications. It is also considered a threshold whereby at 10 or more homes the development is more likely to itself create a deficiency. Where the standards are applicable, development

proposals will need to demonstrate to the Council that a development itself, with committed developments, would not create a deficiency.

- 7.186 The emerging Buckinghamshire and Milton Keynes Local Nature Recovery Strategy will provide an important framework for developing and applying green infrastructure policy approach in this local plan to promote urban nature conservation, meet local biodiversity priorities and support delivery of mandatory Biodiversity Net Gain.
- 7.187 In addition to meeting the AGS standards, all major developments must provide sufficient provision to meet local needs for play space (see Policy SE3), with provision for all ages and based on accessibility and current provision. This will be done by meeting the Fields in Trust latest standards. These advise on the mix of different play spaces depending on the size of housing development proposed. All proposed children's play areas/equipment should be designed to achieve a minimum rating of 'Good' against criteria set out in RoSPA's 'Play Value Assessment'.

Principles for Delivering Green Infrastructure in Buckinghamshire

- 7.188 Development proposals, particularly on larger sites, provide an opportunity to improve the strategic green infrastructure network (as demonstrated through the Berryfields and Kingsbrook sites near Aylesbury), this Policy seeks to achieve this. green infrastructure will be delivered through development proposals and on site or off-site obligations will be imposed through the CIL regime, S106 contributions and/or conditions to the planning permission as appropriate. HS2 mitigation works will also deliver some green infrastructure in the south of the County. All green infrastructure proposals should include details of management and maintenance to ensure these areas are permanently protected.
- 7.189 Development proposals will be expected to identify, retain and enhance existing green infrastructure assets, including corridors and to ensure new links are provided between existing green spaces. Local green space designations, which are now commonplace in neighbourhood plans, will provide protection for those areas.
- 7.190 Green infrastructure must ensure permeability for wildlife through development and provide sufficient beneficial habitat to support target species, independent of its connective function. The policy requirement for significant habitat enhancement is the difference between creating habitat which is meaningful for biodiversity and climate change adaptation¹¹ rather than low value habitats such as cropland.
- 7.191 The incorporation of sustainable drainage systems can contribute to green infrastructure provision as well as help to alleviate flooding and provide other biodiversity benefits. New landscaping areas are important and will be required in larger development schemes to assimilate development into the landscape and assist in the transition between the urban and rural boundary. The size and location of green infrastructure is expected to be suitable for the function it is intended to fulfil.

¹¹ See for example Natural England's information on [Carbon Storage and Sequestration by Habitat 2021 - NERR094](#)
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- 7.192 There are areas of the green infrastructure network in Buckinghamshire which are not in the council's ownership or control, so partnership working is required to plan, provide and manage the network to achieve the objectives of the policy.
- 7.193 Long term stewardship of the public realm is important to ensure that open space provided from development is maintained to high standards. A maintenance and management strategy agreed by the council will ensure the developer put in place arrangements for at least 30 years maintenance regime. Then during that time arrangements shall be agreed by the council with the landowner for site management into perpetuity - an indefinite period.

NE9 - Trees, ancient and veteran trees, woodlands, orchards

NE9: Trees, ancient and veteran trees, woodlands, orchards

1. Development will contribute to the overall aim of conserving, restoring and enhancing Buckinghamshire's tree, woodland, orchard and hedgerow resource. Development will also contribute to the expansion of the resource to achieve the objectives of enhancing the amenity value of developments and enhancing the wider ecosystem services they can deliver. Species of local significance should be given special consideration to be included in planting plans for development proposals.
2. Where trees within or adjacent to a site could be affected by development a tree survey and arboriculture impact assessment to British Standard 5837 (or such other standards that supersede them) will be required. The implementation of any protective measures it identifies will be secured by planning condition.
3. There is a presumption to refuse developments which would result in the loss or deterioration or threaten the continued wellbeing of:
 - a) Ancient or veteran trees
 - b) Ancient Woodland
 - c) Traditional Orchards
 - d) Native hedgerows which would be considered important (under the hedgerow regulations) or classed as a priority habitat (under JNCC classifications)

Unless there are exceptional circumstances which can demonstrate:

- a) There is no suitable alternative site for the proposed development,
 - b) The mitigation hierarchy (avoid, minimise, mitigate, compensate and always enhance) has been followed to the greatest extent and to the satisfaction of the council, and there will be a biodiversity net gain as per policy NE5, and
 - c) A clear and overriding public benefit which would result from the development.
4. For other trees, woodlands, orchards and hedgerows, which are worthy of retention for their amenity, historic or wildlife value, it should be demonstrated how the mitigation hierarchy has been followed. Where they cannot be retained or moved (where movement

is practicable), or negative impacts are proposed, appropriate replacement along with enhancements will be expected to be provided on site, following the mitigation hierarchy.

5. To avoid unacceptable deterioration, development where applicable will be required to include the following natural buffers, for the benefit of wildlife:
 - a) Ancient Woodland – fifty metres (as identified from the Natural England Ancient Woodland inventory), as per policy NE4.
 - b) Woodland (retained and planted) not classified as Ancient – at least twenty-five metres (from woodland edge)
 - c) Hedgerows (retained and planted) – at least five metres (either side of the centre line)
 - d) Ancient or Veteran Trees – the larger of:
 - i. Root Protection Area (RPA), as determined by the latest version of BS5837 but using fifteen as the multiplier of the stem diameter to derive the radius of a circle equating to the RPA.
 - ii. 5m beyond the canopy edge
 - e) other trees worthy of retention – The RPA as determined by the latest version of BS5837.
6. Within buffers, appropriate native (local provenance) trees may be planted along with the inclusion of other ecology features to secure net gains in biodiversity and/or landscape mitigation. This area must remain free from built environment.
7. It is expected that opportunities to enhance the ecological condition of retained trees and hedgerows and the habitats they are part of, will be proposed as part of an application and that plans will be put in place for their long-term suitable management.
8. Where a development site presents an opportunity to join up fragmented areas of woodland or connect hedgerow networks, this should be achieved through additional planting as part of the development's Green Infrastructure.
9. Where the loss of trees is considered acceptable, adequate replacement provision along with enhancements will be required that use species that are in sympathy with the character of the existing tree species in the locality and the site. Where species-rich native hedgerow (as commonly found on agricultural land) loss is unavoidable, the developer must compensate for this by planting native species-rich hedgerow, which should result in a net gain of native hedgerow on the development site.

7.194 Trees, woodlands, orchards and hedgerows are an important component of Buckinghamshire's natural capital and green infrastructure network. In addition to their biodiversity value, they contribute to landscape character, climate resilience, carbon storage, flood management, air quality, cultural heritage and the health and wellbeing of communities. Their protection, enhancement and long-term management are therefore important to achieving sustainable development across Buckinghamshire.

- 7.195 This policy sets out the council's position on protecting Trees, Ancient and Veteran Trees, Woodlands, and Orchards.
- 7.196 Locally significant tree species include (but are not limited to):
- a) Black Poplar in the Aylesbury Vale
 - b) Blackthorn in hedgerows in the county north of Aylesbury
 - c) Locally known fruit tree varieties.
- 7.197 This policy provides a local definition of traditional orchard and veteran trees to reflect the local context and protect the orchards and trees meeting this definition.
- 7.198 For the purposes of this policy, a Traditional Orchard of Local Significance is an orchard comprising open-grown fruit trees with herbaceous ground vegetation and meeting all the following criteria:
- a) Identifiable on OS maps in 1955 or earlier and/or containing veteran or ancient trees.
 - b) Containing fruit trees (primarily in the Rosacea family) on any root stock other than extremely dwarfing (i.e. where the trees would be expected to reach over 1.8m height once grown).
 - c) Consist of more than five fruit trees spaced between 5m and 30m apart.

Inclusions:

- a) Nut trees, such as hazel, cobnuts and walnuts.
- b) Community orchards meeting the above criteria.
- c) Abandoned or overgrown orchards retaining their fruit trees.

Exclusions:

- a) Fruit trees within private gardens.
- b) Intensive Orchards.
- c) Ornamental varieties.

- 7.199 The policy also provides clarification as to the definition of a 'veteran tree' that the LPA considers would constitute an irreplaceable habitat is as defined within [the Biodiversity Gain Requirements \(Irreplaceable Habitat\) Regulations 2024](#).
- 7.200 In most circumstances, this policy will not apply to householder applications.
- 7.201 Ancient and Veteran Trees are considered 'irreplicable' habitat in national policy, which gives additional weight to their importance and recommends refusal of applications which would cause their loss or deterioration unless there are exceptional reasons. The policy follows Natural England's and the Forestry Commission's joint Standing advice on 'Ancient Woodland, Ancient Trees and veteran trees'¹² to determine the Root Protection Area of such trees.

¹² [Ancient woodland, ancient trees and veteran trees: advice for making planning decisions - GOV.UK](#).

NE10: Ecological enhancements

NE10: Ecological enhancements

1. Major residential and non-residential developments are required to create new ecological features (over and above any required for direct species compensation) and incorporate provisions to maximise opportunities for biodiversity at the following rates:
 - a) At least two features per dwelling (half of which should be swift boxes), considering the local context to maximise uptake from target species.
 - b) At least one feature per fifty square metres of GIA floor space (rounded up to the nearest whole number of features) for non-residential development.
2. For minor development, including householder proposals, ecological enhancements will be expected where proportionate and practicable.
3. The ecological enhancements should be varied to consider the local context.
4. Where development could create barriers to the movement of wildlife, this should be avoided through design and layout. If this is not possible, mitigation features should be used.
5. Developers will be required to provide a concise ecological enhancement plan including ongoing maintenance arrangements.

7.202 Discrete ecological enhancement or barrier mitigation features are not included within Biodiversity Net Gain. However, they can inexpensively provide vital support for priority and threatened species.

7.203 Ecological enhancement features can include integrated bat/bird/bee boxes, stag beetles loggeries, reptile hibernacula etc. In some instances, it is beneficial to include several features together on a single plot (e.g. swift boxes). Design and positioning of features should be in accordance with best practice guidance set out in Appendix Q - Ecological Enhancement Features.

7.204 Wildlife barrier mitigation features can include:

- a) hedgehog holes in fences,
- b) dropped kerbs and gully pot ladders for amphibians,
- c) culverts under roads to enable toads, badgers or other species to safely cross a road.

- 7.205 The ecological enhancement plan should be secured either with the development or by condition, which includes the following:
- a) a plan showing the location of features (on site plan and elevations drawings)
 - b) details on the specification of the features, including if boxes are to be integrated or retrofitted.
 - c) details on the height and aspect for installation
 - d) ongoing maintenance requirements for the features
 - e) a summary of how the proposed features support local wildlife – consider local species records where possible when choosing what to include.
 - f) a copy of a letter or leaflet which will be distributed to new homeowners, explaining the features included at the site, why they are important and the need to keep them.
- 7.206 For all developments which requires more than five ecological features, the conditioning of an inspection report following installation and prior to first occupation, is to be expected.

NE11 - Colne Valley Regional Park

NE11: Colne Valley Regional Park

1. The Policies Map and plan below define the extent of the Colne Valley Regional Park (CVRP) within Buckinghamshire. As a member of the CVRP, the Council will expect development in or affecting the CVRP to meet all the following criteria:
 - a) Maintaining and enhancing the landscape, historic environment and waterscape of the park in terms of its scenic and conservation value and overall amenity.
 - b) Conserving and enhancing biodiversity within the park, including the Biodiversity Opportunity Areas, through the protection and management of its species, habitats and geological features and providing joined up nature corridors.
 - c) Providing opportunities for countryside recreation and ensure that facilities are accessible to all including vulnerable groups.
 - d) Taking opportunities to provide or enhance excellent walking, wheeling and cycling routes and enhance the Rights of Way network to connect communities to green spaces and green corridors.
 - e) Enabling a vibrant and sustainable rural economy within the park.
 - f) Encouraging community participation, including volunteering and environmental education, and promote the health and social well-being through high quality green space and its contribution to the wider green infrastructure network.
 - g) Delivering the aims and objectives of the Buckinghamshire Green Infrastructure Strategy and Buckinghamshire Local Nature Recovery Strategy including reinforcing green infrastructure, carbon offsetting measures and reducing the urban heat island effect.
 - h) Helping to reduce pollution to the River Colne, other connected watercourses and elsewhere affecting the Regional Park; and
 - i) Enhancing waterbodies in the park, applying all measures in policies NE1 and NE2

- 7.207 The Colne Valley Regional Park covers over 10,000 hectares and straddles many local authority boundaries. It includes the eastern part of the Plan area from the east of Chalfont St Peter and Gerrards Cross extending southwards to include the areas around the Ivers and Richings Park.
- 7.208 The Colne Valley Regional Park Trust is in the spring-summer 2026 considering a potential extension of the park area to include the parish of Fulmer. There are various options for an extension, and the Trust is engaging with Fulmer Parish Council and local stakeholders. If this extension is agreed, this policy would apply to the revised extent of the park, and the revised extent will be shown at a later stage toward adoption of this Local Plan.
- 7.209 The Colne Valley Regional Park was established for recreation and leisure by the former Greater London Council, the former Buckinghamshire County Council and the other local authorities within its area. The boundaries were established in 1967. The Colne Valley Park Trust acts as a champion of the park interests. Their objectives are to manage and enhance the landscape, safeguard the countryside, conserve and enhance biodiversity, provide opportunities for countryside recreation, achieve a vibrant and sustainable rural economy and encourage community participation.
- 7.210 The Park has potential to link strongly with the objectives in the Buckinghamshire and Milton Keynes Local Nature Recovery Strategy (LNRS) and the four other county LNRSs. The Park is nationally important for biodiversity and includes part of one Special Protection Area, part of one National Nature Reserve, thirteen Sites of Special Scientific Interest and seven Local Nature Reserves. There are also many non-statutory county wildlife sites, ancient woodlands and informal nature reserves. This strategy (as replaced) should be used to inform details of how the requirements of policy NE11 can be delivered in and around development sites.
- 7.211 A Colne and Crane Valleys Green Infrastructure Strategy was developed by the Colne Valley Regional Park and Crane Valley in 2019 for the Colne and Crane Valleys: [Green Infrastructure Strategy - Colne and Crane Valleys - Colne Valley Regional Park](#).
- 7.212 The forthcoming Buckinghamshire Green Infrastructure Study will help enhance connectivity and recreational space from the rest of Buckinghamshire into the Park. The Grand Union Canal runs through the Colne Valley Regional Park and is ideal for leisure cruising, boat trips and walking. Several organisations provide access to the fishing and the lakes at the northern end of CVRP offer sailing, wind surfing, canoeing and other activities.
- 7.213 There are several excellent cycling routes to choose from in the park, including the Colne Valley Trail, a 12-mile country route linking Rickmansworth via Denham to Colnbrook (with an additional branch running from Iver to Langley). The route is shared by cyclists, walkers and horse riders in places and is a great way to connect towns, villages and railway stations with country parks.
- 7.214 The Colne Valley Regional Park is fed by several rivers, including the Chess, the Misbourne, the Alderbourne and the Colne itself. They provide important habitats and help maintain the floodplain, grazing marshes and other riparian habitat across the park. There are several opportunities to re-naturalise rivers fed by the River Colne, to improve their flow and habitats. The River Colne is impacted by pollution from a variety of diffuse and point sources;

these include wastewater from the water industry, as well as pollution related to agriculture and urban and transport infrastructure.

- 7.215 Developments can help ensure they do not add to worsening pollution of the River Colne and linked watercourses but also may be asked to help contribute to schemes to reduce pollution and enhance watercourses elsewhere in the vicinity of the park.
- 7.216 Waterbodies are an important feature in the Colne Valley Regional Park with over 200km of river and canals with over sixty lakes supporting a great variety of wildlife while providing the public with drinking water as well as opportunities for business and recreation. People and wildlife need water to survive from day to day but unfortunately our water sources are under threat with high water consumption, climate change, over extraction of water sources, and an ever-increasing population.
- 7.217 The location of the park presents the opportunity with green spaces, vegetation and trees to help reduce urban heat island from London and other large built-up areas. The Park can also provide opportunities to offset climate change emissions from other sites transport and buildings.

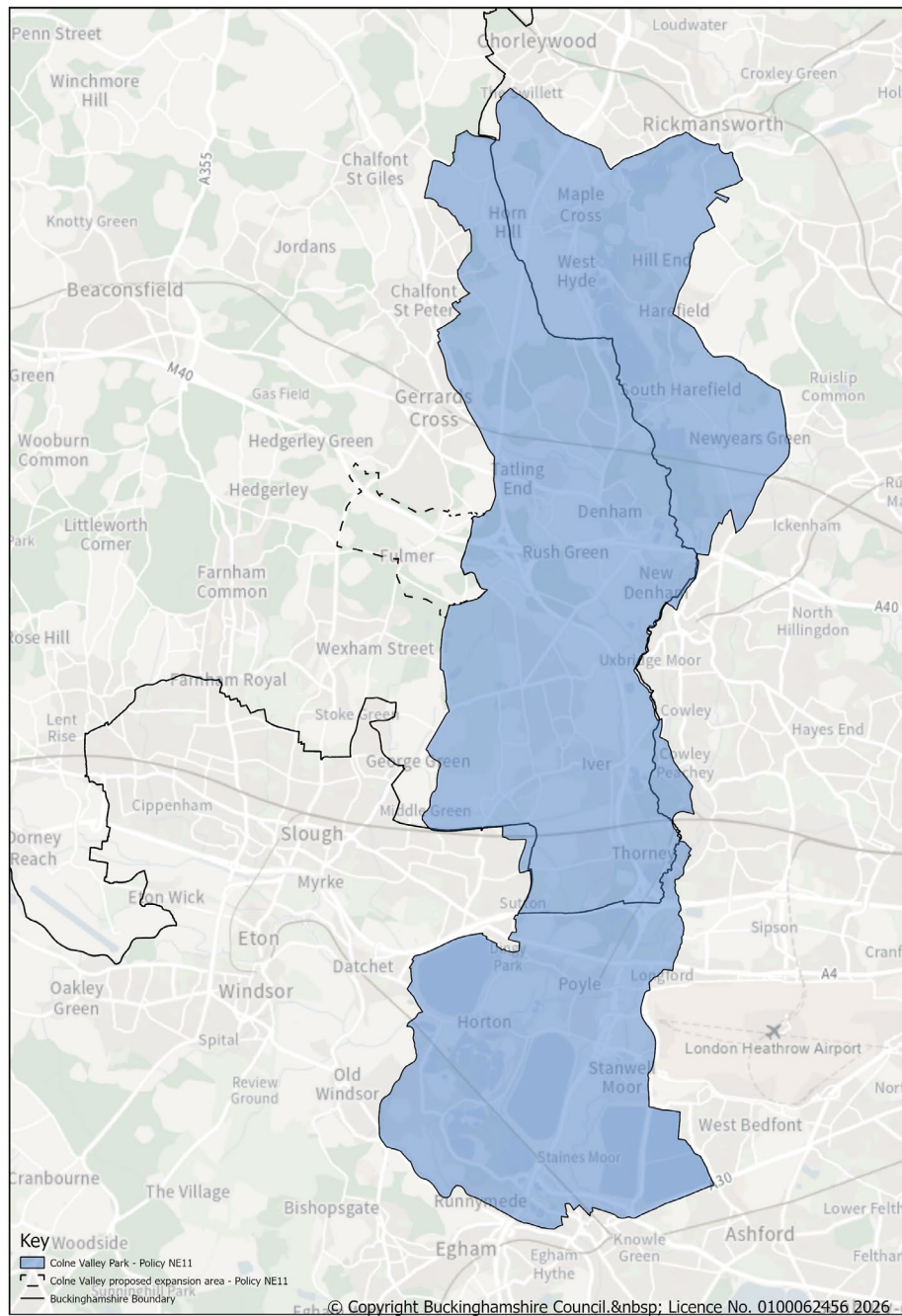


Figure 31: Map Showing Colne Valley Park

NE12 - Special Areas of Conservation, Special Protection Areas and Ramsar sites

NE12: Special Areas of Conservation, Special Protection Areas and Ramsar sites

1. Proposals are required to demonstrate no adverse effect on the integrity of Habitats sites (Aston Rowant Special Area of Conservation, Chilterns Beechwoods Special Area of Conservation, Burnham Beeches Special Area of Conservation, Windsor Forest and Park Special Area of Conservation or Southwest London Waterbodies Special Protection Area / Ramsar site), either alone or in combination with other plans or projects, in line with the Habitats Regulations.
2. Development will be required to carry out a Habitats Regulations Assessment and apply the mitigation hierarchy.
3. Where development is located within an identified Exclusion Zone in relation to a Special Area of Conservation, development which could lead to increased recreational pressure will not be permitted. As shown on the Policies Map, the Plan defines a five hundred metres exclusion zone for residential development around Burnham Beeches SAC and Chilterns Beechwoods SAC (Ashridge Commons and Woods SSSI only).
4. Where development is located within an identified Zone of Influence in relation to a Special Area of Conservation, mitigation will be provided in the form of SANG/ Gateway and SAMM requirements, in line with the relevant Mitigation Strategy for that Special Area of Conservation or component part. As shown on the Policies Map, the Plan defines a Zone of Influence for Burnham Beeches SAC and Chilterns Beechwoods SAC (Ashridge Commons and Woods SSSI only).
5. In this plan, project-level SANGs allocations are made as part of the following strategic sites:
 - a) Aylesbury North of A41
 - b) Aylesbury North NESS
 - c) Aylesbury Land south A41
 - d) Cheddington NESS
 - e) Land at Horton, Cheddington
 - f) RAF Halton
 - g) Stoke Mandeville NESS
 - h) Wing NESS
6. The following sites, as shown on the Policies Map, are also allocated for strategic Suitable Alternative Natural Green Space:
 - a) Kingsbrook Meadows, Aylesbury
 - b) Land at Bell Lane, Chesham
 - c) Spade Oak Lake, Little Marlow (see policy NE15 Little Marlow Lakes)
7. The following site, as shown on the Policies Map, is allocated for a Gateway:
 - a) Land at Wards Hurst, Ringshall (Gateway – see policy NE14)

- 7.218 Habitat sites are the common name by which Special Areas of Conservation; Special Protected Areas and Ramsar sites are categorised. Candidate sites to these categories are also covered. Habitat sites have the highest level of environmental protection (see policy NE4).
- 7.219 Based on the Habitats Regulations Assessment (HRA) of the plan, the Habitats sites needing consideration as part of the plan are:
- Chilterns Beechwoods SAC – regarding recreational pressure, urbanisation, air quality and impact on functionally-linked habitat for stag beetle
 - Burnham Beeches SAC – regarding recreational pressure, urbanisation, water resources (water quality, quantity, level and flow) and air quality
 - Aston Rowant SAC – regarding air quality
 - Windsor Forest and Great Park SAC – regarding air quality and recreational pressure
 - South-West London Waterbodies SPA/Ramsar site – regarding public access/ disturbance, loss of functionally linked land, water resources (quantity, level and flow) and water quality.

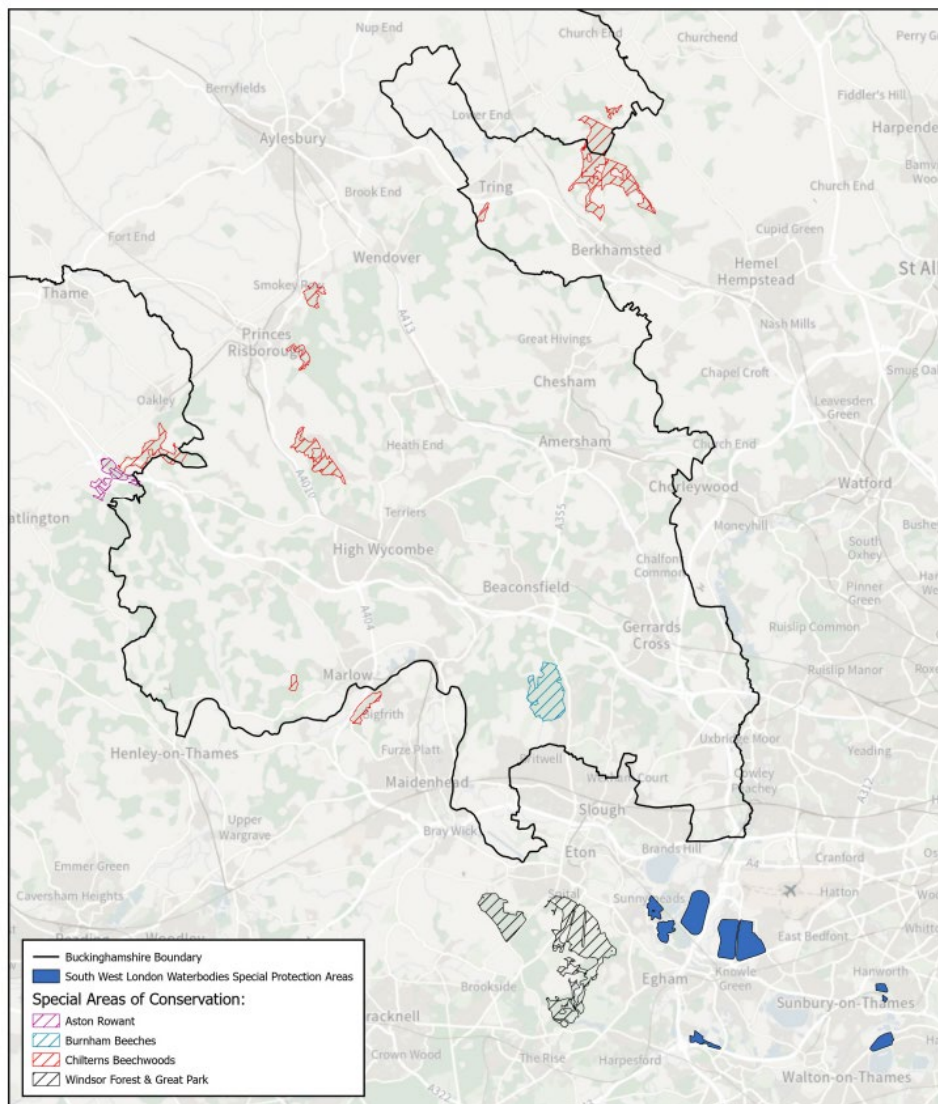


Figure 32: Map around central and southern Buckinghamshire showing Special Areas of Conservation and Southwest London Waterbodies Special Protection Areas

- 7.220 Buckinghamshire is home to part of the Chilterns Beechwoods Special Area of Conservation (CBSAC), an extensive area that is designated and given the highest level of protection for its importance to nature. SACs often have a unique character and draw which can be difficult to replicate. The CBSAC is designated for its beech forests, semi-natural dry grasslands and scrub, and population of stag beetles, and forms part of the national site network¹³.
- 7.221 The Chilterns Beechwoods SAC is made up of nine separate sites that are partly located across Berkshire, Buckinghamshire, Hertfordshire and Oxfordshire.
- a) Ashridge Commons and Woods SSSI (partly in Dacorum Borough Council)
 - b) Aston Rowant Woods SSSI (part in Oxfordshire)
 - c) Bisham Woods SSSI (Royal Borough of Windsor and Maidenhead)
 - d) Bradenham Woods, Park Wood and the Coppice SSSI
 - e) Ellesborough and Kimble Warrens SSSI
 - f) Naphill Common SSSI
 - g) Pullingshill and Hollowhill Woods SSSI
 - h) Tring Woodland SSSI (Dacorum BC)
 - i) Windsor Hill SSSI
- 7.222 Buckinghamshire is also home to the Burnham Beeches SAC in the southeast of the County and is neighbouring the Aston Rowant SAC west of Stokenchurch, and Windsor Forest and Great Park SAC south of Windsor. They also form part of the national sites network:
- a) The Burnham Beeches SAC is designated for its beech forests. It is an extensive area of former beech wood-pasture with many old pollards and associated beech and oak forests. Surveys have shown that it is one of the richest sites for deadwood invertebrates in the UK, including 14 Red Data Book species. It also retains nationally important epiphytic communities.
 - b) Aston Rowant SAC is designated for its rare lowland juniper scrub on chalk. It is one of the best remaining examples in the UK.
 - c) Windsor Forest and Great Park SAC are designated for its oak and beech. It has the largest number of veteran oaks *Quercus* spp. in Britain (and in Europe), a consequence of its management as wood-pasture. It is also designated for the rare violet click beetle (one of only three sites in England).
 - d) The South-West London Waterbodies SPA/Ramsar site are also potentially impacted by in-combination effects of the plan. They are designated due to its internationally important populations of wintering waterbirds, particularly Gadwall and Northern Shoveler. The site comprises a network of reservoirs and former gravel pits that provide critical habitat for these species, especially during the non-breeding season.
- 7.223 The SACs and SPAs have conservation objectives that are in place to help their conservation and restoration, and to prevent the deterioration or significant disturbance of their qualifying¹⁴ features. SACs also have Site Improvement Plans.

¹³ Following the United Kingdom's withdrawal from the European Union, the national site network replaces the Natura 2000 ecological network.

¹⁴ i.e. the habitats or species for which they are legally protected.

- 7.224 We have a legal duty as the 'competent authority' under the Habitats Regulations to ensure the integrity of the Aston Rowant SAC, Burnham Beeches SAC and Chilterns Beechwoods SAC are not adversely affected by new planning proposals, either alone or in-combination with other plans or projects.
- 7.225 In relation to Chilterns Beechwoods SAC, an assessment in 2022 showed Ashridge Commons and Woods SSSI under pressure from recreational visits, affecting its conservation objectives. Ashridge Commons and Woods SSSI, situated on the Hertfordshire/Buckinghamshire border, forms a significant part of the Chilterns Beechwoods SAC, and is part of the Ashridge Estate, managed by the National Trust.
- 7.226 The Council's approach to protecting Ashridge Commons and Woods SSSI from adverse recreational impacts can be found in the Chilterns Beechwoods Special Area of Conservation Mitigation Strategy¹⁵, which was prepared in partnership with Natural England, the National Trust and the affected adjoining local authorities, Dacorum Borough Council, Central Bedfordshire Council and St Albans City and District Council. The Council continues to work collaboratively with the partner authorities to coordinate implementation and delivery.
- 7.227 The strategy sets out the types of development proposals that will be 'screened in' through the first stage of the Habitats Regulations Assessment and will require an Appropriate Assessment (stage 2). It also establishes an Exclusion Zone, a Zone of Influence, and mitigation measures that will be delivered through:
- a) Implementing a Strategic Access Management and Monitoring Strategy (SAMMS) at Ashridge Estate by the National Trust; and
 - b) The provision of new or enhanced green space across the area comprising either Suitable Alternative Natural Greenspace that absorbs recreational pressure, or a Gateway site, (see policies NE13 and NE14) that deflects recreational pressure away from Ashridge Commons and Woods SSSI.
- 7.228 The SAMMS measures are designed to directly manage, avoid, mitigate and monitor identified issues at Ashridge. The SAMMS tariff for each net new home built can be found on the Council's website.
- 7.229 The SAMMS measures and related charge will be reviewed every 5 years, in line with the Mitigation Strategy Cooperation Agreement. The National Trust is also preparing a spatial plan to guide the future management of the Ashridge Estate.
- 7.230 At Burnham Beeches, a similar issue relating to adverse recreational impacts requires mitigation in the form of alternative SANG and SAMM payments. Hydrological pathways are also a potential concern. The Council is working with partners and is developing a revised Mitigation Strategy for Burnham Beeches, to provide consistency across the former district areas. The policy defines an Exclusion Zone for residential development and refers to a Zone of Influence of 5.6km. Within the ZOI, development that would result in adverse effect to the SAC is required to mitigate its impacts by providing SANG and SAMMs contributions. In time the mitigation strategy will replace the adopted Burnham Beeches SPD.

¹⁵ [Chiltern Beechwoods SAC Mitigation Strategy](#)

- 7.231 Key evidence studies drawn upon in preparing the Plan's policy comprise:
- a) Submitted Dacorum Borough Council Local Plan, associated Habitats Regulations Assessment of the Dacorum Local Plan (October 2024) and examination supporting evidence.
 - b) Habitats Regulations Assessment Appropriate Assessment for this local plan
 - c) Buckinghamshire Chilterns Beechwoods Special Area of Conservation Mitigation Strategy.
 - d) Visitor survey¹⁶, recreation impact assessment and mitigation requirements for the Chilterns Beechwoods SAC and the Dacorum Local Plan, 2022.
 - e) Burnham Beeches Supplementary Planning Document (2020).
 - f) Visitor surveys Burnham Beeches
- 7.232 The Local Plan for Buckinghamshire [Habitats Regulations Assessment](#) has concluded that avoidance and mitigation should be considered where increased recreational use is predicted to cause adverse impacts on a site (all Habitats sites apart from Aston Rowant SAC). Avoidance of recreational impacts at Habitat sites involves locating new residential development further away (where possible). Strategic plans, such as Local Plans provide the mechanism for this. Where avoidance of impacts is not possible, mitigation will usually involve a mix of access management, habitat management and provision of alternative recreational space. The HRA concluded that the plan would not result in adverse effects given the plan policy framework and subject to the mitigation strategies being implemented.
- 7.233 The Plan allocates Suitable Alternative Natural Greenspaces (SANG) both as part of key strategic sites and as standalone strategic SANGs, as well as a Gateway site. The Plan also sets out SANG and Gateways principles for these – and others – to come forward within the lifetime of the Plan. In doing so, the Plan provides a strong strategic framework, to sufficiently mitigate any potential adverse effects on the designated sites, alone and in combination with other plans and projects. Project levels HRAs will still be required as part of the planning process.
- 7.234 We will continue to monitor the SACs over the lifespan of the Plan and update the Chilterns Beechwoods SAC Mitigation Strategy and Burnham Beeches SAC Mitigation Strategy to reflect updated evidence. This may include adding mitigation measures for further impact pathways or component sites of the SAC.
- 7.235 In relation to recreational impacts at other sites, the HRA concludes no adverse effects arising from the plan alone or in combination.
- 7.236 In relation to the other potential impact pathways, the HRA of the Plan concludes that there are no adverse effects arising of the plan alone or in combination with respect to Functionally Linked Land and Air quality.
- 7.237 The HRA also concludes that Policy IN2 ensures that there will be adequate wastewater treatment provision for all development that could potentially impact Southwest London Waterbodies SPA/Ramsar. Additionally, Policy NE1 Water quality requires development to not

¹⁶ New surveys are being prepared, and outputs are expected to be available in March 2026.

adversely affect the water quality of surface or underground water bodies. This existing legal requirement and policy framework ensures that there will not be an adverse effect of the LDFP on Burnham Beeches SAC with regards to this impact pathway.

- 7.238 The Burnham Beeches Hydrology Study has defined a catchment area within which reductions in permeability may impact the water quantity and level within the SAC. There are no sites allocated for development within this hydrological catchment. Given this it is concluded that the LPFB will have no adverse effects on integrity of the Habitats site following appropriate analysis via this impact pathway.

NE13 - Suitable Alternative Natural Green Space

NE13: Suitable Alternative Natural Green Space

1. Proposals for Suitable Alternative Natural Greenspace (SANG) will be supported where they meet all the following principles:
 - a) Provide capacity to mitigate adverse effects of recreational pressure on a Special Area of Conservation at a minimum of eight hectares of SANG per 1,000 new occupants (or subsequent capacity advised by Natural England).
 - b) Provide a minimum 2.3km circular walk on the SANG.
 - c) Provide the experience of visiting the countryside by being free from unnatural intrusion (including, but not limited to, noise, odour and urban views).
 - d) Provide suitable parking of at least one car parking space per hectare of SANG and appropriate cycle and wheeling parking provision.
 - e) Be delivered prior to the occupation of the qualifying development(s) to which it relates.
 - f) Be legally secured, fully funded, and managed for a minimum of 80 years by an enduring body agreed by the Council in consultation with Natural England.
 - g) Be subject to a SANG Monitoring and Management Plan agreed by the Council in consultation with Natural England; and
2. Where proposals are within the Chilterns Beechwoods SAC zone of influence, SANGs should be in accordance with the Chilterns Beechwoods SAC Mitigation Strategy and any further bespoke criteria as agreed by the Council, in consultation with Natural England.
3. Where proposals are within the Burnham Beeches Zone of Influence, they should be in accordance with the Burnham Beeches SAC Mitigation strategy and any further bespoke criteria as agreed by the Council, in consultation with Natural England.
4. SANG must be located according to the scale of the proposed scheme seeking allocation as follows:
 - a) Developments of ten or more net dwellings or equivalent, will provide either contributions to a Strategic SANG or a bespoke on-site or off-site SANG as part of the proposed development.

- b) Major developments of ten or more net dwellings or equivalent must be within the catchment of a specified SANG to be able to use its capacity.
- c) Minor developments of fewer than ten net dwellings or equivalent may rely on a Strategic SANG located anywhere within the Zone of Influence, or a Gateway site.

5. Development proposals that use a bespoke or third party owned SANG must demonstrate that:

- a) The SANG meets SANG criteria and is being managed by an enduring body.
- b) The SANG allocation has been agreed with the landowner.
- c) The SANG has sufficient capacity; and
- d) The SANG credits (where one credit equates to capacity for one dwelling or equivalent) have been secured by an appropriate legal agreement.

6. Proposals for a SANG or alteration to an existing SANG must consider how access for vulnerable groups has been provided.

7.239 Suitable Alternative Natural Greenspace, or SANG, is the term given to greenspaces that are created, or enhanced, with the specific purpose of absorbing recreational pressure that would otherwise occur at National Sites, such as the Chilterns Beechwoods SAC at Ashridge Commons and Woods SSSI or Burnham Beeches SAC. The Plan's principles for SANG draw from features which have been found to attract visitors to the Ashridge Estate, suitability is based Natural England's SANG guidelines and best practice, which has been established at other SAC and Special Protection Areas (SPA) across England.

7.240 The standards within the SANG principles are based on the Council's evidence and should be read in conjunction with the Chilterns Beechwoods SAC Mitigation Strategy¹⁷ and the Burnham Beeches SAC Mitigation Strategy. The Mitigation Strategies also set the catchment area for SANG, which vary in size depending on their characteristics and location. SANG must be secured for at least 80 years from the occupation of the last dwelling for which it provides mitigation.

7.241 The Council's allocation protocols within the Mitigation Strategies define how we will assess applications from development to use Council-owned Strategic SANG. The allocations protocols will be periodically updated to reflect the Council's priorities for enabling new homes and the available SANG supply. When Council owned SANG capacity will not be made available, developments will be expected to find their own SANG solution, which may include a bespoke SANG either on or off-site. We will consult with Natural England on proposals for new SANG, which must be in place for residents to use before new homes are occupied. The tariff per net new home for Strategic SANG is published on the Council's website.

7.242 Further guidance is provided within the Chilterns Beechwoods SAC Mitigation Strategy and Burnham Beeches SAC Mitigation Strategy, on our website, and any further bespoke criteria as advised by the Council, in consultation with Natural England.

¹⁷ [Chiltern Beechwoods SAC Mitigation Strategy - accessible](#)

NE14 - Gateway sites

NE14: Gateway sites

1. Gateway proposals will be supported where they relocate existing visitor facilities away from Special Areas of Conservation and demonstrate that they will reduce recreational pressure within the SAC.
2. Proposals that intensify or expand uses within, or are likely to increase visitor numbers to, the SAC will not be supported.
3. Gateway sites must meet the SANG principles, as stated in policy NE13, and all the additional following principles:
 - a) Be located adjacent to, and within a radius of, 500m of the boundary of the SAC.
 - b) Be greater than 8 ha in area, with preference being given to sites greater than 15 ha in area.
 - c) Be a destination venue, offering a variety of facilities that will maximise dwell time within the Gateway for a large proportion of visitors; and
 - d) Provide a range of facilities and amenities to draw visitors to the location, in preference to the SAC, to include as a minimum:
 - i. Visitor facilities (including refreshments, toilets and local retail), information and wayfinding.
 - ii. Designed to meet the needs of families, dog walkers and accessibility for all requirements.
 - iii. Sufficient parking to meet expected demand (or subsequent requirements advised by Natural England); and
 - iv. Designed to reflect local heritage, environment and the character of the SAC.
4. The catchment area for a Gateway is the Zone of Influence of the corresponding Special Area of Conservation.
5. Development proposals that mitigate related recreational pressure impacts by using a Gateway will need to demonstrate that:
 - a) The Gateway is being managed by an enduring body.
 - b) The Gateway allocation has been agreed with the landowner.
 - c) The Gateway has sufficient capacity; and
 - d) The Gateway credits (where one credit equates to capacity for one dwelling or equivalent) have been secured by an appropriate legal agreement.

- 7.243 A Gateway site is a new type of mitigation to protect national sites from recreational pressure, as supported by Natural England. In Buckinghamshire, this is currently progressed in relation to the Chilterns Beechwoods SAC element at Ashridge, through two sites: Land at Wards Hurst, Ringshall (in Buckinghamshire) and Land at Hill Farm (in Dacorum Borough). Within the lifetime of the plan, it could also be implemented, if necessary, in relation to other SACs such as Burnham Beeches.
- 7.244 The purpose of a gateway is like that of SANG, to create an attractive alternative to the SAC that deflects visitors away from there, reducing recreational pressures as a result. The key differences are that a gateway is located adjacent to the SAC, drawing visitors away from its protected features to a new welcome hub that is outside of the designated area, and that it offers a greater range of community facilities in compared to a SANG such as a café and local shops for retail, food and beverage, to encourage visitors to remain within the gateway for a longer period of time. The catchment for a gateway is a much wider area than for SANG and is set at the Zone of Influence for the SAC component it relates to (such as Ashridge Commons and Woods SSSI).
- 7.245 The National Trust is preparing gateway proposals as part of its Spatial Plan¹⁸ for the Ashridge Estate, informed by ongoing discussions with Natural England, Buckinghamshire Council and Dacorum Borough Council and others. Their ambition is to fund the creation of the new Gateways through a combination of financial reserves, commercial loans and SANG contributions from new development. The catchment of these Gateways would be the entire Zone of Influence for the Ashridge component of the Chilterns Beechwoods SAC (currently 12.6km). Applications for Land at Ward's Hurst Farm and Land at Hill Farm (in Dacorum) are anticipated to be submitted in summer/autumn 2026, subject to National Trust funding. Further guidance on the procedures for gateway mitigation will be provided on the Council's website.

NE15 - Little Marlow Lakes

NE15: Little Marlow Lakes

1. As shown on the Policies Map, the Little Marlow Lakes area is allocated for

- a) Suitable Alternative Natural Greenspace at Spade Oak Lake and
- b) wider outdoor recreational uses

Spade Oak Lake SANG

2. Within the Little Marlow Lakes allocation, Spade Oak Lake is allocated as a strategic Suitable Alternative Natural Greenspace to mitigate adverse effects on the Burnham Beeches Special Area of Conservation from qualifying development within the defined Zone of Influence. Development that comes forward in the SANG will be consistent with the Little Marlow, Spade Oak Lake SANG Management Plan (December 2024 as amended). The SANG should be fully

¹⁸ Their ambition is to fund the creation of the new Visitor Gateways through a combination of financial reserves, commercial loans and SANG contributions from new developments.

open and accessible, with all capital works completed, prior to any occupation of housing allocated to it.

3. Development should not preclude future proposals for enhanced visitor experience at the area, such as a café and toilet facilities.
4. Measures should be taken to reduce odour and water pollution and contribute to the long-term management of the area.
5. Parking facilities should be provided on and adjacent the restored Gravel Yard accessed from Muschallick Road.
6. All qualifying development will be expected to make financial contributions towards the SANG where it is seeking to rely on the SANG for mitigation, unless it can be demonstrated that the development would not result in any adverse impact on the SAC either alone or in combination with other development.
7. Any residential development relying on this SANG as mitigation will be required to provide safe, convenient and direct access to Marlow and Bourne End for pedestrians, cyclists, and disabled and other users of this area to help connect Marlow to Bourne End.

Little Marlow Lakes

8. Development within the Little Marlow Lakes area should not have an adverse effect upon the amenities or setting of the River Thames, watercourses, flood risk, lakes, wet woodlands, adjoining conservation areas, or listed buildings, or which prejudices the function of the area for which it is allocated.
9. Any development will be required to provide safe, convenient and direct access to Marlow and Bourne End where possible for pedestrians, cyclists, wheeling and other users, to help connect Marlow to Bourne End.
10. Any development close to an existing waterbody or other wetland feature should protect and enhance that feature's ecological value, biodiversity, hydrology, water quality, and its natural setting within the area.

- 7.246 The Little Marlow Lakes area occupies an area of 329 ha between the A4155 Bourne End and Wooburn to Marlow Road and the River Thames and between the A404 and Coldmoorholme Lane. The area is in the Green Belt, and adjacent to the Chilterns National Landscape and the River Thames. The proposed strategic SANG at Spade Oak Lake forms only a small part of the 329 hectares.

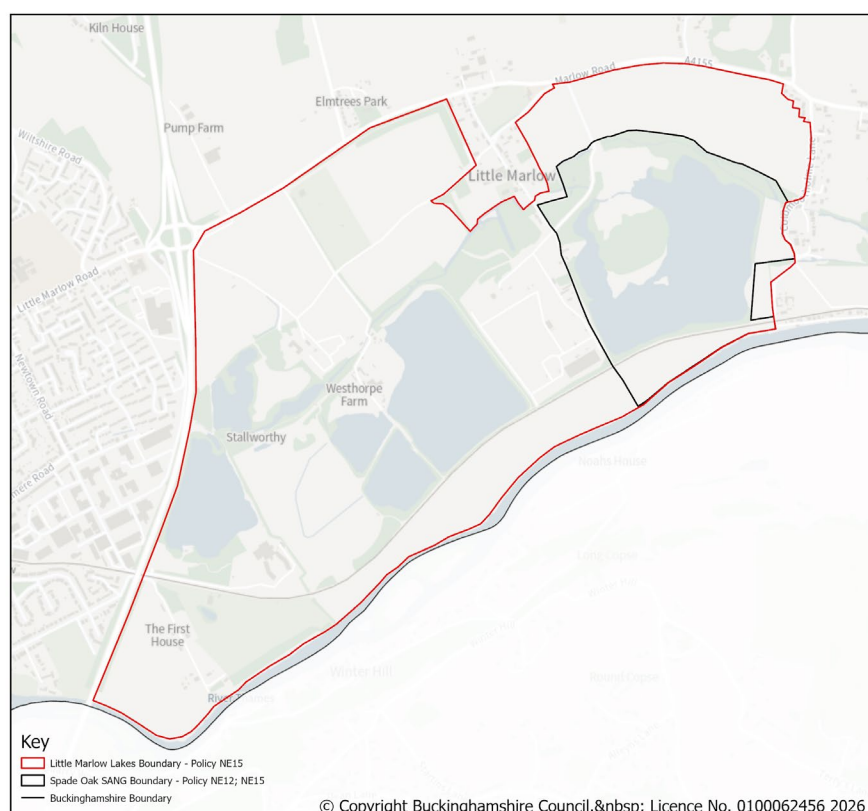


Figure 33: Map Showing Spade Oak SANG Boundary and Little Marlow Lakes Boundary

- 7.247 The area includes several former gravel pits (restored as lakes, meadows or arable land) and several areas of woodland, including ecologically valuable wet woodland habitat. There is an athletics track with part of a cycleway and a water sports site. In late 2025, planning permission was granted on appeal in the northwestern part of the site for a major development of Marlow Film Studios, around 170,000sqm over twenty-three hectares. The Little Marlow Lakes Area policy does not cover the built-up area of Little Marlow village.
- 7.248 It has the main purpose of providing and improving opportunities for the enjoyment of the countryside by the public. The area is used for a variety of formal and informal recreational and sporting uses and is crossed by several public footpaths including an extensive network of circular routes of varying length with increasing use by the public, including disabled users. The wider lakes area is used for fishing, water sports, open-water swimming, camping and outdoor exploration activities.
- 7.249 Part of Little Marlow Lakes, known as the Spade Oak Lake area, presents an opportunity to deliver an alternative destination to Burnham Beeches in the south-east of Buckinghamshire, in the form of a strategic Suitable Alternative Natural Greenspace (SANG). Burnham Beeches is a Special Area of Conservation, and a large part of the SAC is also designated as a National Nature Reserve, open to the public. This presents a need to balance a role for biodiversity, and its role in providing for outdoor recreation and public enjoyment of nature. Providing a SANG destination with improvements at Spade Oak Lake area provides an opportunity to offset visitor pressures on Burnham Beeches (see policies NE12 and NE13) within the SANG

catchment. The Council is in process of designating a Country Park on the Spade Oak Lake SANG area and intends this to be known as 'Little Marlow Lakes Country Park' defined by the Countryside Act 1968. This means the area can provide or improve opportunities for the enjoyment of the countryside by the public.

- 7.250 On the Spade Oak Lake SANG area, the mitigation management plan provides for publicly accessible open space, ecological and biodiversity enhancements. In March 2026, the council made a resolution to grant planning permission for the SANG subject to completion of an updated Mitigation and Management Plan and a signed Memorandum of Understanding. On this site there are opportunities in the future for further enhancements that may take place to support the enjoyment of the SANG and new country park. These can include a cafe and associated facilities, public toilets, a play area, additional parking and storage facilities. These facilities must be consistent with the Green Belt and SANG and have no adverse harmful effect on the ecological value of the site.
- 7.251 The Little Marlow Lakes area lies within the Green Belt. Development opportunities must preserve the openness of the Green Belt.
- 7.252 There are also important nature conservation interests in the area, and it contains an extensive area of open water. The former gravel pits, now waterbodies, are important in biodiversity terms, particularly for wintering and breeding birds. The [Buckinghamshire and Milton Keynes Local Nature Recovery Strategy](#) is recognising most of the Little Marlow Lakes area as an Area that Could Become Important for biodiversity. This must be considered in all development proposals to deliver a biodiversity net gain.
- 7.253 The potential may exist for additional comprehensively planned outdoor recreation and tourism uses as the area develops. There may be scope for such development on the western side of the site, to the west of the Crowne Plaza hotel.
- 7.254 The site contains critical drainage areas; as a result, any flood risks presented by surface water and groundwater flooding should be assessed and mitigated for in accordance with Policy development should reflect the open nature of the site and the long-distance views of and over the site from the National Landscape, from Winter Hill, and vantage points from footpaths across the river. Development should not propose the raising of land within the Flood Zones, including the floodplain of Main Rivers. Where this is unavoidable and necessary, appropriate compensatory measures will be required, in consultation with the Environment Agency
- 7.256 Care should be taken to give space for 'spring points' of groundwater or 'natural springs', where there has been historical records or evidence of them in the area. Recreational spaces developed for sporting purposes should also consider the impact on infiltration of rainwater into the ground. The low-lying areas are susceptible to groundwater emergence.
- 7.257 Development must also respect and enhance the setting and amenities of both the Little Marlow Conservation Area, which is washed over by the site, and the Abbotsbrook Conservation Area, which lies to the east. Development must also have regard to the listed buildings in those Areas; their settings and other buildings of interest identified in the Conservation Area documents. The setting and amenities of the River Thames must also be

preserved and policies for the landscape and river protection will apply. Areas of existing or potential wildlife habitat should be maintained and enhanced.

- 7.258 Development proposals must also have regard to the ground conditions and land stability due to mineral extraction and landfill activities in the area. Proposals for development may need to be accompanied by reports to show the suitability of the land for the purpose intended and to assess and/or manage the presence of migrating landfill gas or other sources of pollution.
- 7.259 Development should also provide the opportunity to create new means of access to the site for walkers, cyclists, and disabled users, and links to the wider highway network.
- 7.260 Development is required to enable the creation of pedestrian and cycle access on the east side of the area to secure easy access to residents of Bourne End. This could take the pressure off the Thames Path which has significant visitor pressure at times of the year. Any active travel scheme in proximity to Spade Oak needs to take account of the Little Marlow-Spade Oak Lake SANG Management Plan.
- 7.261 Further infrastructure improvements to the area include the wider delivery of green infrastructure in this part of Buckinghamshire and include flood risk management measures (e.g. Natural Flood Management projects). Transport infrastructure could also include walking, wheeling and cycling opportunities through the delivery of inter-settlement corridor improvements between Marlow and Bourne End.
- 7.262 Car parking facilities are to be provided at the restored Spade Oak Lake Gravel Yard, accessed from the A4155 and Muschallick Road in accordance with the Little Marlow Spade Oak Lake SANG Management Plan 2024. This will encourage visitors to the site from Wooburn, Bourne End, and the wider area. There is some limited parking at the running track to the west. Development should also consider the opportunity for a new rail halt which could improve overall accessibility both for the formal and informal recreational potential of the area.

NE16 - Protection of the Green Belt

NE16: Protection of the Green Belt

1. Development in the Green Belt is inappropriate except where it is on previously developed land that meets the criteria below or meets one of the following exceptions:
 - a) Buildings for agriculture and forestry.
 - b) The provision of appropriate facilities (in connection with the existing use of land or a change of use) including buildings for outdoor sport, outdoor recreation, recreational moorings and water-based recreation activities, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
 - c) The replacement or extension of buildings.
 - d) Limited infilling only within the built-up villages identified on the Policies Map and in accordance with the definition in paragraph 7.4.173 below.

- e) Limited affordable housing for local community needs only in accordance with Policy HO9 Rural Exception Sites.
- f) Other forms of development specified in the NPPF provided they preserve its openness and do not conflict with the purposes of including land within the Green Belt.

2. Inappropriate development will not be supported unless there are very special circumstances. Very special circumstances will exist when the harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

- 7.263 Whilst Green Belt is not an environmental designation, it still protects areas from development, preventing sprawl and keeping areas open. As part of this plan, the Green Belt has been reviewed to identify Grey Belt and Provisional Grey Belt land (Grey Belt land is land that has previously been developed or does not strongly meet Green Belt purposes). This policy applies to all Greenbelt land regardless of its Grey Belt designation.
- 7.264 Whilst in many instances national policy provides sufficient detail to determine whether a proposal is appropriate development in the Green Belt, there are instances which require clarification in the interests of certainty and consistency. In addition, they are necessary to guard against a cumulative impact that residential outbuildings can have on the openness of the Green Belt. These are set out in the Policies NE17 and NE18 and include, for example, our benchmark approach to determining the degree to which a dwelling can be extended without resulting in disproportionate additions. Hence the inclusion of 3(a-c) in Policy NE18 below. Note, a Neighbourhood Plan still must accord with the strategic policies of the Local Plan.
- 7.265 The villages that we have identified as appropriate for limited infilling are those villages which are washed over by the Green Belt, but which are identified in the Settlement Hierarchy as sustainable locations for incremental growth. The villages are Tiers 4 and 5 in the Settlement Hierarchy.
- 7.266 Limited infilling must have regard to the settlement pattern and the grain and morphology of the village. It does not need to be frontage development; it can be a backland plot. 'Backland' normally refers to the development of land that sits behind an established building line of existing housing or other development and is often land that is used as a garden. Whereas 'Infill' is a small gap within an otherwise built-up street frontage.
- 7.267 To be limited infilling (whether in a frontage or backland), the plot must be comparable in size and shape to the average house plots in the village (excluding any that are atypically large or small). The proposed building must be similarly comparable in size and scale (again, excluding outliers). This is assessed on the size of the building proposed (not the size of each dwelling) to allow flexibility for smaller pairs of semi-detached houses as infilling in areas of larger detached housing (or vice versa).
- 7.268 Suitable infilling plots can be created by the subdivision of larger residential gardens (or other previously developed land) but not by the artificial sub-division of agricultural fields, or paddocks, or similar land that has not been previously developed, where this is likely to result in incrementalism.

7.269 It is important to support expansion and improvement of the rural economy within the Green Belt and for that our Rural Diversification policy covers the different aspects that can affect it.

NE17 – Extension or replacement of buildings and residential outbuildings in the Green Belt

NE17: Extension or replacement of buildings and residential outbuildings in the Green Belt

1. The extension or replacement of a building will only be considered appropriate development in the Green Belt when it satisfies conditions (a) to (c) below. The gross external floor area of existing outbuildings unless proposed to be demolished will not be included in any calculations.

- a) The total gross external floor area of the resulting building is no more than 50% greater than the original building gross external floor area; and
- b) has no adverse impact on openness by virtue of bulk, height and location; and
- c) It accords with a made Neighbourhood Plan (where applicable)

2. Extension or replacement of a dwelling by more than 50% of the original building gross external floor area is disproportionate, is likely to harm the openness of the Green Belt and would not be supported.

3. The erection of domestic outbuildings will be considered not inappropriate development in the Green Belt within village built-up areas shown on the Policies Map. Elsewhere in the Green Belt, any increase in the gross external floor area of residential outbuildings will only be considered appropriate development when all the following conditions apply:

- a) The total gross external floor area of all outbuildings on the property would not exceed 25% of the gross external floor area of the original dwelling.
- b) No more than 50% of the total area of the curtilage (excluding the ground area of the dwelling) shall be occupied by outbuildings.
- c) No part of the development would exceed 4 metres in height (measured from the highest part of the surface next to the building where that has not been raised).

4. Proposals for the extension or replacement of a dwelling or the erection of an outbuilding will also be required to respect the open character of the Green Belt and appear proportionate to the original dwelling, taking account of visual impact.

7.270 For the avoidance of doubt, in applying (1) and (2) in the policy, the extension of an original building to increase floorspace shall include floorspace created in the roof.

7.271 The clarification in 3 (b and c) in the policy is necessary to ensure the openness of the Green Belt is not harmed by development which might share the outward form and design of agricultural buildings, but which are not reasonably necessary for agriculture (or forestry).

- 7.272 For the purposes of the policy, the term 'original building' means a building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.
- 7.273 For the purposes of Green Belt policy, a residential outbuilding will be classed as an extension providing it after development is located within 5m of the main dwellinghouse on the site. The erection of any residential outbuildings more than 5m from the main dwelling is unlikely to be classed as an 'extension'.

NE18 - Development in the countryside outside the Green Belt

NE18: Development in the countryside outside the Green Belt

1. Within that portion of the countryside outside of the Green Belt, and subject to other relevant policies, developments will only be supported where it is for at least one of the following:
 - a) Development that accords with a made Neighbourhood Plan.
 - b) Development for agriculture and forestry, outdoor sports and recreation, and for cemeteries where there is an evidenced need.
 - c) Additional buildings where these are required to support an existing rural enterprise or business located in the countryside, which are proportionate to the existing.
 - d) The construction of additional buildings only within settlement built up areas. These also apply to any made neighbourhood plan settlement boundaries.
 - e) Rural Exceptions Site housing.
 - f) Sites for Gypsy, Traveller or Travelling Showpeople.
 - g) Housing for rural workers.
 - h) Extensions, outbuildings and alterations to existing dwellings.
 - i) The conversion of existing buildings.
 - j) The redevelopment of previously developed land, providing these respects the rural character of the surroundings and is of similar impact to the existing building or structure.
 - k) Improvements/enhancements to support the Grand Union canal network, including moorings and water-based activities.

- 7.274 This policy implements the remaining aspects of the Housing Spatial Strategy. It applies to those areas of the countryside that are not in the Green Belt and are not otherwise allocated for development in this Plan. It reflects the general principles of other Policies in this Chapter which ensure that new development is located where it can contribute to sustainable development. It also supports the NPPF aim to avoid isolated new dwellings in the countryside.
- 7.275 This policy and the Housing Spatial Strategy also recognise that there will be some small housing sites that come forward that have not been allocated in this or other plan documents; these are known as windfall sites. The NPPF defines windfall sites as those that have not been specifically identified as available in the Development Plan. Not all locations, however, will be suitable or sustainable. This policy aims to make it clear that existing settlements are the most sustainable locations for new developments. Alongside this however the Council wishes to

support the reuse of existing buildings. Many such proposals will be deemed Permitted Development, but only outside of the Chilterns National Landscape. This policy sets the criteria for considering in principle whether development in the countryside beyond the Green Belt is acceptable.

- 7.276 This policy aims to support rural enterprises and businesses located in the countryside, recognising the rural diversification they can provide (See Policy EC10). The policy recognises that any new development can have a positive impact on the local economy without any further significant impact on the countryside. This will ensure that the existing character is maintained whilst managing development appropriately in the countryside.

NE19 - National Landscapes and their setting

NE19: National Landscapes and their setting

1. The Chilterns National Landscape is a nationally designated landscape with the highest status of protection for conserving and enhancing landscape. Scenic beauty and wildlife and cultural heritage are also important.
2. Within the National Landscape the scale and extent of development should be limited whilst in the setting, development should be sensitively located and designed.
3. Proposals for all development within and in the setting of the Chilterns National Landscape must demonstrate how they address all the following:
 - a) take a landscape-led approach to development.
 - b) conserve and enhance the Chiltern National Landscape's special qualities in accordance with national planning policy, the purposes of its designation and local landscape character assessments.
 - c) meet the aims of the Chilterns National Landscape Management Plan, making practical and financial contributions as appropriate.
 - d) respond to the Chilterns Building Design Guide, Technical Notes and Position Statements, including that on the setting of the Chilterns National Landscape.
 - e) avoid adverse impacts from individual development proposals and any cumulative effects, unless these can be satisfactorily mitigated and
 - f) are appropriate to the economic, social, health and environmental wellbeing of the area.

Major Development

4. Major developments will be refused unless exceptional circumstances can be demonstrated as defined by national planning policy and where it is demonstrated to be in the public interest. Consideration of such applications should include an assessment of all the following:
 - a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy.
 - b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way.
 - c) any detrimental effect on the environment, health, the landscape and recreational opportunities, and the extent to which that could be moderated.

5. Proposals for major development will need to be accompanied by a Landscape and Visual Impact Assessment (LVIA) produced in accordance with current guidance from the Landscape Institute. At the Council's request, where the landscape visual impact is expected to be moderate or higher, non-major development may also require a LVIA or landscape appraisal. The scope of any LVIA or landscape appraisal, including methodology, study area and representative viewpoints, should be agreed with the Council prior to its preparation and submission with a planning application.

Chilterns National Landscape

- 7.277 The primary legislation for National Landscapes is the Countryside and Rights of Way Act 2000 (CROW Act). National Landscapes incorporate areas of the highest scenic quality, and, in landscape terms, are intended to enjoy equal status with National Parks. The primary purpose of National Landscape designation is the conservation and enhancement of the landscape and scenic beauty, which is also supported by the National Planning Policy Framework.
- 7.278 The Chilterns National Landscape was designated in 1965 and extended in 1990, covering 27% of the Buckinghamshire Council area. It is managed by the Chilterns Conservation Board, who is responsible for reviewing and implementing the Chilterns National Landscape Management Plan. The Board also publishes the Chilterns Building Design Guide along with a series of Technical Notes and Position Statements, including that relating to the setting of the Chilterns National Landscape. These documents are a material consideration in planning decisions.
- 7.279 The Chilterns National Landscape covers nine local authorities, who work together to safeguard the future of this valued landscape in conjunction with the Chilterns Conservation Board. It is a living landscape that supports homes, economic activities and leisure uses that complement and contribute to its distinctive character and natural beauty.
- 7.280 The setting of the Chilterns National Landscape has no defined geographical boundary, but is the area within which developments, by virtue of their nature, size, scale, siting, materials or design have scope to impact upon the natural beauty and special qualities of the Chilterns. The council will support development in the setting of the National Landscape that is sensitively located and designed to avoid or minimise adverse impacts on the designated area.
- 7.281 All development in the National Landscape or its setting should demonstrate a landscape-led approach to site selection and development design. A landscape-led approach begins with an appraisal of the site's contribution to the character and cohesiveness of the wider landscape, including relevant Landscape Character Area(s) and designations such as the Chilterns National Landscape. Public views to, from and across the site should also be assessed. Subsequent development proposals should then retain, enhance and supplement valuable landscape features, connections and views/vistas, responding with sensitive high-quality design that reinforces or complements established landscape character and visual amenity.

Development proposals should demonstrate how any adverse impacts on landscape character or visual amenity have been avoided, minimised or mitigated.

- 7.282 Where required, assessment of likely landscape and visual effects of development should be carried out in accordance with the 'Guidelines for Landscape and Visual Impact Assessment' ("GLVIA"), currently in its third edition, published by the Landscape Institute (LI) and Institute of Environmental Management and Assessment (IEMA). This document is supported by a series of Technical Guidance Notes (TGNs) also published by the Landscape Institute, which should also be addressed where relevant.
- 7.283 The term "major development" for this policy does not refer to the familiar planning application thresholds (10 dwellings) or any other numerical threshold but instead requires the Council to judge the significance of a proposal in its specific context.

NE20 - Landscape character and visual amenity

NE20: Landscape character and visual amenity

1. Development must protect and enhance Buckinghamshire's landscapes with an appropriate response to the site and its surrounding landscape. All development must meet all the following:
 - a) the planning approach to land use, layout and design makes a positive contribution to the site landscape and its surroundings.
 - b) draw upon Buckinghamshire's Landscape Character Assessments for context and inspiration.
 - c) reflect the positive aspects of existing local development patterns, including location, scale, form and detail.
 - d) reinforce or enhance local character and distinctiveness in the built and natural environment.
 - e) incorporate development within a robust landscape framework that contributes to local green infrastructure.
 - f) avoid the loss of, or harm to key local views that encompass the site.
 - g) avoid and minimise adverse impacts on local visual amenity generally.
 - h) avoid and minimise the effects of lighting on the landscape at night, especially in those areas which are intrinsically dark, and avoid light pollution to the night sky.
 - i) avoid noise pollution in areas relatively undisturbed by noise, especially those areas of recreational or amenity value.
 - j) enhance public rights of way and provide other opportunities for walking.
2. The first stage in mitigating impact is to avoid any identified significant adverse impact. Where it is accepted there will be harm to the landscape character, specific on-site and/or off-site mitigation will be required to minimise that harm and, as a last resort, compensation may be required as part of a planning application. This reflects the mitigation hierarchy set out in the National Planning Policy Framework. Applicants must consider the enhancement opportunities identified in the LCAs and how they apply to a specific site.

3. In addition to measures above, for any development in the National Landscape or its setting please see policy NE18.

- 7.284 All the landscape in Buckinghamshire is considered to have character and particular distinctive features to be conserved, positive characteristics to be enhanced and detracting features to be mitigated or removed. The Landscape Character Assessments (LCAs) are the primary evidence base which divides the entire landscape (beyond towns and the Chilterns National Landscape) into landscape character areas and landscape character types. There are four Landscape Character Assessments and an addendum which cover Buckinghamshire.
- a) Aylesbury Vale Landscape Character Assessment (May 2008, minor amendments May 2013)
 - b) Chiltern Landscape Character Assessment (October 2011)
 - c) South Bucks Landscape Character Assessment (October 2011)
 - d) Wycombe Landscape Character Assessment (October 2011)
 - e) Landscape Character Assessment Addendum (due summer 2026)
- 7.284 A review of the above Landscape Character Assessments was undertaken between 2024 and is due for completion in summer 2026. This is an addendum to the existing LCAs and should be considered as part of the evidence base. The 2026 addendum study sets out landscape conservation guidelines for each landscape character area and considers the impact on each character area of major developments including the current construction of HS2. Therefore, all the landscape in Buckinghamshire can have innate 'value' as referred to in the National Policy Planning Framework (NPPF) (2024).

NE21 - Pollution, air quality and contaminated land

NE21: Pollution, air quality and contaminated land

Noise Pollution

Significant noise-generating development will be required to minimise the impact of noise on the occupiers of proposed buildings, neighbouring properties and the surrounding environment.

Applicants may be required to submit a noise impact study or to assess the effect of an existing noise source upon the proposed development, prior to the determination of a planning application.

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

Where necessary, planning conditions will be imposed and / or a planning obligation sought to specify and secure acceptable noise limits, hours of operation and attenuation measures.

Noise-sensitive development, such as residential, schools and hospitals, will not be supported if its users would be affected adversely by noise from existing uses (or programmed development) that generate significant unmitigated levels of noise.

Air quality

Any new developments that may have an adverse impact on air quality will be required to prove through a submitted air quality impact assessment that:

- a) The effect of the proposal would not exceed the National Air Quality Strategy Standards (or such other standards that supersedes or replaces them) or
- b) The surrounding area would not be materially affected by existing and continuous poor air quality.

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

All development proposals which may cause significant impact on air quality directly or indirectly within Air Quality Management Areas will need to submit an air quality impact assessment to the planning authority. This needs to demonstrate how the proposal would impact on local air quality, whether the proposed use is appropriate, and how it would avoid, reduce and mitigate local pollutant emissions.

Where appropriate, planning conditions and/or Section 106 agreements will be imposed (or required) to minimise harmful air quality impacts arising from development.

Air Pollution and Protected Sites

Proposals emitting air pollutants which impact Habitats Sites must rule out adverse effects on the integrity of such sites. Where this is not possible the derogations route of the Habitats Regulations should be followed.

To avoid and minimise air pollution impacts any development requiring Habitats Regulations Assessment or Environmental Impact Assessment (EIA) should consider:

- a) the measures included which will minimise air pollution impacts on SSSIs and Habitats Sites and SSSIs during the design process of the development; and
- b) how air quality improvements have informed the design choices made about the location of the development, its layout, and distribution of buildings, on-site activities, amenity spaces and infrastructure.

Contaminated land

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

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

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

Pollution

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

Noise Pollution

- 7.246 Similarly, the effects of noise on amenity can be limited by separating noise-sensitive development such as homes, schools and hospitals from major noise sources. In cases where separation is not possible, the impact of noisy development and vibration on ambient noise levels should be assessed, for example by an environmental assessment, using the best available techniques and relevant technology and design guidance. This assessment will be relative to the scale of development being considered. Inconvenience can also be caused to residents by late night opening, odours from cooking bars, restaurants and similar facilities.
- 7.247 It is important to stress that in addition to development proposals potentially having pollution impacts that require mitigation, applicants need to consider the impact of existing sources of pollution on proposed development (for example, proposals for residential development adjacent to railway lines, and associated noise and vibration impacts). As such, necessary supporting survey information will be required as appropriate.

Air quality

- 7.248 Improved air quality through reducing air pollution in Buckinghamshire can bring considerable health benefits. The council's latest annual status report from 2025 has identified that road traffic is the main source of air pollution in Buckinghamshire with poor air quality increasing

the risk of cardiovascular and respiratory disease and being a cause of premature death. The pollutants of greatest concern in Buckinghamshire are nitrogen dioxide and particulate matter.

- 7.249 Any air quality assessment shall be undertaken in accordance with the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK now called Environment Policy Implementation Community (EPIC)) Land-Use Planning and Development Control: Planning for Air Quality guidance (or as replaced) and the Institute of Air Quality Management (IAQM) 2024 Guidance on the assessment of dust from demolition and construction v2.2 (or as replaced).
- 7.250 Nitrogen oxides from both industrial and vehicle emission can have a significantly detrimental effect on wildlife habitat. Therefore, any large development needs to be carefully assessed through monitoring and air quality impact assessments prior to planning application determination.
- 7.251 For the purposes of this policy section 'Air Pollution and Protected Sites', habitats sites are:
- a) special protection areas (SPAs) and potential SPAs
 - b) special areas of conservation (SACs) and possible SACs
 - c) Wetlands of International Importance (Ramsar sites)
 - d) sites providing compensatory measures for adverse effects on habitats sites.

Contaminated land

- 7.252 The presence of contamination may affect or restrict the use of land, but equally development may address the issue for the benefit of the wider community and bring the land back into beneficial use. In determining whether land contamination is an issue when assessing a planning application, the council will consider a range of information sources including its database of past industrial and commercial land uses, information provided by developers and third parties, statutory guidance, historic maps, and the council's contaminated land strategy.
- 7.253 The council expects a preliminary risk assessment, a site investigation and remediation strategy and verification plan to be required by a pre-commencement condition. In addition to remedial work being completed prior to occupation we will also require a validation report to be submitted prior to first occupation. Furthermore, the council requires the reporting of any unexpected contamination encountered during development.
- 7.254 In April 2000, Part IIA of the Environmental Protection Act (EPA) 1990 came into force, introducing a new regime for the regulation of contaminated land in England. The main purpose of Part IIA is to provide a system for the identification of land that is posing unacceptable risks to health or the environment, and for securing remediation where unacceptable risks cannot be controlled by other means.
- 7.255 Although most developments are rural in nature, there is development built on previously developed land, some of which may formerly have been employment land of an industrial or commercial nature and may therefore be affected by contamination and require further investigation. The term 'contaminated land' describes land polluted by, for example heavy

metals and hydrocarbons, all of which may harm soils, fauna, flora, water resources and construction components.

- 7.256 Redeveloping such land provides an opportunity to remediate the site of any contamination, so that any risk to human health, the environment and the structure itself is removed. The assessment and remediation of contaminated land is complex, with each site being judged individually to make it fit for end use. When carrying out an assessment, interested parties should use guidance set out in the council's Technical Guide for Planning Applicants and Developers. This document provides a guide for developers on how to deal with land contamination and what information should accompany a planning application for the development of affected sites. It should also be read in conjunction with the Environment Agency's Land Contamination Risk Management (LCRM) and the National Planning Policy Framework (NPPF) (2024).
- 7.257 It is essential that a contaminated land assessment is carried out by a competent person and in accordance with the Environment Agency's Land Contamination Risk Management (LCRM) and BS10175 (2011) and A2:2017 Code of Practice for the Investigation of Potentially Contaminated Sites. There are also other relevant guidance documents that should be referred to in relation to specific types of contamination for example ground gas risk assessments. Where there is evidence of contamination, remedial measures will need to be specified to ensure the development will not pose a risk to human health, and where appropriate, improve the wider environment.
- 7.258 Consideration should also be given to the protection of groundwater from areas of contamination, where source protection zones (SPZs) are present. Reference should be made to the Environment Agency's Groundwater Protection: Principles and Practice (GP3) document (or such other standards that supersedes or replaces them).

NE22 - Mitigating light impacts

NE22: Mitigating light impacts

1. In developments where external lighting is required, all the following criteria must be met:
 - a) The lighting scheme proposed is the minimum required for the security and safety of working activities.
 - b) Light spill and potential glare and the impact on the night sky is minimised through the control of light direction and levels, particularly in residential and commercial areas, areas of wildlife interest or the visual character of historic buildings and rural landscape character (including the National Landscape where there may be significant impact)
 - c) The choice and positioning of the light fittings, columns and cables minimise their daytime appearance and impact on the streetscape, and
 - d) Where possible, in considering development involving potentially adverse lighting impacts to wildlife, the council will require surveys to identify wildlife corridors and ensure that these corridors are protected and enhanced. considering the impact of lighting, especially if they are found to support species known to avoid light.

2. Artificial Light at Night (ALAN) can have negative impacts upon wildlife, most notably bats. Dark corridors should be protected as they are essential for the movement through the landscape which facilitates feeding, breeding and migrating of some protected species.
3. The Council will only support proposals for ALAN in the National Landscape where it has been demonstrated the lighting, including any mitigation, will not detract from the purposes of the National Landscape.
4. A mitigation hierarchy set out below should be followed to ensure the use of lighting is appropriate to the level of impact.
5. Development affecting watercourses, ecological corridors and major developments must ensure that an informed assessment of potential Artificial Light at Night (ALAN) impact on wildlife is made and that ALAN is kept to the minimum level required to ensure health and safety. Where areas are identified as important to be kept dark for wildlife, lighting must be avoided.
 - a) Avoidance - methods might include situating development that requires lighting, away from the sensitive dark area.
 - b) Minimising - methods might include changing the lighting design strategy to reducing the impact (e.g. reducing lux levels, the Kelvin light temperature, or installing baffles or screens, or other interventions). Use best practice techniques for reducing or removing lighting where ALAN could adversely impact on ecological networks.
 - c) Compensation - might include creating an alternative dark corridor which serves the same function.
6. In all instances ALAN should have a clear purpose, be directed to only where it is needed, be no brighter than necessary and be turned off when not needed. ALAN should use warmer colour lights where possible.
7. The 'Bats and Artificial Lighting at Night, ILP Guidance Note 2023' (or successor) provides best practice guidance which informs how lighting should be considered in development.

7.259 The Buckinghamshire and Milton Keynes Local Nature Recovery Strategy

<https://bucks.mk.nep.co.uk/nature-strategy/overview/> notes the importance of dark skies to reduce light pollution.

7.260 There is a need to create dark sky areas and reduce light pollution for wildlife, so that animals and plants perceive day and night correctly. Light pollution has an overall negative impact on wildlife because it disturbs the way animals and plants perceive daytime and nighttime which upsets their natural systems and behaviour including navigate on and feeding habits. All light should have a clear purpose, be directed to only where it is needed, be no brighter than necessary and be turned off when not needed. Use warmer colour lights should be used where possible.

7.261 Measure 99 of the LRNS is linked to the importance of dark corridors.

- 7.262 At least two thirds of all animal species are active at night and require appropriate conditions to thrive, this includes invertebrates such as glow worms, mammals such as badgers and bats, fish including salmon and birds such as owls.
- 7.263 Artificial Light at Night (commonly referred to by the acronym ALAN) is rapidly increasing, distribution nocturnal wildlife behaviour, migration and reproduction and having impacts on ecosystems.
- 7.264 Examples of Dark Corridors include watercourse corridors, interconnected woodland and hedgerow networks.
- 7.265 ALAN can detract from the character and openness of the Green Belt through light spillage, light glare and sky glow. These effects can be reduced or removed by using a lower strength light source and a cover which surrounds light to focus light onto a specific area.
- 7.266 Two thirds of invertebrates are partially or wholly nocturnal and even diurnal species can be impacted by light. The charity Buglife report that light pollution is reducing nocturnal pollinator visits to flowers by 62% in some areas. Caterpillar populations declined by 52% in areas with streetlights. Glow-worm populations are reduced in artificially lit areas and their ability to communicate by 'glowing' is reduced. Dung beetles navigate using the moon and stars. Under light-polluted skies, they become disoriented and unable to find their way.
- 7.267 Birds are also vulnerable to artificial light, causing them to fly toward lit areas. Research shows more birds migrating over urban compared to rural areas, this deviation could have a significant impact on energy levels and lead them to stop in suboptimal habitats.
- 7.268 Artificial lighting can cause many problems for bats, including disrupting their roosting and feeding behaviour and their movement through the landscape; in the worst cases, causing direct harm. As all bats in the UK feed on insects the loss of food sources is also a considerable threat.
- 7.269 The Chilterns National Landscape is considered an E1 Natural Zone within the E1 environmental zones defined by the Institution on Lighting Professionals (ILP) where particular care is needed. The Chilterns Conservation Board Lighting Planning Guidance (2025 or as amended) should be used to consider, mitigate and design solutions to impacts in and affecting the Chilterns National Landscape.
- 7.270 The policy seeks to ensure the protection of dark corridors to be treated equally to green and blue infrastructure. Requirements for Artificial Light at Night (ALAN) should be kept to a minimum required for health and safety. Developers should use current best practice techniques for reducing or removing lighting where ALAN could impact ecological networks that could impact flora and fauna known to be sensitive to light.
- 7.271 Although appropriate lighting can help to enhance community safety and reduce the fear of crime, caution must be taken to ensure that lighting only illuminates the intended areas or structures and does not negatively impact surrounding areas. This must not compromise a

purpose of lighting to encourage the use of public urban areas and green infrastructure as part of a healthy lifestyle.

- 7.272 Consideration will be given to the impact of the proposed lighting on the natural environment and the effect on wildlife. Lighting within and around any development is expected to respect the ecological functionality of wildlife movement corridors. Certain species of invertebrate and mammal are highly sensitive to inappropriate lighting. In these circumstances, surveys are expected to determine where these wildlife movement corridors are and measures put forward that demonstrate how these will be protected and enhanced.

Transport

TR1 - Transport requirements for new developments

- 7.273 Transport facilitates the movement of people between their home, work, shops and services, including education, across Buckinghamshire and beyond. It supports sustainable growth opportunities, inward investment, regeneration and contributes towards the delivery of sustainable development. The way we move also affects our health as individuals and as a community.
- 7.274 With Buckinghamshire being a predominantly rural area, many residents and workers often have limited travel options other than the private car (i.e. infrequent bus services due to financial viability, distance means that walking/cycling not an option). Car ownership in Buckinghamshire is higher than the national average. Traffic congestion is a key issue disrupting people's everyday journeys and impacting on the local economy. Traffic congestion is predicted to increase across the county if current travel patterns continue. Through the Local Plan, the Council will need to ensure that the right infrastructure is in place to support future demand and in step with the growth in the area. To address these challenges, plan-making and planning decisions should consider many aspects of transport need to improve people's transport choices and enable people to choose sustainable transport modes, whilst understanding that car use may be the only viable option for some journeys (particularly in rural locations). This will help to tackle congestion, reduce carbon emissions and create healthy and thriving neighbourhoods.
- 7.275 To achieve this broader consideration of transport needs and ensure people have real travel choice, we need to take a different approach to previous plans. The policies in this Chapter are therefore based on a vision-led place-based approach to shape future development and transport infrastructure in Buckinghamshire, as set out in the NPPF.
- 7.276 A place-based approach to net zero transport should focus on solutions that create well-connected places and healthier, happier, more resilient communities. These objectives are critical to good planning, linking the imperative to reduce transport emissions with wider objectives related to decarbonisation, sustainable housing and employment growth and nature recovery.
- 7.277 This approach identifies the need to follow a sustainability hierarchy in terms of transport needs: substitute (avoid), shift and switch/ improve. It is however recognised that

connectivity by motorised vehicles, particularly on a strategic level, is essential in facilitating many journeys.

7.278 This basic hierarchy is summarised in the “Sustainable Accessibility and Mobility (SAM) Framework”¹⁹ below, which seeks to prioritise interventions in the following order:

- a) Substitute long distance trips: replace the need to travel beyond your
- b) community: Do I need to travel, can I do it online?
- c) Shift modes: Could I walk, cycle, or use public transport?
- d) Switch fuels: If I need to use the car, could it be alternative fuel?

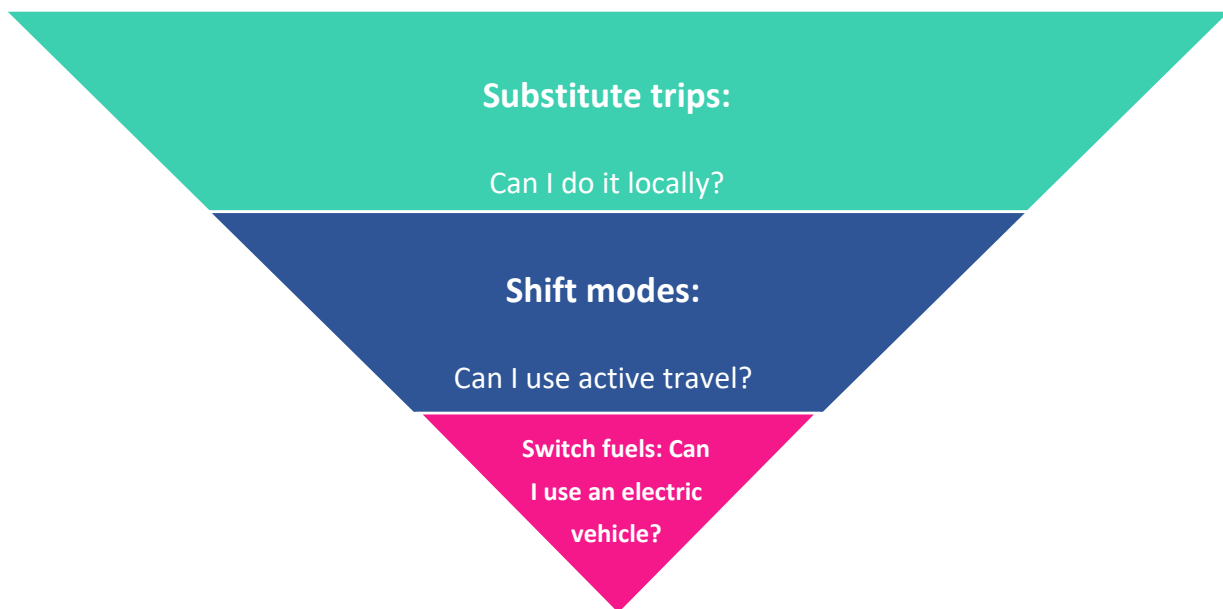


Figure 34: Sustainable Accessibility and Mobility (SAM) Framework Diagram (Source: Royal Town Planning Institute, [Net Zero transport the role of spatial planning and place-based solutions](#), 2021)

7.279 To help achieve this, the location of development in sustainable locations, and the supply of accessible sustainable transport modes, including walking, wheeling and cycling, will be prioritised. Roads will be carefully designed to support developments and minimise severance.

7.280 We will also work in partnership with National Highways, Network Rail, Great British Railways Transition Team, Active Travel England and others to bring forward improvements to strategic transport infrastructure, services and freight movements. This will support local travel and strategic movements.

¹⁹ [RTPI | Net Zero Transport: the role of spatial planning and place-based solutions](#)

TR1: Transport requirements for new developments

Vision-led transport planning

2. All new developments, excluding householder applications, are required to embed the principles of the transport sustainability hierarchy, the National Planning Policy Framework's vision-led approach to transport planning, and the Local Transport Plan. Where transport modelling is required, a range of plausible scenarios will need to be considered in line with a defined vision.

Delivering the vision

3. All developments, excluding householder applications, will be required to demonstrate that they:
 - a) Prioritise sustainable travel and integrate with existing sustainable transport infrastructure.
 - b) Prioritise provision of routes within the site for pedestrians, those with impaired mobility, non-motorised vehicles and cyclists, which are designed to be coherent, direct, safe, comfortable and attractive.
4. Strategic sites, major sites, and any other sites likely to generate significant amounts of movement, will be required to demonstrate through Transport Statements or Transport Assessments that they:

Walking, wheeling and cycling

- a) Provide new coherent, direct, safe, comfortable and attractive access to the site on foot, by cycle and other non-motorised vehicles, maximising connections with local services (including schools) and destinations and with existing footways, public footpaths, towpaths, bridleways, restricted byways and cycle ways. Whole route assessments will be required for a range of services and fully integrated routes should be provided addressing shortfalls in these routes.
- b) provide dedicated changing, storage and showering facilities in any new non-residential building over 2,500m² of net internal floorspace.
- c) In relation to safe walking, wheeling and cycling to schools:
 - i. Provide safe, direct and accessible walking, wheeling and cycling routes to schools for the development from first occupation, where that school is within statutory walking distance of the development (currently 2 miles under 8 years of age and 3 miles over 8 years of age).
 - ii. Work with the local authority to consider existing unsafe walking routes to school within statutory walking distance of the development, and opportunities to rectify them as part of the development.

Public Transport

- d) provide access to a high quality, fully accessible, attractive public transport service.
- e) provide a new or enhanced bus service where development is not already served by a high-quality attractive bus service. This may be provided directly or by way of a financial contribution, so that the service is maintained for a period of at least five years from an agreed occupation level.

- f) provide financial contribution towards a new or enhanced train service where required, if the development is not already served by a high-quality attractive train service.

Travel plans

- g) provide and implement travel plans that set out the long-term travel management strategy for an organisation or site, built on an appropriate package of measures aimed at promoting sustainable travel. They must include modal share targets and mitigation measures, in accordance with the Council's guidance.

Car clubs

- h) provide car club infrastructure in the form of parking spaces, drop off and pick up points and, where appropriate, car club vehicles or provision of subsidised cost of car club membership for electric vehicles, in accordance with the Council's car club guidance.

Car sharing

- i) provide priority parking spaces for car sharers at developments that are primarily destinations (i.e. non-residential uses).

Mobility Hubs

- j) deliver mobility hubs in accessible locations which are close to community facilities on site and provide sustainable transport connections to wider services, in accordance with the Council's guidance.

Road Infrastructure

- k) provide strategic road improvements where required, ensuring minimal severance and connectivity provisions.
- l) where relevant, suitably assess and mitigate any cross-boundary impacts.

Highways safety

- m) Development will be supported where there is no demonstrable unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be found less than severe, considering all reasonable future scenarios.

Rail safety

- n) Proposals that increase rail crossing use or affect accessibility will only be supported where there is no demonstrable unacceptable impact on railway safety.

Design Requirements

Design of transport infrastructure in new developments is required to:

- o) allow for bus routes through the site and priority routing of buses onto the main traffic network.
- p) include traffic management to mitigate any safety issues within and accessing the site, and any impacts of the development traffic on the main highway network.
- q) deliver a layout and design of transport infrastructure that creates high quality, permeable, coherent, safe and locally distinct places. Maximising opportunities for

walking, wheeling and cycling should be given priority, followed by the needs of vehicular traffic.

Vision-led transport planning

- 7.281 The first part of the policy sets the strategic context for transport planning in Buckinghamshire. As an approach, a way of thinking or mindset, a vision-led approach to transport planning, as defined in the NPPF, is relevant to all scales of development and its application can be tailored accordingly. Therefore, all new developments need to contribute at scale to the transport objectives of the Local Plan and adopted Local Transport Plan. Where sites are allocated, the vision for these sites is set in the Plan.
- 7.282 Transport modelling will still be necessary in vision-led transport planning. Developers will be required to model a range of plausible scenarios which assume different assumptions about trip generations and mode shifts.
- 7.283 Plausible scenarios will be based on:
- a) characteristics of the proposed development site's location,
 - b) its existing connectivity,
 - c) the mitigation or connectivity improvements that will be either delivered directly by the site developers or through financial contributions towards Buckinghamshire Council's schemes and
 - d) the extrapolation of trends in travel behaviour.
- 7.284 Developers will need to engage at the earliest opportunity with the Highway and Planning Authorities to agree on a vision-led methodology.
- 7.285 The Council will develop further guidance on vision-led transport planning.

Delivering the vision

- 7.286 The second part of the policy focuses on how development proposals, those requiring the submission of a transport statement or transport assessment (as set out in the Department for Transport guidance), will deliver the vision.
- 7.287 The Council's preferred way of achieving this will be via s278 agreements (rather than s106 contributions). Smaller developments though should make a proportionate contribution to the cost of delivering necessary schemes.
- 7.288 Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of the development proposal and the scope/impacts/mitigation will vary from site to site. They may also consider net reductions of impacts and therefore no mitigation is required.

- 7.289 Sustainable modes of transport should be prioritised in new developments to promote accessibility and integration with the wider community and existing networks. Priority should be given to walking, cycling, wheeling and access to public transport including the provision of new or enhanced existing bus services. It should be easier and quicker to walk, wheel or cycle to key locations across the site (and nearby) to encourage walking, wheeling and cycling to be the first choice for short trips. New developments need to consider access to and provisions at local rail stations to ensure that they can accommodate increased rail demand.
- 7.290 As of December 2025, 1,058 children in Buckinghamshire qualify for home-to-school travel assistance due to unsafe walking routes, highlighting the importance of improving safe, active travel options. Encouraging walking, wheeling and cycling to school supports children's health and wellbeing, particularly given that only 51.9% meet recommended daily physical activity levels, while also helping to reduce congestion, emissions and air pollution around schools, where children are especially vulnerable. This approach aligns with LTP5 objectives and will be supported through the Local Plan. Developers should ensure that all schools for new developments have safe, direct, accessible walking and cycling routes both within the development and consider routes children and young people might take into schools on new developments from outside the development, or from the development to schools outside of it.
- 7.291 People also need access to open spaces and recreational facilities and should be able to easily get there by walking/bike. These spaces are going to be used for walking/cycling; therefore, provisions should be made for walking/cycling routes through all green spaces.
- 7.292 Developers will need to refer to the latest detailed guidance from the Highway Authority, including on Travel Plans⁶, Car Clubs and Mobility Hubs. Cycling provision must follow LTN1/20 guidance, or any future update to it, subject to safety requirements.
- 7.293 The vision-led approach recognises that journeys by car will still be required. To support those that need to drive, measures should be included to encourage zero emission vehicles, car sharing, and reduce journey lengths such as mobility hubs. The design of developments should also ensure motor vehicle movements are routed appropriately.
- 7.294 To ensure that all transport users' needs are considered and genuine travel choice is provided in new developments, highway upgrades for cars / HGV use should only be considered after all other options have been explored.
- 7.295 A car club provides access to private vehicles for hire. The cars are usually parked in reserved parking spaces specifically for car club vehicles. They provide more sustainable vehicles and travel choice.
- 7.296 The guidance will support the parking standards and will outline the benefits of car club schemes, the types of schemes, operational models and management, and the parking space requirements (location, infrastructure and design).
- 7.297 A mobility hub is a physical location that facilitates the integration of multiple transport options e.g. buses, trains, bicycles, e-scooters and carsharing services making it easier for people to switch between different types of transport. In Buckinghamshire, mobility hubs will

facilitate and enhance connections between new developments, existing rail and bus interchanges and key tourist and employment zones.

- 7.298 Where and how mobility hubs are implemented will vary depending on specific site constraints, existing transport provision, user demand, future transport and economic trends. Developers should refer to the Parking Standards for New Developments and Mobility Hub Guidance to ensure that the right mix of sustainable transport modes are viably implemented and in the right locations.
- 7.299 The Council is currently developing Mobility Hub guidance as part of LTP5 which will outline the types of mobility hubs, where they are likely to apply and the proposed mix of components for each mobility hub types. The guidance will outline minimum requirements that each mobility hub must meet.

Highway safety

- 7.300 In line with the NPPF, developments should not have a severe adverse impact on the operation of the network. Mitigation following a vision-led approach will need to be provided as appropriate.
- 7.301 Developers will need to liaise with the Council and neighbouring Councils to appropriately address cross boundary impacts as part of their planning application.

Rail safety

- 7.302 Proposals which materially affect rail crossing will need to demonstrate, in consultation with Network Rail, how safety considerations are considered, and deliver mitigations as necessary.

Design requirements

- 7.303 Detailed design requirements will need to be discussed and agreed at the earliest opportunity with the Highway Authority.

TR2 - Transport improvements

TR2: Transport improvements

Development will not be supported where they would prejudice the provision of new or improved safeguarded highways infrastructure, as shown on the Policies Map.

The following schemes are safeguarded by this plan:

- a) Eastern Aylesbury Link Road (south) (between A41 and Mike Griffin Way).
- b) Southern Aylesbury Link Road (between A41 and A413).
- c) Southeast Aylesbury Link Road (between A413 and B4443).
- d) Southwestern Aylesbury Link Road (between A4010 and A418).
- e) Northeast Aylesbury Link Road (NESS Site) (between A413 and A418).

- f) Wing West Link Road (between Cublington Road and Stewkley Road).
- g) Buckingham South Link Road (between the A413 to the A421).
- h) Princes Risborough Relief Road (between Shoot acre Lane junction with A4010 and Grove Lane junction with A4010 via the NESS site).
- i) Whaddon bypass (between Coddimoor Lane and Nash Road).
- j) Horton bypass (between B488 Horton Road / Station Road junction and B488 North via Land at Horton).
- k) A421 capacity improvements (between Bottledump Roundabout and A421 / Coddimoor Road / Whaddon Road roundabout).
- l) Winslow Link Roads (between A413 Buckingham Road and Great Horwood Road; and between Great Horwood Road and Little Horwood Road)

Development will also not be supported where it would prejudice the delivery of Transport Improvement Lines identified on the council's website.

Major development sites are required to identify, protect and help to deliver strategic transport infrastructure, both existing and new, where there is robust evidence, the infrastructure is critical to widening transport choice and realising opportunities for large scale development, and prevent severe transport impacts on the highway.

- 7.304 In line with the Highway and Planning Authorities' priorities, the local plan formally safeguards Highways schemes on the Policies Map, and Transport Improvement Lines through this policy to ensure that no development could prejudice the delivery of these schemes.
- 7.305 The Council will not permit development that would prejudice the implementation of any of the schemes safeguarded by the Council (see list above and [see transport improvement lines](#) on the website). There are different types of road and junction improvement lines, and they are required to provide improvements to road networks, to increase road capacity, improve road safety, as well as creating additional public transport or non-vehicular routes for walking, wheeling and cycling.
- 7.306 In addition, major development sites are required to identify, protect and deliver strategic transport infrastructure where there is robust evidence it is critical to widen transport choice or support delivery of large-scale development. Strategic transport infrastructure may be required to improve the current transport network or support future travel requirements.
- 7.307 Strategic transport infrastructure includes new roads, improvements to road networks and creation of additional public transport (bus or rail), or non-vehicular routes for walking, wheeling and cycling. Infrastructure will be delivered on site or through contribution towards its delivery. Due to the nature of Buckinghamshire, roads will remain an important part of strategic transport infrastructure.
- 7.308 Developers will need to liaise with the Council and neighbouring Councils to appropriately address cross boundary impacts as part of their planning application.

TR3 - Parking standards

TR3: Parking standards

Standards

1. Development proposals are required to comply with the latest Buckinghamshire Parking Standards for new developments in appendix I and the design principles in the national design guide.

Controlled parking zones (CPZs)

- a) Controlled Parking Zone (CPZ) is an area where parking is managed to regulate use, prioritise users and support safe and efficient access.
- b) CPZs must be considered where development is likely to result in parking demand exceeding available capacity, or where unmanaged parking would give rise to safety, access or operational issues.
- c) Developments proposing reduced or shared parking provision, including within the Town Centre Zone and other highly accessible locations, must implement CPZs where necessary to manage on-street parking demand, support safe access and enable the effective operation of the highway network.

*Parking standards are regularly being reviewed, and this policy refers to the prevailing standards at the time planning permission is granted.

- 7.309 The Parking Standards for New Developments provide the requirements for parking provision and management in new developments. The standards reflect what the council deems as the most appropriate amount of parking that should normally be met to support growth without causing adverse effects to our residents, visitors and neighbourhoods.
- 7.310 Parking plays a significant role in shaping Buckinghamshire's people and places. Insufficient parking can constrain economic activity and lead to inappropriate or unsafe parking behaviour, while excessive parking can consume valuable land and make places harder to navigate. Providing suitable parking facilities for wheelers, cyclists and motorcyclists is essential to support sustainable travel, and ensuring adequate disabled parking for Blue Badge holders is also vital for mobility and independence.
- 7.311 Electric vehicle (EV) charging infrastructure must be provided in all new developments in line with current government regulations and the requirements set out in the Parking Standards for New Developments. EV parking spaces will typically be counted as part of, and not in addition to, the defined parking standards. Installations should be technologically advanced, widely accessible, reliable and include consideration for alternative fuel vehicle technologies.
- 7.312 Policies within the NPPF have given local authorities the flexibility to tailor parking provision based on local market demands, community needs and future transport ambitions. Recent

NPPF policy changes favour dense developments in accessible places, emphasise the importance of active travel and public transport networks and establish clear expectations for parking provision to align growth with sustainable transport options.

- 7.313 Buckinghamshire's Local Transport Plan sets out the local priorities for promoting modal shift and influencing the quality and character of local streets. The Parking standards takes the many demographic and economic variations in Buckinghamshire's urban and rural areas as well as the significant variations in accessibility of public transport and reflects these variations in the parking standards to ensure adequate parking provision. The standards also provide flexibility where there are evidenced circumstances to justify deviations reinforcing the need for context-based parking.
- 7.314 The requirement for a CPZ will be determined based on the scale, location and impact of the development. Where they are required, clearly defined and agreed management arrangements must be in place to ensure their delivery, operation and long-term management is secured as part of the development, including appropriate funding and interim arrangements prior to adoption where applicable. CPZs must also be subject to ongoing monitoring and periodic review to ensure they remain effective and respond to changing demand over time. The introduction of CPZs is subject to formal processes and statutory requirements. Further information on Buckinghamshire Council's approach to delivery and implementation is available [here](#).
- 7.315 All development proposals are required to comply with the parking standards as they will be a material consideration for the determination of planning applications and progressing the Local Plan development plans and the Local Transport Plan (LTP5) transport priorities.

TR4 - Public rights of way

TR4: Public rights of way

1. Development will be required to:

- a) Protect and enhance public rights of way to ensure the integrity and connectivity of this network is maintained.
- b) Ensure the safe and convenient use and enjoyment of existing public rights of way, such as footpaths, bridleways and restricted byways, is maintained.
- c) Upgrade existing permissive path to bridleway, where agreements are in place at the time of the commencement of the local plan.
- d) Avoid unacceptable harm to the efficient operation of public rights of way.

2. Proposals should accommodate existing access routes on their original alignment through green corridors. If diversions are required to enable a proposal to come forward, this will only be supported if the safety and convenience of the route is of similar or greater merit than the existing.

3. Proposals should seek to upgrade the status and improve the connectivity of public rights of way to maximise sustainable transport networks, where necessary, to allow additional use by cyclists.

4. New routes used for active travel, both on- and off-site, should be upgraded to adoptable standard to support increased use, providing an attractive travel choice. They should be safe by design and, within new developments, overlooked by active frontages.

- 7.316 As of June 2025, there are 2,084 miles of public rights of way in Buckinghamshire which form the primary means by which residents and visitors access the countryside, but also schools and workplaces. Management of the network is guided by the Buckinghamshire Rights of Way Improvement Plan 2020-2030, which acknowledges the network's critical role in the rural economy.
- 7.317 Public rights of way are complimentary to the footway and cycleway network for walking and cycling which will contribute to the delivery of the Buckinghamshire Local Cycling and Walking Infrastructure Plan (LCWIP).
- 7.318 The Local Plan will seek to protect this resource and ensure improvements or enhancements are secured through the planning process to encourage active travel by new residents and discourage short journeys by car.
- 7.319 The protection and conservation of public rights of way need to be reconciled with the benefits of new development, to maximise the opportunity to form links from the development to the wider public rights of way network, public transport, recreational facilities and green infrastructure.
- 7.320 When delivering sustainable transport solutions, there may be instances where it is necessary to upgrade public rights of way as an alternative to the highway network. For example, to upgrade part of a public footpath to public bridleway or cycleway.
- 7.321 Any changes to a public right of way will require a separate legal process, either under s257 Town and Country Planning Act 1990 (as amended by subsequent legislation) if impacted directly by a development's footprint or otherwise under s119 Highways Act 1980 (as amended by subsequent legislation). The diverted route should be of similar or greater merit than the existing.

TR5 - Freight and logistics

TR5: Freight and logistics

1. Proposals which facilitate modal shift to rail freight will be supported.
2. Facilities that enable sustainable freight activity and first mile / last mile solutions, in accordance with the adopted Local Transport Plan, will be supported.

3. Smart warehousing through retrofitting of existing stock will be supported.
4. New proposals (temporary or permanent) for freight and logistics movements should not have a significant detrimental impact on the local area.
5. Developments with retail or food-retail must ensure suitable access arrangements, loading and unloading facilities are provided.
6. Employment sites must have suitable facilities and access arrangements for ongoing freight deliveries.

- 7.322 Local authorities are required to plan for the modern economy; this includes freight and logistics. Freight is essential for servicing industry, communities, and supporting economic development. The Council is working on updating its Freight strategy alongside the Local Transport Plan 5.
- 7.323 The transportation of goods by freight (road and rail) plays a key role in servicing Buckinghamshire's industry, communities and enabling our growth and economic development. Freight offers our residents choice as consumers and businesses: allowing them to grow, thrive and develop.
- 7.324 As identified in our draft Freight and Logistics Strategy, the Council supports the modal shift to rail freight to help reduce transport emissions and vehicle traffic in our towns and villages. Modal shift to rail will also support national decarbonisation targets and the Office of Rail and Road's freight growth forecasts. The Council will continue to work with partners to prioritise rail freight infrastructure investment and protect strategic freight sites where appropriate. A revised freight and logistics strategy is being prepared to support LTP5.
- 7.325 Whilst we recognise the importance of road freight, there are also local challenges with the movement of goods by road. This includes freight's contribution to transport carbon emissions and local traffic or road safety issues. Therefore, where deliveries are required, developments need to ensure appropriate access, loading and unloading arrangements. The draft Freight and Logistics Strategy highlights that we will work to make Construction Traffic Management Plans a default requirement for all planning proposals of a significant scale or where there is a reasonable expectation that there would be a risk of disruption to the local community during the construction phase. We will also support measures to enable sustainable deliveries and contribution towards our net zero ambitions.
- 7.326 As the most established modern economy presence within Buckinghamshire (freight and logistics dominate the employment figures at both the Buckinghamshire and national level, representing 72.1% of modern economy roles in Buckinghamshire in 2023), there are many businesses within the wider freight and logistics supply chain. Most prominently, these businesses are wholesalers, including pharmaceuticals, food and agricultural products, and office machinery and equipment. These businesses are positioned along key road connections, with clusters in and around the main settlements and business parks.

- 7.327 The Council is involved in developing a regional freight strategy as part of its involvement in England's Economic Heartland. Buckinghamshire's relative lack of strategic freight infrastructure such as ports, airports, and rail freight terminals limits its potential comparative advantage in the sector. Conversely, logistics, which includes warehousing and storage, demonstrates considerably stronger demand conditions, indicative of excess demand for logistics services.
- 7.328 The Employment Land Review Modern Economy Report has concluded that there is a need for smart warehousing via retrofitting of existing stock (pre-2000 for most) which would improve their efficiency through digitalisation and automation.

TR6 - Aviation development

TR6: Aviation development

1. Aviation development that affects Buckinghamshire, including flight paths and construction traffic, will only be supported where it would not have a significant adverse impact on:
 - a) the environment, landscape, nature conservation interests and
 - b) residents and businesses in terms of noise, adverse lighting, residential amenity, public rights of way, or health and safety.
2. Diversification of operational airfields to include wider economic uses is supported, provided it does not prejudice or limit their effective aviation operation.
3. Development which would interfere with the safe operation of an aerodrome or with the movement of air traffic will not be permitted. Any proposed development within a statutory or non-statutory Safeguarding Zone which is, in principle, acceptable will need to be safely designed in accordance with each aerodrome's safeguarding maps.
4. Any proposed development within an identified Aviation Safeguarding Zone will be subject to consultation with the operator of the aerodrome and the Ministry of Defence.

- 7.329 The Council will seek to mitigate severe impacts from aviation developments where applicable. National guidance to local planning authorities is included in the DfT's general aviation handbook²⁰.
- 7.330 Local airfields are important local facilities. On small airfields such as Denham the Council will seek to ensure that proposals do not prejudice the operational users already in place.
- 7.331 In relation to major airports in adjacent authorities, namely Heathrow and Luton, development in Buckinghamshire should not prejudice the safe operation of these international airports.
- 7.332 This policy ensures that there is no interference with the safe operation of an aerodrome or the movement of air traffic. There are several statutory and non-statutory aviation safeguarding zones from airfields within Buckinghamshire, as well as airports and airfields within neighbouring authorities. Safeguarding zones are identified by each aerodrome based

²⁰ [General aviation handbook](#)

on their operational requirements. Restrictions in height, placement of buildings and equipment or changes to the detailed design of development may be necessary to mitigate the risk of aircraft accident and interference with equipment to maintain operational integrity.

TR7 - High Speed Two and East West Rail – delivery and restoration

TR7: High Speed Two and East West Rail – delivery and restoration

High Speed Two

1. Development which would prejudice the implementation of High Speed 2 (HS2) will not be supported.
2. New development must consider HS2 Railway Line by:
 - a) Ensuring it does not affect HS2 programme delivery.
 - b) Managing its construction to minimise cumulative impact on communities, highways and the environment and
 - c) Making use of careful design to protect communities and the environment from noise, visual intrusion, loss of accessibility and impacts on biodiversity, mitigating impacts where practicable from the construction and operation of the HS2 Railway Line.
3. Development proposals should ensure they do not prejudice the long-term establishment and protection of environmental mitigation, including woodland, hedgerows, grassland, ecological habitats and landscape screening required to offset the impacts of the railway.

East West Rail

4. Development which would prejudice the implementation of East West Rail (EWR), including the scheme known as the EWR Aylesbury Link (Aylesbury station to Claydon Junction), and future capacity upgrades to the Aylesbury to Princes Risborough Line, will not be supported.
5. Development should not prejudice future overhead line electrification of the EWR Aylesbury Link and / or the Aylesbury to Princes Risborough Line, as shown on the Policies Map.
6. Development of land adjoining the EWR Aylesbury Link or the Princes Risborough to Aylesbury railway line must not prejudice the future doubletracking of these lines.
7. New structures proposed to be introduced across the EWR Aylesbury Link or the Princes Risborough to Aylesbury line shall make passive provision for future doubletracking and for future overhead line electrification.
8. Development proposals should ensure they do not prejudice the long-term establishment and protection of environmental mitigation, including woodland, hedgerows, grassland, ecological habitats and landscape screening required to offset the impacts of the railway.

High Speed 2

- 7.333 High Speed 2 (HS2) is a Nationally Significant Infrastructure Project that will link London to Birmingham. The Secretary of State for Transport issued a safeguarding direction for the route between London and Birmingham in July 2013. The HS2 Act received Royal Assent in February 2017. The safeguarded land runs through the centre of the county (south to north) and is shown on the Policies Map. The safeguarding directive requires the notification to HS2 Ltd of any planning application which affects the safeguarded land. The purpose of the safeguarding is to avoid conflicting developments during HS2's construction and implementation.
- 7.334 The consenting and construction of HS2 will continue to be progressed during the Local Plan period. As the railway line has deemed planning permission and is a Nationally Significant Infrastructure Project (NSIP) it is important new development proposals do not hinder or delay its implementation. The HS2 proposals within the safeguarded area are not consented through the development plan process: there are specific consenting requirements set out within the HS2 Act.
- 7.335 The HS2 Act requires schemes of mitigation to reduce the impacts of the railway line within its locational context. The key mitigation measures relate to noise, landscape, and ecology. To ensure the consented level of mitigation remains in place for the operational lifetime of the railway as consented under the HS2 Act no development should alter or remove the mitigation provisions that have been approved and implemented. This is to protect the surrounding communities, heritage assets, and environment.

East West Rail

- 7.336 The delivery of East West Rail (EWR) is vital for the subregion's prosperity and for improving sustainable travel alternatives to the car for commuting and leisure.
- 7.337 The EWR project is aiming to provide connectivity to Reading, Didcot, Oxford, Bicester, Aylesbury, Milton Keynes, Bedford, Cambridge, Norwich and Ipswich and supports sustainable growth across the corridor. EWR Connection Stage 1 (Bicester to Oxford) is in operation and preparation for Connection Stage 2 (Bicester - Milton Keynes) is well advanced. Connection Stage 3 (Bedford and Cambridge) is currently in the planning stage.
- 7.338 Connection Stage 2 involves the upgrade of the line linking Bedford to Bicester and Milton Keynes, via Winslow. This will allow passenger and freight services to run between Bedford, Milton Keynes, Bletchley and Bicester, with a new station in Winslow. EWR are also proposing a traction maintenance depot in Buckinghamshire to the west of Bletchley, as well as passing loops for freight in the same area.
- 7.339 Proposals by EWR Company and the Department for Transport do not currently include provision for the East West Rail Aylesbury Link (Aylesbury station to a mainline connection at Calvert Junction). This Link would enable direct services from Aylesbury and Aylesbury Vale Parkway to Winslow, Bletchley, Milton Keynes and other destinations to the north and east. Services would run via an upgraded existing freight-only line north from Aylesbury Vale Parkway, joining East West Rail at Claydon Junction. Provision for the Aylesbury Link is

already being partially delivered by the HS2 programme as part of its reinstatement works for the former single-track line in the Calvert and Claydon area.

- 7.340 A key priority in the Council's Economic Growth Plan and Local Transport Plan 5, the Council strongly supports delivery of the East West Rail Link to Aylesbury. This is to include a continuous two-track (double tracking) railway corridor between Aylesbury railway station and Claydon Junction, as well as provision for future overhead line electrification (OLE). Albeit at an early stage of planning, it is appropriate to ensure that development adjoining the line does not prejudice the future implementation of this route. Similarly, any structures proposed to be introduced across the route should be designed to accommodate future twin tracking or OLE. This is known as passive provision.
- 7.341 In that context, applicants within 50 metres of the proposed Link are encouraged to consult Network Rail and operators at the earliest opportunity.
- 7.342 Contributions may be sought from development sites along the route of the EWR Aylesbury Link that are likely to benefit from proximity to stations along its route and the increased rail connectivity it will afford those sites.

Princes Risborough to Aylesbury line

- 7.343 The Princes Risborough to Aylesbury line is currently a single-track line serving Monks Risborough and Kimble stations. Double tracking of this line was identified by Network Rail in their West Midlands and Chilterns Route Study 2017. This scheme would provide an increase in service capacity and therefore support the increased rail demand expected due the forecast housing and economic growth in Buckinghamshire.
- 7.344 The Council strongly supports the mid to long-term aspiration of Network Rail to double track the Princes Risborough to Aylesbury line. Albeit at an early stage of planning, it is appropriate to ensure that development adjoining the line does not prejudice the future implementation of this scheme.
- 7.345 In that context, applicants bringing forward proposals within 50 metres of the branch line are encouraged to consult Network Rail and operators at the earliest opportunity.
- 7.346 Restored land linked to these two national transport projects will need to be carefully managed to maximise benefits for Buckinghamshire residents and nature. The Council will continue to work with partners towards delivering value for money outcomes, where this is within its remits. The Local Plan policies will only apply where there are applications under the Town and Country Planning Act. HS2 and EWR are largely consented through national legislation, which will fall outside the Local Plan.

TR8 - Buckinghamshire Greenway

TR8: Buckinghamshire Greenway

1. The Buckinghamshire Greenway, a new Transport Improvement Line, is proposed as a new walking / wheeling / cycling route, as shown on the Policies Map.
2. Developments will not be supported where they would prejudice the delivery of a of a 5m wide walking, wheeling and cycling corridor. This route is to be separated from vehicular traffic with an appropriate buffer width where practicable. In circumstances where it is demonstrated that available width is constrained, a localised narrowing to provide a 3m wide surfaced path may be accepted.'
3. To maximise the opportunities for walking, wheeling and cycling, the development of major sites (10 or more homes or employment equivalent) within 800 metres of the corridor will be required to make proportionate contributions to construction of the greenway and/or provide convenient links to the route, and sections of the route, where there is no obvious / overriding issues of topography, traffic or other severance and where it is practicable to create/deliver links and /or route sections.
4. Any future development proposals that would prejudice construction or operation, or prevent suitable diversions being created to provide the walking, wheeling and cycling corridor, will not be supported.

- 7.347 The Buckinghamshire Greenway is the proposed flagship active travel route 'spine' running north-south across Buckinghamshire. The Greenway is identified in the Buckinghamshire LCWIP and will be an accessible, high quality active travel route that will connect people and communities.
- 7.348 It will be the walking and cycling backbone for everyday trips in Buckinghamshire, connecting with both existing active travel routes and other new routes currently in development. It will form the core spine of the Buckinghamshire LCWIP network. The Greenway will also connect with rail and bus services.
- 7.349 The Greenway will:
- a) Open new opportunities to access services such as education, healthcare and employment.
 - b) Provide an attractive and safe active travel alternative for local journeys.
 - c) Be a local leisure and tourism asset for Buckinghamshire through the Chilterns national landscape and to key tourist destinations.
- 7.350 The Greenway also supports a wider vision for a north south National Cycleway connecting London and the West Midlands, and communities between.
- 7.351 The Greenway has been split into discrete route sections to enable progressive delivery. Each section serves as a key inter-settlement link, as well as forming part of the wider countywide route. The first section to be delivered in 2018 was between Aylesbury Vale Parkway Station

and Waddesdon Manor (Waddesdon Greenway), with the section between Wendover Dean and Great Missenden (Misbourne Greenway) completed in 2025.

- 7.352 Future sections may include delivery of cross-border links, and continued partnership working with neighbouring authorities will be important to ensure their effective delivery.
- 7.353 Delivery of the Greenway will be key to enabling more people to choose to walk, wheel and cycle. This will support delivery of our Local Plan and Local Transport Plan visions. Benefits of more people being able to choose to walk, wheel and cycle will include reduced congestion, reduced emissions and improved health. The Greenway will also support the local economy through improved access to job opportunities and visitor attractions.
- 7.354 To this effect, a buffer of 800 metres from the corridor boundary is proposed to capture s106 contributions from major sites (10 or more homes or employment equivalent). This corresponds to a 10 minutes' walk / 3 minutes cycling and is deemed reasonable.

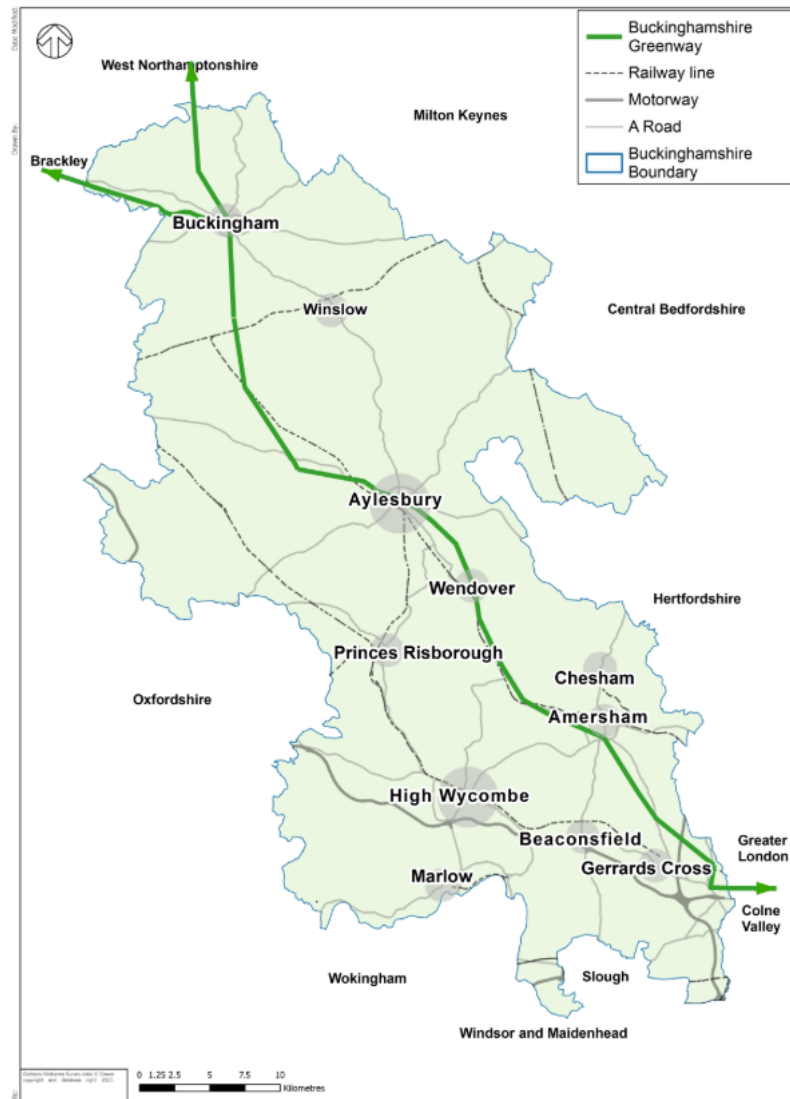


Figure 35: Buckinghamshire Greenway Alignment (source: Buckinghamshire Local Cycling Walking Infrastructure Plans (LCWIP), 2025)

TR9 - Former Bourne End to High Wycombe to railway line

TR9: Former Bourne End to High Wycombe railway line

1. The former Bourne End to High Wycombe Railway Line is proposed as a new walking / wheeling /cycle route as shown on the Policies map.
2. Developments will not be supported where they would prejudice the construction of a 5m wide walking, wheeling and cycling corridor between Bourne End and High Wycombe town centre/railway station, utilising the track bed of the Bourne End to High Wycombe disused railway line. This route is to be separated from vehicular traffic where practicable. If in creating this new route, it is necessary to make diversions from the former railway track bed, the route chosen should not be significantly less direct or attractive.

3. The development of major (10 or more homes or employment equivalent) sites within 800 metres of the corridor will be required to make proportionate contributions to construction of the route and/or provide convenient links to the route (and sections of the route where appropriate), in order to maximise the opportunities for walking, wheeling and cycling.
4. Any future development proposals that would prejudice construction or operation, or prevent suitable diversions being created to provide the walking, wheeling and cycling corridor, will not be supported.

- 7.355 The track between High Wycombe and Bourne End was closed in 1970 and has been safeguarded since 1976. The Delivery and Site Allocations Plan for the former Wycombe District safeguarded the route in 2013 for its potential to be developed as a high-quality public transport corridor.
- 7.356 A study²¹ recommended that “the relevant local authorities should prevent further development along the alignment, so that the route is preserved in the event of the case for the re-instatement of public transport route here strengthening in the future.”
- 7.357 Following further work the Council considers that the prospects for a public transport route being created are now very unlikely. However, the route does offer great potential as a walking and cycling route as it is direct and well connected to homes, schools, jobs, railway stations, open space and town/district centres on a largely flat, largely traffic free route through an attractive landscape. The route – much of which remains undeveloped - is therefore safeguarded for the provision of a dedicated walking/wheeling/cycling route. The route also has potential to enhance green infrastructure. It is identified in the emerging Local Nature Recovery Strategy as an Area that Could Become of Particular Importance for Biodiversity.
- 7.358 Creation of an active travel route along the former railway line would deliver economic and health benefits by encouraging cycling, wheeling and walking and could form part of the Sustrans National Cycle Network. Its route along the valley floor is well positioned, as it runs through/is adjacent to urban areas for almost all its length – close to schools, houses, workplaces, rail stations and town /district centres, so it could be used for all types of cycling and walking journeys and in many places could be separated from vehicular traffic in order to make this route more attractive to users. Studies have shown it is not otherwise practicable to meet modern design standards for a cycle route between High Wycombe and Bourne End.
- 7.359 The Council will seek delivery of convenient links to the route, and sections of the route where appropriate, through direct delivery or s106 contributions as necessary. In this case, where appropriate means where there are no obvious / overriding issues of topography, traffic or other severance and where it is practicable to create/deliver links and /or route sections.

²¹ Atkins, Thames Valley multi-modal study (2003)

7.360 To this effect, a buffer of 800 metres from the corridor boundary is proposed to capture s106 contributions from major sites (10 or more homes or employment equivalent). This corresponds to a 10 minutes' walk / 3 minutes cycling and is deemed reasonable.

Infrastructure

IN1 Infrastructure delivery

IN1: Infrastructure delivery

1. The level of infrastructure required to support development will be determined having regard to the existing level of infrastructure provision; relevant standards set out in this Local Plan; and The Council's latest Infrastructure Delivery Plan.
2. Development proposals must ensure that appropriate infrastructure is provided to support the scale and nature of the development.
3. Development will be permitted only where adequate infrastructure capacity is already in place, or where the development delivers or secures the infrastructure necessary to fully mitigate its impacts.
4. The delivery and phasing of development must coincide with the timely provision of necessary infrastructure.
5. Where infrastructure cannot be delivered in a timely manner, land must be safeguarded to enable future delivery.
6. Infrastructure must be planned for and delivered holistically where two or more development sites/areas have shared or linked infrastructure needs. Impacted parties must demonstrate cooperation and collaboration and provide evidence of agreements made to show that the infrastructure needs will be met.

- 7.361 Planning for sustainable growth relies on ensuring that new development is supported by the infrastructure needed for communities to function well. The NPPF emphasises the importance of planning for infrastructure alongside new development and the Local Plan plays a key role in identifying what infrastructure is required and how it will be delivered. This policy provides the framework for coordinating development with the right infrastructure at the right time. The Topic Paper on Infrastructure and Community Facilities sets out how the Council engaged with infrastructure stakeholders to assess infrastructure requirements for the Local Plan. It also explains the framework for their delivery.
- 7.362 As development comes forward, it can generate additional demand for facilities such as schools, healthcare, transport, open space, utilities and digital connectivity. Without appropriate provision, this can lead to increased pressure on existing facilities. It is important therefore to ensure that development either makes use of suitable existing infrastructure where capacity exists or contributes towards new or improved provision where necessary to mitigate its impacts.

- 7.363 Different developments will affect infrastructure in different ways, and a range of measures may be needed to address these impacts. In practice, this might include on-site works, off-site works, or securing land for future community facilities. Financial or non-financial planning obligations may also be used where appropriate. These measures should be proportionate so that obligations relate directly to the scale of the impacts being created. Planning obligations are an established mechanism for securing both financial contributions and direct delivery of infrastructure. Some types of infrastructure, such as wider transport improvements, strategic drainage works or larger community facilities, serve more than one development site or area. In such cases, pooling contributions can be necessary to assemble sufficient funding and is most relevant where several developments rely on the same piece of infrastructure or where delivery requires a coordinated approach.
- 7.364 Where an infrastructure project depends on multiple partners or funding sources, applicants should demonstrate how their contributions align with other programmes or responsibilities. This helps ensure that delivery is realistic and coordinated, and that developments are not delayed by unclear roles or funding gaps.
- 7.365 Infrastructure requirements should be based on up-to-date evidence. This may include standards and information in this Local Plan, the Infrastructure Delivery Plan (IDP), topic-based assessments and discussions with infrastructure providers and statutory bodies.
- 7.366 Timing of delivery is a critical element of good planning. Applicants should therefore set out how infrastructure will be phased, including what they will deliver directly and what depends on external providers. Clear triggers, such as occupation thresholds or completion of phases, help ensure that infrastructure is available when it is needed and prevents unnecessary pressure on existing services.
- 7.367 In some cases, infrastructure cannot be delivered immediately because detailed design, funding or provider-led programmes will only come forward later. Safeguarding land allows development to proceed without compromising future opportunities to deliver key infrastructure. Obligations may secure land reservation or transfer, providing certainty that the land will remain available if needed. Where safeguarding is required, master planning can be used to explain how the safeguarded land fits within the wider site layout, including access, movement, service corridors and relationships with open spaces and development parcels. The length of the safeguarding period should reflect the expected build-out of the development and the likely timescales of infrastructure providers.
- 7.368 Larger developments or areas with multiple landowners frequently require shared or strategic infrastructure, such as main access roads, utility upgrades, walking and cycling networks, public transport links, or community and green infrastructure. To support coordinated delivery and avoid piecemeal arrangements, the policy expects collaboration between applicants. This might involve joint master planning, common design principles, agreed phasing strategies and/or cost sharing arrangements.

7.369 Buckinghamshire is a predominantly rural county with a dispersed settlement pattern. As such, car travel remains an essential and integral part of everyday life for many residents and businesses and the road network plays a critical role in supporting connectivity, access to services and economic activity. Further detail on requirements for transport and digital infrastructure is set out in Policy SP10.

Healthcare and education infrastructure

IN2: Healthcare and education infrastructure

1. Development proposing 10 or more dwellings will be required to provide healthcare and education infrastructure necessary to meet needs arising from the development, either through on-site provision of new or improved infrastructure or from contributions secured through planning obligations.
2. Healthcare contributions will be calculated in accordance with the methodologies set out in Appendix O.
3. Education contributions will be calculated using a robust and up-to-date methodology based on evidence of pupil yield, school capacity and cost of provision, consistent with Department for Education (DfE) guidance.

7.370 Healthcare and education infrastructure is essential to support sustainable communities, and planned growth will increase its demand. New development must therefore mitigate its impacts through appropriate provision or contributions. The Infrastructure and Community Facilities Topic Paper describe the Council's work on the need for new schools and with healthcare providers. It sets out how the impacts of Local Plan growth were assessed and the actions needed to mitigate those impacts.

7.371 On-site provision of new or improved healthcare and education facilities will be identified and secured through site-specific allocation policies and/or the Council's Infrastructure Delivery Plan. Where on-site provision is not explicitly required, financial contributions towards healthcare and education infrastructure to mitigate the impacts of development will be secured.

7.372 Healthcare contributions will be calculated using the Council's locally defined methodology set out in Appendix O.

7.373 This ensures a consistent and transparent approach to identifying the scale of impact and level of mitigation required. This work has been based on information about primary healthcare needs from the Thames Valley Integrated Care Board (ICB) and from the Buckinghamshire Healthcare NHS Trust which provides acute and community healthcare in Buckinghamshire.

- 7.374 For education, the Council will apply a consistent methodology based on Department for Education (DfE) guidance on securing developer contributions. This approach uses locally derived pupil yield evidence to estimate the number of places generated by development, considers the capacity of existing schools, and applies appropriate cost assumptions to identify the level of contribution required. Contributions will only be sought where additional places are required, having taken account of forecast school capacity, and will be proportionate to the scale and nature of the development.

IN3 Water infrastructure

IN3: Water infrastructure

Water supply

1. Developments are required to demonstrate how they will be served by adequate water supply infrastructure. Capacity of distribution systems must be demonstrably adequate prior to occupation of development.

The location of, and likely impact on, private water supplies within Buckinghamshire must also be considered in ensuring that there is adequate water infrastructure capacity in place to serve development.

Wastewater

2. Developments are required to demonstrate how they will be adequately served with foul drainage, wastewater and sewage treatment without leading to significant problems for existing users or contamination of waterbodies and water supply.
3. Planning applications must demonstrate that adequate capacity of distribution systems is available or can be provided within the foul sewerage network and at wastewater treatment works in time to serve the development.
4. The Council will expect new development (new buildings such as new dwellings and employment units) to connect to mains foul drainage and will restrict the use of non-mains drainage for foul water disposal, in line with Environment Agency guidance.

Delivery

5. Phasing conditions will be attached to planning permissions to ensure that new developments are not occupied until the required water supply, and wastewater capacity is in place.

New and Enhanced Water Services Infrastructure

6. Applicants are not required to demonstrate the need for water infrastructure developments. In considering proposals for water supply, drainage and wastewater development, substantial weight should be given to:

- a) The benefits of providing the capacity needed to serve proposed development as well as improving the security of supply and capacity for existing users (both residential and commercial, including agricultural users); and
- a) Improving water quality and reducing water-borne pollution.

- 7.375 Water resources need to be safeguarded from the potentially negative impacts of development. This includes pollution from wastewater.
- 7.376 The Local Plan for Buckinghamshire provides information on the growth required and estimated during the plan period and the National Planning Policy Framework supports the need to make sufficient provision for water supply in those locations.
- 7.377 Buckinghamshire Council working in partnership with key stakeholders has developed a Water Cycle Study that sets out existing issues at the time of the study and where upgrades are needed. The outcome of the Water Cycle Study is fed into the Local Plan which then can be used by water companies to finalise future asset management plans. 34 of the Wastewater Treatment Works require an upgrade to accommodate the local plan housing growth. The Study also identifies odour buffers for sites including 28 site allocations due to proximity to a treatment works. At Princes Risborough and RAF Halton treatment works, there is a possibility that growth may impact on the flood risk of receiving waterbodies. Water quality modelling has found that local plan growth would result in a deterioration at around half the modelled wastewater treatment works. In terms of water quality, the study confirms that growth alone will not prevent a good ecological status being achieved in watercourses.
- 7.378 Early engagement between developers and water supply and wastewater companies through their developer advice service, as well as with the council, to demonstrate adequate infrastructure capacity is / will be in place before development coming forward is necessary and will have to be evidenced.
- 7.379 The council will use phasing conditions to ensure development only proceeds to completion and occupation with adequate water services infrastructure.

Safeguarded strategic water services infrastructure

IN4: Safeguarded strategic water services infrastructure

Galley Lane wastewater facility

1. As shown on the Policies Map, Land at Galley Lane near Stoke Hammond is safeguarded for water services infrastructure as part of the Grand Union Canal Water Transfer Project, as defined by Water Resources East Regional Plan 2025.
2. Any development in the vicinity of the safeguarded site must not prejudice its construction or operation.

Strategic Water Treatment Works (WTW) west of Iver

3. To support the security and resilience of drinking water supplies for Buckinghamshire and wider areas in line with the published relevant Water Resources Management Plan, land to the west of Iver WTW and the M25, as shown in the Policies Map, is safeguarded for drinking water treatment and water transfer infrastructure.
4. The Council will support proposals for development of a drinking water treatment works and associated development at this site if the Thames to Affinity Transfer (T2AT) project remains in a Water Resources Management Plan.

7.380 Strategic water infrastructure is key in delivering secured water supply in the subregion. It is also key in reducing water abstraction from the Chalk aquifer in our area. By safeguarding two sites in this plan, the Council is ensuring that the objectives of the Water Resources East and Water Resources Southeast Management Plans can be met.

Grand Union Canal Transfer Project

7.381 The Grand Union Canal Transfer Project is a central component of both the Water Resources in the Southeast (WRSE) Regional Plan and Affinity Water's statutory Water Resources Management Plan 2024 (WRMP24) in supplying water resilience for Affinity Water customers in Hertfordshire and Northwest London. It is also part of the Regulators' Alliance for Progressing Infrastructure Development's (RAPID) programme of Strategic Resource Options (SROs) to help meet the water needs set out in the Environment Agency's National Framework, which will benefit customers and wider society and help to protect and enhance the environment.

7.382 Several alternative sites were considered for the treatment and storage of water abstracted from the Grand Union Canal before distribution to Affinity Water customers. This included site options within both Buckinghamshire and Central Bedfordshire as set out in the Site and Route Evaluation Report September 2024. The outcomes from this consultation have been considered alongside further assessment work, which were presented at the Second Public Consultation in February 2026.

7.383 Through this ongoing work and analysis, the Project Partners have now identified a specific site from which to abstract water from the Grand Union Canal and on which to locate the water treatment works and water storage elements of the Project. This site (referred to as Site B in the Site and Route Evaluation Report (September 2024) and now known as Galley Water Treatment Works) along with an approximately 1km of the transfer pipeline, are located within Buckinghamshire. The draft Preliminary Development Consent Order limits that have been prepared for the purposes of the Second Phase Public Consultation show the land within Buckinghamshire that is required for the Project.

Thames to Affinity Transfer Project

- 7.384 The Thames to Affinity Transfer (“T2AT”) is a proposed water transfer project from Thames Water to Affinity Water. It aims to deliver a resilient supply of drinking water to Affinity Water’s Central Region. T2AT proposes to transfer water from Thames Water’s existing Wraysbury reservoir to Harefield service reservoir in Hillingdon via the Iver Water Treatment Works in Buckinghamshire. This would utilise an existing tunnel owned by Affinity Water from Wraysbury to Iver and then a new pipeline from Iver to Harefield. A water treatment works to treat the raw water from Wraysbury to drinking water standard for Harefield service reservoir would be needed along the route of the transfer pipelines.
- 7.385 One leading option under consideration for the drinking water treatment works is to develop this at Iver through utilising a land parcel a short distance west of the existing Iver WTW. T2AT is an acknowledged long-term Strategic Resource Option (SRO) for the security of drinking water supplies provided by Affinity Water.
- 7.386 Affinity Water has conducted an extensive site search and options appraisal for potential WTW development locations and a pipeline route which would connect from the Iver tunnel, to the WTW and then to Harefield service reservoir. Key site constraints, such as the requirement for an area of land of sufficient size, the feasibility of pipeline routes, environmental constraints and surrounding community/business land uses have been considered when shortlisting possible sites.
- 7.387 Additional screening criteria and input from expert advisors in engineering, environment, planning and land value further refined the sites and pipeline routes. T2AT’s capacity is needed by 2040-45. Affinity Water must plan for this by ensuring each part of the T2AT project can be delivered in time, including a suitable site for a WTW and a route for the transfer pipeline. In this long-term process, safeguarding suitable land is critical for the viability of the T2AT project, and hence for the future resilience of water supply in Buckinghamshire and neighbouring authority areas.

IN5 Telecommunications infrastructure

IN5: Telecommunications infrastructure

Incorporating telecommunications infrastructure in new development

1. All new housing and commercial developments should be designed to include underground ducting for cabling for telecommunications networks, to ensure efficient connections to existing networks and provide sites for telecommunications masts where additional mobile network capacity is required to service the development. If this is not feasible, developers must provide evidence and justification.

Visual Impact

2. Above-ground telecommunications infrastructure should be designed to minimise visual impact. It should not negatively affect the character or appearance of the area. For equipment on buildings, the impact on the building itself should also be minimized.

Alternative Sites

3. Developers must consider alternative sites, including mast sharing and using other buildings or structures that have less visual impact. Technical evidence must be provided to demonstrate that no other more suitable sites are available.

Sensitive Areas

4. In areas such as the Green Belt, designated areas of National Landscape, other areas of landscape importance, areas of ecological interest, conservation areas, listed buildings or other designated heritage assets including within their settings, developers must demonstrate that the benefits of high masts and large structures outweigh any harm. All reasonable alternatives to avoid or mitigate impacts should be considered.

Replacement Equipment

5. If redevelopment displaces existing telecommunications equipment, the new development must include replacement equipment to ensure that network capacity and coverage are maintained.

Removal of Equipment

6. Mechanisms, such as conditions or planning obligations, must ensure the removal of equipment when it is no longer required.

- 7.388 Telecommunications is the general term for the transfer of information over varying distances using technologies such as telephone, television, radio, mobile phones and the internet. High quality communications infrastructure includes the recent advances in broadband and wireless technologies.
- 7.389 Improved access to high-speed broadband and new communications technologies across Buckinghamshire will be encouraged and facilitated. The importance of delivering superfast broadband to rural areas is recognised.
- 7.390 The council expects high quality communications infrastructure to be incorporated into the design of all new housing and commercial development, ensuring the futureproofing of telecommunications, enabling them to be easily provided and/or upgraded in the future.
- 7.391 The council will therefore expect developers to explore the option of providing on-site infrastructure, including ducting for broadband and new masts to improve the capacity of mobile networks in any new residential, employment or commercial development, for efficient connection to existing networks. If such measures cannot be delivered, the developer will need to submit evidence to justify the reasons why this is the case.

- 7.392 High quality telecommunications are important for economic growth – attracting new businesses and allowing existing businesses to remain competitive. Telecommunications also have social benefits – increasing social inclusion through better access to internet-based services. Full fibre broadband can also encourage homeworking. Focus on developing networks in urban areas has however led to rural areas being relatively disadvantaged.
- 7.393 The importance of delivering superfast broadband to rural areas is recognised, and development should facilitate where possible the growth of new and existing telecommunications systems to ensure people and rural businesses have a choice of providers and services.
- 7.394 At the same time any adverse impact on the character of the locality and the environment should be minimised. Nevertheless, the Government has given permitted development rights to some telecommunications development, and they cannot be addressed by policies in this Plan. Applications for prior approval for new telecommunication masts will be expected to demonstrate that all other alternative sites have been considered, and that development has been designed to minimise its impact on the character, appearance and visual amenities of the surrounding area.
- 7.395 The NPPF requires planning policies to set out how high-quality digital infrastructure is expected to be delivered.
- 7.396 Planning for new development should be co-ordinated with the telecommunications infrastructure it requires with consideration for the capacity of existing infrastructure. Delivery of infrastructure will be dependent upon maximising the contribution from the development process, whilst recognising that a contribution from both the public and private sector will be necessary. This includes the Government's role in providing the necessary investment to achieve sustainable growth, including appropriate revenue support to those agencies required to manage or serve such development.
- 7.397 In determining all applications for telecommunications installations, the council is required to consider its decisions in the light of site-specific issues, such as siting, design, effect on the street scene and highway safety. The council is also required to make its decisions in accordance with nationally established policy. National planning policy provides guidance on planning for telecommunications development - including radio masts, towers and antennas of all kinds.
- 7.398 In undertaking installations, the telecommunications operators must comply with the requirements of Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended by subsequent legislation (GDPO), which gives deemed planning permission subject to exclusions and conditions.

Built environment.

BE1 Space standards

BE1: Space standards

5. All new dwellings and conversions will be required to meet up-to-date nationally described technical housing standards for minimum internal space requirements.

7.399 These standards deal with internal space within new dwellings and are suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.

7.400 These standards are already in place in the legacy Wycombe district area and the viability of their implementation across Buckinghamshire will be tested through the evidence for the plan.

7.401 The current standards are set out in Appendix O.

BE2 Conservation Areas

BE2: Conservation Areas

1. Proposed new buildings, extensions, alterations or changes of use to existing buildings in a Conservation Area, will be required to preserve or enhance the character or appearance of the Conservation Area. Development proposals should have regards to the siting, the established pattern of development, density, scale, bulk, height, design and external appearance.
2. Materials - Natural materials which match in type, colour and texture, or are very similar to, the materials used in existing buildings, should be used.
3. Views - Any proposed development should preserve or enhance, the important views within, looking out of, or into a Conservation Area.
4. Demolition - The Council will give permission for the demolition of an unlisted building in conservation area unless the building is considered to make a positive contribution to the character or appearance of a Conservation Area or it is designated as a local heritage asset.
5. Trees - The council will seek to retain any tree in sound condition which makes a significant contribution to the character or appearance of a Conservation Area by reason of its

position, size, shape and/or foliage characteristics, and its amenity value protected. To achieve this objective, a Tree Preservation Order will be made in appropriate cases.

- 7.402 Buckinghamshire Council, as Local Planning Authority, is required to consider which parts of its area are "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance", and to designate such areas as "Conservation Areas". Conservation areas are locally designated heritage assets.
- 7.403 Conservation Areas can include groups of listed or non-Listed buildings, historic village greens and open spaces, important trees, unusual distinctive historic field patterns closely associated with a historic settlement (where these have a -wide significance), historic parkland, linear features such as canals and railways, well-preserved archaeological remains and/or surviving historic street patterns. When defining a conservation area, it is the special architectural or historic interest of the whole area, rather than the merits of individual buildings and features, that is important. Interest may be characterised by uniformity of architectural style or variety.
- 7.404 The National Planning Policy Framework sets out guidelines for development in Conservation Areas.

Existing Conservation Areas

- 7.404 Buckinghamshire Council has 179 Conservation Areas (as at 24/1/25). Their locations and their boundaries are shown on the adopted Policies Map. In most cases there are documents which explain the reasons for designation and describe the history, special interest and characteristics of each Conservation Area which are available on the council website²².
- 7.405 These documents will be a material consideration when dealing with planning applications. This Conservation Area policy will apply to any new or altered Conservation Areas designated during the period of this Local Plan.
- 7.406 Buckinghamshire has commenced a programme to review all the existing conservation areas. Whilst positive change should be welcomed as an important part of the organic growth of a settlement, there is always a risk that development may harm an area's special interest.
- 7.407 Development immediately adjacent to, or within the setting of, a conservation area can greatly influence the character and appearance of the area. Development that does not reflect the traditional form, layout and scale of buildings within the conservation area can have an adverse effect and will not be supported.
- 7.408 The protection of the views within, looking into and out of Conservation Areas is fundamental in conserving their special character or appearance. For a variety of reasons, including the lie of the land, developments at some distance from a Conservation Area could intrude upon views of it and detract from its character or appearance unless special care is taken to avoid this. The need to safeguard important Conservation Area views is acknowledged in Central Government guidance. The Conservation Area leaflets referred to include plans showing

²² <https://www.buckinghamshire.gov.uk/planning-and-building-control/conservation-heritage-and-archaeology/heritage/conservation-areas-in-buckinghamshire/>.

important Conservation Area views. These leaflets should not be interpreted as indicating that these views are the only ones which should be safeguarded. When individual proposals are considered, it may become apparent that there are other important views which warrant protection.

Permitted Development

- 7.409 Within a conservation area the amount of development that could be erected without the need for planning permission is reduced. The stricter rules are intended to ensure that the correct checks are in place to prevent harm to the significance of the heritage asset. In determining applications relating to conservation areas, the council has a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. The council is also required under NPPF to consider whether the proposal will cause harm to the significance of the heritage asset. If harm is likely to be caused, this must be weighed in the wider planning balance.

Trees

- 7.410 In a Conservation Area, trees which are not already subject to a Tree Preservation Order are automatically protected to the extent that anyone wishing to cut down, top, lop or uproot such a tree, must give the Council six weeks' notice in writing of the intention. This gives the Council the opportunity to consider the merits of the proposal and to make a Tree Preservation Order where appropriate. This protection does not apply to hedges, bushes or shrubs, nor to trees with a trunk diameter less than 75 mm (3 inches) at a point 1.5 m (5 ft) above ground level, nor to fruit trees cultivated for fruit production. The penalties for contravening these controls are like those for Tree Preservation Orders.
- 7.411 Trees are often an important part of the character or appearance of Conservation Areas and in some places, they dominate that character. Therefore, the Council will generally aim to retain trees where they are in a healthy condition and positively contribute to area character or appearance. However, in some cases other considerations may take precedence and no Tree Preservation Order will be made.

BE3 Heritage assets

BE3: Heritage assets

1. All development, including new buildings, alterations, extensions, changes of use and demolitions, must seek to conserve heritage assets in a manner appropriate to their significance, including their setting, and seek enhancement wherever possible.
2. Where a development proposal is likely to affect a designated heritage asset and/or its setting negatively, the significance of the heritage asset must be fully assessed and supported in the submission of an application. Heritage statements and/or archaeological evaluations will be required for any proposals related to or impacting on a heritage asset and/or possible archaeological site.
3. The impact of the proposal must be assessed in proportion to the significance of the heritage asset and supported in the submission of an application.

4. Proposals which affect the significance of a non-designated heritage asset must be carefully considered, weighing the direct and indirect impacts upon the asset and its setting.
5. There is a presumption in favour of retaining heritage assets wherever practical, including archaeological remains in situ, unless it can be demonstrated that the harm will be outweighed by the benefits of the development.
6. The council will:
 - a. Support development proposals that do not cause harm to, or which display better the significance of heritage assets.
 - b. Require development proposals that have potential to cause substantial harm to, or loss of a designated heritage asset and its significance, including its setting, to provide a thorough heritage impact assessment, setting out a clear and convincing justification as to why that harm is considered acceptable because of public benefits that outweigh that harm. Where that justification cannot be demonstrated proposals will be refused, and
 - c. Require development proposals that cause less than substantial harm to a designated heritage asset to weigh the level of harm against the public benefits that may be gained by the proposal, including securing its optimum viable use.
7. Development affecting a heritage asset should achieve a high-quality design and the council will encourage modern, innovative design which respects and complements the heritage context in terms of scale, massing, design, detailing and use.

- 7.412 The history of an area contributes to our quality of life and to the character of Buckinghamshire. Historical features once lost cannot be replaced therefore it is important that the Local Plan seeks to protect such features.
- 4.413 Heritage assets are defined as those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest, over and above their functional utility. Significance can be made up of many different aspects of an asset's interest and may be harmed by development directly affecting the physical fabric or within the setting of the asset. The NPPF 2024 sets out guidance for conserving and enhancing the historic environment.
- 4.414 The council's aim is to protect and enhance Buckinghamshire's heritage assets. As part of any enhancement, where possible and applicable, the council will support proposals that improve accessibility to a heritage asset. The effect of a planning application on the significance of a designated or non-designated heritage asset will be considered in determining any application. The LPA will require an applicant to describe the significance of any heritage asset affected including any contribution made by their setting. As a minimum the Historic Environment Record should have been consulted and the heritage assets assessed using appropriate expertise.

- 4.415 In weighing up applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Designated heritage assets

- 7.416 Designated heritage assets include World Heritage sites, scheduled monuments, listed buildings, registered park and gardens, or registered battlefield, or conservation areas. Designated heritage assets are protected by statute, as set out in relevant legislation, as well as by policy contained within the NPPF.

Listed buildings

- 7.417 Listed buildings are buildings or structures which are included on the national List of Buildings of Special Architectural or Historic Interest. They are nationally designated heritage assets. Buildings are listed by the Secretary of State for Culture, Media and Sport, based on recommendations from Historic England. Anyone can nominate a building for listing via the Historic England website if it meets their criteria.
- 7.418 There are 5,877 listed buildings, bridges, statues and other structures in Buckinghamshire. Of these listed buildings: 135 are Grade 1, 299 are Grade II*, 5,443 are Grade II. Most of the buildings in Buckinghamshire were listed between 1970 and 1990. Several buildings have been added to the lists since then because of requests for individual listings. Others, including 20th century concrete structures and war memorials have been added to the list due to Historic England's thematic listing programme.
- 7.419 In addition to the normal planning application process, listed building consent is required for all works that would affect a building's special interest. The requirement for listed building consent ensures that checks and balances are in place to prevent harm to the structure and interest of a listed building. This protection applies to the whole of a listed building or structure, and to other ancillary structures that sit within the curtilage of the listed building that were in existence before 1 July 1948, and in the curtilage of the building or structure at the time of listing. The need for consent extends to all works, both external and internal.
- 7.420 Listed building consent is required for any works that affect the character of the building including alterations, extensions, and demolition. It is a criminal offence to carry out unauthorised works to a listed building. If unauthorised work has taken place to a listed building an enforcement notice may be served requiring the work either to be remedied or reversed. In determining applications relating to listed buildings, the council has a statutory duty to have a special regard to the desirability of preserving any listed building or its setting, or any features of special architectural or historic interest that it possesses.

Registered historic parks and gardens

- 7.421 Registered historic parks and gardens are sites which have been assessed to be of particular significance, in terms of the special historic interest. They are nationally designated heritage assets. Historic England has been enabled by Government to compile a register of historic parks and gardens. Anyone can nominate a park or garden for inclusion on the register via the Historic England website. The register includes gardens, grounds and other planned

landscapes and open spaces. The register focuses on the interest of the designed landscape, rather than on planting or botanical species. Most sites registered are the grounds of historic private houses, but public parks and cemeteries can also be included.

- 7.422 Within Buckinghamshire there are 41 parks and gardens of special historic interest included in the national register. They are graded in a similar way to listed buildings. The purpose of registering historic parks and gardens is to celebrate designed landscapes of note and to define the elements that make it important or distinctive, and to ensure appropriate protection. The inclusion of a historic park or garden in the register carries obligations on the Local Planning Authority to consult Historic England and the Garden History Society on all applications for development likely to affect the area of special interest. In considering the impact of a proposal the council will have regard to the special character of the park or garden and public views within, into or from it. The council will also consider the impact of development upon the significance of the heritage asset.

Scheduled monuments

- 7.423 Scheduled monuments are sites of national archaeological importance. They are nationally designated heritage assets. Scheduling of sites as ancient monuments is the oldest form of heritage protection and started in 1882. The Secretary of State for Culture, Media and Sport designate scheduled monuments, based on recommendations from Historic England. Sites from all periods are eligible for inclusion on the schedule if they meet the criteria adopted by Historic England for scheduling of that asset type.
- 7.424 There are 147²³ sites in Buckinghamshire that are included in the statutory schedule of ancient monuments. A list of sites is maintained by Historic England, available on their website²⁴. The consent of the Secretary of State is required for any proposals that may affect the special interest of a scheduled monument. This scheduled monument consent can cover any works affecting a scheduled monument either above or below ground, including groundworks, demolition, destruction, damage, removal, repair, alteration, addition, flooding or tipping operations. Consent may even be required to enter a scheduled monument with digging machinery. Where an application for planning permission affects a scheduled monument, the council will consult with Historic England and will take advice as to the likely impact of that development upon the significance of the heritage asset.

Non-designated heritage assets

- 7.425 A non-designated heritage asset can be a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions.
- 7.426 Significance is the value of a heritage asset to this and future generations because of its heritage interest that can be archaeological, architectural, artistic or historic. Every effort will be taken to identify non-designated heritage assets as early as possible in the planning process.

²³ As of 14th July 2025

²⁴ [Search the List – Find listed buildings, monuments, battlefields and more | Historic England](#)

Defining significance

- 7.427 The significance of any heritage asset, whether designated or non-designated is set out in Historic England's Conservation Principles – Policies and Guidance for the Sustainable Management of the Historic Environment and Good Practice Guide for Local Heritage Listing.

Evidential

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

Historic

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

Communal

- 7.430 The collective experience or memory of a place and the meaning that it holds for people who relate to it form the communal value of an asset. Neighbourhood plans and associated documents offer a good opportunity to try to define the communal value of a place or heritage asset.
- 7.431 There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of people and cultures that made them. Identification of archaeological interest will be made in conjunction with the Buckinghamshire Council Archaeological Service. Sub-surface archaeological interest is considered and advised on separately by the service.

Architectural interest

- 7.432 The architectural interest of a building or structure may be aesthetic, based on the intrinsic design value derived from local styles, materials, workmanship or any other distinctive local characteristic. It may be in part derived from the local context of a place, or an association with a known architect or designer of regional or national note.
- 7.433 The integrity of a building or structure may add to its interest – a degree of intactness and lack of harmful external alteration may make a building more significant. Equally, the ongoing organic development and growth of a building over centuries may be what gives it its value and interest.

- 7.434 If a building sits as a landmark, by virtue of its design, age, innovation, construction, position, use or communal associations contributes, within the local scene or as a valuable member of a group of buildings this may also add to its interest.

Setting

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

Curtilage

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

Non-designated buildings and structures

- 7.437 Within the Buckinghamshire Council area, several heritage assets have been identified locally either through Conservation Area Appraisals where a few buildings are identified as 'Buildings of Local Note', through neighbourhood plans, which often identify buildings of local importance, or as part of a Buckinghamshire local Heritage list²⁵. From time-to-time other non-designated heritage assets/buildings may be identified through the planning process.
- 7.438 Planning applications that could cause harm to non-designated heritage assets will not be supported by the Council. Where it is not practicable to retain a building which is a non-designated heritage asset, the council will expect to see a full appraisal of the significance of the building and the reasons why it is not practicably repairable, or reusable submitted as part of the planning application. In addition, the council may require a full record of the building to be made prior to demolition.

Archaeological remains

- 7.439 There are several identified sites of archaeological importance, known as Archaeological Notification Areas, listed on the County Historic Environment Record system. From time-to-time other sites of archaeological interest may become apparent because of the planning process. The council is committed to protect these sites from development that would damage or endanger them and will afford protection to archaeological remains in accordance with their archaeological importance.
- 7.440 Applications for development of sites containing or likely to contain archaeological remains will require an archaeological field evaluation. It is recommended that prospective developers

²⁵ Buckinghamshire's local Heritage List [Home - Buckinghamshire's Local Heritage List](#)

consult the council at pre-application stage in this respect. The council will expect proposals for sites containing important archaeological remains to be preserved, where possible, in situ, i.e. preservation undisturbed in the monument's existing location and setting. Where preservation in situ is not justified, the council will seek preservation by record. This involves digging the site, exposing and removing whatever archaeological remains are found and making a record of the findings. The developer will be required to make satisfactory arrangements for the excavation and recording of the archaeological remains and the publication of the results. This will be achieved by the imposition of suitable conditions and/or agreement between the council and the developer.

Heritage at Risk

- 7.441 The council will support endeavours to repair and reuse heritage assets in a manner appropriate to their significance and to provide long-term viable uses for buildings and structures that are vacant and at risk through cooperation with owners and Historic England. The council will continue to feed into national projects to record Heritage at Risk, such as the Historic England Heritage Counts surveys, and will support local communities who wish to partake in these projects. The council will continue to work with Historic England to identify options for known Heritage Assets at Risk within Buckinghamshire and take action to address risks where appropriate. The council will cooperate with owners to find acceptable solutions where possible but will take formal action where necessary.
- 7.442 Proposals that could cause harm to the significance of a heritage asset will not be supported by Buckinghamshire Council.

BE4 Residential amenity

BE4: Residential amenity

All development must ensure a high standard of living for residents in new and existing dwellings.

- a) Privacy - Development must be designed, sited and orientated to maximise privacy for new and existing dwellings.
- b) Natural Light and Overheating - Development must be designed and oriented to optimise natural light to all habitable rooms for new and existing dwellings, while minimising overheating risk.
- c) Pollution and Disturbance – Development must be designed, sited and orientated to avoid or minimise exposure to, and generation of, harmful levels of noise, vibration, air pollution, and odour and to provide appropriate mitigation where impacts cannot be avoided.
- d) Good Outlook - All dwellings must provide good outlook, preferably onto high-quality green landscaping, and avoid outlook dominated by hard surfaces or car parking.
- e) Safety and Security - Development must be designed to support residents' actual and perceived sense of safety and security in new and existing dwellings.

- 7.443 The NPPF emphasises the importance of creating high-quality, safe, and inclusive environments that promote health and well-being. It highlights the need for adequate daylight and sunlight, high-quality open spaces, and measures to mitigate noise and pollution. The NPPF also stresses the importance of designing developments that enhance safety and security, provide good outlook, and ensure a high standard of amenity for both existing and future residents.
- 7.444 In combination with other requirements in the Local Plan this policy measures seek to ensure all new residential development maintains a high standard of living for both new and existing residents in Buckinghamshire.

BE5 Design of developments

BE5: Design of developments

1. To respond to their context and create well-designed outcomes, development proposals must align with the Buckinghamshire Design Code (Appendix J), and planning practice guidance relating to design and placemaking.
2. Applicants may be required to prepare a Local Design Tool(s) to support a development proposal, especially for significant projects such as major housing and mixed-use developments.
3. Development proposals that are not well designed should be refused, when assessed against this policy. Substantial weight should be given to compliance with this policy when assessing the design quality of proposals.
4. Substantial weight should also be given to outstanding or innovative designs which promote high levels of sustainability, or which help raise the standard of design more generally in an area, so long as they are consistent with the overall form and layout of their surroundings.
5. Design quality should be considered throughout the evolution, assessment and delivery of development proposals, including through any pre-application engagement.
6. The Council will use relevant planning conditions that refer to clear and accurate plans and drawings, which provide visual clarity about the design of the development, including the approved use of materials where appropriate.
7. The quality of approved development must not be materially diminished between permission and completion, because of changes proposed following initial approval.

- 7.445 High-quality design is key to preserving and enhancing the quality of the built environment and delivering successful new places that are sustainable, distinctive and fit for purpose. New developments should have an individual identity that either complements or forms an attractive contrast with its surroundings.
- 7.446 Buckinghamshire has many distinct and diverse towns and villages with unique cultural heritage, local geology and geography and built form. Local building traditions determine this local distinctiveness through their siting and the use of local materials and building styles that define its character.
- 7.447 There are a wide variety of landscape character types including the nationally recognised Chilterns National Landscape. There are also many unique settlement characteristics that take on a particular built form and type of building material. Therefore, designs that may be acceptable in one part of Buckinghamshire may not be appropriate elsewhere.
- 7.448 Good design should enhance settlements and create solutions that are attractive and distinctive. This refers to the unique quality of buildings, landscape and topography in a locality that defines its character and reinforces a sense of place.
- 7.449 All developments must positively contribute to the character of the built environment and landscape, having regard for the local context and surrounding amenity.
- 7.450 Where the existing townscape or landscape character of a site or area makes little or no positive contribution to local identity, visual harmony or settlement quality, proposals should not simply reproduce its deficiencies. In such cases, development should help establish a more coherent and locally rooted character by drawing on the positive and enduring qualities of the wider settlement and landscape context. Abstract reinterpretation, deliberate visual contrast, or reliance on generic design approaches should not be used where they weaken local identity, legibility, settlement quality or the relationship of development to its landscape and townscape context.
- 7.451 Contemporary design may be supported where it is demonstrably well composed and where its form, proportion, roofscape, façade composition, materials, detailing and relationship to streets and spaces reinforce the positive and enduring architectural character of the locality. Traditional design should be based on a sound understanding of local materials, proportions, architectural character and detailing.
- 7.452 New buildings may incorporate non-traditional materials, details or architectural expression where these are robust, well composed, and clearly compatible with the positive and enduring character of the locality, including its building forms, proportions, roofscape, material palette and streetscape.
- 7.453 Good design outcomes can often be agreed more effectively by engaging early with the Council prior to making a formal planning application. Developers are encouraged to engage as early as possible in the design process.

Social environment

SE1 Health impact assessment

SE1: Health impact assessment

1. Development proposals that meet the following criteria must submit a Health Impact Assessment (HIA):

- a) Residential development of net 100 dwellings or more.
- b) Non-residential development of net 1000+ sqm of floorspace; or
- c) Development falling within uses for: education, health and social care, residential care homes, leisure, community, fast food outlets and sui generis use.

2. Development proposals will be required to submit a HIA at the earliest possible stage prior to the submission of a planning application to identify the positive health impacts, and minimise the negative health impacts, while maintaining a focus on addressing health inequalities. The conclusions of the HIA must be considered in the design of the scheme. The council recommend that applicants use the Buckinghamshire HIA toolkit and guidance once published.

- 7.454 Public Health England (2020)²⁶ produced guidance on the use of HIAs in the planning system and their role as a lever to create healthy, inclusive and safe places that improve public health and wellbeing and reduce health inequalities. The impacts on, and enablers of, good physical and mental health should be considered in the early stages of development proposals, often at pre-application stage.
- 7.455 HIAs should demonstrate how a development proposal contributes to addressing current and projected health and wellbeing needs across the user's lifespan, to reduce health inequalities, meet the needs of vulnerable groups, promote health equity and enhance stakeholder engagement. The Council will support proposals that actively reduce health inequalities, prevent ill-health and promote healthier lifestyles, improving the health and wellbeing of our existing and new communities.
- 7.456 A HIA should consider the positive and negative health impacts on population health and demonstrate mitigations and recommendations as to how the proposed development has been improved in response to the assessment. It will also inform design and detail and include early involvement of public health, planning officers and applicants.
- 7.457 All developments meeting any of the criteria set out in Policy SE1 will be required to submit a HIA demonstrating how the development contributes to shaping healthy communities and delivering high quality sustainable places. The HIA will identify the positive health impacts and minimise the negative health impacts across 6 key themes (neighbourhoods, healthy homes

²⁶ [Public Health England \(2020\). Health Impact Assessment in spatial planning A guide for local authority public health and planning teams.](#)

and buildings, healthy food environments, natural and sustainable environments, transport and movement and healthy economy) to maximise the opportunities for promoting healthy lifestyles within new developments. The council recommend that applicants use the Buckinghamshire HIA toolkit and guidance once published.

SE2 Fast food outlets and takeaways

SE2: Fast food outlets and takeaways

Location

1. Where planning permission is required, proposals for fast food outlets and takeaways outside of designated town centres will not be permitted if they are:
 - a) Within a walking distance of schools, playgrounds and leisure centres; or
 - b) in locations where there is evidence that a concentration of such uses is having an adverse impact on local health, pollution or anti-social behaviour.

Delivery-Only Models

2. Proposals for fast food and takeaway delivery-only models will be assessed according to this policy.

- 7.458 The NPPF states that local planning authorities should refuse applications for fast food outlets and takeaways within reasonable walking distance of schools and other places where children and young people congregate or in locations where there is evidence that a concentration of such uses is having an adverse impact on local health and wellbeing.
- 7.459 In Buckinghamshire, there is evidence that the distribution of fast-food outlets and takeaways within walking distance of schools and concentrations in areas of deprivation contribute to poor diet, child obesity and health inequalities, thus having an adverse impact on the health of local communities. This evidence is set out in the Health and Wellbeing Evidence Study. This policy supports Buckinghamshire's Joint Local Health and Wellbeing strategy – 2035 to improve population health, reduce the high prevalence of child obesity and to tackle health inequalities. It contributes to Buckinghamshire's Whole Systems Approach to a Healthy Weight to create healthier food environments.
- 7.460 Walking distance is typically measured as 400 metres 'as the crow flies' from the main entrance of a school or place where children and young people congregate. This distance equates to approximately a 5–10-minute walk and the rationale is set out in the Health and Wellbeing evidence study. Planning decisions should consider any major physical barriers (e.g. motorways or rivers) that would prevent children being exposed to an outlet on walking routes to schools, playgrounds or leisure centres.
- 7.461 This policy applies to new fast-food outlets and takeaways, including delivery-only models that are subject to planning application processes. Fast food outlets refer to businesses selling

fast food where consumption may take place on or off the premises or through online delivery services. Fast food refers to energy dense food (i.e., calories (kcal) per gram of food) that is available quickly and is often high in fat, sugar and salt. Fast food outlets cover a range of outlets selling fast food including, but not limited to burgers, pizza, kebabs, chicken, Indian takeaway, Chinese takeaway and fish and chips. Takeaways refer to the sale of hot food where consumption of that food is mostly undertaken off the premises. Fast food and takeaways delivery-only models, commonly referred to as dark kitchens, are facilities that prepare hot food for delivery only without the option for the public to enter the premises.

SE3 Community food growing

SE3: Community food growing

1. The council will support community food growing by:

- a) Protecting existing spaces for community gardens, allotments and orchards.
- b) Enabling new provision of community gardens, allotments and orchards; and
- c) Requiring all new developments, where 50 to 99 dwellings are proposed to include a 150m² plot of land for the provision of community food growing.
- d) Requiring all new developments, where 100 dwellings or more are proposed to include a 300m² plot of land for community food growing.

2. Developers should ensure that community food growing spaces provide the utility infrastructure to support food growing including water and storage facilities.

- 7.462 The NPPF supports community food growing by recognising allotments and community food production as valued forms of green space and encouraging their provision and protection.
- 7.463 This aligns with the NPPF by promoting healthy, inclusive places that support good health and encourage social interaction. These spaces create opportunities for people to connect, including those who might not typically engage with one another.
- 7.464 Community food growing supports Buckinghamshire Council's Whole Systems Approach to a Healthy Weight by fostering healthier local food environments. It also aligns with Buckinghamshire's Healthy Ageing Strategy 2024-2029, helping to reduce social isolation and loneliness.
- 7.465 Community food growing opportunities provide residents with access to spaces to grow food. Community food gardens are local spaces where residents or community groups come together to grow food. Allotments are small plots of land let to individuals for food growing purposes. The provision and conservation of parish and council-owned allotments are protected under the Small Holdings and Allotments Act 1908 and the Allotments Act 1925 as amended by subsequent legislation. Community orchards are places for people to come together to plant and cultivate fruit trees or nut trees.

- 7.466 Community food growing opportunities support residents' physical and mental health, provide access to healthy food and green spaces, with opportunities to be active, meet others and participate in society. These spaces support social cohesion and inter-generational interactions by enabling and bringing people together from diverse backgrounds and ages, around a common interest. They provide relief for households on food costs and often donate surplus food to local charities. These spaces can support knowledge and skill development in food production, distribution, preparation and waste, and support cooking initiatives and educational opportunities for residents, schools and colleges.
- 7.467 Community food growing can increase biodiversity, turn barren spaces into green productive areas and provide opportunities to regenerate derelict or underused urban spaces into high quality, safe, social public spaces. Applications should be supported by a management plan demonstrating how the community food growing space will be managed and maintained.
- 7.468 Community food growing sites require utility infrastructure such as access to a water supply, storage facilities and composting. Sites can be made more accessible in different ways by ensuring toilet facilities, seating and shelter from the elements are provided.

SE4 Community facilities, infrastructure and assets of community value

SE4: Community facilities, infrastructure and assets of community value

1. The council will refuse proposals for the change of use of community buildings and facilities for which there is a demonstrable local need. To allow the change of use of a community building, a developer will be required to prove that the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.
2. In considering applications for alternative development or uses, the council will consider the viability of the existing use, that the site/use must have been marketed for a minimum period of 12 months at a price commensurate with its use together with proof there has been no viable interest, the presence of alternative local facilities and the community benefits of the proposed use.
3. Where the proposal involves the loss of a public house, local amenity centre or community-serving employment use, it must be demonstrated that the loss is not a result of short-term land value pressures or redevelopment opportunities, and that the use is genuinely no longer viable or needed to serve the local community.
4. Where permission includes converting the use of a building, conditions will be imposed to ensure later resumption of a community use is not excluded.
5. In considering applications for residential development, the council will consider the need for new community facilities and community infrastructure arising from the proposal. Conditions will be imposed on permissions, or planning obligations sought to secure

appropriate community facilities, or financial contributions towards community facilities, reasonably related to the scale and kind of development proposed.

6. A financial contribution will be required subject to compliance with the CIL Regulations to provide or enhance community facilities or community infrastructure on developments of more than 10 homes.

- 7.469 The National Planning Policy Framework (2024) promotes healthy inclusive communities where residents have opportunities to meet through safe and accessible environments. Community facilities and services include public halls, schools, local shops, post offices, areas of off-street public car parking, public houses, places of worship, libraries, museums, community centres, theatres, arts centres, crèches, day centres and doctor's surgeries. (see further information below in relation to doctors' surgeries). They make a vital contribution to the social and economic life of the community, particularly in rural areas, and are especially important for elderly and disabled people and for those who do not have easy access to private or public transport.
- 7.470 The council therefore generally aims to resist proposals that would result in the erosion of the valuable community facilities and services, unless it can be clearly demonstrated that there is no long-term requirement for their retention. In the case of a proposal affecting a commercial venture which operates as a community facility, it is important that the existing use is no longer commercially viable and to prove that a genuine attempt has been made to market the enterprise as a going concern.
- 7.471 Doctors' surgeries are an important community facility, however for the purposes of the Local plan for Buckinghamshire they are covered by the infrastructure policy. This is because doctor's surgeries are unique in that the surgeries are run by independent General Practitioners (GP's) but funded by the NHS. The provision of a new doctor's surgery therefore needs to meet the NHS criteria and have a set of GPs willing to run the facility. As such provision of a new doctor's surgery is controlled by factors outside normal planning powers and will involve negotiation with the infrastructure provider the NHS.
- 7.472 Similarly, new development, depending on its scale, creates an additional need for community facilities and community infrastructure. This may be new provision or enhancement/maintenance of existing provision. The type of facilities and infrastructure needed depends on existing infrastructure facilities in the locality, and the type of development proposed.
- 7.473 An asset of community value (ACV) is land or property of importance to a local community which is subject to additional protection from development under the Localism Act 2011. Voluntary and community organisations can nominate an asset to be included on their local authority's register of assets of community value. ACV status is a material consideration when dealing with planning applications that affect an asset.

SE5 Sport, leisure and recreation

SE5: Sport, leisure and recreation

1. The Council will support development proposals for new sport and recreation facilities that are accessible by walking, cycling, wheeling and, where available, public transport. Development will be permitted where it does not result in unacceptable impacts on:
 - a) visual, noise or other impact on public amenity including safety
 - b) the highway network
 - c) on wildlife and habitats
 - d) the historic environment
 - e) flooding or drainage
2. New housing development of more than 10 units or which have a combined gross floorspace of more than 1,000 square metres (gross internal area) will be required to meet the Standards in Appendix P to secure adequate provision of sports and recreation facilities increased capacity to meet the additional demand for sports and recreation facilities arising from new residential development. Facilities are required to be provided on-site except where off-site provision is acceptable according to the circumstances in Appendix P.
3. Accessible natural green space will be treated separately to formal outdoor sports areas, equipped play facilities and allotment provision, which must be located within or outside such accessible natural green space, on land that is in addition to the accessible natural green space required.
4. Conditions will be imposed on permissions or planning obligations sought to secure appropriate sport and recreation facilities reasonably related to the scale and kind of housing proposed. The recreational benefits to be obtained or provided by the Council by virtue of the obligation will be directly relevant to the development permitted and the needs of its occupiers and fairly and reasonably related to its scale and kind.
5. Proposals involving the loss of existing sports and recreation facilities are required to meet any of the following:
 - f. An assessment has been undertaken which has clearly shown the sports and recreation facilities are surplus to requirements; or
 - g. The development will significantly enhance the Open Space network as a whole and help boost the Council's Green Infrastructure. In some cases, enhancements could be provided at nearby locations off site; or
 - h. The loss of sports and recreation facilities would be replaced by equivalent or better provision in terms of quality and quantity in a suitable location; or

i. The developments is for other types of sports or recreational provision or ancillary development associated with the Open Space and the needs for which clearly outweigh the loss.

6. Sports and recreation facilities being provided must have a long-term management and maintenance strategy agreed by the Council that shall set out details of the owner, the responsible body and how the strategy can be implemented by contractors.

- 7.474 Participation in sport and recreation activities has many physical and health benefits while promoting community cohesion. Facilities that allow for this participation help deliver NHS initiatives around improving health and tackling obesity. Buckinghamshire has a wide range of sports and recreation facilities which provide for a variety of recreational sporting needs. There are important leisure centres in the main towns Aqua Vale Swimming & Fitness Centre -Aylesbury, The Beacon Sports Centre - Beaconsfield, Chalfont Leisure Centre – Chalfont St Peter, Chesham Leisure Centre, - Chesham, Chilterns Lifestyle Centre –Amersham, Court Garden Leisure Complex – Marlow, Evreham Sports Centre – Iver, Little Marlow Athletics Track –Little Marlow, Risborough Springs Swim and Fitness Centre – Princes Risborough, Swan Pool & Leisure Centre – Buckingham, Wycombe Leisure Centre – High Wycombe, Wycombe Rye Lido Outdoor Swimming Pool – High Wycombe.
- 7.478 Stoke Mandeville receives global recognition as the birthplace of the Paralympic Games. Within Buckinghamshire there is also Silverstone racing circuit which has established itself as a premier motor sport venue.
- 7.479 The Sport, Leisure and Recreation policy applies to all types of sports and associated built facilities required for their operation or facilities of a more community nature where sports can take place within. This includes sports halls, swimming pools, community centres and village halls, artificial grass pitches (such as for football), grass playing pitches (such as for cricket), climbing walls, stadia and facilities for outdoor and indoor tennis, outdoor and indoor bowls, athletics, golf, health and fitness, squash and climbing walls.
- 7.480 Accessible natural green space does not need to be planned separately and can co-exist within a properly master planned approach for open space on a development site. However, sports and leisure facilities provided must be treated separately to accessible natural green space so these areas can function to ensure financial sustainability. Sports facilities are usually hired for a fee and may include built facilities such as a pavilion or club house. Access is usually limited, and sports facilities may be co-located or shared with a school, college, community hall or sports club or other facility.
- 7.481 Several bodies are responsible for delivering and managing sport and recreation facilities, including Buckinghamshire Council, town and parish councils, Sport England, developers, and private sports clubs and associations. Effective partnership working is required to maintain and enhance the provision in Buckinghamshire.

- 7.482 A large part of Buckinghamshire has a rural nature, which can mean that access to sport and recreation facilities can be difficult. However current provision across Buckinghamshire is generally sufficient. New housing developments are likely to create additional need for sport and recreation facilities. Buckinghamshire Indoor Leisure Facilities Strategy identifies the existing provision of indoor sports and recreation facilities and identifies deficiencies and opportunities for future provision.
- 7.483 The council is working on a Buckinghamshire Playing Pitch Strategy and other sports facilities studies. The work will look closely at the users of facilities and the existing facilities and set out whether the existing facilities are adequate or not, need replacing, or can be expanded. The Playing Pitch Strategy (PPS) will ensure a strategic approach to playing pitch provision. The PPS will act as a tool for Buckinghamshire Council and partner organisations to guide resource allocation and to set priorities for pitch sports in the future. The PPS will provide robust evidence for capital funding. As well as proving the need for developer contributions towards pitches and facilities, the PPS provides evidence of need for a range of capital grants. Current funding examples include the Sport England Funding Programmes, Heritage Lottery Fund (for park improvements), the Football Foundation and the Big Lottery.
- 7.484 The PPS is being produced in consultation with Sport England, National Governing Bodies of Sport, Neighbouring Local Authorities, Leisure Operators and Developers, Outdoor Sports Leagues, Major Sports Clubs, LEAP and Parish and Town Councils and will follow Sport England's Playing Pitch Strategy Guidance.
- 7.485 Long term stewardship of sports and recreation facilities is important to ensure facilities provided from development are maintained to high standards.

Climate change

CC1 Flood risk

CC1: Flood risk

1. All development should be directed to areas at lowest risk of flooding from all sources, taking account of climate change, and should reduce the causes and impacts of flooding both on and off-site.
2. Inappropriate development in areas with a high or medium risk from all sources of flooding will not be supported.
3. The functional flood plain (Flood Zone 3b) is safeguarded for the purpose of storing and allowing water to flow in times of flood.
4. Development in any area at risk of flooding will be required to demonstrate compliance with the sequential test and, where necessary, the exception test as set out in national policy and guidance and latest Strategic Flood Risk Assessment (SFRA). Exceptions to this requirement for sequential testing include:
 - a) Development in accordance with a Development Plan allocation that has been sequentially tested. Developments for more vulnerable uses than the allocated use will still require sequential testing.
 - b) Minor development or changes of use (excluding change of use to a camping, caravan or mobile home site).
 - c) Development where a site-specific FRA demonstrates that all development is located outside areas of flood risk from all sources, now and in the future.
5. A site-specific Flood Risk Assessment is required for:
 - a) All development in areas at risk of flooding (now or in the future).
 - b) All sites greater than 1ha.

To demonstrate that there is no increase in flood risk onsite or harm to third parties offsite.

6. All development must adhere to the advice in the Strategic Flood Risk Assessment, including demonstrating in a site-specific flood risk Assessment all the following:
 - a) The risks from all sources of flooding now and taking account of climate change allowances for the lifetime of the development, including – but not limited to – fluvial flooding, groundwater flooding and surface water flooding.
 - b) where appropriate, detailed modelling of any ordinary watercourse or surface water risk within or adjacent to the site, to define in detail the area at risk of flooding and model the effect of climate change.
 - c) A sequential approach to site layout, directing the most vulnerable uses to the areas of lowest flood risk.

- d) The feasibility of safe access and escape routes to the site and emergency planning procedures for the lifetime of the development.
- e) Resilient and resistant construction methods for managing residual risk.
- f) Opportunities to reduce the causes and impacts of flooding both on and offsite.
- g) The drainage characteristics of the site and the feasibility of Sustainable Drainage Systems (SuDS), taking account of climate change.
- h) cumulative impacts on flood risk and, where appropriate, how the proposal will contribute to catchment-wide modelling or mitigation measures. Developments should take opportunities for betterment of existing flood risks both within the site and in surrounding areas.
- i) the impacts on vulnerable groups have been considered.

7. Sites including 50 dwellings or more, or 1 ha or more for non-residential sites, will be required to produce a strategic drainage strategy which will inform the masterplanning and comprehensive delivery of SuDS across the site, maximising drainage and other co-benefits (such as biodiversity, landscape and amenity). This must consider climate change allowances and residual risk.

8. Development must not be located above existing culverts. Culverting of open watercourses is not permitted except where essential for infrastructure crossings and where no practicable alternatives exist. New culverts must comply with the Council's Culvert Policy and CIRIA C786 (as replaced).

9. Development proposals must use the most up-to-date flood risk data and consult the Environment Agency and Lead Local Flood Authority (LLFA) as appropriate.

10. A Surface Water Drainage Strategy should be required for all developments in Chesham and High Wycombe. This will seek to reduce existing flood risk in Chesham and High Wycombe, which may include making a developer contribution towards wider flood alleviation works, as appropriate.

11. A Surface Water Drainage Strategy is required for all developments in higher sensitivity catchments set out in the SFRA Level 2 Cumulative Impact Assessment.

12. New settlement 'NESS' site policy areas shall be accompanied by an overall surface water drainage strategy. This shall set out how the cumulative impacts of potential peak rates and volumes of water from development sites would impact on peak flows, duration of flooding and timing of flood peaks on receiving watercourses.

Definition of Flood Risk

- 7.486 Flood is formally defined within the Flood and Water Management Act 2010, as occurring “where land not normally covered by water becomes covered by water”. Flood risk is defined as the combination of the probability of a flood occurring and the consequences or harm should that flooding occur.
- 7.487 Development proposals must meet the Flood Risk Vulnerability and Flood Zone Compatibility Table set out in the NPPF. Inappropriate development in areas with a high or medium risk from all sources of flooding will not be supported.
- 7.488 For the purposes of this policy, ‘Residual risk’ comes in two main forms: Residual risk from flood risk management infrastructure; and Residual risk to a development once any site-specific flood mitigation measures are considered. Residual risk is the risk remaining after avoidance, control and mitigation have been utilised.
- 7.489 The term ‘Inappropriate Development’ in (2) this refers to the Flood Risk Compatibility in Planning Practice Guidance for Flood Risk and Coastal Change Table 2 and the NPPF Annexe 3 Flood Risk Vulnerability Classification.

Split of responsibility

- 7.490 The responsible bodies for flood risk management on Buckinghamshire’s watercourses are as follows. The Flood and Water Management Act place a duty on all flood risk management authorities to co-operate with each other:
- 7.491 Buckinghamshire Council is designated a **Lead Local Flood Authority (LLFA)**. The core responsibility of the LLFA is co-ordinating the management of flooding that arises from local sources in Buckinghamshire under the auspices of a Local Flood Risk Management Strategy. Local sources are defined as surface water, ordinary watercourses and groundwater flooding.
- 7.492 The LLFA role is a co-ordination role bringing other key stakeholders such as the EA, Highways and Water Companies together to ensure joined-up management of flood risk, rather than the LLFA undertaking the works itself. The LLFA’s other main responsibilities are the Local Flood Risk Management Strategy investigations, land drainage consenting and enforcement. The LLFA is also a statutory consultee to the Local Planning Authority on surface water drainage arrangements on major planning applications.
- 7.493 **The Environment Agency** are responsible for taking a strategic overview of the management of all sources of flooding and coastal erosion. Also has operational responsibility for managing the risk of flooding from main rivers, reservoirs, estuaries and the sea (as well as being a coastal erosion risk management authority).
- 7.494 **Canal & Rivers Trust** are responsible for canals.
- 7.495 **Riparian owners** are responsible for maintaining the watercourse or ditch running through, underneath, or adjacent to the boundary of their land. If the watercourse forms the boundary of the land, the riparian ownership responsibilities are shared equally between the landowners on either side.

- 7.496 **Buckinghamshire Council Highways** are responsible for fixing drainage and flooding issues on adopted highways and roads in Buckinghamshire.
- 7.497 **Water and sewerage companies** are responsible for flooding and flood risk from public sewers and water mains.
- 7.498 **Bedford Group of Internal Drainage Boards (IDBs)** responsible for managing water levels and watercourses in their area (<https://www.idbs.org.uk/about-us/boards-drainage-district/>). A small area of North/Northwest bucks is covered by the Buckingham and River Ouzel IDB.

Early development proposals

- 7.499 It is recommended that as part of the early discussions relating to development proposals, developers discuss requirements relating to site-specific flood risk assessment and drainage strategies with both the Local Planning Authority and the Lead Local Flood Authority (LLFA), and the Environment Agency /Internal Drainage Board to identify any potential issues that may arise from the development proposals.
- 7.500 There may be the need to undertake detailed modelling of any ordinary watercourse within or adjacent to the site to define in detail the area at risk of flooding and model the effect of climate change. The published SFRA should be used as a starting point to identify where modelling of watercourse would be required.
- 7.501 Flooding can occur away from the flood plain because of development where off-site sewerage infrastructure and capacity is not in place ahead of development. Therefore, early engagement with the relevant water company is also important in preparing planning applications.
- 7.502 Groundwater guidance including Groundwater monitoring will need to be undertaken from the start of October to the end of April to provide suitable information as part of the Flood Risk Assessment.

Planning application stage

- 7.503 At the planning application stage, developers will need to undertake more detailed hydrological and hydraulic assessments of the watercourses where required, using channel, structure, and topographic survey. This should happen particularly where there are no detailed hydraulic models. The modelling should verify flood extents with the latest climate change allowances. Developers should engage at the earliest opportunity with the EA and LLFA on detailed modelling requirements.

Sites in Local Plan versus sites not in Local Plan

- 7.504 For clarity, the council uses the term 'Development Plan' as this policy applies to both this Local Plan, the Minerals and Waste Local Plan, and Neighbourhood Development Plans. For sites allocated within the Local Plan, the Local Planning Authority should use the information in the SFRA produced for the Local Plan evidence base to inform the Exception Test.

- 7.505 For developments that have not been allocated in the Local Plan, developers must undertake the Sequential Test followed by the Exception Test (if required) and present this information to the Local Planning Authority for approval. In areas at risk of flood this will need to demonstrate that there are no sites available in a lower flood risk zone. This assessment will need to include allocated sites. The scope of the sequential test should relate to the scale and location of a development and should be agreed with the Council beforehand. The Council needs to be satisfied that the sequential test assessment justifies the site being developed before planning permission can be granted. Only new water compatible and essential infrastructure, if the Exception Test is passed, is appropriate in areas defined as the functional floodplain. Applicants should refer to tables 1 to 3 in the National Planning Practice Guidance. Depending on vulnerability of users, developments may need to demonstrate that they can meet the Exceptions test before being deemed appropriate.
- 7.506 The policy makes provision for exceptions, including in situations where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising or other potentially vulnerable elements, would be located on an area that would be at risk of flooding from any source, now and in the future (having regard to potential changes in flood risk).
- 7.507 Developers should consider flood resilience measures for new developments. New development and re-development of land should wherever possible seek opportunities to reduce overall level of flood risk at the site, for example by:
- a) Reducing volume and rate of runoff using SuDS.
 - b) Relocating development to areas with lower flood risk.
 - c) Creating space for flooding.
- 7.508 For the purposes of this policy, 'Minor development' means:
- a) Minor non-residential extensions: industrial/commercial/leisure etc. extensions with a footprint less than 250 square metres.
 - b) Alterations: development that does not increase the size of buildings e.g. alterations to external appearance.
 - c) Householder development: For example, sheds, garages, games rooms etc. within the curtilage of the existing dwelling, in addition to physical extensions to the existing dwelling itself. This definition excludes any proposed development that would create a separate dwelling within the curtilage of the existing dwelling e.g. subdivision of houses into flats.
- 7.509 Green and blue Infrastructure should be considered within the mitigation measures for surface water runoff from potential development and consider using areas at risk of flooding as public open space. Consideration must be given to the potential cumulative impact of development on flood risk. This requires catchment-based modelling or developer contributions toward the outputs of such modelling where this has been done on another site. When designing a building, the finished floor levels should be a minimum of either 600mm or 300mm above the 1 % Annual Exceeded Probability (AEP), plus climate change peak flood level, depending on the development vulnerability classification.

- 7.510 Developments should look for opportunities for betterment where surface water flooding issues are present, which could be implemented through masterplans for individual strategic sites or new settlements. Proposals should integrate water conservation through rainwater harvesting and water butts and promote land management practices to attenuate runoff and alleviate potential issues downstream. Finally, development proposals should identify opportunities to help fund future flood risk management through developer contributions to reduce risk for surrounding areas and identify opportunities to make space for water to accommodate climate change.
- 7.511 The management of residual risk can be aided by safeguarding land from development that is required, or likely to be required, for current or future flood management.
- 7.512 Culverting open watercourses will not be acceptable, except where essential to allow highways and/or other infrastructure to cross, and where there are no reasonably practicable alternatives to culverting. In any case, the LLFA will not support development above existing culverts. Where new culverts are necessary, their design must comply with Buckinghamshire Council's Culvert Policy, secure Land Drainage Consent from the Lead Local Flood Authority and be designed in line with CIRIA's Culvert, Screen and Outfall Manual (C786). Planning permission does not negate the requirement for land drainage consent, nor does it guarantee that consent will be given.

Access and Escape

- 7.513 Planning applications must ensure development is 'safe', dry pedestrian escape from the floodplain and emergency vehicular access should be possible for all residential development. If at risk, then an assessment should be made to detail the flood duration, depth, velocity and flood hazard rating in the 1% AEP plus climate change flood event, in line with Flood Risk Guidance for New Development FD2320 (as replaced).
- 7.514 A route can only be completely safe in flood risk terms if it is always dry. By placing the future occupants of the development, including potential vulnerable people into this area of existing flood risk and safe access and escape issues, this will create an increased burden on key service providers. These are the local authority, emergency services and other associates' parties during a time of flood.
- 7.515 Safe refuge areas should be provided wherever there are significant residual risks to developments associated with extreme flood events and/or rapid inundation.
- 7.516 Access and escape should be considered at the site, but also in the vicinity of the site, for example, a site may have low surface water risk, but in the immediate locality, access/ egress to and from the site could be restricted for vehicles and/ or people.

Floodplains

- 7.517 The extent of the functional floodplain (Flood Zone 3b) is defined through the local plan's latest Strategic Flood Risk Assessment.

- 7.518 Development proposals should identify long-term opportunities to remove development from the floodplain and to make space for water. Development concerning brownfield sites in the functional floodplain should seek to reduce risk to the wider floodplain and provide flood risk betterment.

Other Important Considerations

- 7.519 Consult the Lead Local Flood Authority if an ordinary watercourse is within or immediately adjacent to the site area. Consult the Environment Agency if the site contains or is immediately adjacent to a main river. If alterations or discharges are proposed to the watercourse, a land drainage consent will be required. Where necessary, blockages of nearby culverts may need to be simulated in a hydraulic model to confirm residual risk to the site.
- 7.520 Surface water risk should be considered in terms of the proportion of the site at risk in the 3.3% AEP (30-year), 1% AEP (100-year) or 0.1% AEP (1,000-year) events, whether the risk is due to a wider overland flow route. Surface water risk and mitigation should be considered as part of a detailed site-specific Flood Risk Assessment and Surface Water Drainage Strategy.
- 7.521 Sites where there is a canal within or immediately adjacent to the site area, developers should consult the Canals and Rivers Trust. Any proposed alterations to the canal or discharges must be consented by the Canals and Rivers Trust prior to decision on planning applications. If a site is located within 250m of a landfill site, there could be amenity, dirt, and contamination issues. Sites could be sensitive from the perspective of controlled waters and therefore any redevelopment must ensure there is no pollution risk to the water environment.
- 7.522 Please see the SFRA and any other technical guide from the council for advice on development affected by Chalk streams including the sensitive management of run off and drainage. The SFRA and Water cycle studies have been produced to inform this local plan and utilise the best and latest available data. However, developers preparing planning applications will need to use the most up to date flood risk and water resources information available, in consultation with the Environment Agency and Lead Local Flood Authority. For instance, developers should also refer to Section 19 flood investigation reports and flood incident data held by the LLFA.
- 7.523 Users of the Local Plan must check for the latest information on flood risk from the Environment Agency and other responsible bodies. It is important to note that the information relating to flood risk in this Local Plan and the latest SFRA is based upon the best data available at the time of writing. Mapping of flood risk, however, always involves a level of uncertainty and can never be an exact science. It should be recognised that areas that are highlighted as having high risk of flooding now or in the future in this document may not flood and areas with low risk are not guaranteed to be safe.
- 7.524 To address cumulative and catchment-wide impacts, the policy requires development to look at flood risks beyond the site boundary, developers should be encouraged to implement sustainable solutions which manage flood risk. Development proposals within catchments draining into the River Ouzel and Upper Great Ouse should also consider the requirements of the Marston Vale Surface Waters Plan, which sets further policies for surface water runoff draining towards the area of the Forest of Marston Vale, to the south and west of Bedford.

- 7.525 The surface water drainage strategy for NESS sites should be used to develop and implement appropriate drainage sub catchments and specific runoff rate and volume requirements for each phase of the development. Depending on the number of land parcels and developers involved in a new settlement area, this may lead to be an opportunity for Buckinghamshire Council to lead in the preparation of an overarching drainage strategy, as previously developed for the Princes Risborough Expansion Area.
- 7.526 The surface water drainage strategy required for sites in High Wycombe and Chesham is to address locations that are nationally significant 'Flood Risk Areas' for surface water flood risk within the 2018 Environment Agency Preliminary Flood Risk Assessment. The strategies that inform development should help to ensure all developments in Chesham and High Wycombe have considered the rapid response nature of the catchments to surface water flooding when designing safe access and escape routes.

Strategic drainage strategies

- 7.527 Given the scale of strategic sites, developers will be required to submit a site-wide drainage strategy ahead of individual plot applications, to ensure the potential amenity, biodiversity and water quantity and quality improvements are maximised. If such measures are implemented at plot scale, there is the risk that while they would be implemented their benefits would not be maximised as they would be developed in isolation to other plots. For the purposes of this policy, strategic is defined as 50 dwellings and above or 1 hectare or more site area of non-residential development.
- 7.528 A strategic site-wide Drainage Strategy should consider local sources of flooding including ordinary watercourses, surface water and groundwater flooding across the expansion area. This would identify drainage issues, make allowance for extreme weather events caused by climate change and inform a strategic Sustainable Drainage scheme, making it clear to developers what is required from individual development parcels as these come forward.
- 7.529 Further guidance is available in the latest version of the Strategic Flood Risk Assessment.

CC2 Sustainable Drainage Systems

CC2: Sustainable Drainage Systems (SuDS)

1. All new development, except householder development* must incorporate Sustainable Drainage Systems (SuDS) ensuring that all the following criteria are met:
2.
 - a) There is no material increase in run-off rates at the site boundary.
 - b) For greenfield sites, limit run-off rates to existing greenfield rates or lower where feasible.
 - c) For brownfield sites, reduce run-off rates as close as practicable to greenfield run-off rates.
3. SuDS should be designed in accordance with the most recent version of the National Non-Statutory SuDS Standards (June 2025 as replaced) and the CIRIA SuDS Manual (C753 as

replaced), which provide nationally recognised best practice guidance. This includes but is not limited to:

- a) No flooding in 1 in 30-year storm events.
 - b) Safe containment of flooding in 1 in 100-year storm events plus climate change; and
 - c) 10% urban creep allowance where appropriate.
4. When designing a surface water drainage scheme, consideration must be given to the drainage hierarchy outlined in national guidance. The order of preference is as follows:
- a) Collected for non-potable use.
 - b) Infiltration to ground.
 - c) Discharge to a surface water body, where applicable this must be supported by in principle third-party permission.
 - d) To a surface water sewer, or another drainage system.
 - e) To a combined sewer; only in exceptional circumstances will surface water connections to the combined system be permitted. Applicants will need to demonstrate consultation with the sewerage undertaker to demonstrate that there is no feasible alternative and that there will be no detriment to existing users.
5. SuDS schemes must be supported by site-specific ground investigations, including infiltration rate testing and groundwater level monitoring over the winter period (from the start of October to end of April). Where infiltration is not viable, above-ground attenuation must be used.
6. SuDS must be accompanied by a maintenance schedule and operation manual. Maintenance responsibilities and funding mechanisms must be secured via planning condition or legal agreement.
7. Within the site:
- a) SuDS schemes should demonstrate how site constraints have been considered in the design of the drainage strategy and how this design has been considered in the site masterplan to provide multifunctional benefits e.g. water quantity, water quality, amenity and biodiversity.
 - b) Priority must be given to exemplar above-ground source control SuDS which mimic and reflect natural drainage processes.
 - c) Details of the SuDS scheme future maintenance over the lifetime of the development must be included in the form of a management plan to be agreed and contributions will be required for the maintenance of the SuDS.
 - d) Proposed hard surfacing must be permeable unless such surfacing cannot be made permeable and development proposals should include rainwater re-use and collection mechanisms such as green roofs/walls, rainwater gardens and in residential proposals water collection and recycling facilities such as a rainwater butts.
 - e) SuDS for hard-standing areas for parking of 50 or more cars, or equivalent sized areas, will be expected to include appropriate additional treatment stages/ interceptors to ensure that any pollution risks are suitably addressed.

- f) SuDS required must consider the impact on food production areas and reducing the risk of damaging crops.

7. Documentation requirements for SuDS must be proportionate to the scale of development and include drainage strategy, infiltration testing and maintenance plan.

*Householder development to be exempt from the above requirements must demonstrate the use of permeable surfaces and increased greening and or rainwater storage to control runoff. Where no external space exists (for example flatted development) exemptions must be justified and alternative mitigation provided.

Definition of SuDS

- 7.530 Sustainable drainage systems (SuDS) aim to reduce the impact of development by replicating the natural processes through which rainwater is captured, stored, and transported within a development. Traditional piped drainage systems remove runoff from a site as quickly as possible, however SuDS slow flow and store runoff onsite before infiltrating into the ground or slowly releasing it offsite. When designed correctly, SuDS provide multifunctional benefits: water quantity, water quality, biodiversity and amenity.
- 7.531 All SuDS should be designed in accordance with the most recent National Planning Policy Framework and the Planning Practice Guidance and the non-Statutory SuDS Standards and CIRIA SuDS Manual. The National SuDS Standards (2025) were developed collaboratively by DEFRA, the Environment Agency, and industry experts. They reflect the latest understanding of climate resilience, water quality, and multifunctional SuDS design. Their use ensures that developments meet the highest standards of sustainable water management. While non-statutory, they are considered material to the assessment of planning applications under this policy and represent nationally endorsed best practice.
- 7.532 Applicants should also refer to Buckinghamshire Council's SuDS Guidance, which aligns with the National Policy and Standards and provides local interpretation and implementation advice. Examples of SuDS are also set out in the Strategic Flood Risk Assessment.
- 7.533 SuDS should be designed as an integral part of a hard and soft landscaping scheme to avoid a conflict between a sustainable drainage system and good placemaking. Where SuDs involve natural flood management they should demonstrate they have considered the opportunities for natural flood management in the Local Nature Recovery Strategy. They should also ensure that they do not reduce usable green space.

SuDS considerations

- 7.534 A detailed assessment of site constraints (as set out in CIRIA²⁷) must be undertaken at the outset of the planning process to determine the suitability of SuDS features. Site layouts must be informed by this assessment at an early stage to ensure that sufficient space is provided for above-ground multifunctional SuDS components. Drainage information must be submitted at the application stage.

²⁷ Enabling development. Getting SuDS right from the start (C823F)

- 7.535 While the National SuDS Standards are currently non-statutory, they represent the most up-to-date and nationally endorsed technical guidance on sustainable drainage. As such, they will be treated as a material consideration in the assessment of planning applications under Policy CC2. Applicants should also refer to Buckinghamshire Council's SuDS Guidance, which aligns with the National Standards and provides local interpretation and implementation advice.
- 7.536 The National SuDS Standards (2025) were developed collaboratively by DEFRA, the Environment Agency, and industry experts. They reflect the latest understanding of climate resilience, water quality, and multifunctional SuDS design. Their use ensures that developments meet the highest standards of sustainable water management.
- 7.537 SuDS strategies must be informed by site-specific ground investigations, including infiltration rate testing. Where sites are at risk of high groundwater, ground-water level monitoring over the winter period may be requested to ensure groundwater does not ingress into infiltration components and groundwater is not contaminated through infiltration (through the provision of a suitable freeboard).
- 7.538 Exemplar source control SuDS should be prioritised. This may include the use of permeable paving for hardstanding areas such as access roads, parking bays and driveways, and patios. The use of SuDS such as basins, ponds, swales, rain gardens/planters and tree pits are also strongly encouraged. Where infiltration is viable, these features can be used to provide storage prior to infiltrating into the underlying geology. Where infiltration is not viable, above-ground SuDS must be prioritised for attenuation and conveyance prior to discharge offsite.
- 7.539 Brownfield sites typically have higher existing runoff rates compared to greenfield sites due to their existing impermeable area; therefore, the proposed discharge rate may be higher (the proposed discharge rate must not exceed the brownfield rate). However, using well-designed SuDS strategies, it is possible to reduce discharge rates close to the greenfield rate. This approach must be adopted wherever feasible.
- 7.540 Where the final discharge point is the public sewerage network, the runoff rate agreed by the LLFA will also need to be agreed with the sewerage undertaker (through the provision of a Pre-Planning Enquiry).
- 7.541 It must be demonstrated that the designed SuDS strategy does not flood up to the 1 in 30-year storm event, and any flooding up to the 1 in 100-year storm event plus climate change must be safely contained onsite. Where appropriate, 10% urban creep allowance must be included.
- 7.542 Green above ground SuDS components are encouraged as they are easier to maintain than below ground SuDS components such as attenuation tank. A maintenance schedule is required to set out who will maintain the system, how the maintenance will be funded and should be supported by an appropriately detailed maintenance and operation manual.

- 7.543 The council supports making existing hard surface areas to be permeable under this policy. Areas for parking and servicing shall be planned for in a comprehensive manner as part of surface water management. The policy criteria include detailed requirements to address contamination risks.
- 7.544 Planning applications must demonstrate how the proposed SuDS strategy complies with the National SuDS Standards through submission of a compliance checklist or equivalent summary. More detailed information on how to demonstrate compliance with SuDS requirements can be found in Buckinghamshire Council's guidance on the website.

CC3 Water efficiency standards

CC3: Water efficiency standards

1. Development proposals must demonstrate how they incorporate water efficiency measures to minimise consumption of water.
2. All new dwellings are required to achieve a water efficiency standard of 85 litres per person per day – or future tighter national requirement.
3. Proposals for non-residential development (new, extended or redeveloped) are required to achieve full credits in the BREEAM water calculator, with at least three credits under the BREEAM "Wat01" measure, or a future equivalent replacement nationally accepted standard.
4. Proposals involving the refurbishment or change of use of existing building are required to undertake retrofitting to increase water efficiency to the standards set out in 2. and 3. above.

- 7.545 The South-East region is an area classed as under serious water stress by the Environment Agency²⁸. Water supply services are provided by Affinity Water, Anglian Water and Thames Water. Water companies are required to undertake measures to reduce and to minimise the use of potable water and are working with the Environment Agency to reduce the abstraction of water from rivers and chalk aquifers.
- 7.546 The chalk aquifer underlying the Chilterns supplies water to millions of people in Southeast England. It also supplies the surface waters and springs that flow into the Chilterns' nine Chalk streams. In November 2025, Buckinghamshire Council unanimously passed a cross-party motion on protecting Buckinghamshire's chalk streams. The motion recognises the international importance of chalk streams and commits the council to protect and restore them, and implement measures to avoid over abstraction, such as tight water use. The local plan including the approach to water efficiency will help to sustain the aquifer in the long term.

²⁸ [Water stressed areas final classification 2021.odt](#)

- 7.547 Planning can also help to mitigate the effects of climate change on water scarcity by setting ambitious standards for water efficiency to minimise water demand from development. To achieve this, new development which results in the creation of one or more dwellings is required to be built to high standards of water efficiency using water efficient fixtures and fittings, or rainwater harvesting and greywater recycling.
- 7.548 The Environment Agency, Natural England and several water companies (in our area, Anglian Water and Affinity Water) have produced guidance on shared standards²⁹ as part of Water Resource East. These standards for the whole of Buckinghamshire are set out in the policy.
- 7.549 Water efficiency improvements to the existing building stock where planning permission is required including changes of use to residential can also help offset the demand from new homes.
- 7.550 The council supports rainwater harvesting as a contribution to water efficiency through building design, landscape and parking areas.
- 7.551 These water efficiency standards are set at a point in time, based on current evidence. Developers will need to use the most up to date information available, in consultation with the Council and the water companies.

²⁹ [shared-standards-in-water-efficiency-for-local-plans.pdf](#)

1. Appendices (see separate documents)

Appendix A – Monitoring Framework

Appendix B - Glossary

Appendix C - Schedule of saved and replaced policies.

Appendix D – Policies Map

Appendix E – Housing Strategy Tables

Appendix F – Housing Trajectory

Appendix G – Gypsy and Traveller Trajectory

Appendix H – Employment Trajectory

Appendix I – Parking Standards

Appendix J – Design Code

Appendix K – List of small housing allocations

Appendix L - List of Strategic and Key Employment Areas

Appendix M - ANGST standards

Appendix N – Biodiversity Net Gain delivery

Appendix O – Health Care Contributions

Appendix P – Accessible Space Standards

Appendix Q – Ecological Enhancement Features

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