

RAF HALTON SUPPLEMENTARY
PLANNING DOCUMENT (SPD)
April 2024

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PART 1 – THE DEVELOPMENT FRAMEWORK

1 Introduction

1.1 Background

This Supplementary Planning Document (SPD) provides guidance that builds on the requirements of Policy D-HAL003 in the adopted Vale of Aylesbury Local Plan (VALP), a copy of the policy is set out in full in Appendix 1. The SPD provides further detail to the policy requirements and sets out a series of key design principles and guidance to support the delivery of a high-quality development, that is sensitive to the site’s historic and environmental setting and sets out a preference for how the site should be developed.

RAF Halton is allocated within the Vale of Aylesbury Local Plan (VALP) for at least 1,000 dwellings over the period 2025-2033, together with associated infrastructure and facilities, including a primary school, local centre, community hall and new access routes. The policy requires development to retain the openness of the Green Belt (taking into account the density, existing curtilage, scale and massing of the buildings); respond positively to the characteristics of the surrounding area (including Chilterns National Landscape) using a landscape-led approach; and to establish and safeguarding a network of cycling and walking links to and from Aylesbury Town and to the wider area. Additionally, the policy sees the conservation and enhancement of heritage assets and their setting whilst ensuring viable uses consistent with their conservation, and the retention of existing sports facilities on the site for use by new and existing residents. RAF Halton is currently a RAF training base and it has been confirmed that it is to close and be decommissioned by the Defence Infrastructure Organisation (DIO); the current timetable for closure is 2027. The allocated site comprises 82 hectares and is located entirely within the Green Belt.

Figure 1 shows the site’s location and wider context south-east of Aylesbury Garden Town, and on the edge of Wendover and the within the setting of the Chilterns National Landscape Located immediately east of the village of Halton, and lying within Halton Parish, the site’s character today reflects its history as a RAF base which is to be respected and referenced in its redevelopment. The site contains a number of designated and non- designated heritage assets including listed military accommodation buildings. World War 1 training trenches and a former railway line lie just outside of the allocation. It has a mature landscape and sports facilities which are to be incorporated as part of the development. The listed Halton House and its associated Registered Park and Garden of Special Historic Interest lie immediately to the north, and partially over the north-west corner of the allocated site, and the site is wrapped around to the north-east and east by Wendover Woods.

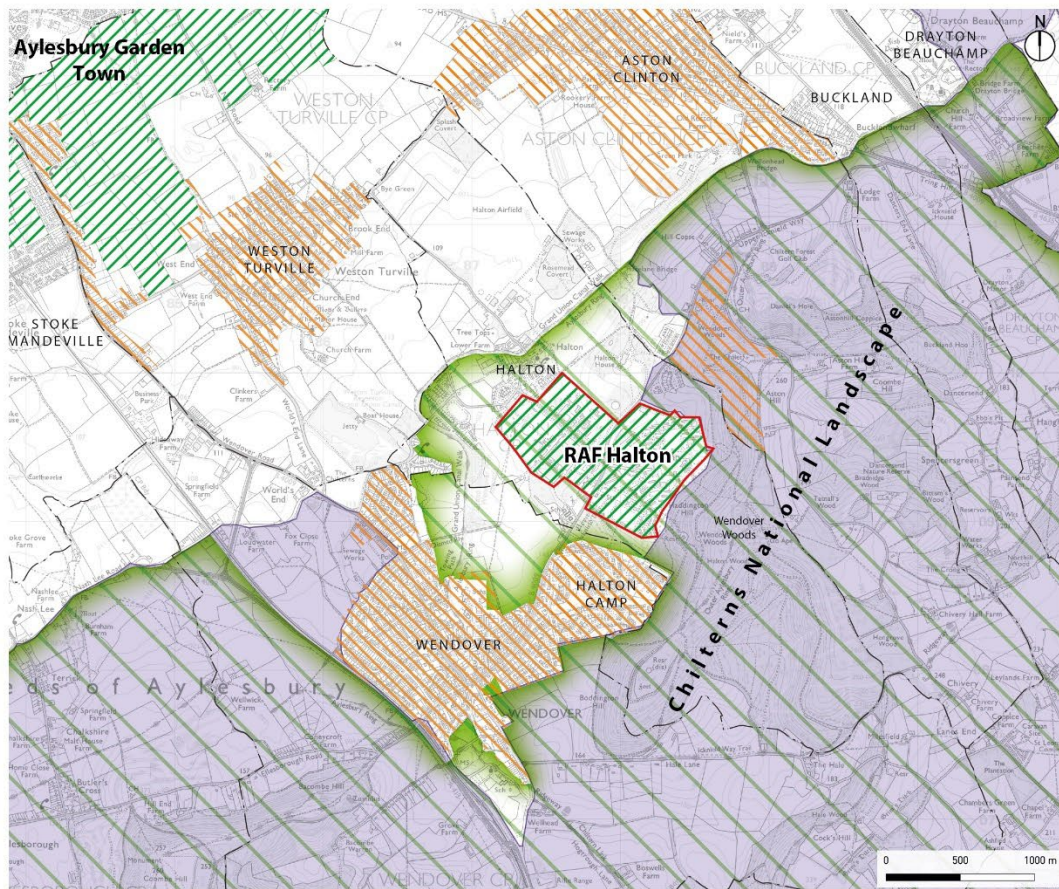


Fig. 1: Location and wider context of the RAF Halton strategic allocation

- | | | | |
|---|---|---|--------------------------|
|  | VALP site allocation
D-HAL003 RAF Halton |  | Green Belt |
|  | Parish boundaries |  | VALP allocations |
|  | Chilterns National Landscape |  | Neighbourhood Plan areas |

1.2 Purpose and status of the SPD

The SPD provides guidance about how the redevelopment of the RAF Halton allocation should be designed and delivered in the context of VALP allocation Policy D-HAL003 and other relevant policies in the Development Plan, including VALP Policy D1, Delivering Aylesbury Garden Town, with which proposals for the redevelopment of RAF Halton are expected to comply. The SPD cannot create new policy and its scope is limited to the land within the policy allocation.

Shaped by the outputs from engagement with a wide range of local stakeholders including Halton Parish Council, adjoining parish councils, Buckinghamshire Council members and officers and the representatives of the Defence Infrastructure Organisation (DIO), the SPD sets out a Vision and overarching set of design principles for the site. It identifies the main land uses and infrastructure to be accommodated on the site and a thematic approach to addressing the key structural elements, including landscape, heritage and movement. Key areas that the SPD addresses include:

- The retention of the openness of the Green Belt within the site and adjacent surrounds;
- How best to retain existing features of significance and appropriately reference the site's military and cultural heritage while creating an attractive and legible residential neighbourhood;
- The potential for the site to support the health and wellbeing of local people, building on the site's proximity to the Chilterns National Landscape, opportunities for walking and cycling, and retention and enhancement of sports facilities;
- The creation of a strong landscape structure for a landscape-led development, with green infrastructure accounting for 50% of the site area, focussing on the existing mature landscape of the site and connecting this with the surrounding Chilterns Natural Landscape including its setting, and wider landscape which is protected by Green Belt;
- Agreeing the most appropriate location for the primary school and local centre to provide a heart to the development, in a highly accessible location;
- Connecting the development with Wendover and integrating with Halton (acknowledging and potentially better revealing the historic relationship between Halton House and Halton) and via strategic walking and cycling routes with Aylesbury Town Centre, supporting the ambitions of the Aylesbury Garden Town Masterplan and encouraging active travel.
- How to deliver at least 1000 homes, as required by Policy HAL003

The SPD does not define the precise location and extent of all land uses and infrastructure items; that level of detail will be defined through future planning applications. Alternative solutions and land use arrangements that are different to those within this SPD could come forward as part of the planning application process, but applicants should explain the reasons for any significant differences in approach.

The SPD has been prepared according to the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and, once adopted, will be a material consideration in the determination of planning applications on the site. A separate consultation statement has been prepared alongside this SPD which summarises the engagement and consultation process and how it has shaped this document.

1.3 Structure of the SPD

The SPD is structured to support the relevant local plan policies and support the future preparation and determination of planning applications as follows:

PART 1 – THE DEVELOPMENT FRAMEWORK

- Section 1 – Introduction
- Section 2 – Vision and objectives
- Section 3 – Key Principles and the Development Framework
- Section 4 - Delivery Strategy

PART 2 – BACKGROUND INFORMATION

- Section 5 – Policy Context
- Section 6 – Site Context
- Section 7 - Summary of Constraints and Opportunities

2 Vision & Objectives

- 2.1 The Vision and Objectives for the redevelopment of RAF Halton have been developed through stakeholder workshops in the early stages of preparing the SPD. The first workshop, held in October 2022 set out the background context for the redevelopment site and engaged stakeholders in considering the future vision and their aspirations for the site. Stakeholders considered the policy requirements; what type of place the new development should create, including its relationship to Halton and Wendover; the location of key elements of infrastructure especially the school and local centre; the look and feel of the new development and how the landscape should be incorporated into the design.
- 2.2 The consensus of the workshop was that the new community should be called ‘Halton Woods’ in view of its location against the backdrop of Wendover Woods and the desire that it should be an integral, yet distinctive part of Halton parish. More detail on the consultation can be found in the consultation statement.

VISION

In 2033, “Halton Woods” is a new residential community that is distinctive in character but an integral part of Halton Parish. Halton Woods is designed around its landscape and set against the wooded backdrop of the Chilterns National Landscape. The area’s RAF and Rothschild heritage is evident in its design values and its attractive, innovative and inclusive neighbourhoods. A network of people-friendly streets, footpaths and cycleways make it easy to walk and cycle to Halton Village, Wendover and Aylesbury and to enjoy the surrounding countryside. An accessible local centre provides a focal point for the Parish with a school, sports hub and allotments supporting the health and wellbeing of Halton’s diverse population

2.3 Development Objectives

- ***A community within a unique wooded landscape and natural setting***
The distinctive National Landscape setting of Halton Woods and its surroundings will strongly inform the design, look and feel of the new neighbourhoods. The community will benefit from long distance views across the Vale of Aylesbury and to Wendover Woods. Tree lined avenues, green corridors, sports, play, and woodland and grassland habitats will create a mature, leafy character with a sense of openness. The site’s ecological assets and biodiversity will be retained and enhanced, including through new connections to the wider green infrastructure network.
- ***A distinctive place which reflects its RAF and Rothschild heritage***
Halton Wood’s history as an estate parkland and military base will be evident in the design of the new neighbourhoods. Heritage assets will be retained and repurposed, including a new parade ground park. A heritage trail will encourage wider interest in Halton’s history.
- ***An integral part of Halton Parish and the location of its local centre***
The design of Halton Woods will reflect its history within Halton Parish. A new local centre, school and retained sports facilities are to be located centrally to the Parish to serve new and existing residents and encourage community cohesion.

- ***A connected and accessible place which encourages walking and cycling***
 Halton Woods will be designed to encourage walking and cycling, reducing the need to travel by car. A network of attractive streets, footpaths and cycleways will connect the site with the surrounding area. Traffic calming of Upper Icknield Way and Chestnut Avenue will create people-friendly streets, which are safe and easy to cross.
- ***A place which supports the health and wellbeing of the Parish residents***
 50% of the site is to become publicly accessible green space, designed to encourage active lifestyles including sports, walking and cycling, food growing and engagement with nature. The Nuffield Pavilion and St Georges Church-will become flexible community space supporting local groups, while the local centre could provide space for health and wellbeing providers.
- ***Bespoke, high quality and environmentally responsible design***
 The high-quality setting and heritage of Halton Woods requires an exceptional design response. Sustainable architecture and landscape architecture, that responds to the particular history and character of the site, will deliver beautiful places to live which support Buckinghamshire's commitment to addressing the climate emergency and increasing the development's resilience to climate change, for example by retaining and retrofitting existing buildings; designing-in rainwater capture and re-use, natural shade and energy generation.



A community within a unique wooded landscape setting



A distinctive place which reflects its RAF and Rothschild heritage



An integral part of Halton Parish and the location of its local centre



A connected and accessible place which prioritises walking and cycling



A place which supports the health and wellbeing of the Parish residents



Bespoke, high quality and environmentally responsible design

3 Key principles and development framework

The redevelopment of the RAF Halton site will deliver a comprehensive scheme in line with the requirements of Policy D-HAL003 and following the principles of Aylesbury Garden Town as set out in Policy D1.

In particular, the design and layout of development will follow a landscape-led approach and will seek to address, protect and enhance the purposes and openness of the Green Belt; to retain and incorporate the existing sports facilities; conserve and enhance the setting of Halton village, Halton House itself and its Grade II listed Registered Park and Garden, and the Scheduled Monument; protect and enhance the Chilterns National Landscape, N & SW of Haddington Hill Local Wildlife Site, Wendover Woods Local Wildlife Site and Biodiversity Opportunity Area, the surrounding Ancient Woodland. In line with the VALP Policies D-HAL003 and I1, at least 50% of the site area will be publicly accessible green and blue infrastructure. This will incorporate the high-quality open spaces and habitats already present on the site, including existing woodland and grassland, tree avenues, hedgerow and will create new green corridors and parkland that will link to the green infrastructure network of the wider countryside.

In addition to the policy requirements, a series of development principles have been established through the SPD process. These principles are grouped in themed layers and, combined together, form a comprehensive development framework for the site.

The development framework consists of the following themed layers:

- Overall framework masterplan
- Land use
- Landscape
- Heritage
- Movement and access
- Urban design and placemaking
- Character areas

3.1 Overall Framework Masterplan

Figure 2 illustrates how the site will deliver at least 1000 homes taking into consideration policy requirements, existing site constraints and the agreed Vision. Policy D-HAL003 requires a comprehensive approach to the redevelopment of the site. The following key features of the framework masterplan are numbered on Figure 2 and include:

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 north east adjacent to the Registered Park and Garden
3. Restoration and enhancement of the Registered Park and Garden open parkland 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. Listed Groves and Henderson barracks converted to residential or other appropriate use
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.

16. 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



3.2 Land use

3.2.1 Previously developed land

The site is currently an operational RAF base and with around 50% of the land area occupied by existing buildings, roads and footpaths, car parking and hardstanding areas, including the hard and soft curtilage of the developed land, which jointly are described as 'previously developed land' or PDL. In line with paragraph 146 of the NPPF and the site's Green Belt designation, the re-development of PDL should be prioritised.

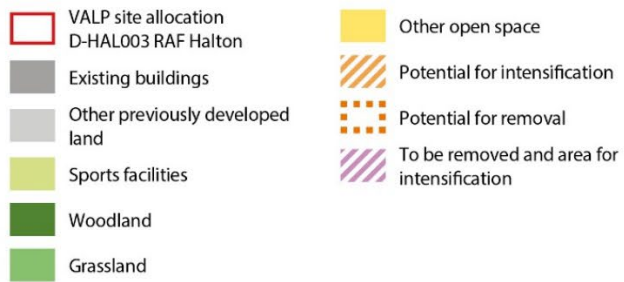
Nearly 50% of the site is currently undeveloped, as follows:

- Sports: ~8 ha
- Woodland: ~11 ha
- Grassland: ~5 ha
- Other open space: ~15 ha

Areas of previously developed land and undeveloped areas are identified on Figure 3. The Figure shows two building groups to the north of the site as having potential for removal. These are not considered to be of heritage value and their removal will enhance the setting of the Registered Park and Garden of Halton House.



Fig. 3: Previously developed land



3.2.2 Land Swaps

Informed by the stakeholder consultation process, the Council has agreed in principle to the potential for land swaps between PDL and undeveloped land within the allocation boundary. This is intended to strengthen the aims and purposes of the Green Belt, and improve the spatial and visual openness of the site by enabling efficient development blocks, improving the openness of green spaces and enhance and better connect green infrastructure including the enhancement of the Registered Park and Garden.

Any proposed land swaps should deliver clear placemaking and landscape benefits, and not have a greater impact on openness of the Green Belt than the existing development or, where the development would re-use previously developed land and contribute to the meeting the identified affordable housing need within the area of the local planning authority, not cause substantial harm to the openness of the Green Belt.

The overall quantum of high-quality green infrastructure should be retained and ideally increased as a result.

At planning application stage, ecological surveys are required to identify areas of significant ecological and biodiversity value which should be protected and excluded from any land swap proposal.

Land swapping development principles:

- Consolidate green space and reduce outlying development to enhance purposes and openness of the Green Belt, create green corridors, deliver ecological and placemaking benefits and enhance the Registered Park and Garden and its setting.
- Intensify development in central locations by increasing the development footprint on identified areas on the site, for example on land adjacent to the workshops which are to be removed.
- Introduce development on part of the existing Maitland Parade Ground which is currently hardstanding.
- Overall, retain at least 50% of the site area as high-quality green infrastructure so that no more than a maximum of 50% becomes developed land, including previously developed land as defined in National Planning Policy Guidance

3.2.3 Proposed land uses

Building on the requirements of Policy HAL003 and the outcomes of stakeholder engagement in the preparation of the SPD, the development site should provide the following land uses:

- Residential (Use Class C3, Dwellinghouses and potential for Use Class C2, Residential Institutions): at least 1,000 dwellings on approximately 30 hectares including new-build homes and converted heritage assets.
- Green space: at least 41.5 hectares of green and blue infrastructure including the retention of existing sports facilities, new play space, allotments and community orchard, parkland, walking and cycling trails, and woodland and grassland habitat.
- Mixed-use local centre (includes Use Classes F2, E and F1 occupying around 3.4 hectares of land, including 1.7ha of land (excludes drop off area) for two form entry primary school and 60 place pre-school

The proposed land uses are illustrated on Figure 4.

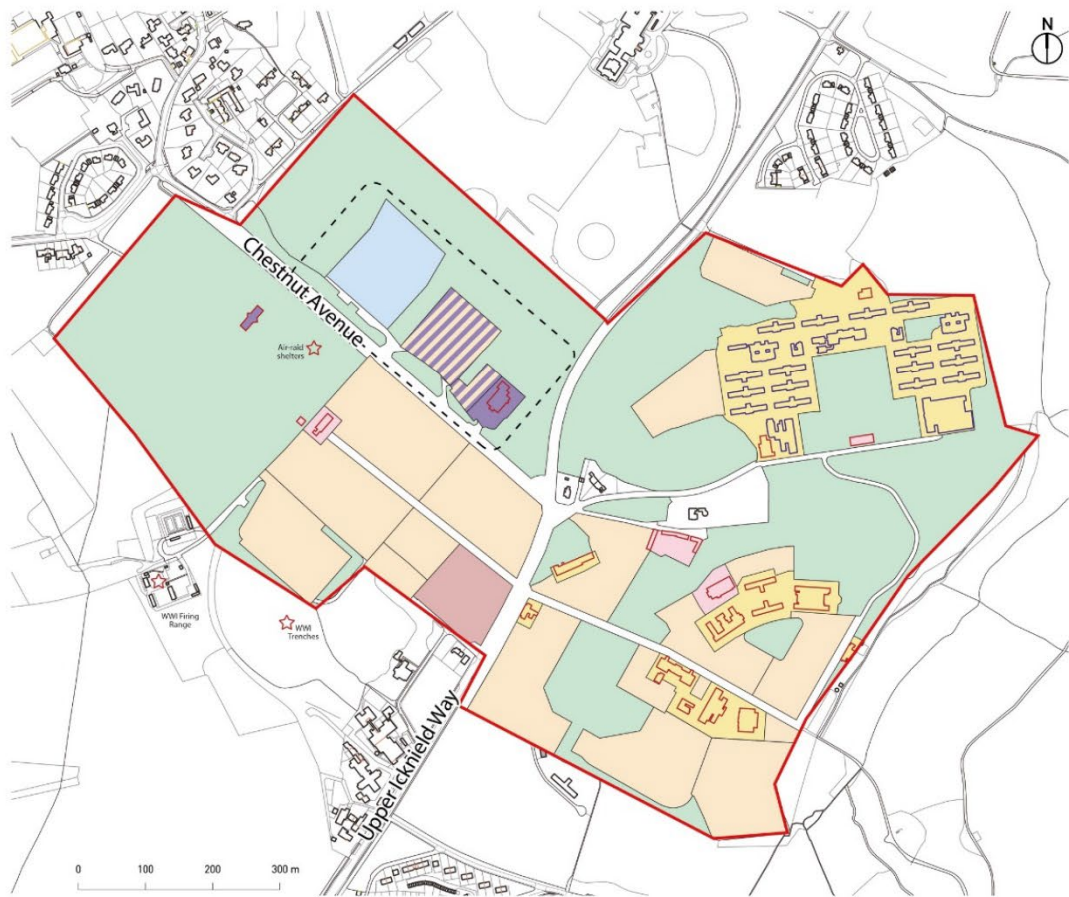















Fig. 4: Land use

- | | | | |
|---|--|---|--|
|  | VALP site allocation |  | Potential community use |
|  | New residential area |  | Museum Resource Centre |
|  | Heritage residential conversion area |  | Green infrastructure |
|  | Mixed use local centre: |  | Other (movement routes, non-developable) |
|  | Mixed use local centre including residential |  | Retained non-designated heritage assets |
|  | Community use |  | Retained grade II listed buildings |
|  | Primary school | | |

3.2.4 Community facilities

Local facilities are to serve both the existing residents of Halton village and those of the future new neighbourhoods within the site. The new local centre, school and community hall should be co-located and be situated to the north of Chestnut Avenue, this enables the provision of facilities in a central location relative to the new development, the wider Halton Parish and within a 10 minute walk of Halton's residential areas. This is in line with the principles established for local centres in the Aylesbury Garden Town Masterplan section 4 'Local Centres'.

The location of the primary school and local centre will also enable a close relationship between the school, local centre, and the Nuffield Pavilion and the existing sports facilities. Together this hive of activity will form a community focus in the centre of the parish of Halton easily accessible on foot and by cycle/ wheeled travel. Any traffic calming proposals for the Chestnut Avenue area should consider the dual aims of the scheme: to allow access to the local centre and school whilst simultaneously reducing the potential for additional vehicle movements down Chestnut Avenue and further afield.

Additional educational provision in regard to nursery and secondary school provision will be required in line with the Department for Education and discussed through the planning application process.

Figure 5 identifies the location of the community facilities on the site as well as a number of buildings which are non-designated heritage assets whose future use could include community space or other non-residential uses. Figure 6 demonstrates the central location of the local centre within the wider parish area.

3.2.5 Local Centre

Local centre development principles:

The new mixed-use local centre will support the following development principles and should:

- be of a scale similar to other nearby centres (for example those within Aylesbury Garden Town), which could offer essential facilities and businesses comprising around 1,500 sqm to 2,000 sqm of total floorspace for essential retail, food and drink, including, for example a café, small scale business or homeworker hub and non-retail services such as post office, healthcare, parcel collection points, cycle repair. (VALP Policy D7 and AGT Masterplan section 5.4);
- retain and reuse St George's Church as a new community hall;
- where possible, retain and integrate the frontage of Kermode Hall;
- incorporate residential uses including on upper floors, and potentially including specialist older persons accommodation;
- provide a play space and high quality public realm;
- where traffic calming measures are introduced, these should have two aims – to allow access to the local centre and school whilst also reducing the potential for through traffic vehicle movements along Chestnut Avenue and to the wider area;
- provide opportunities for shared car parking facilities between the sports facilities the school and local centre. Shared car parking facilities should include public electric vehicle (EV) charging facilities or EV car club sites. This could, for example, include EV charging facilities for school staff. Dedicated car parking for any health centre located here would be required.
- have the potential to function as a mobility hub.
- enhance the Registered Park and Garden and its setting as well as delivering biodiversity benefits.



Fig. 5: Community uses



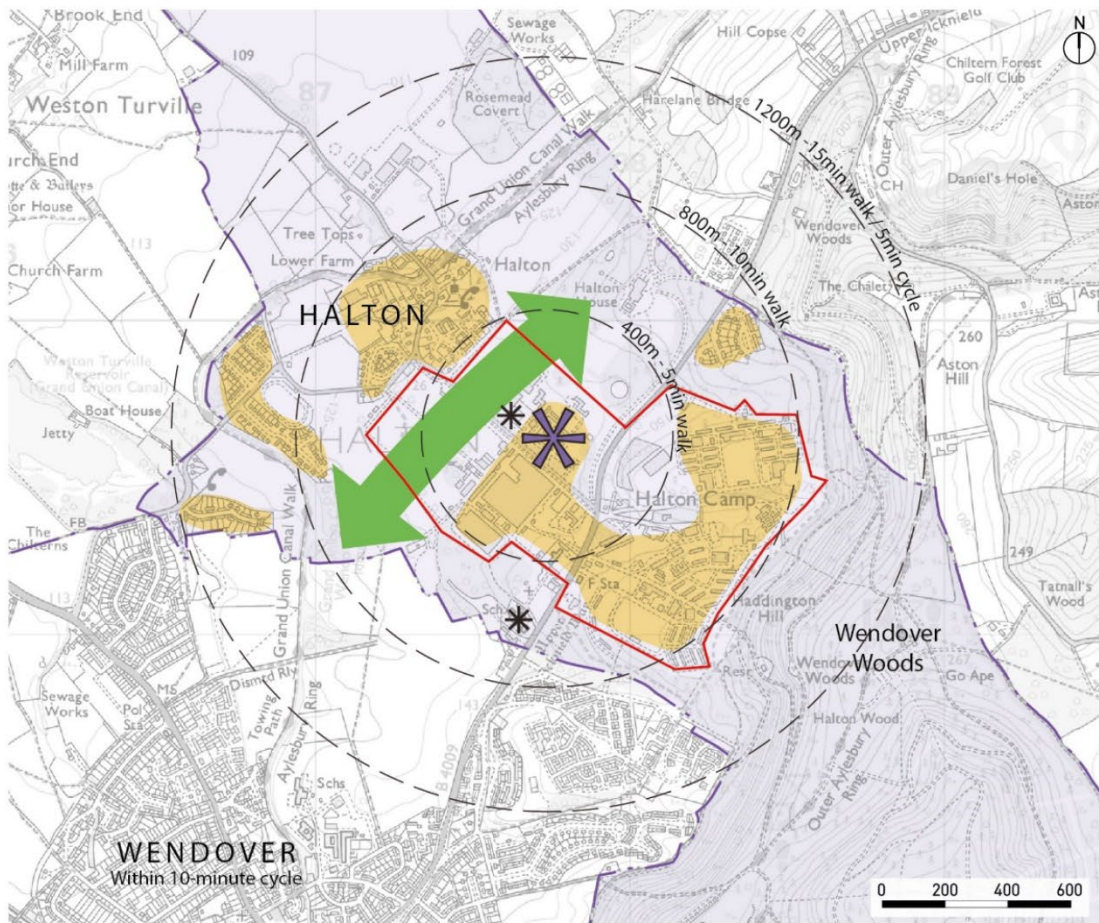


Fig. 6: Location of the Local Centre within the wider Parish of Halton

- | | | | |
|---|---|---|-----------------------------|
|  | VALP site allocation
D-HAL003 RAF Halton |  | Residential areas |
|  | Halton Parish |  | Sports and leisure corridor |
|  | Local centre | | |
|  | Proposed and existing
primary school | | |

3.2.6 Primary School

The location of the new 2 form entry primary school (and 60 place pre-school) is identified to the north of Chestnut Avenue adjacent to the proposed local centre. The new school site will be delivered in line with Buckinghamshire Education Standards and will require a provision of:

- School buildings, outdoor playground and playing fields
- Pick up/drop off area
- Off street parking for staff

Primary School Development Principles:

Pedestrian and cycle access to the school is to be encouraged through the provision of safe, direct and legible walking routes to schools and pedestrian crossings of Chestnut Avenue in the vicinity of the school and through the subway under Upper Icknield Way. Cycle/scooter parking is to be provided within the school site. Facilities should be provided for staff to encourage walking and cycling, including secure bike parking, shower and changing facilities and lockers.

Access and egress for cars and servicing vehicles will be from Chestnut Avenue and is to be designed in conjunction with the traffic calming of Chestnut Avenue, to minimise the impact of school related trips.

There is a preference for coaches/buses to enter the site, however coaches/buses could enter and exit via the existing service road in front of Kermode Hall. A satisfactory scheme without buses/coaches entering the site could therefore be considered. Larger service/refuse vehicles may be required to enter the site and these vehicles should be able to manoeuvre as easily and safely as possible.

The primary school site is surrounded by the Halton House Registered Park and Garden (RPG) and the access between the school site and the road lies within the RPG itself. The design of the school and its wider site should seek to enhance the RPG and its setting.

3.2.7 Other community uses

In addition to the school and local centre, the development framework identifies opportunities for other community /small scale retail or commercial facilities across the site, through conversion of the following heritage assets:

- Former stables block
- Former cinema building
- Former station building
- Trenchard Museum building

These buildings are located on the edge of proposed public parks and could provide supporting non-residential facilities such as community meeting space, mobility hub, cafes, small business space or childcare.

3.3 Green & Blue Infrastructure

RAF Halton has a distinctive, high quality national landscape setting which is a core aspect of its character and sense of place.

The redevelopment of the site is to be landscape-led retaining at least 50% of the site area as a multi-functional network of public green spaces and habitats, which together contribute to the openness of the Green Belt. Trees, grassland, sports pitches, and Registered Park and Garden within the site are to be retained and enhanced to form a mature and highly attractive green setting delivering benefits for biodiversity within the proposed residential neighbourhoods and local centre. Figure 7 illustrates the proposed landscape strategy for the site.

Consideration will be given at a planning application stage for the number and type of sports pitches needed to meet the needs of the site. Existing sports pitches meet a wider need and therefore should not be seen to meet the needs of the new population.

Biodiversity Net Gain (BNG) of at least 10% is to be delivered on site, in line with the adopted Biodiversity Accounting SPD. The grassland and parkland drive area should become a focus for BNG but it will also apply over the whole site area. Developers are encouraged to have regard to Natural England's Green Infrastructure Framework¹ which provides evidence-based advice and tools on how to design, deliver and manage green infrastructure (GI) and meet Government targets around access to greenspace within a 15 minute walk from home, increased tree canopy cover and increased land protected for wildlife.

¹ [Green Infrastructure Home \(naturalengland.org.uk\)](https://www.naturalengland.org.uk) and

Landscape principles

:

- Existing woodlands and grassland will be retained, improved and expanded for biodiversity value, with appropriate buffer zones to development. Minor localised losses of low-value grassland/trees may be allowed where it can be demonstrated that, on balance, it would deliver significant benefit to the new site layout and placemaking.
- existing high-quality hedgerows and trees and drainage corridors are to be integrated into the overall layout within green infrastructure corridors
- In line with NPPF para 136, and footnote 53, the development should include tree lined street with the street hierarchy defining the size and scale of the proposed tree species unless there is a clear, justifiable reason why this would not be appropriate
- the Registered Park and Garden associated with Halton House will be enhanced through the removal of outlying buildings
- play space is to be located in green spaces serving all parts of the site, and is to be designed for universal access
- Sustainable Drainage System (SuDS) features will be integrated into existing and all appropriate proposed green spaces and residential areas, providing semi-natural habitat value alongside surface water flood mitigation
- new pedestrian and cycle access points to the existing woodlands within the site and to Wendover Woods are to be provided
- detailed landscape proposals for the site should take account of the existing landscape and heritage designations:
 - Green Belt setting
 - Chilterns National Landscape (formerly AONB)
 - Area of Attractive Landscape
 - Priority Habitat
 - Local Wildlife Sites
 - Local Landscape Area
 - Biodiversity Opportunity Areas
 - Scheduled Monument
 - Registered Park and Garden

3.3.1 Landscape features

The landscape strategy for the site delivers the following green and blue infrastructure features; the number of each feature corresponds to the numbered areas on Figure 7, Landscape Strategy:

3.3.1.1 Parade ground park

A new community park is proposed within Groves and Henderson Parade Ground. This will comprise a green open space and central square with a formal character. The landscape design should reinforce the area's formal military character and history, enhance the setting of the listed barracks, and retain a sense of openness.

The space should be designed to take advantage of the change in levels. The park could incorporate children's play space, formal gardens, spaces for community activity, areas of hardstanding to enable events to take place, provision for space for both young people and the elderly, and incorporating subtle SuDS features.

















The Trenchard Museum building is to be retained and converted for community or other appropriate use especially one which supports activity in the park. The building could be used as a community building relating to a hardstanding public space and or pavilion outside of the Trenchard Museum. This could also relate to the play park area.

There is an opportunity to incorporate limited car parking for residents around the edges of the parade ground park. In line with guidance in the adopted Aylesbury Vale Design SPD, design principle DES27, parking spaces should be integral to the design and should not be visually dominant.



Fig. 7: Landscape Strategy and Green Infrastructure

Numbers refer to the numbered points in Section 3.3.1

- | | | | |
|---|--|---|--|
|  | VALP site allocation
D-HAL003 RAF Halton |  | Existing trees |
|  | New green neighbourhoods |  | Existing tree-lined avenues |
|  | Existing woodland |  | Proposed tree-lined avenues |
|  | Proposed parks |  | Existing public rights of way
(footpath) |
|  | Proposed natural parkland |  | Indicative key pedestrian/cycle
routes |
|  | Sports |  | Existing subway |
|  | Proposed squares linked by
green corridor |  | Retained heritage assets
(national and local listing) |
|  | Play areas |  | School playing field
(indicative size) |

Landscape precedent photos



Formal parkland



Natural parkland



Formal play area



Community food growing



Natural play area



Community park



SuDS features integrated into residential areas



Leafy streets

Natural parkland

The existing grassland located between Groves and Henderson Barracks to the north and Maitland Barracks to the south is a Local Wildlife Site and this status should be retained through the development of the site, with the expansion of the extent of the biodiversity rich grass and flower sward. The grassland will become an informal public green space with a natural parkland character, separating new residential neighbourhoods. A natural play feature for young and older children could be established on parts of this area to complement the adjoining meadow whilst allowing natural play but should not reduce the biodiversity value of the grassland. The grassland is adjacent to Wendover Woods and also acts as green buffer to the woodland. The need to provide for SuDS should be investigated as part of planning applications.

East-west and north-south pedestrian links with the surrounding landscape will be created. Existing open views across the grassland and towards Wendover Woods are to be retained and viewpoints created. A number of outlying buildings are to be removed to expand and connect the grassland with adjacent green corridors.

3.3.1.2 North-south parkland corridor

A continuous north-south corridor of parkland will run across the south eastern part of the site connecting with existing woods to the south and the natural parkland to the north. The design of the new parkland corridor should respond to level changes and take advantage of the available long distance views across the Vale of Aylesbury. The corridor is to be fronted by development and crossed by the tree-lined avenue which runs east-west across the site.

A range of different parkland spaces are proposed within this green corridor:

- Community Park. A green open space adjacent to the retained former stables and cinema buildings, including a children's play area, kick-about space, and opportunity for other active leisure facilities such as outdoor table tennis and gym, with seating, areas for picnicking and social interaction.
- Hillside Parkland. Design of this open space should respond to sloping topography. Using the natural form of the landscape setting to create viewpoints, natural play areas and terraces.
- Panoramic View Park. Existing views providing visual connection to the wider landscape towards Aylesbury should be maintained and incorporated into the landscape design of this park. New trees should be positioned to create 'windows' to frame the views. Eating, terraces, children's play space and walking trails connecting with woodland to the south should be incorporated.

3.3.1.3 Sports and leisure hub

The existing sports field complex will be retained and become part of a sports and leisure corridor, comprising active leisure facilities and parkland. This will contribute to the general well-being of the existing and future residents by providing sport and recreation facilities to the wider community. The green corridor should be designed as a linking feature between the new and old and will positively connect Halton village and the new development.

The Nuffield Pavilion and its car park will be retained and used as a sports/community hall for the wider community. Existing sports facilities including the AstroTurf hockey pitch to the south of the pavilion, the grass pitches to the north (immediately west of Chestnut Avenue) and the grass pitches to the west of the tree lined path will be retained.

In addition, there will be provision of a larger children's play space and community allotments to the south west of this green corridor.

To the north of Chestnut Avenue, the sports and leisure corridor continues with informal sports use, overlapping with the Registered Park and Garden (feature 6).

3.3.1.4 Community food growing

Allotments in the western part of the site within the sports and leisure corridor are identified. A community orchard is identified for the land to the west of the Groves and Henderson barracks area. Consideration of provision of allotments close to the Grove and Henderson barrack area should also be given to enable food growing close to the barracks.

The location and size of allotments and orchard are to be agreed with BC at planning application stage. Further opportunities for community food growing and fruit trees should be considered across the site.

3.3.1.5 Registered Park and Garden

The site allocation area includes a section of the open parkland of the Registered Park and Garden (RPG) designed around the Grade II* Halton House. The site's development needs to be informed by an understanding of the significance of the RP. The open parkland is to become publicly accessible green space with an estate parkland character including groups of trees and woodland in keeping with its historic role as part of the Halton House estate. Fragmentation of management and, as a result, fragmentation in how the landscape is presented threaten the significance of the RPG, which is already at risk. Opportunities to open up views to Halton House should be explored in the detailed landscape design and the arrangement of adjacent buildings. A footpath and cycle route is to be provided running between Upper Icknield Way and Halton Village.

In line with recommendations by Historic England, the existing built blocks which currently project into the RPG are to be removed enabling the enhancement of the RPG. Development of the local centre and school adjacent to the RPG should be sensitively designed to create a positive edge to the landscape, minimising impact on the key parkland features that define the historic parkland, and be mindful of views from Halton House looking down towards the development. New views should be based on an understanding of the historic design intentions and management should ensure the protection of the sequence of views created by the park design. Views into and out of the park and gardens need to be respected in any proposals for new woodland or tree planting.

3.3.1.6 Tree lined avenues

Existing tree lined avenues along Chestnut Avenue, Clayfield Road and by the south-western boundary of the site should be retained and incorporated into the overall design.

There is an opportunity to create a green east-west avenue connecting Halton village to Wendover Woods across development site, through the extension of Clayfield Road to the east. The western part of the east-west avenue will provide vehicle access to the new residential neighbourhoods along Chestnut Avenue; whilst the eastern section from Upper Icknield Way, will provide bus and vehicular access to that part of the site. The design on the east-west avenue will need to balance the need for vehicular access with the route's main focus as a high quality walking and cycling route, linking a chain of public parks and public squares: Station Square, Residential Courtyard, Icknield Way Civic Link, Hillside Parkland and Woodland Gateway.

3.3.1.7 Green neighbourhoods

New neighbourhoods are to have high quality incidental amenity spaces, pocket parks and public realm. These spaces should provide recreational features for users of all ages and include high- quality public art, hard and soft landscape, seating, children’s play, habitat areas, and community food growing.

Homes should have planted private amenity space in the form of rear gardens and/or front gardens, balconies, roof gardens or communal garden space. This should be provided in line with Principle DES43 in the Aylesbury Vale Area Design SPD, adopted 2023.

Streets should be planted with street trees wherever possible to provide attractive leafy character and green links throughout the site.

3.3.1.8 Play space

Equipped play space provision should be in line with Fields in Trust publication ‘Guidance for Outdoor Sports and Play Beyond the Six Acre standard’ or subsequent guidance; and VALP Policy BE2 and Appendices C&D as well as the detailed guidance in Principle DES34 in the Aylesbury Vale Area Design SPD, adopted 2023.

For 1000 homes and assumed 2500 population this equates to 0.625 ha of equipped/designated play areas and 0.8 ha of other outdoor provision such as MUGAs and skateparks. Within the site, the provision should be provided primarily as LEAP, NEAP and MUGA facilities in the indicative locations shown on Figure 7, with smaller LAP facilities provided within the identified residential areas. Play space should be designed to be universally accessible and located away from major roads. When designing play space and equipment, regard should be had to opportunities to celebrate the site’s RAF and military heritage.

Features which support natural play / playable spaces should be incorporated into all other landscape areas.

3.3.1.9 Circular leisure walking & cycling route

A circular leisure, walking and cycling route is proposed to provide a longer distance leisure route through the site’s attractive landscape assets. The route would not be a designed or segregated route but would follow existing routes within the site.

3.4 Heritage

The development of the site will need to take into consideration the existing heritage assets on site and within close proximity. In accordance with VALP Policy BE1 and advice from Historic England, a full Heritage Impact Assessment, to include archaeology, should be prepared by the DIO as soon as possible to inform planning applications.

The location of the heritage assets can be seen on Figure 8. These assets are:

- Grade II listed buildings of Groves and Henderson Barracks
- Grade II* listed Halton House
- Grade II listed Registered Park and Garden associated with Halton House, which is also identified on the Heritage at Risk Register
- Scheduled Monument, remains of a long barrow in the north east of the site
- Archaeological notification area, generally aligning with the Registered Park and Garden, and

- covering land to the south west of the site
- Conservation Areas at Halton village and Wendover
- Non-Designated Heritage Assets across the site

Figure 8 shows the Heritage Strategy for the site.

Outside of the SPD area but within close proximity, lie

the Wendover Arm of the Grand Union Canal and the

Grade II listed Rothschild Bridge.

3.4.1 Designated Heritage Assets

All nationally listed building and structures within the site boundary are to be retained and enhanced whilst ensuring viable uses are consistent with their conservation. The retention and/or provision of an appropriate setting for those listed structures and the Scheduled Ancient Monument through the sensitive redevelopment of the rest of the site should be ensured. In addition to any planning applications, Listed Building Consent will be required for any changes that would affect the significance of a listed building. Historic England encourages early 'pre-application' engagement.

Following a listing assessment by Historic England, Building 27 within the Groves and Henderson Barracks was officially listed in July, 2023.

3.4.2 Locally listed assets (Non-designated heritage assets)

A number of existing buildings on site have been nominated as important in identifying local character and are going through process of being included on the local heritage list as Non- Designated Heritage Assets (NDHA). A list of the NDHAs on the site is set out in Appendix 2 of this SPD. For up to date information and details of all NDHAs please see [Buckinghamshire's Local Heritage List](#) The overall significance of Building no.98a, a former gas decontamination building is currently classed as low; its status is currently unknown. Historic England has asked the DIO to investigate whether the building contains any original features, which, if present, could increase the building's significance.

All NDHAs within the allocation boundary are classified as being suitable for retention except the Old Workshops which are to be removed to enable policy and placemaking objectives to be met. Removal of any other NDHAs will require clear justification at planning application stage; there is a strong presumption in favour of retention as heritage assets are an irreplaceable resource that inform our local history and create the local character and special quality of an area unless it can be demonstrated that the harm will be outweighed by the benefits of the development. Any heritage assets to be removed as part of the development of the site will need to be recorded in accordance with Historic England guidance and the NPPF, paragraph 2e.

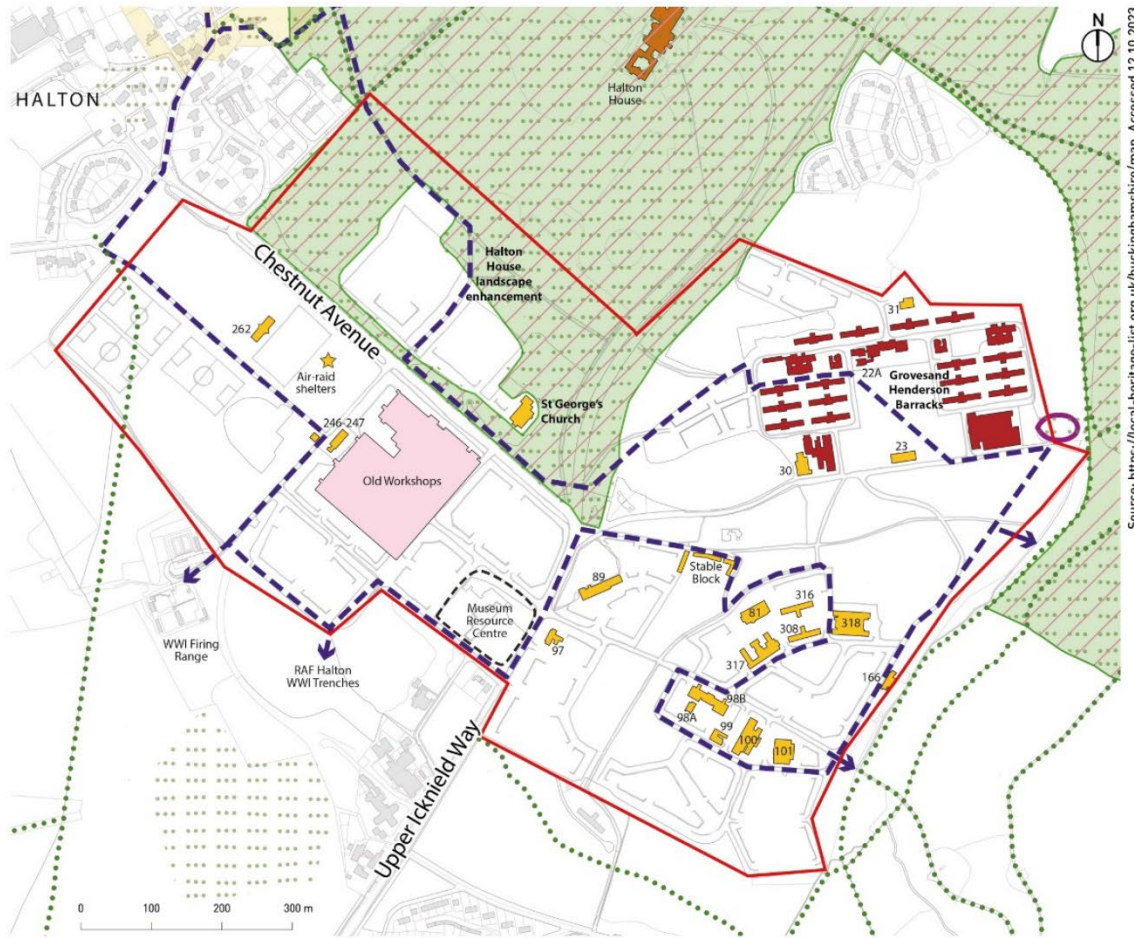
















Fig. 8: Heritage strategy

- | | | | |
|---|---|---|---|
|  | VALP site allocation
D-HAL003 RAF Halton |  | Grade II* listed building |
|  | Conservation Area |  | Grade II listed building to be retained |
|  | Scheduled Monument to be retained with interpretation, and its setting enhanced |  | Non-designated heritage assets to be retained |
|  | Grade II listed Registered Park and Garden to be enhanced |  | Non-designated heritage assets assumed not to be retained due to lack of conversion potential |
|  | Archaeological notification area |  | Museum Resource Centre |
|  | Heritage at risk |  | Existing public rights of way (footpath) |
|  | Potential heritage trail route |  | Numbers shown are RAF building identifiers |

3.4.3 Halton House and Registered Park and Garden

The Council places importance on repairing the setting of Grade II* Halton House, including works to enhance the associated Registered Park and Garden within the strategic allocation. Inter-visibility between any development in the north western part of the SPD area and Halton House requires careful consideration in the detailed design, to minimise negative visual impacts arising from development and avoid further fragmentation of the historic landscape character of the park. A sensitive approach is required to be taken to any further development within the allocation in the section of the RPG north-east of Chestnut boundary.

The redevelopment of the site offers an opportunity to repair some of this harm, including through the removal of outlying built elements towards the site's north western boundary (also see Section 3.2 and Figure 3). This will increase the sense of openness and provide a positive relationship between the built form and landscape. A revised Conservation Management Plan for the Registered Park and Garden, is being prepared by the Defence Infrastructure Organisation (DIO) to inform management of change to the historic character of the RPG resulting from the planned disposal of RAF Halton and the restoration of the key features that define the historic parkland. The Conservation Management Plan makes clear the challenges and opportunities for the RPG including further details of the opportunities for enhancement. This includes understanding the significance of the heritage assets within the parkland, which are at risk of loss but include features of potentially national importance that could inform a much deeper appreciation of the RPG, if supported by a suitable programme of restoration, maintenance and management.

3.4.4 Scheduled Monument

Redevelopment presents an important opportunity to enhance the setting of the Scheduled Monument that sits at the edge of the SPD site boundary at the foot of Wendover Woods. Currently fencing for the site bisects the Scheduled Monument, harming its significance and appreciation. Proposals that impact on the setting of the Scheduled Monument will need to be considered with reference to local and national policy as appropriate. Scheduled Monument Consent will be required if the scheme constitutes 'works', as defined by the Ancient Monuments and Archaeological Areas Act 1979. Early engagement with Historic England is recommended.

The council's preference is for the modern, rear extension of Building 28 to be demolished to create an area of open space adjacent to the monument, improving its setting. This would require Listed Building Consent. Historic England notes that demolishing the extension and replacing it with new housing would at best, have a neutral effect on the setting of the Scheduled Monument. .

Archaeological findings during any demolition and development works in proximity of the monument are to be monitored by the Council. Any works which impact on the monument or its setting will require discussion directly with Historic England and may require Scheduled Monument Consent.

3.4.5 Heritage Interpretation

There is an aspiration to interpret the site's history and culture in a museum on Upper Icknield Way, which has the potential to combine the Museum Resource Centre and Trenchard collections. This would be publicly accessible and could enable improved management and access to the nearby World War I training trenches which are located to the south west of the site boundary.

A Heritage Trail is proposed across the wider site which connects the nationally listed buildings and parade ground, locally listed buildings, Registered Park and Garden and Halton village. It connects with paths into Wendover Woods and Halton Conservation area.

Information boards or interactive interpretation material and signage is to be provided exploring the history of the site. An introduction to the site and its history for new residents or users could be produced and is encouraged in support of effective place-shaping and strengthening the distinctive character of Halton Woods, as outlined in the SPD's vision. The trail should reflect the assets that will remain in perpetuity, the results of archaeological investigations on the site and also reference those buildings and assets that may have been removed.

3.4.6 Heritage Character

Redevelopment of the site should reflect and maintain elements of RAF and Rothschild heritage character informed by heritage significance as summarised in the heritage impact assessment undertaken by the Defence Infrastructure Organisation. These include:

- Aspects of the urban form such as the arrangement and formality of barracks blocks
- Use of locally appropriate materials
- Architectural forms and details drawing on the Rothschild and RAF architecture
- Retaining key streets and avenues
- Retaining public realm details such as the original black and white striped kerbs
- Street names which reflect the heritage of the site.
- The archaeological interest of the site which is not, as yet, entirely understood.

3.5 Movement and Access

The VALP establishes a sustainable transport vision with a people-orientated transport hierarchy that promotes modes of travel which minimise environmental impact and promote social inclusion. In responding to this vision, the design of Halton Woods is to prioritise walking and cycling, deliver upgrades to bus services and enable residents to reduce their reliance on private cars.

3.5.1 Walking and Cycling

An internal network of walking and cycling routes is proposed to enable residents to easily access proposed facilities within the site, and connect with the wider street and public rights of way network local destinations. The provision of new connections should comply with LTN1/20² guidance unless precluded by narrow highway extents or land control..

The following elements are required as part of the connected network of on-street and off-street routes:

- New walking and cycling routes located within green corridors and along the east - west avenue providing walking and cycling connection across the site.
- DDA compliant, alternative low gradient routes that will provide easy walking and cycling routes around the neighbourhood taking into consideration the topography of the site and the accessibility issues that this may bring.
- Safe crossings points on Upper Icknield Way and Chestnut Avenue and at the junction of these two streets including greater use of the existing subway through an appropriate development layout.
- Connections to existing and planned strategic walking and cycling network including links to:
 - Wendover Station and town centre
 - Halton village
 - Wendover Woods
 - Wendover Arm, Grand Union Canal towpath, and the following named cycle routes: Greenway, Amber Way, Marrow Way and Gardenway

Improved walking and cycling facilities along the B4009. This could include the opportunity for an e-bike hire scheme.

- Where possible, connections should be made to the local schools, especially secondary schools, for example along the canal or via improvements to the existing route along Tring Road/Manor Road.

² [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/424242/cycle_infrastructure_design_ltn_1_20.pdf)

Indicative key pedestrian and cycle routes are identified on Figure 9. Figure 10 outlines wider walking and cycling connections.

3.5.2 Vehicle Access and Street Network

Vehicular access to the site will be taken from the two existing primary roads, Upper Icknield Way and Chestnut Avenue, utilising existing access points wherever possible. Dacre Road is to become bus only, removing the vehicle access between Groves and Henderson Barracks and the Upper Slopes.

Opportunity should be taken to reuse existing internal streets where appropriate. The design of streets within the development should accord with Manual for Streets and Manual for Streets

2. All internal secondary and tertiary streets across the site will be 20mph speed limit and designed as 'places' rather than highways, framed by development and creating comfortable environments in which to walk and cycle.

All streets will be designed to be DDA compliant where possible, with low gradient routes, inclusive and welcoming to all ages and abilities.

Existing large black and white kerbs should be retained, where possible, to reflect the site's military heritage.

3.5.3 Upper Icknield Way (B4009)

Upper Icknield Way will continue to be a through route for vehicles but the character of the route will change to become a street rather than a highway, with a focus on creating an attractive and safe environment for pedestrians and cyclists.

Pedestrian and cycle priority should be provided by introducing traffic calming measures and introducing new formal pedestrian and cycle crossing points. This will deliver improved connectivity between east and west sides of the development. Segregated cycle lanes should also be considered in line with LTN 1/20.

3.5.4 Chestnut Avenue

Traffic calming measures and public realm enhancements should be integrated along Chestnut Avenue to enable easy access to the proposed local centre and school, and reduce traffic speeds to 20mph. The street is to be configured to enable bus use with a bus stop in the vicinity of the local centre. Consideration should be given to traffic management measures that discourage through vehicular traffic between Chestnut Avenue and Halton village and to focus instead on opportunities for wheeled and pedestrian travel.

The adjacent Swann Lane could provide an opportunity for some pedestrian or cycle provision running parallel to Chestnut Avenue.

3.5.5 Upper Icknield Way/Chestnut Avenue junction

Provision of junction improvements onto the B4009 Upper Icknield Way are required and are to be safety and placemaking-led to enable easy access for pedestrians and cyclists between the different parts of Halton Woods. There is an opportunity to tighten the junction radii, introducing formal crossings and enhance road safety through the reconfiguration of the junction.

The nature of junction upgrade requirements will be agreed following transport modelling as part of a future planning application. There is an opportunity for public art at the junction marking the gateway to Halton parish, this could be in the form of a plane as this has been a historic feature.

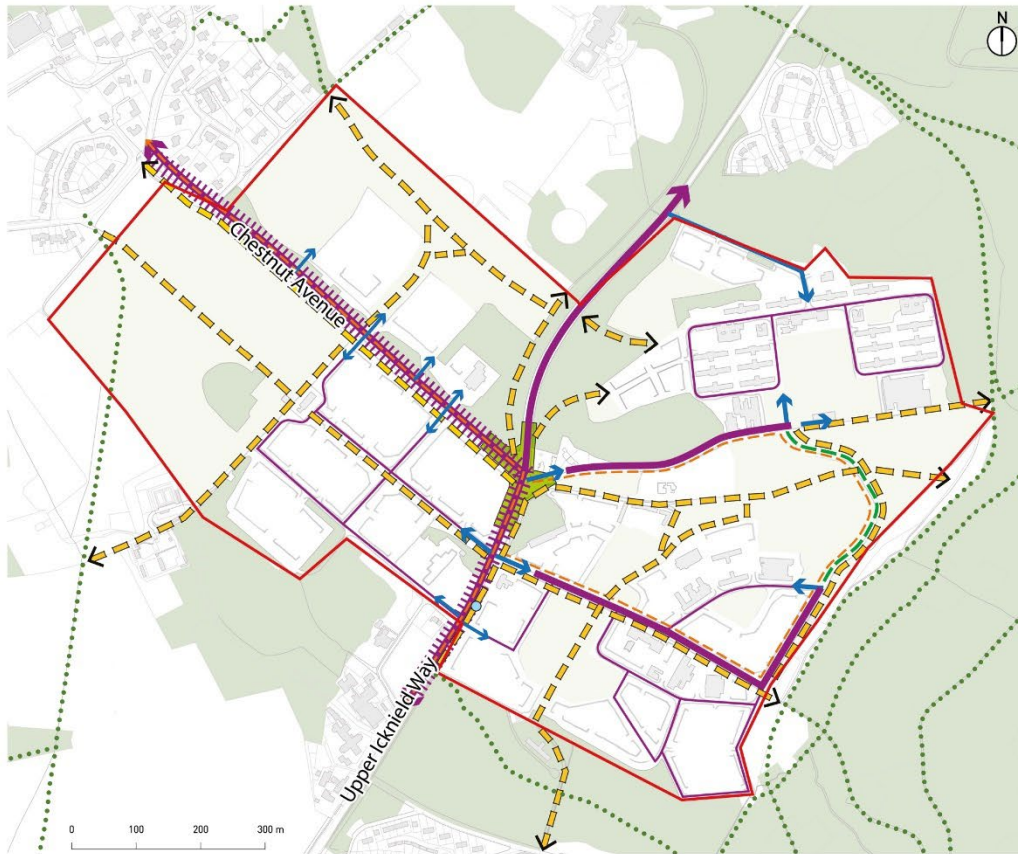













Fig. 9: Movement and connectivity

- | | | | |
|---|---|---|--|
|  | VALP site allocation
D-HAL003 RAF Halton |  | Potential site access points |
|  | Indicative key pedestrian/cycle route |  | Traffic calming and new crossing points |
|  | Primary street suitable for buses |  | Improvements to junction with enhanced pedestrian priority |
|  | Secondary street |  | Existing public rights of way (footpath) |
|  | Parkland drive
Bus/emergency only |  | Existing subway |
|  | Existing and potential bus routes | | |

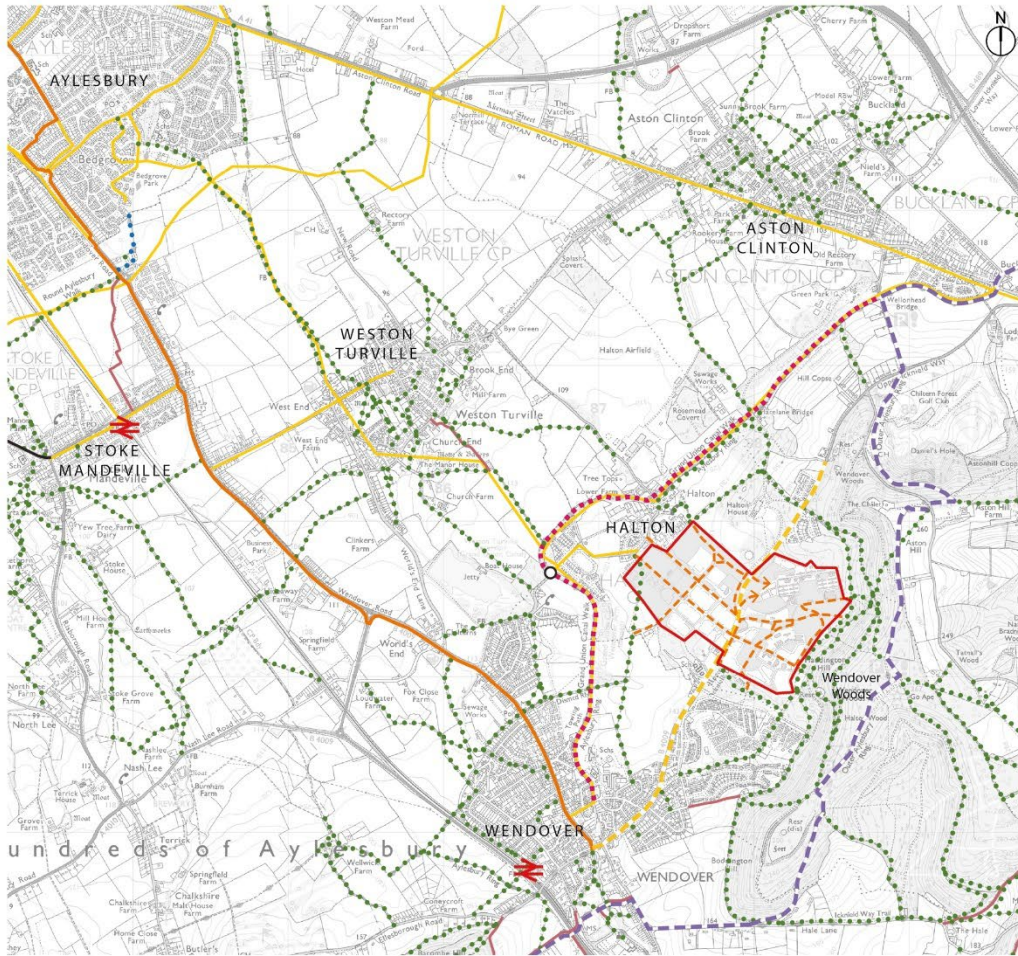


Fig. 10: Existing wider walking and cycling connetions

- VALP site allocation
- D-HAL003 RAF Halton
- Existing public rights of way
 - Footpath
 - Permissive route
 - Bridleway
- Gemstone Routes
 - Amberway
 - Jet Way
- Outer Aylesbury Ring
- - - Grand Union Canal (Wendover Arm) towpath
- Aspirational LCWIP routes
- - - Other cycle route
- - - Indicative key pedestrian/cycle route within site allocation
- Perch Bridge, Halton Lane

3.5.6 Public transport

All dwellings are to be located within 300m of a bus stop, with improvements to bus routes serving Upper Icknield Way and Chestnut Avenue sought, and connecting the site to Wendover and Halton Village.

In order to deliver 300m bus stop access in the eastern part of the site Groves Road, Dacre Road and Maitland Drive are to be designed as an additional bus route. Dacre Road is to be reconfigured as a parkland drive with bus, cycling and walking access only. There is a potential to narrow the existing carriageway, minimise road markings and provide appropriate parkland surfacing.

Indicative existing and proposed bus routes are shown on the Movement and Connectivity Plan (Figure 9).

3.5.7 Parking

Car parking provision across the site will be in line with VALP parking standards, or those in place at the time the development comes forward. Due to the nature and existing constraints it may be challenging to meet the local parking standards in some parts of the site, therefore innovative car parking solutions will be encouraged that do not conflict with the other policy criteria in Policy D-HAL 003.

Shared parking opportunities should be explored to utilise the relationship and close proximity of the school, local centre and sports facilities. Drop off and pick up arrangements for the school could utilise the existing service road that is located in front of the Kermode Hall. In line with Department for Education Guidance for School Design and design policies in the VALP, parking should be discreet and not dominate the building frontage. Shared parking areas should provide public EV charging facilities in line with the Buckinghamshire EV Action Plan³ or as subsequently replaced.

Consideration should also be given to controlled parking on site given the proximity and connectivity to Wendover Woods. Consultation should be undertaken with Forestry England to mitigate any issues.

Appropriate parking provision for cyclists should be provided, both at the local centre and for residential units.

3.5.8 Off-site connections and off-site highways works

There will be a need to provide general traffic calming strategy around Halton to avoid rat running via Weston Turville and encourage development traffic to route via A41 and A413. This includes consideration of the constrained Perch Bridge to the south of Halton Village. This, and other potential offsite infrastructure enhancements are to be informed by wider traffic modelling, the scope of which is to be agreed with Buckinghamshire Council highways. Perch Bridge is owned by the Canal and River Trust and any works to, or in close proximity, to this bridge, including any potential cable crossings would also need to be agreed separately with the Trust as the bridge owner. Any proposals would need to consider any potential impacts on the canal corridor, such as structural integrity, navigational safety and pedestrian/cycle access to and along the canal corridor.

³ [Appendix 4 Electric Vehicle EV Action Plan.pdf \(modern.gov.co.uk\)](#)

The development should consider the wider Local Plan proposals, as well as committed development future traffic scenarios using Buckinghamshire Council's updated Aylesbury Strategic Transport Model, or any up to date model that replaces it. In order to input into the Strategic Model the following details will need to be agreed in principle:

1. Existing trip generation
2. Zoning of development
3. Access arrangements
4. Trip Rates for all uses

All future planning applications will be assessed by Active Travel England according to these standards. Transport assessment and modelling will be required for future planning applications:

- to consider wider impacts on network and villages
- need for off-site junction improvements
- support creation of walking/cycling link

Movement and connectivity precedent photos



Local centre access road and its parking set back behind green spaces with mature trees. Harpenden



Street with mature tree canopies suitable for bus movement



Shared surface residential street and parking incorporated within historic setting and mature landscape. Former RAF site, now The Garden Quarter, Caversfield, Bicester



Overlooked walking and cycling routes located within green corridor



Walking and cycling routes with trees and green verges separated from vehicular movement by parked cars



Street with road treatment changes at crossroads. Charlotte Avenue, Elmsbrook, Bicester



Opportunity to reuse existing internal streets where appropriate and retain black and white kerbs where possible.



3.6 Urban design and place making

The high-quality setting and heritage of Halton Woods requires an exceptional design response. Bespoke, sustainable architecture and landscape architecture is required to deliver beautiful places to live which also support Buckinghamshire's commitment to addressing climate change. A standard, suburban design approach will not be acceptable. It is encouraged that a site wide design code is developed alongside a planning application and use of a design review process should be explored.

The development will create areas of different character which respond to variations in the existing character of the site, the site's setting and views in and out of the site. This variation is explored further in Section 3.7. However, the design of Halton Woods will seek to create a cohesive place, which is connected and legible, and has a distinctive character as a whole.

3.6.1 Views

Key views and vistas are identified on Figure 11, and should be reflected in the alignment of streets, buildings and tree planting. The layout should be designed to retain and open up new views to Wendover Woods from the centre of the site; towards Aylesbury Vale from the eastern, raised areas of the site; across and into the Registered Park and Garden from Chestnut Avenue and the sports and leisure corridor, and where possible, create views towards Halton House.

Views towards local landmarks including St George's Church, the former stables and cinema buildings, and towards distinctive new buildings, should be created to enhance the legibility of the site, and visually connect the different parts of the site.

3.6.2 Key frontages

New buildings should have doors and windows fronting the public street network, public green spaces and footpaths and cycleways, and avoiding blank facades in these locations in order to provide passive surveillance of these spaces, with private garden space to the rear.

Where appropriate, use of perimeter blocks should be the starting point for design, as they optimise connections to surrounding areas, improve legibility resulting in accessible place and are in line with good placemaking set out in the National Design Guide and Aylesbury Vale Design SPD. It is acknowledged that perimeter blocks are unlikely to work effectively on the steeper parts of the site and the Council expects developers to propose alternative approaches where this is the case.

In relation to retained heritage assets, attention should be paid to the location of existing entrances and building frontages and the definition of public and private open spaces, in order to incorporate retained buildings appropriately within an overall block structure of new and old.

Key frontages are identified on Figure 10, emphasizing the importance of creating an appropriate sense of enclosure to primary streets and open spaces. Development should front towards Chestnut Avenue to the north and south, set back behind retained high quality trees, with lower level vegetation and low-quality trees cleared to enable increased visibility and access north-south (subject to ecological and arboricultural assessment). Similarly, development to the east and west of Upper Icknield Way should front onto the street, with a complementary scale and design on either side to create a cohesive street character.

3.6.3 Building heights

The overall heights of new buildings should work in harmony with existing buildings, and respond to the sensitivities of the surrounding landscape and heritage context. New residential buildings will range from 1-3 storeys in height, averaging 2 storeys, reflecting the scale of existing buildings within and surrounding the site. The SPD seeks to limit taller buildings which would have a negative impact

on the Registered Park and Garden and Halton House. To that end, development to the north of Chestnut Avenue should step down to a maximum of 2 storeys towards the site boundary. Development immediately adjacent to Wendover Woods should also be a maximum of 2 storeys.

There is scope for a limited number of buildings of up to 3.5 storeys in the lower lying areas of the site to the south west of Chestnut Avenue, where these help to establish a particular character area and emphasise key public locations. Such building heights may also be appropriate to emphasize key corners or gateway locations in other areas of the site but will only be permitted where exceptional design can be demonstrated, including in relation to the setting of heritage assets. In important gateway or corner locations a particularly high quality and well considered design response is required given their visibility.

3.6.4 Treatment at the edges of the site

There is a need for considerations of the edge of the site and how development relates to the surroundings. This is specifically important in those areas of transition which include:

- How the site relates to the steeper slopes on the edge of the Maitland Barracks in the Upper Slopes character areas;
- How the site relates to Halton House and the Registered Park and Gardens
- How the site relates to the existing village of RAF Halton
- How built development transitions to the surrounding National Landscape, adjacent woodlands and other semi-natural habitats.

3.6.5 Housing mix

A variety of different housing tenures and sizes (from 1 bed to 4+ bed) should be provided to meet local market and affordable housing needs, set out in Buckinghamshire Council's latest evidence and provide accommodation to suit a range of household sizes and ages and create sustainable communities.

The development will be required to provide a minimum of 25% affordable homes on site that should be integrated throughout the development. The affordable homes will be secured as a planning obligation via a S106 legal agreement. If viability is an issue, please see paragraph 4.3.2 Viability and Deliverability. Development that would re-use previously developed land **and** contribute to meeting an identified affordable housing need within the area of the local planning authority, and does not cause substantial harm to the openness of the Green Belt would represent an exception to inappropriate development in the Green Belt.

Accessible and adaptable units will need to be incorporated within the development in line with VALP policy H6c. Affordable housing and Self-Build and Custom-Build plots are to be provided in line with existing and emerging Development Plan policies.

Policy H5 within the Vale of Local Plan requires self-build and custom-build to be required based on the need at the time. Consideration should be given through the planning application process for the best location for self-build on the site. The following principles should be considered in regard to need, location and design:

- Consider type of self-build/custom build products suitable at RAF Halton ;
- Consider how self and custom build relates to the sensitivities of and landscape and heritage on the site and whether it would be most suitable on lower density areas.

3.6.6 Housing typologies and density

Proposed appropriate densities and building heights across the site are illustrated on Figure 11 and

guiding principles that should be considered are provided below. In general, there is to be an emphasis on formally arranged, terrace and townhouse typologies with bespoke architectural design, to create a strong sense of enclosure to streets and spaces and avoid a low density, suburban character.

Table 1:

Residential character	Net density
Formal street layout, terraces, town houses and apartments. 2-3.5 storeys	Density approx. 40-50 dph
Terraces, town houses and semi-detached family houses. 2-3 storeys	Density approx. 30-40 dph
Short runs of terraces, semi-detached and a smaller proportion of detached houses. 2 storeys.	Density approx. 25-30 dph
Retained buildings to be converted to residential use	n/a

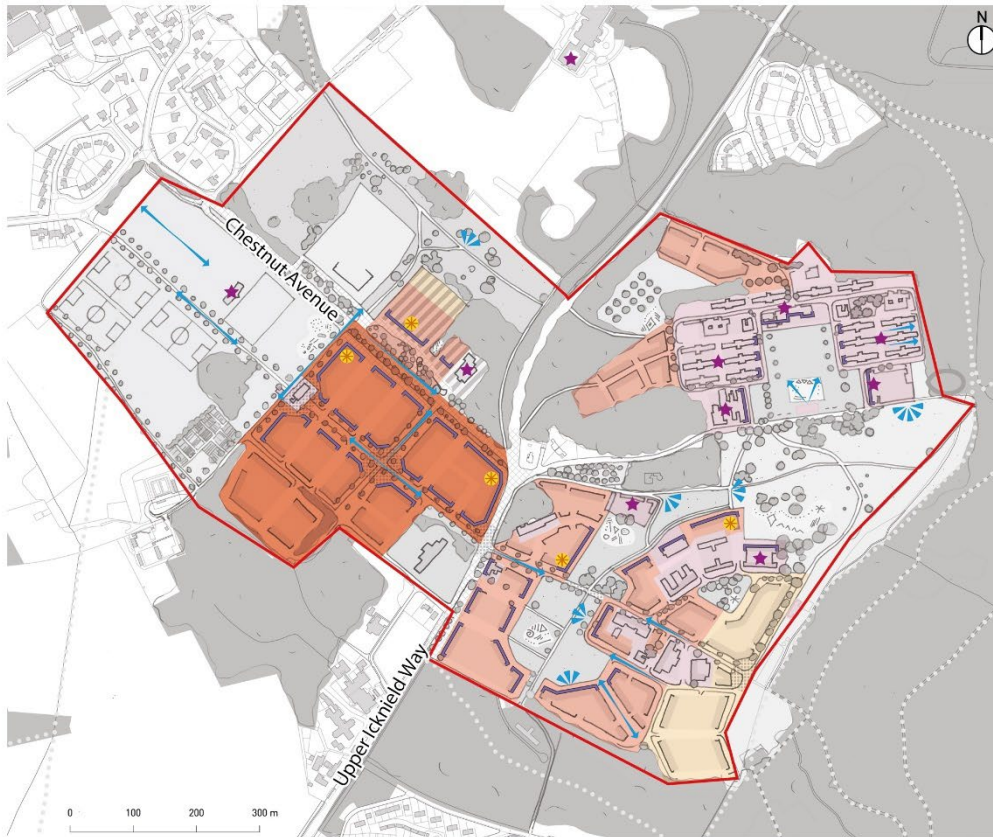
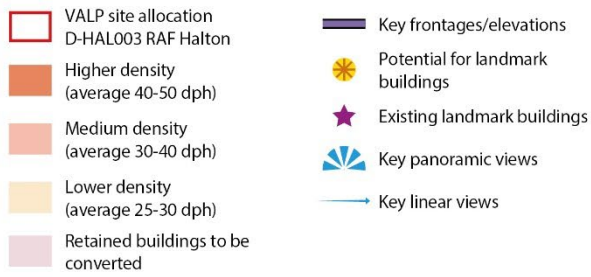


Fig. 11: Urban design and place making



Buckingham Park, Aylesbury

Number of units: 19
Area: 0.48 ha
Density: 40 dwellings per ha



Google Maps. Date accessed: 10.05.2023

Fairford Leys, Aylesbury

Number of units: 48
Area: 1.07 ha
Density: 44 dwellings per ha



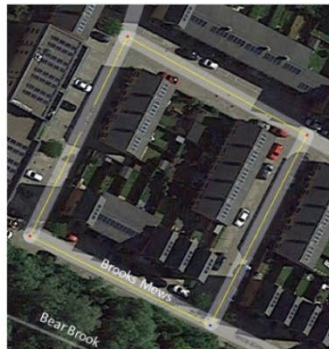
Lester Road, Aylesbury

Number of units: 29
Area: 0.57 ha
Density: 56 dwellings per ha



Brooks Mews, Aylesbury

Number of units: 16
Area: 0.27 ha
Density: 59 dwellings per ha



<https://housesforsale.trent.co.uk/>, Date accessed: 10.05.2023

Local examples of densities

3.7 Character areas

Four character areas for built development are proposed to create legible and distinctive neighbourhoods in different parts of the site:

- Upper Icknield Way
- Chestnut Avenue
- Groves and Henderson Barracks
- Upper Slopes

Variation in character across the site will reflect differences in the existing landscape and views, heritage and built form, proposed density and land use, function, busyness and accessibility.

Figure 12 identifies the general locations of these proposed character areas.

Each character area has a strong relationship to the landscape which surrounds it and proposed landscape features within the site. Further information on the proposed landscape features/character is provided in section 3.3.

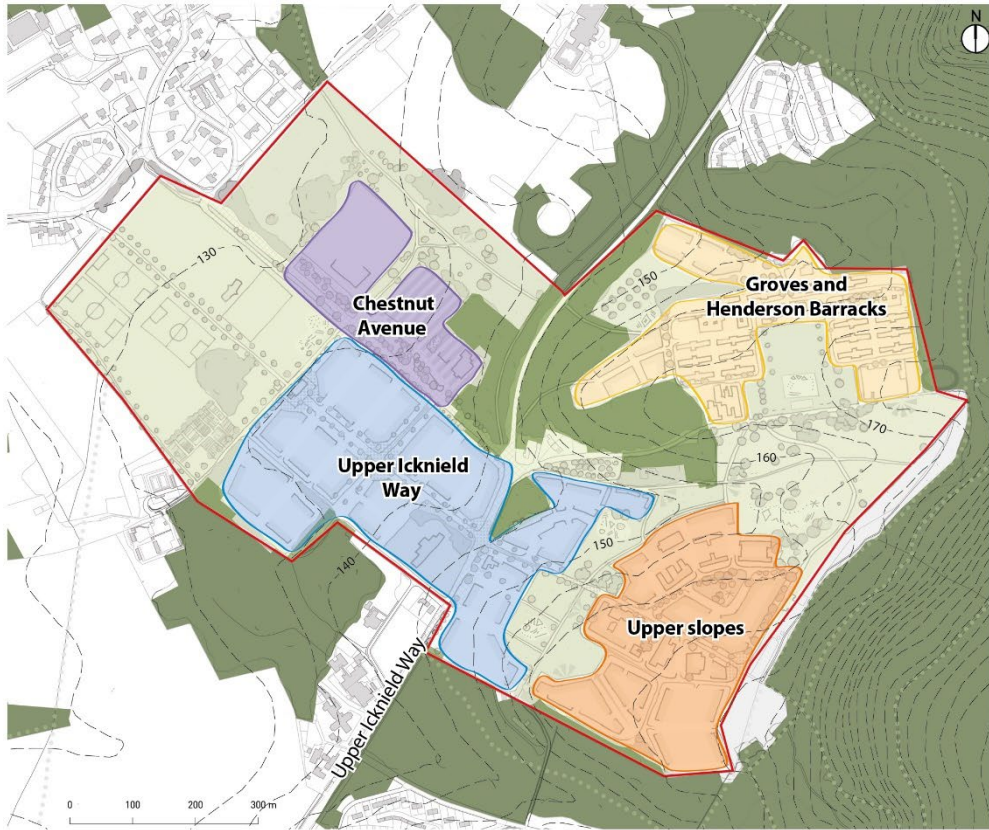



Fig. 12: Character areas

 VALP site allocation
D-HAL003 RAF Halton

3.7.1 Character Area: Groves and Henderson Barracks

This character area covers the listed barracks and adjacent land to the north and west of them that is identified for new build residential development. This area feels relatively separate from the rest of the site, enclosed by the slopes of Wendover Woods to the east and the wider National Landscape and woodland to the north, west and east. From the southern part of the character area, there are panoramic views across the Upper Slopes character area.

The historic interest of this area relies on its military character as a whole rather than individual structures. As a result, the Council welcomes proposals which retain and reuse all listed buildings in viable, long term uses, while retaining the campus-like feel of the barracks. This will require an innovative and carefully considered design response including consideration of the distinction between public and private spaces. . The Parade Ground is to become a new public park at the centre of this character area.

Design guidance:

- Retain and reuse all listed buildings with viable, long term uses. It is assumed that the buildings will be converted to residential uses, informed by heritage significance as summarised in the Heritage Impact Assessment undertaken by the DIO. For buildings that are difficult to convert, the Council would consider alternative long-term uses subject to an assessment of the heritage impact of the proposal. One of the Barracks blocks should be retained as an exemplar, with minimal adaptations, including the retention of the external staircases to give insight into the building's original character and use. Pre-application engagement with Historic England is encouraged to discuss emerging proposals for the conversion of listed Barracks to inform scheme design and applications for consent (planning permission and/or Listed Building Consent)
- Maintain key aspects of the public realm and outward appearance of the barracks such as the open lawns and some of the barrack staircases where they provide unaltered examples of the original design. This will limit the potential for private amenity/garden space and as a result, high quality community amenity spaces are to be provided across the character area and in the Parade Ground Park.
- Careful thought will be needed as to how parking is to be arranged and managed to avoid harm to the setting of designated heritage assets. It is expected that parking with appropriate landscaping will be dispersed in less sensitive locations at the edges of the site, with some limited parking accommodated within the Parade Ground Park. Innovative solutions such as car barns outside the barracks area could be considered..
- The design of new residential properties to the north and west is to be complementary to the adjacent listed barracks in its architectural style, materials and scale. Contemporary design is welcomed. There is an opportunity to provide larger houses in these locations, to balance the housing mix in this character area.
- The design of the Parade Ground Park is to retain its formal character, key views out to the east/west and south and sense of openness. See Landscape Strategy section 3.3 for further guidance.
- Vehicle access to the area will be via the existing Groves Road to the south and Polish Avenue to the north. Additional walking and cycling routes will be provided to the south and west to connect the character area with the local centre and Upper Slopes character area.

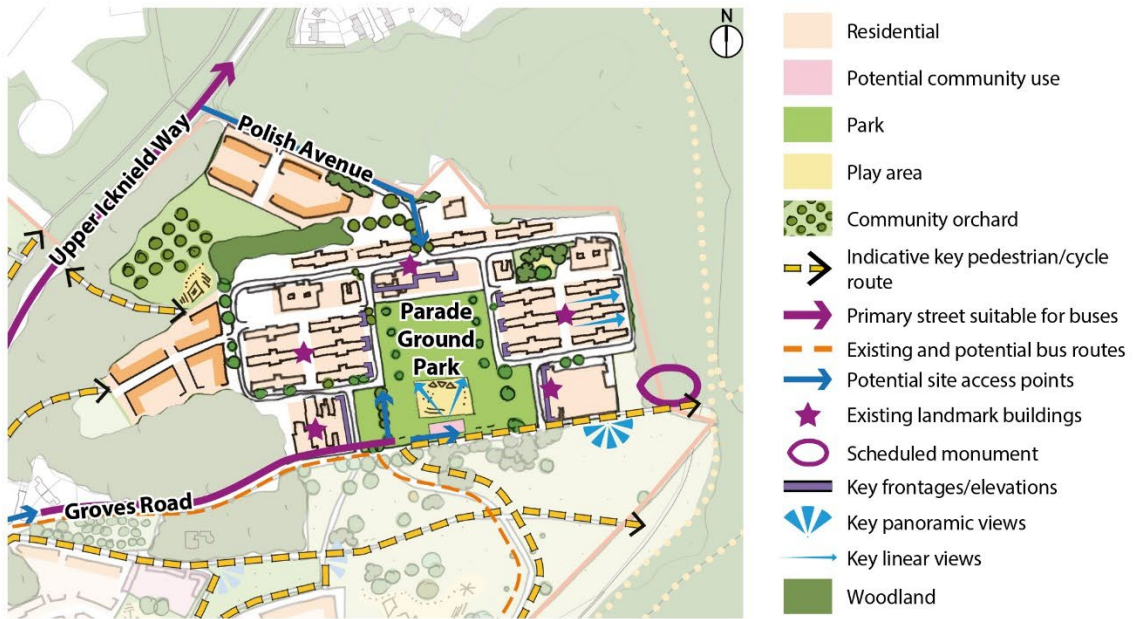


Fig. 13: Groves and Henderson Barracks Character Area

Character area precedent photos (below)



The Garden Quarter Bicester



Maritime Streets, Cumbria (Farrer Huxley Associates)



Millbrook Park, Barnet

3.7.2 Upper Slopes

The Upper Slopes character area covers the former Maitland Barracks which is located on the higher land at the foot of Wendover Woods. It is to become a new residential neighbourhood, benefitting from long, panoramic views to the west across the Vale of Aylesbury. A number of non-designated heritage assets are to be retained as part of the development.

Design guidance:

- Streets and buildings should be arranged to frame long distance views west and views east to the wooded hillside.
- High quality development frontage, with a near continuous character should be provided to frame and overlook the proposed north south parkland corridor, and the smaller internal park.
- Building heights should respond to the sensitivities of the adjacent National Landscape and from the National Landscape and including its setting, stepping down from 3 to 2 storeys in the east adjacent to Wendover Woods.
- High quality, contemporary design that is complementary to the retained heritage assets will be welcomed. Where possible, new development should maintain the street layout/ angled streets that contribute to the existing character of the area.
- Maitland Road crosses the character area and provides the primary vehicle access. As part of the proposed east-west tree-lined avenue it will incorporate high quality walking and cycling routes connecting into Wendover Woods at the eastern end of the site, where a small public square is to be created.
- The character area overlooks the proposed north-south green corridor, details of which are provided in section 3.3.

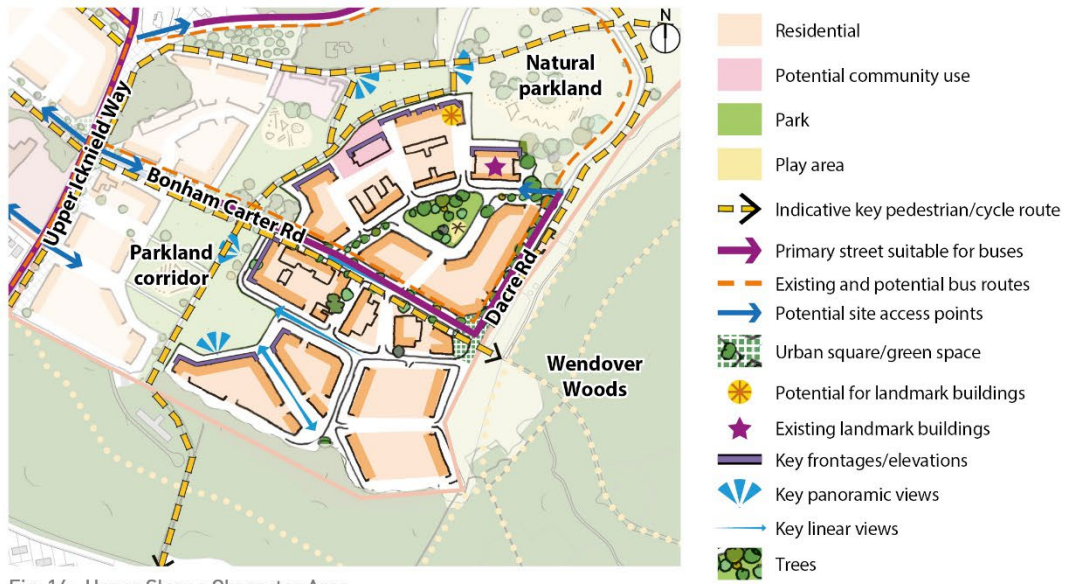


Fig. 14: Upper Slopes Character Area

Character area precedent photos (below)



Garden Quarter, Bicester



Hanham Hall, Bristol



Panoramic Park showing buildings stepping down the slope, Millbrook Park, Barnet

3.7.3 Upper Icknield Way

Upper Icknield Way acts as the gateway entrance to Halton Woods. It is located on the flatter, low lying part of the site to the west of Upper Icknield Way which is suitable for a higher density, more intensive form of development. The character area also includes land to the east of Upper Icknield Way to enable a joined-up approach to development character on either side of the primary street.

Design guidance:

- The existing workshops (non-designated heritage assets) are to be removed due to their very large size and current condition making them not viable for conversion and potentially impacting the deliverability of 1000+ dwellings in accordance with VALP Policy HAL 003. As a result of the removal of the workshops, a better street network is also able to be created, including the proposed east-west tree lined avenue.
- The area is to deliver a range of different housing typologies with an emphasis on terrace, townhouses and apartments of between 2-3.5 storeys in height to the west and 2-3 storeys to the east of Upper Icknield Way.
- A contemporary architectural character is encouraged. Buildings are to be formally arranged within the street, with architecture reflecting aspects of the former workshop character where appropriate, for example in the roofscape.
- The alignment of streets should create views towards St George's Church, the local centre and landscapes to the west and north west.
- The east-west tree-lined avenue is to create a link between the sports and leisure hub to the west and Upper Icknield Way, linking a series of small urban squares/green spaces, one of which is to incorporate the former station building.
- Active frontage should be provided towards Upper Icknield Way and Chestnut Avenue wherever possible, to support a transformation in character from highway to pedestrian-friendly street.
- Existing RAF community uses to the east of Upper Icknield Way including the children's nursery and community centre should be considered for retention or reuse as 'meanwhile' community facilities to serve the early phases of the development.
- Vehicle Access to the character area will be via the existing junction onto Chestnut Avenue, a further new junction to the east onto Chestnut Avenue and via Rowborough Road onto Upper Icknield Way.
- Swann Road will provide a parallel route to Chestnut Avenue for cycling and walking, with limited vehicle use for access only.

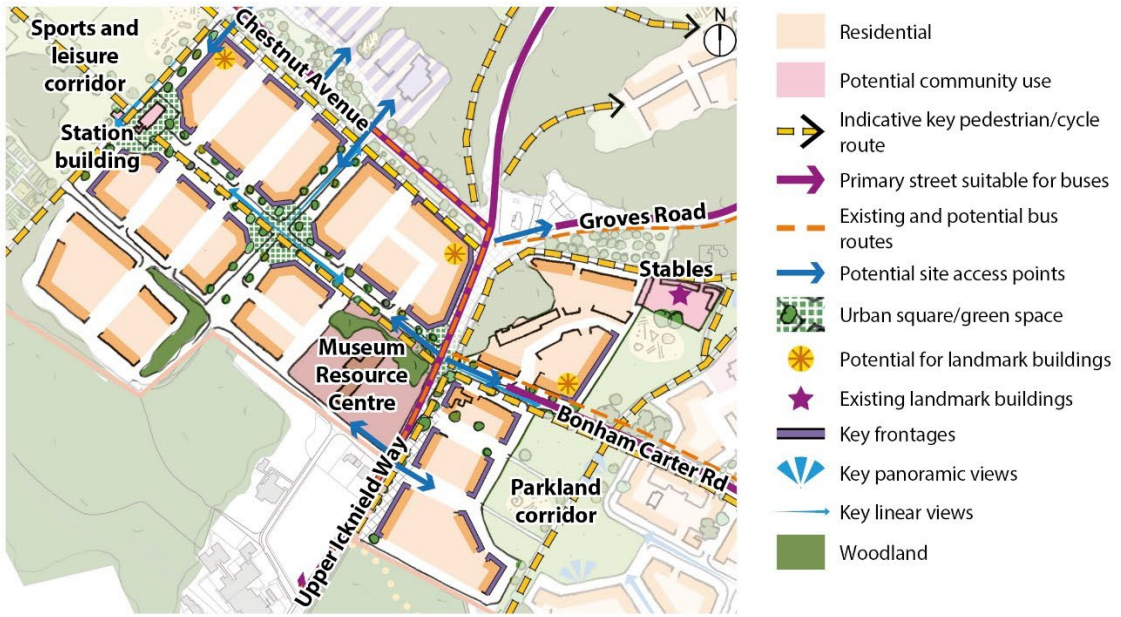


Fig. 15: Upper Icknield Way Character Area

Character area precedent photos (below)



Grayling Park, Chichester



The Chocolate Factory, York



Elmsbrook, Bicester



Millbrook Park, Barnet

3.7.4 Chestnut Avenue

Land to the north of Chestnut Avenue is the location of the proposed local centre and school. Development in this character area needs to respond positively to the landscape character of the Halton House Registered Park and Garden, and look to enhance the setting of the House. This will entail careful consideration of the distribution and design of buildings, especially in that north east section and along Chestnut Avenue, and potentially the provision of an adequate and appropriate planted buffer.

Chestnut Avenue itself has a strong existing character, lined by mature trees and with long distance views towards the National Landscape at Wendover Woods. This character is to be enhanced while enabling enhanced visual and physical connectivity between the land to the north and south of the Avenue.

Design guidance:

- The built footprint and height of the local centre and primary school are to respond to proximity of grade II* listed Halton House and Grade II Registered Park and Garden, probably reducing in scale and density to the northern boundary of the site.
- The development footprint is to be reduced and consolidated to re-establish parts of the estate landscape. This includes locating the buildings associated with the primary school on land adjacent to the RPG.
- To further minimise visual impact, detailed design should consider the potential for green roofs and integration of other landscape elements to reduce the visual impact of development when viewed from Halton House.
- The proposed development should make positive contributions to character and visual amenity within the public realm and to views from the RPG, including (but not limited to) attractive built frontages and streetscapes, dynamic roofscapes, integrated tree planting and open spaces. Development should ensure key views from the RPG are retained and enhanced where possible by the removal of existing buildings and careful placement of new buildings to ensure views are unobstructed, opened up where appropriate, and buildings serve as accents or framing elements to the views.
- The character of built development is to respond to the architectural style, materials and detailing of the Rothschild Estate at Halton.
- The potential to retain some or of all of the existing buildings should be explored. Where possible, the frontage of Kermode Hall should be retained as part of any redevelopment as it is particularly impressive and a recognisable feature currently visible from the public highway.
- Other features of heritage interest including the Apprentice's Tribute sculpture and the pill boxes across the site should be retained and incorporated into the design of the public realm.
- The local centre is to front principally towards Chestnut Avenue, set back behind mature trees, and with a shared surface space to the front providing a small number of visitor parking spaces, spill out space for cafes/businesses and a high quality public realm.
- Hard and soft landscaping should be provided to help provide legibility along Chestnut Avenue and a clear centre for the development.
- The mix of uses envisaged for the local centre are detailed in section 3.2.
- The upper floors of the local centre and land to the rear (north) are appropriate for residential use, including the potential for specialist older persons accommodation.
- St George's Church is to be retained and repurposed as a community hall, which forms an integral component of the local centre. The important stained glass is to be protected.
- Vehicle access to the local centre is to be via the existing junctions onto Chestnut Avenue. An additional vehicle access is to be provided to the west onto Chestnut Avenue to enable a dedicated access point, to the school with a second access shared with the local centre to enable in and out access.

- It is envisaged that servicing of the local centre units will be via the front, and should be managed to minimise impact on the quality of the public realm.
- Walking and cycling links to the local centre will be provided by new formal crossing points across Chestnut Avenue and through the creation of a route through the landscape to the north connecting to Upper Icknield Way.

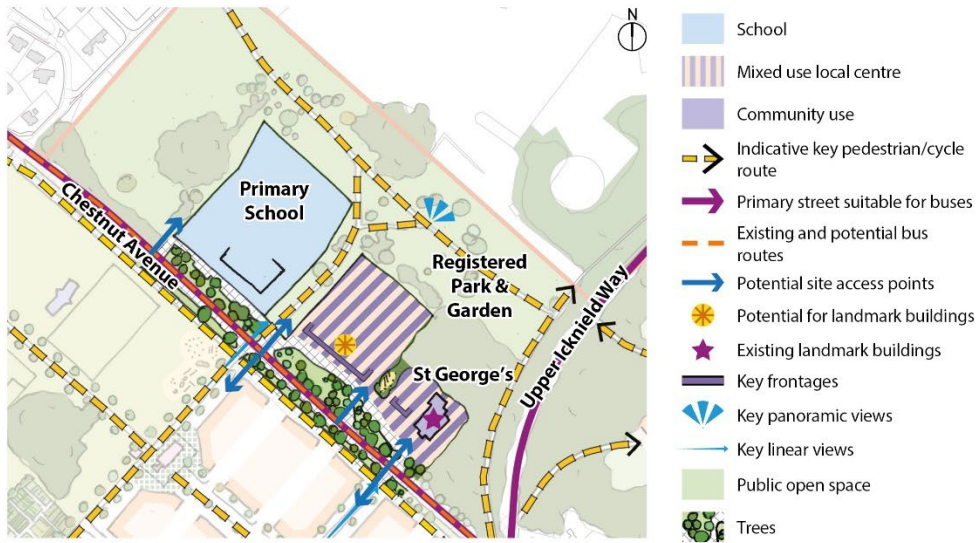


Fig. 16: Chestnut Avenue Character Area

Character area precedent photos (below)



Mixed use local centre, Fairford Leys, Aylesbury



Mixed use local centre, Buckingham Park, Aylesbury

Character area precedent photos (below)



Ground floor commercial with residential above, on-street parking, green space with mature trees.
Welwyn Garden City



St Georges Church, RAF Halton



Chartwell Manor Care Home, Berryfields, Aylesbury



Former chocolate factory renovated into care home. Chocolate Works Care Village, York

4 Delivery strategy

4.1 Overview

This section of the SPD sets out the intended approach to the phased delivery of infrastructure and the overall redevelopment of the site. It goes on to also consider the council's preferred approach to the submission and content of planning applications.

Policy D-HAL003 provides for the redevelopment of the site coming forward in the latter part of the VALP plan period, with development envisaged to come forward between 2025 and 2033. Since the VALP was adopted, the closure of the RAF Halton base has been postponed to 2027. The policy states that further details about phasing and implementation will be set out in the masterplan SPD for the site. The policy also states, in the 'implementation approach' section, that *"Proposals for development within the RAF Halton Strategic Site Allocation will be expected to demonstrate that they deliver a comprehensive redevelopment of this site"*.

The Council's delivery objectives for the SPD are:

- To secure a comprehensive approach to the redevelopment of the site, in line with Policy D-HAL003
- To secure the delivery of requisite infrastructure within appropriate timescales
- To ensure that the phasing of the redevelopment of the site, maintains the openness of the Green Belt and preserves or enhances the setting of Halton House Registered Park and Garden.

4.2 Phasing Strategy

As a previously developed site in the Green Belt, there are challenges to agreeing a phasing approach for this strategic allocation. Unlike a greenfield site, the redevelopment of RAF Halton will require a range of measures to be taken before new development can commence, including the decommissioning of utilities, demolition phasing, remediation to address localised contamination, and installation of new utilities. The timing of these measures, together with the delivery of new infrastructure will only be established following detailed designs through a planning application and full knowledge of the local circumstances might be at the time of development commencing.

Notwithstanding the above caveat, Policy D-HAL003 states that details about phasing and implementation will be set out in the SPD. The overall principles for the delivery of infrastructure at RAF Halton are for it to be provided in a timely and effective way to meet the needs of the community and to ensure that the impact of the development is reduced/mitigated against. The phasing strategy for the site seeks to provide some certainty for the following key matters:

- The co-ordination of the provision of key infrastructure elements with the delivery of homes: specifically relating to highway work; transport and connectivity; delivery of the community hall, local centre, school, open space, tree planting (and delivery of the tree lined avenues) and any re-provision of sports and recreation facilities. See Table 2 for infrastructure requirements.
- Ensure SANG mitigation is in place prior to the occupation of housing and commitment to deliver it in perpetuity (80 years).
- Land swaps: the landscape strategy utilises a land swap approach to consolidate development areas and create green corridors within the development. The Council wishes to ensure the co-ordination of land swaps to ensure that, as far as possible, the openness of the site within the Green Belt is maintained throughout the build-out period and the delivery of Green Infrastructure keeps pace with increasing built form and density across the site.
- The approach to the phasing and delivery of infrastructure across the site in the event that it comes forward through more than one planning application and developer. In such cases, the Council will expect to use a condition or planning obligation to link together different planning applications in order to secure the delivery of infrastructure serving the whole site.

The Council expects any planning permission for the site to be accompanied by an approved Phasing Strategy and Plan to ensure that infrastructure and facilities are delivered in line with development, and that existing and new residents can understand what is to be provided and when and to ensure that residents have access to the necessary amenities. This should embed the above principles.

4.3 Infrastructure Requirements

As explained above, the delivery of infrastructure at RAF Halton is to be provided in a timely and effective way to ensure that the impact of the development is reduced/mitigated against. In terms of the mechanisms for securing the timely and comprehensive delivery of infrastructure the Council's preferred approach is for there to be a single planning application and accompanying S106 legal agreement to cover the whole of the strategic allocation. However, where development comes forward through a number of planning application and S106 agreements, submitted by different developers, those planning applications will need to have regard to this SPD in demonstrating:

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

As a previously developed site in the Green Belt, the strategic allocation benefits from a number of items of existing infrastructure especially the existing sports facilities which are to be retained as part of a long term strategy for sport and recreation for the use of new and existing residents.

Requirements for new infrastructure provision are set out in Policy D-HAL003 and include:

- Junction improvements onto the B4009 Upper Icknield Way
- Provision for public transport into Wendover and to surrounding areas

Establishment and safeguarding for a network of cycling and walking links to and from Aylesbury and to the wider area.

Provision of 50% green infrastructure, including green corridors, to link to other new development areas and wider countryside (see also Chilterns Beechwoods SAC below)

- Provision of land, buildings and car parking for a 2FE combined primary school with 60 place pre-school, including playing field provision
- Provision of land, buildings and car parking for a new local centre, including community hall

4.3.1 Chilterns Beechwoods SAC

Since the VALP was adopted, a Mitigation Strategy¹ has been published (November 2022) to avoid adverse public access and disturbance impacts from development on the integrity of the Chilterns Beechwoods SAC at Ashridge Commons and Woods Site of Special Scientific Interest (SSSI). The mitigation strategy specifies Bucks SANG and SAMM requirements specifically and the Statement of Common Ground reached between each LPA.

The Strategy includes a Strategic Access Management and Monitoring Strategy (SAMMS) intended to manage and avoid impacts at their source and to educate those visiting the Chilterns Beechwoods SAC at Ashridge Commons and Woods SSSI. The provision of at least 1,000 new homes at RAF Halton is expected to lead to an increase in the population residing within the 12.6 kilometre Chilterns Beechwoods Special Area of Conservation Zone of Influence.

To mitigate the potential recreational disturbance from this population to the Chilterns Beechwoods Special Area of Conservation a twin mitigation package is required. It is anticipated that this will take the form of:

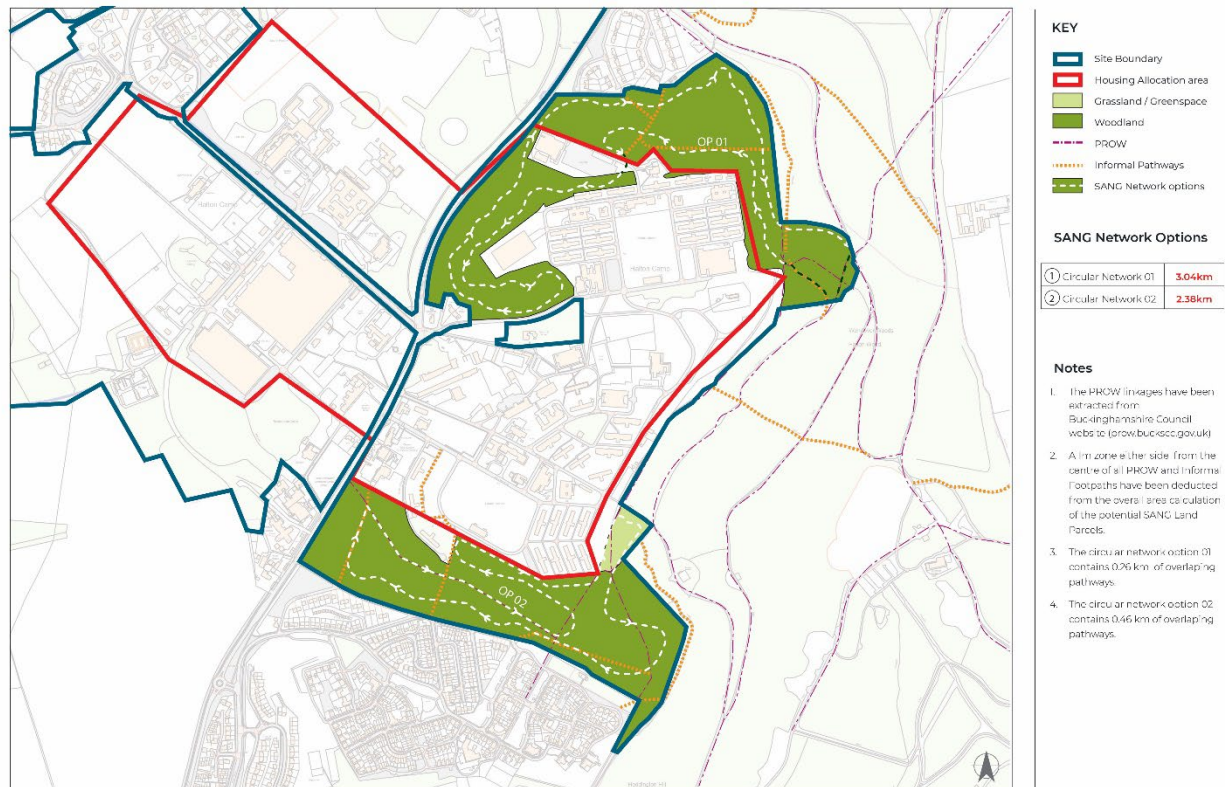
1. A financial contribution for each net new home within the Zone of Influence towards a Strategic Access Management and Monitoring Strategy (SAMM). This strategy will be set out in a guidance document.
2. Provision of a Suitable Alternative Natural Green Space (SANG) either on-site as part of the 50% Green Infrastructure provision or off-site as part of a strategic SANG to meet the needs of the allocation. This will be delivered at 8ha/1000 population and meet the Buckinghamshire SANG Guidance criteria⁴.

The delivery and the in-perpetuity maintenance of the SANG can satisfy and should be agreed with Natural England. The aim of this green space is to provide a good quality and accessible recreational space capable of reducing the need for the new population to visit the Chilterns Beechwoods Special Area of Conservation. Perpetuity in this context is taken as at least 80 years. At the time of the planning application, visitor surveys must be undertaken to inform the Appropriate Assessment and ensure sufficient SANG is provided.

⁴ [Buckinghamshire-Council-Guidelines-for-Suitable-Alternative-Natural-Greenspace.pdf](https://www.buckinghamshire.gov.uk/s3.amazonaws.com/Buckinghamshire-Council-Guidelines-for-Suitable-Alternative-Natural-Greenspace.pdf)
([buckinghamshire.gov.uk.s3.amazonaws.com](https://www.buckinghamshire.gov.uk/s3.amazonaws.com))

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

Figure 16: Potential SANG Movement Network Options



RAF HALTON - AYLESBURY
Potential SANG Movement Network Options

1:6000 @ A3
28th NOVEMBER 2023



4.3.2 Viability and Deliverability

Key to a successful development will be the delivery of a high quality and sustainable place in which to live, including the provision of appropriate infrastructure at the right time. Co-ordination between the Council, landowners / developers and key stakeholders will be important to achieve this. Given the long timescale for delivery of RAF Halton, due to the base not being vacated until after 2027, it may be appropriate to reconsider the viability of proposals at later stages. This may mean that the level and / or timing of affordable housing provision required or the timing of provision of elements of infrastructure as set out in this Supplementary Planning Document may need to be revisited.

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

consultant of the Council's choosing at the expense of the applicant. The Council would seek an appropriate viability review mechanism be incorporated in the S106 to ensure that any uplift in the value of the development is reflected in a deferred contribution.

The following table sets out the infrastructure requirements and the trigger points that should be used to determine when they should be delivered. In addition to the infrastructure items shown below, the provision of health and wellbeing infrastructure on site would be beneficial to existing parish residents and new occupiers and the Council would encourage provision of medical facility on site. In line with Policy S5, Infrastructure in the adopted VALP, applicants should engage with the Integrated Care Board throughout the planning application process to understand the health requirements for this site and to understand what capacity existing within existing provision. A health impact assessment should also be undertaken at the planning application stage.

Item	Requirement	Policy	Delivery timescale/ trigger point	Delivery Lead	Mechanism
Highways	Junction improvements onto the B4009 Upper Icknield Way	D-HAL003 c	Short term	Council	S278
Public Transport	Provision for public transport into Wendover and to surrounding areas	D-HAL003d	Short term	Council	S106
Walking and cycling	Establishment and safeguarding for a network of cycling and walking links to and from Aylesbury and to the wider area	D-HAL003e	Medium term	Council	S106
Green infrastructure	Delivery of the tree lined avenue and green infrastructure across the site and arrangements for ongoing maintenance and management	D-HAL003f	Short/medium and longer term	Developer	S106
ANGST compliant GI	Provision and management of 50% ANGST compliant GI across the site	D-HAL003 f	Throughout the development period	Developer	S106
SANG compliant GI	Provision prior to occupation of housing and maintenance in perpetuity (80 yrs) of 50% GI to Accessible Natural Green Space Standard. May be provided on or off-site	SAMMS	Short term/ throughout the development	Developer	SAMMS mitigation

SAMM contributions	Provision of financial contributions per dwelling to contribute to the strategic management and long term maintenance	SAMMS Council policy	Short term	Developer	SAMMS mitigation
Education	Provision of land, buildings and car parking for a 2FE combined primary school with 60 place pre-school, including playing field provision	D-HAL003g	Medium term: Site transfer at the point when admissions into reception from within the development reaches 15 pupils (estimated to be on occupation of the 350 th home or four years from commencement whichever is the earlier) ²	Council	S106
Retail and community facilities	Provision of land, buildings and car parking for a new local centre, including community hall	D-HAL003h	Medium term	Developer	S106
Retained infrastructure					
Existing sports facilities	Retain existing sports facilities within the strategic allocation, as part of a long term strategy for sport and recreation service new and existing residents	D-HAL003 j	In line with disposal strategy for the base	Developer	S106/ stewardship arrangements

Note: Indicative Delivery Timescales, reflecting the planned date of closure of RAF Halton, within the years of commencement of development

- Short = 0-3 years
- Medium = 4 to 7 years
- Long = 8 years onwards

4.3.3 Apportionment

The Council's preference is for a single planning application to come forward for the site, through which a S106 agreement would be put in place to ensure the comprehensive and timely delivery of the required infrastructure.

However, should the site come forward through multiple planning applications from multiple developers, then it will be necessary for those planning applications to be able to demonstrate that:

- A policy compliant development can be delivered
- The separate developers/ developments will accept their respective share of infrastructure delivery costs
- The full package of the necessary infrastructure will still be delivered at the right time and in the right place

In the case of multiple applications, an apportionment mechanism will be required to ensure the delivery of infrastructure. The proposed approach to apportionment and its methodology should be agreed between the council and the developers at as early a stage in the development of the strategic site as possible. The delivery of the infrastructure set out in this SPD will be informed by an infrastructure agreement between the individual developers/landowners. The infrastructure framework will be endorsed by the Council and will set out the agreed apportionment of financial and in-kind contributions. The details in the infrastructure agreement will be legally secured through the S 106 agreement and planning conditions for each individual application.

4.4 Sustainability Requirements

The climate change and other environmental impacts of the development at RAF Halton are to be minimised by incorporating high levels of sustainable design and construction techniques including the re-use of existing built structures to maximise the existing embodied carbon on site, and encouraging walking, cycling and the use of public transport in accordance with the council's planning policies in the Vale of Aylesbury Local Plan.

The Implementation Approach section of Policy D-HAL003 expects proposals for development within the RAF Halton Strategic Site Allocation to demonstrate how they deliver a comprehensive redevelopment of this site and positively contribute to the achievement of the SPD and the Aylesbury Garden Town principles as set out in Policy D1, Delivering Aylesbury Garden Town. Policy D1 (j) states *"New garden communities should be designed to be resilient places that allow for changing demographics, future growth and the impacts of climate change by anticipating opportunities for technological change including renewable energy measures and 5G."*

VALP Policy C3, Renewable Energy, asks all development schemes to seek greater efficiency in their

use of natural resources including minimising energy use, improving water usage efficiencies, and the promotion of waste minimisation and recycling. The policy requires a feasibility assessment for district heating and cooling technologies for this strategic site. Where the feasibility assessment demonstrates that decentralised energy systems are deliverable and viable, then the Council will encourage the use of such systems as part of the development. Due to the Aylesbury Vale area being in an area of water stress, the development **could assist in reducing the water stress by delivering a** higher level of water efficiency than that requires under the Building Regulations. The RAF Halton site redevelopment will entail the adaptation and reuse of older buildings, notably the listed Groves and Henderson Barracks; the adaptation of such buildings should deliver improvements to energy and water efficiency while respecting and enhancing their significance as listed buildings.

4.5 The Planning Application Process and Expectations

The Council's preference is for a single outline application or hybrid application including a detailed Phase 1 proposal. This Supplementary Planning Document does, however, acknowledge that multiple outline and/or full planning applications for individual land parcels may be made. In the case of outline applications, these will be followed by reserved matters applications.

It is considered that the site's history advocates the need to have a strong focus on design. It is encouraged that a site wide design code is produced alongside a planning application and we would advocate that more detailed designs are considered by a design panel/design review process.

In the case of multiple applications / developers, it will be necessary for the developers to demonstrate how they will deliver comprehensive development of the site (as required by VALP Policy D-HAL003). A co-ordinated approach from all developers will be required, and this will need to be evidenced in their submissions.

The Council's expectation is that applicants should undertake pre-application engagement with the local community and relevant statutory and non-statutory consultees before submitting their applications.

This Supplementary Planning Document, along with the Vale of Aylesbury Local Plan, and other Supplementary Planning Documents adopted by the Council creates a strategic framework against which an application will be determined. Applicants should check for relevant and up to date guidance and SPDs when preparing planning applications, the Council is, for example working on a Tree Policy and a Design Code, both of which are likely to be of relevance in the future. It is a requirement that an application is accompanied by a suite of accompanying documents and information in accordance with national and local planning policy. The information to be submitted is as set out in the following list. This list is not a definitive list and should individual applications be submitted not all will need to provide all the information set out; it will depend upon the size and scale of the proposal and any pre-application discussions with the Council.

- Plans and drawings
- Design and Access Statement
- Planning Statement
- Transport Assessment and Travel Plans. Active Travel England will need to be involved at the planning application stage.
- Flood Risk Assessment and Drainage Statement
- Landscape Visual Impact Assessment, to include the impact on the setting of the Chilterns

- National Landscape.
- Arboricultural Survey & Landscaping
- Biodiversity Report, including a biodiversity net gain metric in excel format.
- Full Heritage Assessment, incorporating a detailed archaeological desk-based assessment. Field evaluation may be required, subject to further discussion with the Council
- Air Quality Assessment
- Noise Assessment
- Health Impact Assessment
- Environmental Statement Screening and/or Scoping (with potential Environmental Statement subject to Screening)
- Open-book Viability Assessment
- S106 Heads of Terms
- Infrastructure Delivery Statement

4.5.1 Governance and Engagement Expectations

In line with Policy D1 (i), planning applications for the site should set out how public areas and community assets will be maintained in the long term, and, where appropriate, how the community can be involved in the governance of these assets. In particular, this is likely to consider the existing sports pitches and Nuffield Pavilion, as well as the new school, local centre and community facilities where these are provided within the site.

Halton Parish Council has expressed its vision for the future use and management of the sports fields and open green spaces on the strategic allocation. The Parish Council would like to preserve a sustainable sports field complex which will both enhance the 'larger' Halton Parish as well as offering sports facilities for hire to the wider community. To that end the Parish Council, through the site disposal process, would like to acquire the existing playing fields together with the Nuffield Pavilion, to ensure that, in the long term, these facilities would be owned and operated by and for the benefit of the local community.

The landowner will make the decision as to the approach to long term stewardship of the site's assets. However, early engagement between the DIO/future landowner, their preferred developers and the Parish Council and local community (including the parish council) will provide opportunities for all parties to share ideas and suggestions as to how the community assets can be delivered and secured for future generations to ensure a long-lasting legacy. To ensure consistency in management across the site it would be preferable that a site wide strategy is developed.

The delivery of 50% green infrastructure to Accessible Natural Green Space Standard within the allocation. The green infrastructure being provided must have a long-term management and maintenance strategy and be agreed by the council. A mechanism must be secured to manage the green infrastructure in perpetuity. The management and maintenance strategy shall set out details of the owner, the responsible body and how the strategy can be implemented by contractors.

4.5.2 Subsequent Design Stages and Expectations

An outline planning application will need to be accompanied by a Design and Access Statement that will

set out how the application relates to the overall Supplementary Planning Document Masterplan. An application will need to provide parameter plans, proposed character areas, typologies and illustrative layouts which will demonstrate how the Supplementary Planning Document design objectives can be delivered within the scheme.

The council will consider if design codes are appropriate at the pre-application stage.

4.6 Delivery, Monitoring and Review

The Council will monitor the significant effects of the SPD. The Council is required to produce a Monitoring Report at least yearly to monitor the implementation of the Local Development Scheme (LDS) and the extent to which policies in the Local Plan are being achieved. The Monitoring Report will report on the effectiveness of policies within the VALP and other relevant policy and guidance documents including this SPD.

The test of the effectiveness of the policy D-HAL003 and the design and placemaking considerations in this document will be whether the sustainable development of the site has been achieved in accordance with the Council's policy aspirations and the vision and objectives. The Council will monitor the stages in the development process including the obtaining of planning permission, construction of the approved development and subsequent occupation. This information will be fed into the Annual Monitoring Report. If there is evidence that the development is failing to meet the objectives, it will be reported together with an explanation and proposed remedial steps.

PART 2 - BACKGROUND INFORMATION

5 Policy Context

5.1 Vale of Aylesbury Local Plan (VALP)

The VALP was adopted in September 2021, covering period 2013-2033. The key policies for the allocation of the RAF Halton site are:

- Policy S2 Spatial Strategy for Growth, which allocates 1,000 homes at Halton Camp as the majority of the 1,142 homes planned for Wendover.
- Policy D-HAL003 RAF Halton which allocates the site for at least 1,000 homes during the Plan period, plus associated infrastructure, services and facilities, including a primary school, new local centre, new access routes, if needed, and new green infrastructure. A Masterplan SPD is to be prepared for the site including details of phasing and delivery prior to the site coming forward for development. The Policy requires development to comply with all other relevant policies in the VALP, including the principles of development for Aylesbury Garden Town. The full version of Policy D-HAL003 is set out in Appendix 1.

Other policies in the VALP set out a range of requirements and standards for development and are relevant when planning for the redevelopment of RAF Halton. A list of these key policies and a brief summary of their role and purpose is set out in Appendix 1.

5.2 The National Planning Policy Framework (NPPF), December 2023

Sustainable development lies at the heart of the NPPF. There is a presumption in favour of sustainable development. “For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay” (para 11).

The adopted VALP policies reflect previous iterations of the NPPF. The July 2021 update included a number of changes to Section 12 (achieving well-designed places) including reference to the need for local authorities to prepare design codes or guidance.

Key chapters and guidance of particular relevance to the development at RAF Halton include:

- Section 5: Delivering a sufficient supply of homes
- Section 7: Ensuring the vitality of town centres
- Section 8: Promoting healthy and safe communities
- Section 9: Promoting sustainable transport
- Section 11: Making effective use of land
- Section 12: Achieving well-designed and beautiful places
- Section 13: Protecting Green Belt land
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Section 15: Conserving and enhancing the historic environment

5.3 National Design Guide, January 2021

The National Design Guide addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics:

1. Context – enhances the surroundings
2. Identity – attractive and distinctive
3. Built form – a coherent pattern of development
4. Movement – accessible and easy to move around
5. Nature – enhanced and optimised
6. Public spaces – safe, social and inclusive
7. Uses – mixed and integrated
8. Homes and buildings – functional, healthy and sustainable
9. Resources – efficient and resilient
10. Lifespan – made to last

National Model Design code: this document provides guidance to support the preparation of design codes and guides by local planning authorities. It needs to be used alongside the National Design Guide to inform the production of local guides as well as decisions on planning applications.

5.4 Neighbourhood Plans

The **Wendover Neighbourhood Plan** was made in February 2020. The plan area is also the parish boundary and chapter 6 addresses the redevelopment of the RAF Halton site. The Neighbourhood Plan acknowledges that the site lies outside of the parish boundary and rightly does not include any policy requirements for the redevelopment. However, due to the proximity of the site to the town, issues such as the potential impact of redevelopment on infrastructure, facilities and services in Wendover are of local concern.

Halton Parish Council is currently preparing a Neighbourhood Plan. The plan area covers the Parish boundary and is currently being reviewed to include the area of the RAF Halton camp as this is the subject of strategic policy D- HAL003 in the adopted VALP.

Consultation on the Regulation 14, pre-submission plan took place between January and March 2023. Until it has been 'made' (adopted) it has no weight in the decision-making process. As an indication

The emerging plan's Aims and Objectives include

- c. Enable phased growth of the village when RAF Halton closes, balanced with the need to protect the unique Parish environment*
- g. preserve and enhance the RAF sporting and leisure facilities for the wider community when RAF Halton closes.*

The Neighbourhood Plan sets out useful background information on the historic development of RAF Halton and goes on to set out the Parish Council's aspirations for the site's existing sport and leisure facilities once the base closes. Paragraph 28 of the Plan sets out the main points that the

redevelopment of RAF Halton must address:

- a. *All development must be considered in accordance with AONB, Green Belt and AGT Policies, and all Historic Listings.*
- b. *The MOD land that sits outside of the strategic allocation must be identified and managed post 2027 closure to ensure all green areas, including the grass airfield, are retained and protected for the future.*
- c. *It is vital to retain all of the current green spaces, to maintain the rural feel of the Parish whilst absorbing an extra 1,000 dwellings.*
- d. *Provision of Allotments; the Parish currently has none.*
- e. *It is imperative that the excellent sports and leisure facilities should be retained by the Parish Council for the benefit of the Parish and the wider community.*
- f. *It is important to retain and enhance the Parish heritage, from the Rothschild period and 100 years of RAF Halton. This includes securing a future for Halton House, its gardens and parkland; The Trenchard Museum; the McCudden Flight Centre; the First World War Trenches; the historic windows in St Georges Church; the RAF Hangars; the RAF Halton Circle; Pill Boxes and shelters.*
- g. *Housing development must be eco-friendly, sustainable and of high quality, designed to be sympathetic to its setting, referencing the Halton Parish Design Guide.*
- h. *There must be a mix of housing to include retirement and affordable dwellings.*
- i. *Adequate parking provision must be addressed to avoid on road parking.*
- j. *The local roads are not equipped for circa 2,000 extra vehicles. There is a need for safe pedestrian crossings, traffic calming measures, traffic lights on Perch Bridge, pavement enhancements and new cycle routes to Wendover (the closest strategic settlement) will be required.*
- k. *Improved provision of public transport to Wendover and Aylesbury;*
- l. *Supply of local services for the community; importantly a Health Centre and the Nuffield Pavilion as a Community Centre, both at the heart of the extended village.*
- m. *Build an extension to Halton Combined School and create a secure campus which can be accessed safely by pupils on foot or by bicycle.*
- n. *Supply appropriate retail facilities such as a small 'local' supermarket located with the post office to avoid car journeys to Wendover.*
- o. *Develop business and employment opportunities by repurposing the RAF Hangars and their surrounding hard standing.*

5.5 Relevant SPDs

Biodiversity Net Gain SPD, adopted July 2022: the SPD sets out guidance on how biodiversity net gain can be delivered in Buckinghamshire. It expands on relevant local plan policies, including Policy NE1 in the adopted VALP setting out best practice in biodiversity and green infrastructure accounting and a methodology for calculating and delivering net gain. The biodiversity net gain

assessment process to be followed is set out in a flow diagram (Figure 4 within the Biodiversity Net Gain SPD) and the SPD provides additional detail for implementing each stage in that process.

Two further SPDs relevant to the redevelopment of RAF Halton are currently being adopted by the Council; both were subject to consultation in November 2022 and both apply solely to the Aylesbury Vale area of Buckinghamshire and therefore apply to RAF Halton.

The **Aylesbury Vale Area Design SPD** aims to ensure that new development within the Aylesbury Vale area is built to the highest quality, is sustainable, accessible for all and relates well to its surroundings. The SPD sets out a series of design principles which are accompanied by descriptions, illustrations and photographs to demonstrate what is required. The Design SPD, once adopted, should be read alongside the site specific Masterplan SPD for RAF Halton.

The **Aylesbury Vale Area Affordable Housing SPD** provides guidance and interpretation of the application of affordable housing policy as set out in the adopted Vale of Aylesbury Plan. VALP Policy H1 applies to developments (including allocated sites) of 11 dwellings or more. The SPD provides guidance on phasing, the size of 'clusters' of affordable units, design and accessibility and dwelling size and mix amongst other elements.

5.6 Chilterns Beechwoods Special Area of Conservation

To avoid adverse public access and disturbance impacts from development on the integrity of the Chilterns Beechwoods SAC at Ashridge Commons and Woods Site of Special Scientific Interest (SSSI), a Mitigation Strategy³ was published in November 2022 to support the Habitats Regulations Assessment for Dacorum Borough Council; Buckinghamshire Council; Central Bedfordshire Council and St. Albans City and District Council.

The Strategy includes a Strategic Access Management and Monitoring Strategy (SAMMS) intended to manage and avoid impacts at their source and to educate those visiting the Chilterns Beechwoods SAC at Ashridge Commons and woods SSSI. The Strategy sets out a series of costed projects designed to mitigate the likely scale of development that will come forward within the 12.6 km Zone of Influence. The apportionment of the costs of the SAMMS to Buckinghamshire council is £566.23 per dwelling. The Strategy also provides guidance and criteria for the creation of Suitable Alternative Natural Greenspace (SANG) to relieve recreational pressures that would otherwise be felt at sites such as Ashridge Commons and Woods SSSI. SANGs go hand in hand with the SAMMS to provide alternative recreational space and gradually educate people as to their impacts whilst improving management at Ashridge.

5.7 Chilterns National Landscape

The Chilterns AONB Management Plan 2019-2024 sets out the vision, policies and actions for the management of the Chilterns National Landscape. It will influence key policies, plans and processes affecting the area, including development plans, neighbourhood development plans, transport plans and green infrastructure strategies.

The Management Plan is a legal requirement under the Countryside and Rights of Way Act 2005.

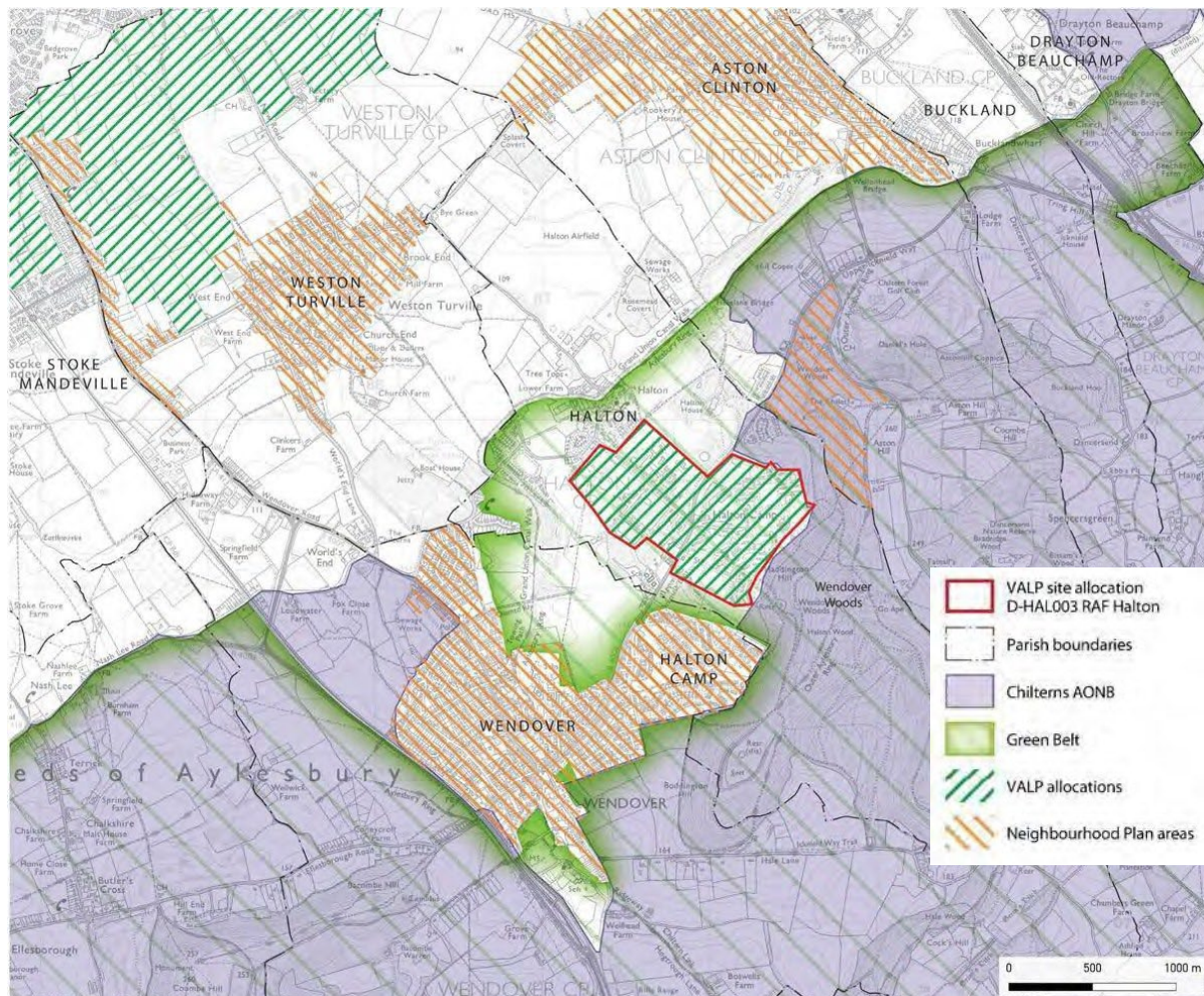
The Chilterns Buildings Design Guide, produced in 2010, provides information on the character of the Chilterns National Landscape; the way in which settlements and other buildings fit into the countryside; the special character of villages; ways in which new buildings can be sympathetically incorporated into the village/countryside setting; design features and details of individual buildings and small developments; materials; landscaping. It is primarily aimed at development within the Chilterns National Landscape itself but the guidance could be used to ensure that new development adjoining the National Landscape is carefully designed to the area's important qualities and appearance.. Regard should also be had to the Chilterns Conservation Board's Position Statement: 'Development Affecting the Setting of the Chilterns AONB'.

6 Site context

6.1 Location and surrounding land uses

The site lies to the south east of Aylesbury Garden town, north-east of Wendover and forms part of the area of Halton Parish. The site is adjacent to the Chilterns National Landscape and sits at the foot of the Wendover Woods.

Figure 17: location of the RAF Halton strategic allocation



The majority of the site is currently owned by the MoD and is an operational RAF training base comprising barracks, staff accommodation and supporting facilities including a church, children’s nursery, health and leisure facilities.

An area adjacent to Upper Icknield Way is owned by Buckinghamshire Council and is used for the Museum Resource Centre.

The existing character of the site can be broadly classified as:

1. Groves and Henderson barracks in the north east of the site. This area forms the earliest remaining barracks buildings of up to 3 storeys and parade ground which are listed, set

adjacent the wooded hillside of Wendover Woods. It feels relatively separate to other parts of the site and has a distinctive formal 'set-piece' character arranged around the large tarmacked parade ground.

2. Maitland Barracks in the south east of the site, to the east of Upper Icknield Way. This comprises slightly later barracks buildings of up to 3 storeys and supporting facilities. The area has a loose, urban form with large areas of lawn and a second hard surfaced parade ground. The character is less formal, and more fragmented reflecting its gradual development. The central section slopes up to an upper plateau abutting Wendover Woods, enabling long distance views west over the Vale of Aylesbury.
3. South of Chestnut Avenue. This area has a lower density urban form comprising large footprint buildings of 1-2 storeys with large lawns and car parks between. Historic workshops occupy a central location and are in a poor state of repair. Buildings are set back from Upper Icknield Way and the mounted jet is a local landmark.
4. To the south west of Chestnut Avenue, grassed sports pitches, an astro turf pitch and courts are served by the Nuffield Pavilion which is a distinctive landmark building.
5. To the north of Chestnut Avenue, there are a series of building complexes of up to 3 storeys, including the Kermode Hall and St Georges Chapel, interspersed with a parkland landscape and woodland which is a remnant of the Halton House estate and partially within designated Registered Park and Garden. The existing development has a poorly defined relationship with the Park and Garden.

6.2 History of RAF Halton site

Formerly monastic land, the site became part of the Dashwood-King estate in 1720, and was a self-contained agricultural community. Baron Lionel Rothschild purchased the estate in and was then absorbed into the Rothschild estate in 1853. Halton House, which lies just outside of the strategic allocation was built in 1883 together with the creation of the Grade II historic parkland and many of the houses in Halton village were built for staff of the Rothschild estate, and have a distinctive design. Marking a change to the character and use of the estate, In 1913 to support the war effort, the estate was loaned to Lord Kitchener as a training establishment, including training trenches, which remain today, and was then sold to the crown in 1919. The estate was developed to provide workshops and barracks, including the Groves and Henderson barracks which are now listed buildings. The site became RAF Halton, with hangars and an airfield to the north of the village, outside of the site allocation.

The base expanded incrementally in the 1920s. The Grove and Henderson Barracks date from this period. (Text taken from DIO Vision and Halton Parish documents)

6.2.1 Heritage Assets

Designated heritage assets on the site (aside from the scheduled Monument), relate to the site's history as part of the Rothschild Halton House estate from 1853 onwards, and subsequent use as an RAF base from the early 20th century onwards.

- Nationally Listed buildings - there are 24 statutory listed buildings on the site allocation, all of which are identified on the following table:

Building number	List description name	Grade
No 301	Halton House	II*
Nos 6-21	Buildings Nos. 6,7 and 8-13 (Groves Barracks) and	II

	14-15 and 16-21 (Henderson Barracks)	
No.22	Building 22, Groves and Henderson Barracks	II
No. 24	Building 24 (Airmen's Institute), Groves and Henderson Barracks	II
No.25	Building 25 (Former Regimental Institute), Groves and Henderson Barracks	II
No.26	Building No. 26,(Henderson Sergeants' Mess) Groves and Henderson Barracks	II
No.28	Building 28, (Henderson Mess) Groves and Henderson Barracks	II
No. 29	Building 29 (Groves Mess), Groves and Henderson Barracks	II

- A portion of the Site is situated within the grade II Registered Park and Garden of Halton House
- Scheduled Monument - Long Barrow located 200m east of parade ground, Groves Road, Halton Camp
- Halton Conservation Area approximately 100m to the north of the site boundary.

Non-designated Heritage Assets: A table showing the locally listed Non-Designated Heritage Assets on the RAF Halton site is attached at Appendix 2 to this SPD. For the latest list and status of buildings, see the Buckinghamshire Council Local Listing web platform: [Home - Buckinghamshire's Local Heritage List \(local-heritage-list.org.uk\)](http://Home - Buckinghamshire's Local Heritage List (local-heritage-list.org.uk))

Other heritage assets:

- Archaeological notification area covering the majority of the Registered Park and Garden and Scheduled Monument
- Heritage at risk area covering the Registered Park and Garden⁵s

Museums within the SPD boundary:

- The Trenchard Museum and James McCudden Flight Heritage Centre located in the north east of the site which display items relating to the history of RAF Halton. Open to the public by appointment.
- The Museum Resource Centre, on Rowborough Road. This contains important collections and County archives.

The strategic allocation area includes a range of heritage assets, including:

- Grade II* and Grade II listed buildings
- Curtilage listed buildings
- The Grade II listed Registered Park and Garden of Halton House
- A scheduled ancient monument
- Archaeological notification area
- Heritage at Risk
- Conservation Areas at Halton and Wendover
- Local listed buildings

⁵ [Halton House, Aston Clinton / Halton - Buckinghamshire \(UA\) | Historic England](http://Halton House, Aston Clinton / Halton - Buckinghamshire (UA) | Historic England)

6.3 Landscape and ecology

The strategic allocation is wholly located in the Metropolitan Green Belt and on the edge of the Chilterns National Landscape (CNL). The site lies within two national character areas, Upper Thames Clay Vales and The Chilterns. Local Landscape designations include:

- Area of Attractive Landscape (AAL) covering the land around Halton House and up to Chestnut Road
- Local Landscape Area (LLA) covering the eastern part of the RAF Base

There is significant vegetation across and adjacent to the site, including:

- Tree Avenues: three long avenues running in a north-west to south-east direction along Chestnut Avenue and between the playing fields south of Chestnut Avenue.
- shorter avenues of trees on Upper Icknield Way at the junction with Chestnut Avenue.
- Large blocks of woodland and parkland trees in and on the edges of the RAF base screen views into the base from the surrounding roads and countryside.
- Numerous smaller groups of trees and individual trees throughout the site.
- Wendover Woods and large belts of trees around Halton House and along the Wendover Arm, Grand Union Canal creating a green setting for the site.

In terms of ecology, there are areas of important both within and outside of the site:

- Weston Turville Reservoir SSSI is located approximated 330 m south west; Aston Clinton Ragpits SSSI is located c. 690m to the east; and Dancers End SSSI is located c. 970 m east
- The Allocation Site falls within several Natural England SSSI Impact Risk Zones (IRZs) for the above SSSIs
- There are 12 Local Wildlife Sites (LWS), and four Biological Notification Site (BNS) within the 2 km radius of the site
- There is a large area of semi-natural ancient woodland which spans Haddington Hill and Wendover Woods; extends into the south eastern boundary of the wider RAF Halton, and so lies directly adjacent to the Allocation Site. There are also several small areas of semi-natural ancient woodland within the wider RAF Halton boundary and include Tops Wood; Rowborough Copse; Haddington Hill and Marl Copse (none fall within the Allocation Site).
- Priority Habitats Inventory layer also identified areas of lowland deciduous woodland, traditional orchards and wood pasture and parkland priority habitats across the Allocation Site and wider RAF Halton.

- There are several woodland parcels within the wider RAF Halton
- Multiple areas of grassland fall within the Allocation site
- A number of trees, treelines and hedgerows are present within the Allocation Site
- A number of individual trees protected by TPO are located along Chestnut Avenue to the north east of the Allocation site
- Further survey will be required to determine whether any of the trees (scattered or within woodland), constitute veteran trees, or whether any of the hedgerows qualify as 'important' under the Hedgerow Regulations.
- Local Geological site – adjacent to the allocation site
- Wendover Woods Biodiversity Opportunity Area (BOA) – covers the land to the south of listed barracks

Some of the designated habitats can be expected to support a range of protected or notable species, such as: bats, great crested newts, otter, reptiles, water vole, breeding birds, plants and invertebrates.

6.4 Movement and Access

Current Transport Infrastructure serving the site includes:

- B4009 (Upper Icknield Way) which passes through site from Wendover to Tring (connecting the A413 to A41). There is a secondary road (Chestnut Ave) connecting the site to Halton village and beyond. Both roads have a 30mph speed limit and both are single carriageway.
- Bus route 50 provides a half-hourly from the site to Aylesbury via Wendover although it doesn't connect to Wendover station (600m gap) nor to Halton village.
- The Wendover Arm, Grand Union Canal towpath and nearby Wendover Woods provide trails for pedestrians/cyclists
- There are many public footpaths close by the site, particularly to east of site. One footpath cuts through site in the west (from Halton southwards to Wendover). HAL/6/2 runs through part of the allocated site and route ACL/25/1 and HAL/3/2 run along the perimeter of the site to Halton House.
- Wendover railway station (2km away, 183 parking spaces, 104 bicycle stands) and Aylesbury railway station (7km away) provide half-hourly trains with services to Aylesbury and London Marylebone.
- There is a pedestrian and cyclist subway under B4009 within the site itself, connecting the eastern and western parts of the base.

Vehicle access to the site is available from Chestnut Avenue and Upper Icknield Way, via existing junctions and potential new junctions to be agreed with Buckinghamshire Council highways team. There is significant potential to increase sustainable travel in line with Aylesbury Garden Town objectives and an opportunity for speed reduction and traffic calming on B4009/Chestnut Avenue through good design. good design; design challenge of integrating main roads into village fabric.

6.5 Flood Risk

The site is located wholly within Flood Zone 1 for fluvial flooding and at very low risk of surface water flooding.

6.6 Utilities

6.6.1 Electricity

- The Site is located within an area served by UK Power Networks (UKPN).
- The site's electricity supply is provided by 11kV cables located on Tring Road, which enter the Maitland/Henderson area of the site to connect to an onsite intake substation. The intake Substation is connected to a private High Voltage ring main (PHV), which supplies a network of 14No. on-site substations. These substations supply electricity to on-site buildings through a network of private Low Voltage (PLV) cables.
- UKPN have further confirmed the presence of 11kV underground cables (UGC) running from Harelane Bridge path past Church View towards the Garden Close / Chestnut Avenue intersection before going west towards the cricket ground in the northern half of the site.

Implications for development:

- The existing high voltage 11kV ring main and Substation network on-site, will require a survey to assess their current status and viability for future utilisation. However, elements of this network and associated substations will need to be relocated/diverted to facilitate the development.
- UKPN have proposed to extend the HV network between the PoCs and around the site to the three 500kVA Substations and one 315kVA Substation. In addition, LV cables will be laid to provide connections to 1,000 dwellings with external meter cabinets.

6.6.2 Gas

- The Site is located within an area served by Southern Gas Networks (SGN).
- There is a network of Medium Pressure (MP) main along Halton Village Road, Chestnut Avenue, Tring Road / Upper Icknield Way and Babington Road.
- There are several spurs of MP gas supply mains entering the site at supplying some of the buildings on-site.
- There is an MP main entering the site on Stable Road to supply an on-site gas Pressure Reducing Station (PRS).

Implications for development:

- There is a network of MP gas mains in the proximity of the site, which can be a source of gas supply. The Gas Governor in the vicinity of the site as well as the gas network will need to be assessed by SGN to understand the suitability for the future development proposal, diversions or terminating the mains at suitable joints will need to be considered as the masterplan develops.

6.6.3 Telecommunications

- The Site is located within an area served by Openreach.
- There is vast network of existing Openreach underground and Overhead (OH) infrastructure within and adjacent to the site.
- The respective Openreach cables run along the access roads, Halton Village Road, Chestnut Avenue, Tring Road / Upper Icknield Way and Babington Road and through runs through sections of fields.

Implications for development:

- There is a significant network of Openreach underground cables and overhead lines in the vicinity, which may require some diversionary or protection work to facilitate the development.

6.6.4 Potable Water

- The Site is located within an area served by Thames Water (TW).
- There is an existing potable water main which runs within Weston Road in adjacent to the development site in the north.
- There are potable water mains which run along the access roads, Halton Village Road, Chestnut Avenue, St Michaels Close, The Orchard Tring Road / Upper Icknield Way and Babington Road.

Implications for Development:

- Asset records obtained show that there are existing private on-site water networks, which will require some degree of diversion or decommissioning as a result of development.
- The development will increase potable water demand in the area. TW advised that their supply of potable water network did not have sufficient capacity to serve the full site requirement for up to 1000 properties. TW advised that they have sufficient capacity in the network to serve up to 25 properties but off-site reinforcements works would be required in order to supply the full site.

6.6.5 Foul and Surface Water

- The Site is located within an area served by Thames Water (TW).
- There is an on-site Sewage Treatment Works (STW) located on the south-east corner of the airfield near Harelane Bridge, which is connected to the onsite foul sewer network.
- There are existing foul and surface water network shown on-site and in the vicinity of the site. An existing foul sewer with manholes crosses the area of Halton Camp.
- All of the buildings within or adjacent to the site is connected and/or have a private foul and surface water network connection.

Implications for Development:

- Asset records show that there are existing private on-site drainage networks (foul and surface water) which will require some degree of diversion or decommissioning as a result of the development, as they may not align with the proposed corridors within the concept masterplan.
- The development will increase foul water discharge on-site.

6.6.6 Conclusions

- Energy and water cycle strategies need to be undertaken to understand what on-site opportunities there are to reduce demand through generation and re-use. This will help inform what, if any, off-site reinforcement is needed.
- UKPN have confirmed that there is capacity in the HV electricity network to provide the

required supply for the development's initial phase of 1000 dwellings, to connect to their HV network 3 x 500kVA and 1 x 315kVA ground mounted substations with associated LV underground network to supply the properties.

- There is a network of MP gas mains within the proximity of the site, which can potentially supply the entire site. SGN have advised reinforcement works will be necessary and the need to apply for a firm quotation to provide further details for gas reinforcements.
- The Openreach infrastructure supply strategy will be affected by the construction of the development, to assess the extent of the works, Openreach will need to undertake a detailed survey.
- No direct enquiry has been made to Virgin Media (VM), VM has existing network within Tring Road and Aylesbury Road.
- Thames Water have expressed their capacity concerns for clean water supplies and will require the developer/landowner to provide proof of ownership and outline or full planning permission. This will then trigger 20 months of work by Thames Water, which will conclude in reinforcement of the network in order to supply the full 1000 new properties. If the timescale is beyond the developers first occupancy then the developer will need to underwrite the cost of modelling and design. Thames Water will fund the study but if the developer fails to achieve a connection within 5 years they will be liable for the £11K + VAT.
- There is extensive multi-utility public and private infrastructure across the site. Further surveys and enquiries will be required to assess its viability in the future development and understand the costs for diversion/termination of the existing network during the construction.

7 Summary of Key Constraints and Opportunities

Drawn from the baseline analysis and contextual analysis, the following table draws out the key constraints, issues and opportunities for the site.

Evidence Base	
Item	Key assumptions/latest position/gaps
Technical Constraints/Issues	
Historic Environment	<ul style="list-style-type: none"> • Listed buildings, Registered Park and Garden and Scheduled Monument to be retained. Consideration needed as to the setting of these assets and any requirements for a buffer zone to the SM. • Bucks Council site survey to be undertaken to identify other non-designated heritage assets and structures of historic interest, which it may be necessary to retain. • The Museum Resource Centre, which is principally a storage facility, is reportedly in a poor state of repair and lacks space to grow to accommodate anticipated finds arising from the HS2 works. Buckinghamshire Council is reviewing options around location of the facility and future use of the site. • Consideration is needed as to how Groves and Henderson Barracks and its large parade ground can successfully evolve into an attractive residential while retaining its essential character and conserving or enhancing its heritage significance. • There is an opportunity for the site’s military and earlier estate history and pre-history to be referenced in the design of the development, its landscape and public realm, place naming and provision of interpretation material/heritage trails. • In light of HE comments, there is an opportunity to improve the setting of the Halton House by removing modern buildings in the sergeant's Mess area and not replacing them (potentially increased densities elsewhere subject to Green Belt considerations). HE would be content with the replacement the other buildings in this area with something occupying roughly the same height and footprint. • Views from Vale towards Halton House have the potential to be affected by development of the site and taller building heights. Halton House should retain primacy in the view. • Setting of the Scheduled Monument to be enhanced. Any direct impacts on the Scheduled Monument (including from demolition and buildings works) will require Scheduled Monument Consent; early engagement with Historic England is advised.

Landscape	<ul style="list-style-type: none"> • The site is located in the green belt and on the edge of the Chilterns National Landscape the Area of Attractive Landscape covers the land around Halton House and up to Chestnut Avenue, while land south and east of Icknield Way sits within a Local Landscape Area. • The site lies within two national character areas, Upper Thames Clay Vales and The Chilterns. • Design interventions should consider making provision for Green Infrastructure (GI) and biodiversity net gain with development. There are opportunities to utilise the existing green infrastructure throughout the site for biodiversity enhancements.
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	<ul style="list-style-type: none"> • Several large areas with hardstanding could be assessed for reuse as public open space and will require producing design principles. • Existing playing fields within the Station Workshop area could be retained for future use by existing and new residents or as school grounds. • There are opportunities for development to link with the network of footpaths and woodlands surrounding the site. • considering the site's sensitivity, it would be important to produce a landscape framework with landscape principles and objectives addressing the different features across the site and the qualities of the landscape and its characteristics and as affects the character and setting of the Chilterns National Landscape. This assessment should be considered through the planning application stage. • Details of Bucks requirements for ANGST, formal open space provision, and play space as part of the green infrastructure of the site, which are to be reflected in the SPD guidance and masterplanning. • The Chilterns AONB Boundary Review: The plan area is within a proposed area of search which Natural England is considering as a possible boundary variation to the Chilterns Area of Outstanding Natural Beauty (AONB). Although the assessment process does not confer any additional planning protection, paragraph 182 of the National Planning Policy Framework (NPPF) states that planning policies and decisions should protect and enhance valued landscapes and recognise the intrinsic character and beauty of the countryside. Natural England advises that this area should be considered as a valued landscape with appropriate Local Plan policies to protect and enhance its intrinsic character and natural beauty Furthermore, Paragraph 183 of the NPPF states that development in the settings of AONBs should be sensitively located and designed to avoid or minimise impacts on the designated areas.
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<p>Biodiversity and GI</p>	<ul style="list-style-type: none"> • Ecological survey information required for the whole site so that the effect of development on the natural environment (including protected species) can be properly assessed (ie including any areas not covered to date that might be affected by development, including infrastructure). This should be presented as an Ecological Impact Assessment. • Chiltern Beechwoods mitigation and consideration of SANG on site to be discussed. Meetings to be arranged with Natural England and Chilterns Conservation Board. • Baseline survey work to be completed to understand the distribution of habitats and protected species in parallel to any design work. Aspects to be covered: bats survey, biological offsetting • Details of any required habitat buffer zones to designated landscapes, to be advised by Bucks / NE. • Further details of requirements for BNG that are to be included in the SPD guidance.
<p>Flood Risk, Hydrology and Drainage</p>	<ul style="list-style-type: none"> • A high-level, site wide drainage and flood risk assessment is needed to better inform the constraints on the site. • Guidance from local flood officer on the likely requirements for SuDS infrastructure. Request for any drainage strategy reports prepared by the DIO. • Any SuDS scheme would benefit from a multidisciplinary approach which looks at opportunities to integrate SuDS into the landscape and assist with BNG. This will assist with creating blue-green corridors through the development. • Further study may be needed regarding ground water flood risk. • The masterplan should ensure that infiltration is used where possible as a means of surface water disposal, all infiltration measures will have some form of attenuation. Therefore, multifunctional SuDS should be promoted throughout the development regardless of the ultimate surface water disposal method.
<p>Landscape Sensitivity</p>	<ul style="list-style-type: none"> • Establish a clearer understanding of if/how the existing landscape structure can help accommodate development. Establish whether further evidence/assessment is required to support the SPD in regard to any landscape character assessment?

Transport/Movement	<ul style="list-style-type: none"> • Bucks highways to confirm requirements for transport modelling for SPD and future planning application(s). • Travel survey has been undertaken of all site users to help determine current travel patterns and form a baseline from which development impact can be measured (and to inform travel chapter in the SPD) – results to be accessed? • Bucks to provide details of required EV charging provision. • Bucks to provide position on level and arrangement of car parking – suggested car park for local centre and school. Is it needed? Potential for reduced or innovative parking solutions at listed barracks. • Clarity on what options have been assessed and requirements for roundabout.
Utilities constraints	<ul style="list-style-type: none"> • The masterplan needs to address the spatial implications of key infrastructure. • Utilities – request for information made to DIO. Existing utilities lines may present a constraint to development (may be confidential). Future utilities infrastructure to meet predicated capacity should ideally be identified in the SPD. • Unexploded ordinance/contamination – request should be made to DIO for details (may be confidential).
Other land use planning assumptions	
Community facilities and Services (education, health, emergency, etc.)	<ul style="list-style-type: none"> • The Local Plan sets out the requirement for a new primary school and local centre. The master planning/SPD progresses will seek to establish where these facilities should be located and if any additional facilities are required. • Consideration of the position of the local centre, should this be within the centre of the site/adjoining the school site? Or should be located closer to existing Halton village and sports facilities? • Halton Parish have identified a deficit in green infrastructure. • Initial indication from education team that school site should be located adjoining the existing village school to enable expansion of school site and facilities. However, the site is not considered large enough to accommodate the additional 2FE capacity required to accommodate scheme. • Contributions will be required for secondary school education – existing secondary schools will meet needs. Consideration should be given to provide walking and cycling connections to existing secondary schools alongside public transport. • Confirmation of health requirements on site? Previous discussions talked about Hampden Fields being location of combined health facility. Need for further discussion with ICB.
Employment	<ul style="list-style-type: none"> • Consideration of employment opportunities on site, co-working space? Consideration of workshops and history of the site and opportunities for start up units or similar on the site? Reuse of existing buildings?

Housing mix (to inform densities)	<ul style="list-style-type: none"> • Policy H6a within the VALP sets out a requirement for a mix of housing on site: Market housing split between 4% 1 bed flats, 4% 2 bed flats, 13% 2 bed houses, 52% 3 bed houses, 21% 4 bed houses, and 6.5% 5+ houses. Affordable housing: 9% 1 bed flats, 6% 2 bed flats, 36% 2 bed housing, 39% 3 bed housing and 10% 4 bed housing.
	<ul style="list-style-type: none"> • Policy H5 requires provision of self/custom build dependent on need. • Need for consideration of implication of barrack blocks and their conversion and impact this has on the mix of housing across the site • Assumption that pepper potting of affordable housing throughout the site is preferential. • Consideration of accessible homes, 15% of affordable homes to meet M4(3) wheelchair accessible housing standards.
Other Major Influences	
Climate change and net zero carbon	<ul style="list-style-type: none"> • Site wide energy strategy, including the potential for district heating and/or to utilise opportunities for solar gain and PV generation, which would have specific implications for land use (particularly if a freestanding PV array is required), street alignment, and block/building design.
Health and well-being	<ul style="list-style-type: none"> • Confirmation of health requirements on site? Previous discussions talked about Hampden Fields being location of combined health facility. Need for further discussion with ICB. • Embed placemaking approach to health and well-being into masterplan using guidance from Building for a Healthy Life, Sport England’s Active design principles and putting Health into lace. • Consideration should be given to carrying out a Health Impact Assessment of the development alongside the application using public Health England’s October 2020 guidance on Health Impact Assessment in spatial planning.
Viability	<ul style="list-style-type: none"> • A site wide viability assessment should be provided in order to inform overall deliverability, funding and phasing of development/infrastructure.

8 Appendices

Appendix 1: Relevant Vale of Aylesbury Local Plan policies

Policy S1 ‘Sustainable development for Aylesbury Vale’, Policy S2, Spatial Strategy for Growth and Policy D-HAL003, RAF Halton, allocate the site for development.

Policy D-HAL003 is reproduced here in full:

Information	Site details
Site Ref:	HAL003
Site Name	RAF Halton
Size (hectares)	82ha
Allocated for (key development and land use requirements)	At least 1,000 homes during the Plan period and associated infrastructure, services and facilities including a primary school, new local centre, new access routes if needed and new green infrastructure
Expected time of delivery	25 homes to be delivered 2020-2025 and 975 homes to be delivered 2025-2033
Planning History and Current Planning Status	No relevant planning history
Site-specific Requirements	<p>Development proposals must be accompanied by the information required in the council’s Local Validation List and comply with all other relevant policies in the plan, including the principles of development for Aylesbury Garden Town and the Masterplan SPD to be prepared for the site. In addition, proposals should comply with the following criteria:</p> <ol style="list-style-type: none"> Provision of land for at least 1,000 dwellings during this plan period 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 Be 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 AONB Provision of junction improvements onto the B4009 Upper Icknield Way Provision for public transport into Wendover and to surrounding areas Establishment of and safeguarding for a network of cycling and walking links to and from Aylesbury Town and to the wider area Provision of 50% green infrastructure, to reflect the high level of open space already present on the site including green corridors, to link to other new development areas and the wider countryside Provision of land, buildings and car parking for a combined primary school including playing field provision Provision of land, buildings and car parking for a new local centre including community hall. The conservation and enhancement of heritage assets and their settings whilst ensuring viable uses consistent with their conservation. The retention of existing sports facilities as part of a long-term strategy for sport and recreation to serve new residents and the existing community.
Phasing and Delivery Programme	Development of this site will come forward towards the latter part of the plan period as the site will not be fully released until 2025. Further detail about phasing and implementation will be set out in the masterplan SPD for the site.

Information	Site details
Implementation Approach	Development at RAF Halton will come forward towards the latter end of the Plan period, and only once a masterplan SPD for the allocation has been prepared and adopted by the council. Proposals for development within the RAF Halton Strategic Site Allocation will be expected to demonstrate how they deliver a comprehensive redevelopment of this site and positively contribute to the achievement of the SPD and the Aylesbury Garden Town principles as set out in Policy D1.

Development proposals for the site will be assessed against the policies in the VALP, those of particular relevance include:

- **Policy S5, Infrastructure:** new development to provide infrastructure in accordance with the IDP; in planning for new development, appropriate regard will be given to existing deficiencies in services and infrastructure provision.
- **Policy S7, Previously Developed Land:** encourages the re-use of PDL in sustainable locations, subject to site -specific conditions and other policies.
- **Policy D1, Delivering Aylesbury Garden Town:** sets out a series of principles for development within the Garden Town, including sustainable, high quality new communities.
- **Policy D2, Delivering site allocations in the rest of Aylesbury Vale**
- **Policy D7: Town, Village and Local centres to support new and existing communities**
- **Policy H1, Affordable Housing:** minimum requirement of 25% affordable homes – integrated throughout the site in accordance with the adopted SPD.
- **Policy H5, Self/custom build housing:** sites of 100 dwellings or more should provide a percentage of serviced plots to self/custom builders. Numbers to be determined site by site, according to demand, feasibility and subject to legal agreement.
- **Policy H6a Housing Mix**
- **Policy H6c Accessibility**
- **Policy T1: Delivering the sustainable transport vision**
- **Policy T4: Capacity of the transport network to deliver development**
- **Policy T5: delivering transport in new development**
- **Policy T6: vehicle parking**
- **Policy T7: Footpaths and cycle routes**
- **Policy T8: electric vehicle parking**
- **Policy BE1, Heritage Assets:** the historic environment will be preserved or enhanced. 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.
- **Policy BE2, Design of new development:** new development to respect and complement the physical characteristics of the site and surroundings; local distinctiveness and vernacular character of the locality; natural qualities and features of the locality; effect on public views and skylines. Policy refers to further guidance in the Design SPD.
- **Policy BE3:** Protection of the amenity of residents
- **Policy BE4:** Density of new development
- **Policy NE1, Biodiversity and Geodiversity:** addresses treatment of protected sites; protection & enhancement of biodiversity and geodiversity – methodology for measuring biodiversity net

gain to be set out in Bucks Biodiversity Accounting SPD.

- **Policy NE3, the Chilterns National Landscape and setting:** sets out requirements to be met for major development affecting the National Landscape – conserve and enhance the area’s special qualities, distinctive character tranquillity and remoteness; avoid adverse impacts from individual proposals unless they can be mitigated. For developments within the Chilterns National Landscape, they must meet the aims of the Chilterns AONB Management Plan and have regard to the Chilterns Building Design Guide. Requirements for a LVIA for development likely to impact on the National Landscape
- **Policy NE4 Landscape character and locally important landscapes:** development must recognise the individual character and distinctiveness of particular landscape character areas, as set out in the LCA, their sensitivity to change and contribution to a sense of place. Sets out criteria to consider when proposing development.
- **Policy NE5: pollution, air quality and contaminated land**
- **Policy NE8 Trees, hedgerows and woodlands:** requirement for a full tree survey as part of a planning application where trees in or adjacent to a site could be impacted.
- **Policy C3 Renewable Energy:** development to seek greater efficiency in the use of natural resources.
- **Policy C4: Protection of public rights of way**
- **Policy I1 Green Infrastructure:** new developments of more than 10 dwellings required to meet the ANGST standards in Appendix C of the VALP to meet the need arising from the new development. formal outdoor sports areas, play areas and allotments should be located on land that is additional to the ANGST provided by a developer. All GI provided must have a long term management and maintenance strategy agreed by the council.
- **Policy I2 Sports and Recreation:** new development of >10 dwellings must meet the standards in Appendix D of the VALP. Any loss of existing sports and recreation facilities must meet a number of criteria. Need for a long term management and maintenance strategy to be agreed by the council. Formal sports areas should be separate to ANGST.
- **Policy I3 Community facilities, infrastructure and assets of community value:** consider the need for new community facilities and infrastructure to meet the need of new residents.
- **Policy I4:** Flooding
- **Policy I5:** Water resources and wastewater infrastructure

Appendix 2: List of Non Designated Heritage Assets

Name	Description	Asset Type	Age	Rarity	Architectural and Artistic Interest	Historic Interest	Archaeologica Interest	Landmark Status
Air-raid shelters/ bunkers	Numerous cement underground bunkers, dotted across the campsite for the use of personnel. *The plotted polygon is not an accurate interpretation of where the bunkers are situated, but is simply to illustrate that they exist across the whole site.*	Building	C20		Concrete entrances visible above ground and in original condition. Some bunkers have been infilled, and unsure of condition of others and whether they have any original fixtures internally.	RAF Halton holds 80% of the county's existing bunkers		
Apprentices Scheme Tribute	Sculpture/monument to commemorate aircraft apprentices	Landmark , art work or way finder	1993		The sculpture represents one of the key tests which the boys were required to undertake following their initial instruction on the use of hand tools	The tribute commemorates the 40,000 servicemen who enlisted as RAF aircraft apprentices at RAF Halton between 1920 and 1933.		

Astra Cinema (building 81)	Rare Art-deco inspired cinema on the grounds of RAF Halton for the use of military service personnel.	Building	Built in 1925, licensed and opened 1926	One of only four Astras in the country; the survival of the others is unknown. Should the internal fixtures and plaster mouldings be intact, then it is a rare survivor, as many cinemas of this era have been remodelled and repurposed.	Imposing cubic massing with white rendered frontage, canopy porch on metal columns, under which is positioned a glazed entrance of modern doors. Two squared pilasters with decorative banding are positioned either side of the foyer entrance with three windows with decorative surrounds positioned between, above the foyer. Typical Art Deco decoration is highly visible on the flanking wall space. At the building's top sits a parapet, behind which is the gable of a red brick building with pitched roof. Running around the frontage above the windows and below the parapet is decorative, moulded stringcourse/eyebrow. All in all, a fantastic example of the era and in rescuable condition, based on external assessment. The rear and side elevations are not decorative and are constructed in un-rendered red brick with tall blank window spaces running down both sides	Built to provide much needed recreation for the camp military service personnel, at the start of the golden age of the movies. It provided seating around 589 which included a balcony which was initially for officers and their friends only. It was run by Services Kinema Corporation and from 1982 by SSSVC until 2018. <i>'The auditorium is a fair size by today's standards. The walls are air-force blue with beige and cream pilasters and a curved banded ceiling. These bands are ornamented in some fine detail, as are the headboards over the exit</i>		
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						<p><i>doors - proof of the craftsmanship of the apprentices who worked on the cinema. There are bare boards under the red tip-up seats, but linoleum down the side and centre aisles.... Upstairs is a spacious cloakroom and manager's office, at present occupied by Mr T. Bailey. A door marked 'gents' also takes you to the projection room until recently.... One unusual feature of this cinema is that there is a clock at the back of the stalls, but it is not electric, so it's ticking can be heard in quiet moments by the audience.'</i></p> <p><i>(Martin Tapsell, 1984)</i></p>	
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Boiler/engine building? (Building 31)	Large red brick building with original windows and of unusual complicated form, with two high stainless steel chimneys.	Building	1920s or earlier		Contains original frames and windows, including porthole windows of traditional 1920s style. Ashlar lintels. Unusual roof lantern inclusions in roof line. Tall modern stainless steel chimneys attached.			
Building No.166 misc. buildings	A row of redbrick ancillary buildings of unknown use, but possible workshops or accommodation due to individual access and number of windows.	Building	Date stone: 1928	Unusual on the site, as only small scale, single storey accommodation/work rooms/offices	Single storey, red=brick, individual rooms with own access. Original roofing and rain goods. Original doors and Crittall windows with original glass, Very typical of wart-time buildings.			
Classrooms (building 318)	Impressive and imposing redbrick classroom building	Building	1920s		Grand and imposing redbrick symmetrical building with alternate square and arched windows and ornate cupola at the roof's centre.	Used for many years for the training of RAF apprentices		The first building to be viewed from the former Guards' Room on entry to the site, at the base of a valley with a meandering path leading through landscaped gardens to it.

Complex of WWI practice trenches	World War I practice trenches visible as earthworks and partly excavated and reconstructed.	Other site, structure or landscape	WWI			From the information boards: 1913 - Alfred Rothschild invites the military to make use of his land for manoeuvres. 1914, following Lord Kitchener's enrolment campaign, soldiers used the land at Halton to prepare for trench warfare by digging and operating in practice trenches. 1917 - Trench warfare training continues at Halton. Experiences and lessons learned on the front are applied at Halton to teach the science of trench warfare. 1920 - The British Government buys the Halton estate from Alfred	Extensive complex of WWI practice trenches surviving as well-preserved earthworks in Rowborough Copse at Halton Camp. Partly excavated in 2009 by RAF recruits supervised by the MoD's archaeologist, and subsequently reconstructed as an educational resource, officially opened on 10th June 2010 (B1). Further excavations in July 2011 uncovers evidence for later modifications to the basic trench design and finds including pottery dated 1915 (B2).	
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						Rothschild for the Royal Air Force. 2009 - trench digging recommences. Servicemen and women awaiting Trade Training begin excavating the WWI trenches.		
Guardroom (Building 97)	Single storey, red brick former guardroom at entrance to RAF Halton site.	Building	1920s		Single storey red brick with ashlar dressings and a projecting colonnade to the west which has subsequently been in-filled with glazing, whilst the eastern side has retained its open colonnade.	Original guardroom at the entrance to Maitland Barracks		
Maitland Mess (building 100)	Sergeant's Mess Building	Building	Completed 1924		Grand, two storey, symmetrical, red brick building with ashlar dressing and central bay frontage.	Chiltern Barracks were completed in 1924. The new complex comprised a Special Block including an armoury and shoemakers, a Sergeants Mess Building, a Dining Room, an Institute, Drill Shed and a Gymnasium.		

Maitland Rehabilitation Centre	2 storey, red brick medical centre.	Building	1920s		Two storey, red brick with recessed bay containing main door to original entrance. Both flanking wings have employed the same architectural treatment used to the barracks guardrooms, with colonnades expressed using ashlar dressings. The colonnade to the west has subsequently been filled in whilst the eastern range has returned to its original open colonnade			
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Nuffield Sports Pavilion	Sports facility and pitches	Building				<p>In May 1939 Lord Nuffield had seen the remarkable response to a National Appeal for Voluntary Recruiting and on 14th October 1939 he endowed the Trust with 1 million shares in Morris Motors worth £1,500,000 to provide 'facilities for recreation' for the Armed Forces including the Militia, the Territorial Army and the Auxiliary Services. With the call up of Territorials and conscripts, Lord Nuffield gifted a further £50,000 to tide the Trust over until dividends from the shares were received.</p> <p>The Trust worked on the principle that it met the needs set out by the</p>		
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						<p>Armed Services, not available from public funds, and it gave each of the Services an allocation to spend. During WW2, many newly-formed units at home and overseas were set up with sport equipment, furnishings, libraries, games and radios. When the Trust found that Service personnel were having to sleep in railway stations etc when transiting through London, they started a subsidised hotel accommodation scheme and gave grants to the existing Service Clubs (such as the Union Jack Club and Victory Services Club) to expand their premises or to</p>	
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						<p>cover running costs. They also opened several clubs, including the famous Nuffield Centre which offered meals, variety shows by the top-rate artists of the time, dances and complimentary theatre tickets.</p> <p>Many of the innovative schemes initiated by the Trust were taken up by the government or other charities and continue to exist in a modern form today.</p> <p>Since 1939 the Trust (using Lord Nuffield's endowment) has given grants worth some £265 million at today's prices and it routinely allocates around £1 million to the Regular and</p>		
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						<p>Reserve Armed Services annually. This funds some 300 grants per year for a full range of sporting equipment; recreational facilities such as cinemas, clubs and bowling alleys; and audio-visual and computer equipment.</p>		
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Old Workshops	Huge workshops, painted white and covering a large mass.	Building	1917		<p>The structure comprises of a number of bays, one of which features an indoor swimming pool. Whilst the plan form of the workshops remains discernible and the original roof structure has largely been retained there have been numerous alterations. Now vacant due to structural issues</p>	<p>Constructed by German PoWs in 1917, they are a training centre for the mechanics of the Royal Flying Corps.</p> <p>'At first, the training facilities for the RFC air mechanics were poor, comprising a collection of small huts and assorted equipment. By November 1917, the foundations of the huge workshop were laid and work proceeded rapidly with German prisoners of war labouring under the School Technical Command. The workshop block covered 300,000 square feet and was built in twelve great bays, each 50 feet wide and 500 feet long. Each bay</p>		
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						<p>was designed to accommodate a different speciality. Before the war ended, Halton was pouring out mechanics in huge numbers, no less than 14,000 in 1917 alone.' (Baseline Heritage Proposal 2019, Jones Lang LaSalle</p>		
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<p>Paine Barrack Blocks (Building 308)</p>	<p>Complex of accommodation buildings built in mid 1930s</p>	<p>Building</p>	<p>Mid 1930s</p>		<p>In near original format/layout</p>	<p>As part of the expansion of the RAF, more maintenance personnel needed to be trained to maintain growing number of RAF aircraft. To cope with demand 2 further barracks were built, of which, 7 were constructed to the north of Maitland and named after Captain Sir Godfrey M Paine. Having started with around 500 entrant apprentices in in 1920s, a total of 916 entered in 1935, which increased to 1250 the following year.</p>		
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Paine Barracks (Building 316)	Original Barrack building, housing RAF apprentices	Building	mid-1930s		In near original format/layout	As part of the expansion of the RAF, more maintenance personnel needed to be trained to maintain growing number of RAF aircraft. To cope with demand 2 further barracks were built, of which, 7 were constructed to the north of Maitland and named after Captain Sir Godfrey M Paine. Having started with around 500 entrant apprentices in in 1920s, a total of 916 entered in 1935, which increased to 1250 the following year		
Police Offices (Building 99)	Original police offices	Building	1920s		Unaltered, original form, reflecting building style of surrounding buildings; single storey red brick with ashlar mullioned bay windows.	Part of the historic development of the site, built in 1920s with Maitland Barracks		

<p>Primary Care Rehabilitation Facility (Building 101)</p>	<p>Two storey red brick barrack building</p>	<p>Building</p>	<p>1920s</p>		<p>Following the design aesthetic of the other Maitland buildings</p>	<p>As the success of the apprentice scheme was beginning to gather momentum, a further barracks complex was proposed on the site of the Old Hospital area to keep up with the demand for suitable accommodation. Consequently, work began clearing a site to the south of Bulback Barracks and by 1924, Chiltern Barracks were completed. The new complex comprised a Special Block including an armoury and shoemakers, a Sergeants Mess Building, a Dining Room, an Institute, Drill Shed and a Gymnasium. In May 1928, the barrack areas at Halton</p>		
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						were renamed in memory of important military figures, Chiltern Barracks, occupied by No. 4 Wing, was renamed Maitland after Air Commodore E. M. Maitland.		
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<p>RAF Halton, Old Railway Platform buildings 246, 247)</p>	<p>The old railway platform and associated attached buildings (attached and opposite)</p>	<p>Building</p>	<p>1919</p>	<p>Rare due to being built by German prisoners of the Great War</p>	<p>Although now used as storage, the story of the building is easily read due to the remaining platform.</p>	<p>The Halton Light Railway was built by German prisoners of war and opened in 1919. It was completed within 8 weeks, ran 1.75 miles and was used to transport materials to the camp. The railway was closed in 1963 and the platform is all that remains, housing a single storey red brick structure. The narrow gauge railway link to Wendover station, which had been used to transport timber from Halton Estate in support of the [First World] war effort, was replaced in 1917 with a standard gauge branch line, to bring in coal and building materials to the</p>		
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						RFC workshops. Timber from Halton Woods was used as trench props on the Western Front.		
RAF Halton, St Georges Church	Modern church building serving RAF Halton	Building	Late C20?		St Georges Church contains a wealth of stained-glass windows which were designed by apprentices based at Halton from 1998. Some also commemorate notable ex-apprentices.			

RAF Halton The Armoury (building 80) and gates	Former guardroom and gates at entrance to RAF Halton Bulback Barracks (now Groves and Henderson.)	Building	1922		The guard room is a single story brick structure with ashlar dressings and modest colonnade. The gates are made of decorative wrought iron bars and comprise of a larger vehicular access and a smaller pedestrian access.	Original guard room and gates at the entrance to Bulback Barracks.		First visible structure on the entrance to the camp.
Stables	Stables, formerly belonging to Halton House	Building	C19	Condition of the original fixtures and fittings is rare. Including tethering rings, stalls, mangers, cobble floors, fireplaces, window frames, doors, etc		Built at the time of the great house for its sole use.		
The Chiltern Club (building 317)	Social club and cafe	Building	1924		Grand and imposing redbrick symmetrical building with alternate square and arched windows and ornate cupola at the roof's centre.	Chiltern Barracks were completed in 1924, which the Chiltern club formed part of. The new complex comprised a Special Block including an armoury and shoemakers, a Sergeants Mess Building, a Dining Room, an Institute, Drill		

						Shed and a Gymnasium. Also at this time, forming part of the Chiltern building works, a dental surgery was constructed close to the Guardroom and a cinema.		
Transport Yard (Building 89)	Single storey red brick building with 7 vehicle doors.	Building	1930s		Single-storey, red brick with original metal doors for vehicular access and crittall windows, with later alterations and an additional single structure which is open to the north-west.			

Trenchard Museum	The Trenchard Museum aims to preserve and display items that relate to the history of Royal Air Force Halton	Building				<p>The museum was named in honour of the man who is regarded as the Founding Father of the Royal Air Force, and also who founded the Aircraft Apprentice scheme with which the good name of Halton has often been synonymous.</p> <p>The Museum was opened by Viscount Trenchard, grandson of Marshal of the Royal Air Force Viscount Trenchard on the 26 June 1999, funded and supported by the RAF Halton Apprentice Association (RAFHAA). Since then, the Museum's collection has grown to include a myriad of artefacts</p>		
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						including 3 complete aircraft; 2 cockpits; 9 aero engines and a range of displays, models and memorabilia which illustrate life, training and notable events in the Station's history.		
WWI Firing range and later addition	Firing range incorporating original WWI section	Building	WWI and later additions	Very few of this age and condition still survive, let alone still in use.	Red brick range, supported by timber buttresses from behind, and surrounded by original walling. Later concrete range built to its right.	Used for training of WWI troops originally, before later use by RAF apprentices		
Yarnold Sangar Pillboxes	Yarnold Sangar pill boxes distributed across site	Building	Cold War		Made by the Amey Roadstone Corporation (ARC) made of interlocking concrete tubes, the lower of which has a arched entrance and rests directly upon the ground. Sometimes this entrance is simply protected by sandbags, but at some sites a curved semi-circular concrete panel blast wall is also used	The Yarnold Sangar pillbox was based loosely on the very rare Pickett Hamilton wartime design and was a common sight throughout the Cold War, with many examples still extant on active bases. The term "Yarnold Sanger" is said to originate from		

						Sqdn Ldr Yarnold of the R.A.F. Regiment, who apparently invented the idea of assembling this type of pillbox from separate concrete segments.		

Appendix 3: Policy Compliance checklist

This table assesses how the SPD guidance and development principles comply with the requirements in VALP Policy D-HAL003. Planning applications will need to comply with all relevant policies in the adopted Local Plan including the principles of development of Aylesbury Garden Town (Policy D1)

Policy ref:	VALP D-HAL003 Policy criteria	SPD response	Expected Delivery Mechanism
a.	Provision of land for at least 1,000 dwellings during this plan period 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	Using background evidence, stakeholder engagement and site analysis, the SPD identifies sufficient land to deliver at least 1000 homes whilst retaining the openness of the Green Belt. Informed by the engagement process in particular, the SPD identifies a number of 'land swaps' to enable to formation of efficient development blocks that maximise opportunities for residential development residential whilst improving the openness of the Green Belt and enable better connected Green Infrastructure. The proposed demolition of some existing buildings is intended to further limit the impact of new development on the openness of the Green Belt and also to enhance the setting of the Registered Park and Garden of Halton House.	The SPD confirms the Council's preferred approach to the extent and location of built development and to the retention of heritage assets, especially the NDHAs. The SPD suggests the indicative approach to density. Final quantum of development, layout and densities will be agreed through Outline Planning Applications (OPA) and outcomes of the Environmental Statement, and through subsequent Reserved Matters Applications (RMAs).
b.	Be 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	The SPD uses a landscape-led approach which is integral to the Vision and Key Principles for the site and with guidance for its delivery set out in the landscape strategy and series of landscape principles. The SPD aims to retain at least 50% of the site area as a multi-functional network of public green spaces and habitats, to form a mature and highly attractive green setting for	Planning applications will need to have regard to the landscape strategy and principles in the SPD when setting out the layout of new development. The landscape strategy includes the retention of the existing sport and leisure facilities on site

		<p>the proposed residential neighbourhoods and local centre.</p> <p>A series of Landscape Principles sets out guidance to inform the preparation of planning applications, whilst individual landscape features across the site each have their own requirements.</p> <p>The four character areas identified in the SPD support a finer grain of detail that responds to the characteristics of different parts of the site and its immediate surroundings.</p>	<p>and these will be identified as part of future planning applications and will also require consideration when developing the approach to long term stewardship and maintenance of these facilities.</p>
c.	Provision of junction improvements onto the B4009 Upper Icknield Way	<p>Upper Icknield Way is one of two primary roads which will provide vehicular access to the site. It will continue to function as a through route for traffic, but junction improvements and changes to the character of the road within the site will increase the focus on providing a safe and attractive environment for pedestrians and cyclists.</p>	<p>The nature of junction upgrade requirements will be agreed following transport modelling as part of a future planning application. VALP Policy T5: Delivering Transport in New Development requires the provision of mitigation to offset any unacceptable transport impacts of new development, with a requirement for the submission of a transport statement or assessment and a transport assessment to promote sustainable travel patterns.</p> <p>Delivery of junction improvements to be agreed through planning application and Section 278 agreement.</p>
d.	Provision for public transport into Wendover and to surrounding areas	<p>The SPD Movement and Access section proposes that all dwellings should be located within 300m of a bus</p>	<p>As for policy requirement c. above, planning applications</p>

		stop, with improvements to bus routes serving Upper Icknield Way and Chestnut Avenue sought, and connecting the site to Wendover and Halton Village	should be accompanied by the submission of a transport statement or assessment and a transport assessment to promote sustainable travel patterns as part of mitigation measures to off set the impact of new development.
e.	Establishment of and safeguarding for a network of cycling and walking links to and from Aylesbury Town and to the wider area	<p>The SPD proposes the following elements as part of the connected network of on-street and off-street routes:</p> <ul style="list-style-type: none"> • New walking and cycling routes located within green corridors and along the east - west avenue providing walking and cycling connection across the site. • DDA compliant, alternative low gradient routes that will provide easy walking and cycling routes around the neighbourhood taking into consideration the topography of the site and the accessibility issues that this may bring. • Safe crossings points on Upper Icknield Way and Chestnut Avenue and at the junction of these two streets including greater use of the existing subway through an appropriate development layout. • Connections to existing and planned strategic walking and cycling network including links to: <ul style="list-style-type: none"> - Wendover Station and town centre 	Planning applications to confirm location and nature of the walking and cycling network, using the guidance in the SPD. Delivery to be agreed through the planning application(s) and S106 agreement

		<ul style="list-style-type: none"> - Halton village - Wendover Woods - Wendover Arm, Grand Union Canal towpath, Greenway, Amber Way, Marrow Way and Gardenway <ul style="list-style-type: none"> • Improved walking and cycling facilities along the B4009. This could include the opportunity for an e-bike hire scheme. 	
f.	Provision of 50% green infrastructure, to reflect the high level of open space already present on the site including green corridors, to link to other new development areas and the wider countryside	The SPD provides 50% green infrastructure across the site, in line with the requirements of the policy. The 50% green infrastructure will be ANGST compliant, and meets the requirements of Policy I1 in the adopted VALP.	Delivery of 50% green infrastructure to be delivered through the planning application(s) and design statement/ landscape and GI strategy. Land use budget to prove that the appropriate amount of GI is achievable.
g.	Provision of land, buildings and car parking for a combined primary school including playing field provision	Land for a 2FE primary school, with safeguarded land to increase to enable future expansion to 3FE, with associated parking and playing pitch/playing field provision is identified on land north of Chestnut Avenue. The location of the primary school is close to the proposed local centre and the existing sports facilities on the south side of Chestnut Avenue. The size of the site for the primary school is in accordance with Buckinghamshire Education standards and car parking provision will be in line with the DfE Guidance for School Design. The SPD identifies the potential to explore shared car parking for the school, local centre and sports facilities. The SPD sets out a number of principles to guide the design of the primary school	Planning application to demonstrate the location of the primary school and to deliver the necessary amount of land take. Phasing/ trigger points for delivery of the school to be based on the infrastructure requirement and delivery timescales table in SPD section 4.3. Delivery to be achieved through S106 agreement.

<p>h.</p>	<p>Provision of land, buildings and car parking for a new local centre including community hall.</p>	<p>Land for a local centre is identified on land north of Chestnut Avenue. The location of the local centre is close to the proposed primary school and the existing sports facilities on the south side of Chestnut Avenue enabling shared trips and the potential to share car parking facilities across a number of uses.</p> <p>The size of the local centre in the SPD is based on the guidance in the Aylesbury Garden Town Masterplan. The SPD sets out a number of principles to guide the design of the local centre.</p>	<p>Planning application to demonstrate the location of the local centre and to deliver the necessary amount of land take. Develop to deliver the commercial element of the local centre. Delivery of any community use/ non-commercial or non-residential uses to be achieved through S106 agreement.</p>
<p>i.</p>	<p>The conservation and enhancement of heritage assets and their settings whilst ensuring viable uses consistent with their conservation</p>	<p>The SPD includes a strategy for dealing with the heritage assets on-site, based on engagement with stakeholders, including Council officers and Historic England.</p> <p>In addition to the designated heritage assets, during the preparation of the SPD, the Council identified a number of Non-Designated Heritage Assets (NHDAs) on the site which are important in confirming local character. There is a strong presumption in favour of retaining the NHDAs and any proposed for removal at the planning applications stage will require justification.</p> <p>The SPD proposes the removal of some existing built structures on the edge of the site, within the setting of heritage assets, such as the RPG and the Scheduled Monument to improve the relationship between the built form and the assets.</p> <p>To improve interpretation of the heritage assets, the SPD identifies an opportunity for a heritage trail around the site.</p>	<p>Reuse of the listed Groves and Henderson Barracks will require more work to understand potential for conversion.</p> <p>Planning application stage – will need to demonstrate justification for removal of any heritage assets; and also archaeological survey</p>
<p>j.</p>	<p>The retention of existing sports facilities as part of a long-term strategy for sport and recreation to serve new residents and the existing community.</p>	<p>The SPD proposes the retention of the existing sports facilities in the form of a sports and leisure hub, including the retention of the Nuffield Pavilion.</p>	<p>The SPD incorporates the existing sports facilities into the community and activity hub along Chestnut Avenue.</p>

		The SPD suggests using the hub as a green feature linking the new development with Halton Village.	Planning applications will be expected to demonstrate retention of the existing facilities and will need to consider the approach to the long term management and maintenance of these facilities.
Phasing & Delivery Programme	Development of this site will come forward towards the latter part of the plan period as the site will not be fully released until 2025. Further detail about phasing and implementation will be set out in the masterplan SPD for the site	The SPD updates the delivery timescale as the site is now planned for release by 2027. Due to uncertainty as to the timing of the release of the whole site, and the DIO's approach to the sale of the site, a phasing plan is not to be included in the SPD, instead, the Delivery section includes a table to required infrastructure which suggests trigger points and broad timescales for the delivery of infrastructure relative to the delivery of new homes.	
Implementation Approach	Development at RAF Halton will come forward towards the latter end of the Plan period, and only once a masterplan SPD for the allocation has been prepared and adopted by the council. Proposals for development within the RAF Halton Strategic Site Allocation will be expected to demonstrate how they deliver a comprehensive redevelopment of this site and positively contribute to the achievement of the SPD and the Aylesbury Garden Town principles as set out in Policy D1	The Masterplan SPD is likely to be adopted by Buckinghamshire Council by the end of 2023, following a period of public consultation in September-October. The SPD is clear that the Council's preferred approach is for the site to come forward in a comprehensive manner, ideally through a single planning application.	