



Direction of Housing growth at Aylesbury

Supporting Document:
LDF Evidence Base Summary

October 2008

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Summary of the evidence base that informs Aylesbury Local Development Framework (LDF)

Introduction

This note forms one of the supporting documents to the Direction of Housing Growth at Aylesbury Consultation which runs from 31 October to 12 December 2008. More detail on this consultation can be found at: www.aylesburyvaledc.gov.uk/ldf .

One of the key aims of the new planning system is that the Local Development Documents, which make up the Local Development Framework (LDF), must be based on a robust and credible evidence base. The technical work that informs the LDF is made up of a number of studies and reports. This note provides a summary for **all** the reports and studies that inform the LDF, although only a number are applicable to this consultation. This note summarises the aims of these studies and reports and sets out their key findings in relation to the three directions growth options for Aylesbury, south, east and the hybrid of south and east.

The evidence base has been developed further since the Preferred Options consultation undertaken in June-July 2007, with more detailed work being undertaken for some areas. Further work is also ongoing to inform the decision on the direction of growth, and will feed into the Submission document of the Core Strategy (due to be complete spring 2009).

The Evidence and Key Findings

Annex A outlines the background studies that inform this consultation on the direction of growth and the production of the Local Development Framework. The table includes a description and purpose of each report and also provides a summary of the key findings. Where evidence has been recently reviewed or updated since preferred options stage in June-July 2007 this is indicated by the summary being on a yellow background.

Direction of growth consultation

This note provides a summary of the whole evidence base that informs the LDF. Some of the studies are not applicable to this consultation on the direction of growth, however, have been included within the summary note.

The reports that inform the evidence base for the direction of growth consultation are:

Cultural Facilities Audit and Needs Assessment 2004
Health Impact Assessment 2006
Environmental Character Assessment 2006
Phase 2 Ecological Studies 2008
Level 1 Strategic Flood Risk Assessment 2007
Aylesbury Water Cycle Strategy – Phase 1 2007 (plus addendum)
Towards a Strategic Framework for Green Infrastructure in Bucks 2007
Bucks Green Infrastructure Strategy 2008
Landscape Character Assessment 2008
Landscape Impact Assessment 2008
Impact of the Aylesbury Vale LDF on the Highways Agency Network 2007
Aylesbury Land Use Transportation Study 2, Technical Note 2 (TN2) and Technical Note 3 (TN3) (ALUTS2)
Aylesbury Land Use and Transport Strategy (ALUTS) LDF Technical Note 4 (TN4)
Utilities Survey 2007 (due to be updated in 2008)
Infrastructure Schedule 2007
Buckinghamshire Infrastructure Study Phase 1 Aylesbury Vale Final Report 2008

A number of the evidence reports are not applicable to the direction of growth around Aylesbury, although are included in the summary table. These are:

Housing Needs Study 2003
Updated Housing Needs Study 2007
Housing Potential Study 2005
AVLDF Briefing Note: Housing Requirements 2007
Affordable Housing Viability Study 2007
Aylesbury Urban Area Sites Appraisal 2007
Strategic Housing Land Availability Assessment – Methodology 2008
Strategic Housing Market Assessment 2008
Retail Study 2005
Employment Land Study Review 2008
Local Transport Plan 2
Aylesbury Transport Strategy 2008
Crematorium for Aylesbury 2007 and revised advice 2007
Aylesbury Town Centre – A Confident Vision
The new Plan for Milton Keynes: A Strategy for Growth to 2031
Milton Keynes Long-Term Growth Strategy Review 2007
Review of the Proposed Milton Keynes Strategic Development Areas – Final Report 2008

Additional detail about infrastructure is available in the separate background document: *Infrastructure requirements for the growth at Aylesbury*.

In developing the evidence base for the LDF and the direction of growth, we have been working closely with Buckinghamshire County Council to ensure that issues such as transport, education and population figures are addressed. The County Council will be publishing these studies on their website:

<http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=1351021660>

The full evidence base is available to download on our website:

<http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/>

The reports and studies can also be viewed at AVDC High Street offices, 66 High Street, or alternatively can be purchased by calling Forward Plans on 01296 585439. This note sets out where each individual report can be accessed on the website and provides the website link.

ANNEX A:

Summary of LDF Evidence

Study	Description/Purpose	Summary of Report Findings
Housing		
Housing Needs Study 2003	To assess the current and future level of housing need within the urban and rural areas of the District, updating the previous study undertaken in 1999.	The report provides a review of the District housing market, looking at house prices and the split between private market and socially rented dwellings, as well as looking at affordable housing need in the District. Firstly looking at the profile of the District, identifying 64,000 households, of which 59% is occupied by 1 or 2 persons. The study outlined the change in prices since the 1999 report, with an average price rise of 62%. The report outlined a backlog of 2,250 households in need of affordable housing in the District, with the greatest gap in the rural areas. Under a favourable scenario of increasing affordability over the period to 2011, Aylesbury Vale should plan for a minimum of 588 new affordable dwellings per annum.
http://www.aylesburyvalecd.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/housing-evidence/affordable-housing-and-housing-need/		
Updated Housing Needs Study 2007	The purpose of the update was to provide robust evidence for use in developing policies and proposals for housing in the emerging local development framework, and to monitor the changes since the 2003 study was undertaken.	The report was commissioned to update the 2003 study, to provide robust data for use in developing the policies for the emerging Local Development Framework. The key aim was to update the need for affordable housing in light of changes in the relationship between housing market and local incomes. The report showed an average rise in house prices since 2003 of £41,000, with an estimated price rise of 9.1% annually. The report outlined a backlog of 6,846 households in need of affordable housing in the District, with the greatest gap in the rural areas. In terms of a requirement of affordable homes, the report outlined a need for a minimum of 1,077 new affordable dwellings per annum to 2016.
http://www.aylesburyvalecd.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/housing-evidence/affordable-housing-and-housing-need/		

Study	Description/Purpose	Summary of Report Findings
Housing Potential Study 2005	To assess the availability of previously developed land for new housing development in the main settlements in the District for the period up to 2021. This will be replaced by the Strategic Housing Land Availability Assessment (to be completed and published April 2009).	The report findings outline a potential housing supply for both Aylesbury and the rural areas between 2001 and 2021. The report looked at potential housing sites, and assessed them based on their opportunity to meet housing potential. At Aylesbury the potential housing supply was identified as 8,093 dwellings, and 5,662 for the rest of the District. Around 60% of the potential arises from within Aylesbury or planned extensions to the town. The main sources of supply are: AVDLP allocations on previously undeveloped land, residential intensification and redevelopment, employment land and community and institutional land.
http://www.aylesburyvaldc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/housing-evidence/housing-potential-study/		
AVLDF Briefing Note: Housing Requirements 2007	This note sets out the facts and figures that relate to the amount of housing that we have to plan for in Aylesbury Vale district up to 2026.	The report sets out the housing requirements for the District between 2006 and 2026. The report looks at the housing requirements for Aylesbury Vale from the Milton Keynes and South Midlands Sub-Regional Strategy (MKSM) and the emerging South East Plan (SEP). The report identifies a housing requirement for the District of 21,200 dwellings between 2006 and 2026 (now superseded by the latest version of the South East Plan). The note goes on to outline the housing trajectory for the District, taking forward the MSKM/SEP requirement and deducting existing allocated sites, and other deliverable sites (sites with planning permission and those in the early stages of the planning process), thus outlining the required supply within the Local Development Framework. The report outlines an LDF requirement at Aylesbury of 10,500 dwellings, and an LDF requirement in the rest of the district of 2,000 dwellings.

Study	Description/Purpose	Summary of Report Findings
http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/housing-evidence/avldf-briefing-note-housing-requirements/		
Affordable Housing Viability Study 2007	A report to examine how affordable housing impacts on the viability of development. The study assesses the impact of affordable housing provision, and other developer contributions, on the economics of house building in the district.	The report comprises two main sections. The first tests different affordable housing targets on theoretical schemes in different parts of the District. The second part of the report draws lessons from six schemes within the District. The report suggests the Council look at setting notional targets for different sub markets. This is based on the lower house prices in Aylesbury and Buckingham and therefore the affordable housing contributions sought in the larger urban areas should be lower. The report suggests a range of affordable housing targets of between 30 and 50%, although these will need to be based on site specifics.
http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/housing-evidence/affordable-housing-and-housing-need/		
Aylesbury Urban Area Sites Appraisal 2007	An update to the Housing Potential Study 2005, identifying development sites and their potential uses within the Aylesbury urban area.	The paper considers sites identified in the Aylesbury Vale Local Plan as well as sites that are currently vacant, underused, or may come forward for redevelopment. The paper provides some background history of each site, including its site area, and goes on to identify possible and most appropriate uses for the site as well as potential timescales for development. The report identifies a possible 1,520 residential units to be located on the sites within the report. 1,200 units are taken forward from the site appraisal to feed into the LDF Housing Briefing Note (2007).
http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/housing-evidence/aylesbury-urban-areas-sites-appraisal/		

Study	Description/Purpose	Summary of Report Findings
Strategic Housing Land Availability Assessment – Methodology 2008	A methodology report for the Strategic Housing Land Availability Assessment, looking in detail at the stages in preparing the study and the timescale for production.	This methodology report is based on national guidance published by the Department for Communities and Local Government in June 2007. This gives practical guidance on how to carry out an assessment to identify land for housing and assess the deliverability and developability of sites. The report sets out the 10 stages the report will follow to allow completion, and also outlines the core outputs of the final report. These include a list of sites, cross-referenced to maps showing locations and boundaries of specific sites (and showing broad locations, where necessary), an assessment of the deliverability/developability of each identified site (i.e. in terms of its suitability, availability and achievability) to determine when an identified site is realistically expected to be develop, potential quantity of housing that could be delivered on each identified site or within each identified broad location (where necessary) or on windfall sites (where justified), constraints on the delivery of identified sites, and recommendations on how these constraints could be overcome and when.
http://www.aylesburyvaldc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/housing-evidence/		
Strategic Housing Market Assessment 2008	A study of current and long term trends in the housing market in Buckinghamshire.	The report provides an assessment of the housing market in Buckinghamshire, looking at Aylesbury Vale, Chiltern, South Bucks and Wycombe Districts. The report looks at the population and accommodation profile for each District. Identifying Aylesbury Vale as having a high proportion of detached and semi detached dwellings, and an estimated 68,000 households. The report then looks at housing needs for Aylesbury Vale, 1,345 annually 2006-2026. 790 of these should be affordable units, of this 790, 87% should be one and two bed units. The report goes on to state that the need for new affordable housing is well above what can be met in practice. The current pattern of affordable housing targets varies between 30 and 40% across the county.

Study	Description/Purpose	Summary of Report Findings
http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/housing-evidence/bucks-shma/		
Community and Health		
Cultural Facilities Audit and Needs Assessment 2004	An audit and assessment of sport and leisure facilities in Aylesbury Vale was carried out in 2003/2004. This identified quantitative and qualitative deficiencies in provision.	The report provides an assessment of cultural facility provision within the District, to help identify qualitative and quantitative deficiencies in facility provision. The report covers: community and village halls, park and open spaces, equipped play areas, playing pitches and pavilions, outdoor sports facilities, indoor sports centres and swimming pools, arts and entertainment facilities, and facilities for young people. The report provides an assessment of the parishes, as well as the second tier settlements (Buckingham, Haddenham, Winslow and Wendover) and Aylesbury. A matrix provided within the report identifies what facilities are available within each area and therefore flags up where there are deficiencies. For example Aylesbury is identified to have a deficiency of a town park to serve the built up area, thus this could be provided within the growth area. The Sports and Recreation facilities of the town were assessed. This shows that demands for these services can be met in the south by enhancements to existing facilities (e.g. Gutman Centre and Aqua Vale). Sites to the north/east however fall outside of the accessibility zones for these facilities and hence it is likely that new provision, for example swimming pool and sports centre, would have to be made to serve those sites. There are identified deficiencies in equipped play areas to the south-west/west of Aylesbury and to the west of the Buckingham Road and Watermead. There is an identified need for an arts centre for the town as well as youth facilities.
http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/community-and-health-evidence/adopted-supplementary-planning-guidance-sport-leis/		

Study	Description/Purpose	Summary of Report Findings
Health Impact Assessment 2006	To assess the health impacts of housing growth at Aylesbury.	<p>The Health Impact Assessment identifies possible health impacts arising from the proposals to develop Aylesbury. The report looks at the possible health impacts of the 6 potential sites (from Issues and Options) for the growth at Aylesbury. The report concludes that current levels of service provision are not sufficient to serve the new communities: additional 'soft' infrastructure is needed as well as 'hard'. The provision of additional, diverse and high quality employment opportunities in the growth areas is positive for health status. There is a risk that the new developments may heighten inequalities in adjacent areas where there is relative deprivation. Additionally the report states that new road and rail infrastructure impacts positively on health by providing access to the town centre and local facilities and services. However, there are associated risks of increased road traffic accidents, decreased physical activity, air and noise pollution and community severance. New communities may also impact and alter the social, spiritual and cultural profile of the town. Efforts to integrate new communities should take account of lessons learned from previous developments. The report also compared a northern and southern arc (taken from the six options at Issues and Options).</p>
<p>http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/community-and-health-evidence/health-impact-assessment/</p>		

Retail		
Retail Study 2005	To assess the retail floorspace requirements for the main settlements in the District for the period up to 2021.	<p>The report sets out to estimate what the likely requirements for new retail floorspace will be for the period 2011 – 2016 and 2016 – 2021.</p> <p>The methodology is based upon calculating future levels of expenditure based upon current expenditure levels, applying future growth rates as well as incorporating population forecasts. The report undertakes a household survey to obtain sample data for shopping behaviour and patterns. It also identifies the amount of retail floorspace in main settlements (Aylesbury, Buckingham, Haddenham, Wendover, and Winslow). Through the use of the household survey data the potential distribution of the increase in expenditure is calculated. The report concludes that there is no need to identify specific floorspace in the LDF up to 2016, current commitments especially Waterside provide for the increases up until then. After 2016 there is a need to identify additional floorspace, but this needs to be done in the light of Waterside’s completion and the overall performance of the town (Aylesbury).</p>
http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/retail-evidence/aylesbury-vale-retail-study/		

Employment		
<p>Employment Land Study Review 2008</p>	<p>To audit all employment land across the District, identify floorspace requirements for employment land up to 2016 and 2026, assess the quality of existing sites and investigate viability of employment development proposals and identify potential opportunities for growth. It also includes a profile of the local economy and property market.</p>	<p>The 2008 Employment Land Study provides a review of the Aylesbury Vale Economy and looks at the current economic profile of the District. The report then sets out to look at floorspace requirements for the District up to 2026 based on the South East Plan target of 21,500 jobs (a 1:1 ratio between jobs and new homes). The report also makes policy recommendation to the Council. The District is influenced by a number of larger employment centres around its periphery particularly MK, Hemel Hempstead, High Wycombe, Oxford and Bicester. Through employment modelling the study outlines a split between employment sectors for the 21,500 jobs:</p> <ul style="list-style-type: none"> • 3,700 new jobs in industrial and warehousing, • 8,100 new jobs in office employment, • 9,200 jobs to be allocated in non B uses such as retailing, schools etc. <p>The report then translated this into floorspace requirements for the District. The resulting indicative land requirement to meet jobs is 69ha of employment land; this is split between 36ha of industrial and warehousing floorspace, and 33ha of office employment space.</p> <p>The report also outlines key issues and challenges for the District, with the need for a step change in policy to meet the jobs target for 2026, as well as the need for development friendly and flexible planning policies.</p>
<p>http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/employment-evidence/aylesbury-vale-employment-land-study-march-2008/</p>		

Environment		
<p>Environmental Character Assessment 2006</p>	<p>To identify areas sensitive to change around the main settlements in the District through a combination of Ecological Surveys, Landscape Character Assessment and Historic Landscape Assessment.</p>	<p>The report is made up of three separate reports which look at landscape, ecology, and historic environment. The Assessment study area covered all land around Aylesbury town. In order to identify overall sensitivity the scores from the three studies are brought together to provide a holistic overview of the environmental character of the Aylesbury study area (composite sensitivity).</p> <p>Composite sensitivity results: A 6-point sensitivity scale (ECA Categories 1-6) has been developed for each of the three specialist interests covered by the ECA. Category 6 is the most sensitive landscape and Category 1 is the least. The methodology for the composite sensitivity assessment is straightforward and comprises an overlay in GIS of the outputs from the ecological studies, landscape character and historic environment reports to obtain a composite assessment. The most sensitive areas ECA Categories 5-6 together cover approximately 22% of the study area and are largely concentrated to the west of Aylesbury. Smaller localised sites are found to the north of the river Thame and to the east of Aylesbury.</p> <p>ECA Category 4 covers approximately 32% of the study area. Large concentrations are found northwest of Aylesbury and in the northeast at Bierton. Smaller concentrations occur around Weston Turville, Stoke Mandeville and along the River Thame. ECA Category 3 is the most dominant sensitivity category covering approximately 45% of the study area. The more sensitive areas within this category are concentrated in the east and in the southwest. Areas of lower sensitivity within this category are concentrated in the northeast and in the southeast around the settlements of Aston Clinton, Weston Turville and Stoke Mandeville.</p>

<p>Environmental Character Assessment 2006 continued</p>		<p>Small areas of ECA Category 2 are confined to the southeast near Weston Turville. There are no areas of ECA Category 1.</p> <p>Development in any area around the town will have some negative environmental character impact. In terms of the three growth options all three will have a negative environmental character impact. However, the ECA results indicate that a southern growth option is the least sensitive, and thus would have the least impact upon environmental character. The southern and eastern hybrid growth option is the second most sensitive of the three, and thus would have the second greatest impact upon environmental character. An eastern growth option is the most environmentally sensitive, and thus would have the greatest impact upon environmental character. One of the reasons why western or northern growth options have not been progressed is that they would have a major negative environmental character impact.</p>
<p>http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/environment-evidence/aylesbury-vale-environmental-character-assessment/</p>		

<p>Phase 2 Ecological Surveys for Aylesbury Eastern Options</p>	<p>Phase 2 ecological surveys undertaken for the eastern options for the growth of Aylesbury: Broughton Crossing, Site C (land between Watermead and Bierton) and Site D (land between the A41 and A413 Wendover Road).</p>	<p>As a result of the Phase 1 Ecological Survey, undertaken as part of the Environmental Character Assessment (ECA), further work and more detailed studies have been undertaken for the sites that form the eastern options for the growth of Aylesbury: Broughton Crossing, Site C (land between Watermead and Bierton) and Site D (land between the A41 and A413 Wendover Road). The additional survey work has been undertaken to look at the ecological issues for each site and providing the likely mitigation measures to ensure no net loss of biodiversity interest. The survey broadly corresponds with the Environmental Character Assessment produced by Jacobs Babbie in 2005. The highest concentrations of biodiversity interest are largely associated with the extent of grassland, hedgerows and waterbodies within the 3 areas surveyed. Broughton Crossing has been evaluated to support the greatest overall biodiversity interest. Site C is identified with appreciable interest, with Site D having the least intrinsic value for biodiversity in comparison to the other 2 sites.</p> <p>In conclusion, Site D has the least biodiversity interest and, as a result, fewer mitigation measures will be required. Site C is likely to require some additional off site enhancement. This is most likely to occur in the area to the north along the course of the River Thames. Mitigation measures for Broughton Crossing are likely to include an extensive off-site mitigation/compensation package that would be required to offset the potential impacts. Measures needed are likely to include the use of large areas of appropriately located arable land, for reversion to grassland, and creation of pools adjacent to the canal corridor.</p>
<p>http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/environment-evidence/aveca-aylesbury/aylesbury-ecological-studies/</p>		

<p>Level 1 Strategic Flood Risk Assessment 2007</p>	<p>This report identifies areas at risk from flooding in the District, based upon a detailed assessment of flood prevention and water storage facilities, and outlines the implications for land use planning.</p>	<p>The Strategic Flood Risk Assessment (SFRA) provides a study of areas at risk of flooding based upon a detailed assessment of flooding in the District. The report uses a number of key data sources to undertake the study including, OS maps, topographic studies, catchment flood management plans, flood risk studies and modelling reports. This report provides an assessment for Aylesbury, Buckingham, Haddenham, Wendover and Winslow. The main outputs of the study are a set of maps which categorises the Vale into Flood Zones. The Level 1 SFRA evaluates the present-day situation (year 2007) and the situation after 50 years time (year 2057) with increased peak flood flows to allow for projected climate change. The first part of the report identifies the various catchments within the District and examines the history of flooding within the Vale; Topographical data for the sites is also examined. In terms of key findings from the report, the south drainage and watercourses are more complex and the proportion of flow increase will be more significant, however the report concludes that the south has more permeable soils than the north and therefore can encourage infiltration through SUDS. With careful planning and intervention southern growth also provides the opportunity to reduce flood risk in Aylesbury Town by enhancing protection provided by existing flood alleviation schemes. The SFRA identifies that the northern sites have the advantage of draining directly into the River Thames. This means that the runoff would not enter the town's watercourses and flood risk would not be increased. To the east, the Level 1 SFRA states that areas to the east provide the opportunity to provide additional strategic flood storage if the Bear Brook is partially diverted.</p>
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Level 1 Strategic Flood Risk Assessment 2007 continued		The Level 1 report provides a sound basis for the more detailed work being undertaken in the Level 2 SFRA due to be completed in early 2009. An increased scope Level 2 SFRA will address significant flood risk issues within the Vale District, prior to the submission of the Core Strategy. This more detailed SFRA will consider the detailed nature of the flood hazard by building upon the findings of this Level 1 SFRA and by fully taking account of the presence of flood management measures through further detailed hydraulic modelling.
http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/environment-evidence/strategic-flood-risk-assessment/		

<p>Aylesbury Water Cycle Strategy – Phase 1 2007 (plus Addendum)</p>	<p>This report outlines the required water infrastructure and the impacts of growth at Aylesbury on water treatment, water supply and prevention of flooding.</p>	<p>The Water Cycle Strategy (WCS) provides a high level overview of key infrastructure, principally relating to flooding, water supply, and sewage treatment, to inform the LDF and ensure new development has a minimum impact and does not overwhelm existing infrastructure. The strategy examines flood risk management; foul drainage, sewage treatment and water quality; water resources and water supply; groundwater and the use of sustainable drainage systems; ecological constraints and opportunities, and provides guidance for developments. To accord with the Sustainability Appraisal guidance an addendum to the Water Cycle Strategy has been undertaken and provides an assessment of two developer-promoted sites at Fleet Marston and Aylesbury East.</p> <p>The document concludes that there are no technical constraints to the proposed level of growth for Aylesbury, and identifies issues for detailed investigation within Phase 2. Particular areas identified for improvement are sewage treatment and the water supply, and foul drainage networks, all of which require significant upgrades to meet demand. The strategy concludes that the proposed level of growth identified for Aylesbury is achievable, provided the phasing of development is controlled to allow a realistic programme for the provision of water cycle infrastructure.</p>
<p>http://www.aylesburyvalecd.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/environment-evidence/water-cycle-strategy/</p>		

Towards a Strategic Framework for Green Infrastructure in Bucks 2007	A prospectus towards a strategy to assess County-Wide deficiencies, opportunities and requirements for green infrastructure investment, and addresses the pressures and demands facing the County over the next 20 years.	This document helped to develop a vision for Green Infrastructure within Buckinghamshire. A current deficit in Green Infrastructure provision for Aylesbury town was made clearly apparent (based upon the Natural England ANGSt standards). A number of opportunities for improving provision were identified which have been developed further in the Buckinghamshire Green Infrastructure Strategy (2008).
http://www.aylesburyvaldc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/environment-evidence/green-infrastructure-strategy/		

<p>Bucks Green Infrastructure Strategy 2008</p>	<p>The Bucks Green Infrastructure Strategy develops the vision and objectives for establishing strategic green infrastructure networks in Buckinghamshire. Action plans are outlined for developing green infrastructure and enhancing current provision over the next twenty years.</p>	<p>Green Infrastructure Opportunity Zones are identified within the report. East of Aylesbury provides the opportunity for enhancing strategic green access links, corridors and paths that link the town with the wider Vale. A sub-project could provide an enhancement of the Aylesbury and Wendover arms and tow-paths of the Grand Union Canal. Opportunities also exist for enhancement of the urban-edge landscapes around the eastern fringe of Aylesbury through creation of a strong framework of trees and woodlands that could incorporate opportunities for sport/formal recreational facilities connected to Aylesbury by multi-purpose greenways.</p> <p>For Aylesbury’s Southern Fringes opportunities exist to retain and enhance the identity of the separate villages of Bishopstone, Stoke Mandeville and Western Turville, through the provision of a strong framework of trees, woodlands and grasslands to buffer and enhance the urban-edge landscapes around the southern fringe of Aylesbury, providing opportunities to link the town and the larger areas of accessible greenspaces on the Chilterns escarpment. The existing 'Aylesbury Linear Park' is less well developed to the south of the town and would also benefit from an increase in green space.</p> <p>Enhancement of Wendover Woods (Countryside Access Gateway (G3)) would serve the recreational needs of Buckinghamshire and the expanded Aylesbury population and address the current greenspace deficiencies across the district. Any new development within the area must be provided with extensive green space within walking distance of resident's homes. This will help to reduce the visitor pressure on sensitive sites along the Chilterns escarpment, many of which have sensitivities due to its designations related to nature conservation and archaeological interest.</p>
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<http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/environment-evidence/green-infrastructure-strategy/>

<p>Landscape Character Assessment 2008</p>	<p>The Aylesbury Vale Landscape Character Assessment identifies 79 landscape character areas grouped within 13 landscape character types. It includes a condition/sensitivity analysis for all landscape character areas from which guidelines are derived for their future management. The Assessment has also integrated up-to-date information on Aylesbury Vale's landscape and historic environment.</p>	<p>The Landscape Character Assessment was produced to provide detailed information on the environment and local character in the District. Using detailed national guidance the report identifies 13 landscape character types within the District based upon their geology, soils, vegetation and land use. The report assesses landscape character based on physiographic features (geology, soil types, topography, hydrology and vegetation), biodiversity (vegetation and ecology), human activities, and aesthetics (form, scale, views, enclosure). The assessment identifies 79 landscape character areas within the Vale. The report includes detailed descriptions of each of the areas and includes guidelines for management. The landscape condition and sensitivity of each of the areas is also noted.</p> <p>Land around Aylesbury is predominantly characterised as flat Vale landscape. The exceptions are Weedon Ridge (north of the town), Bierton Ridge (east of the town), and Hartwell House and the A418 Ridge (west of the town). The following Landscape Character Areas are defined: Bierton Ridge (Condition: Good; Sensitivity: Moderate), Hulcott Vale (Condition: Moderate; Sensitivity: Low), Southern Vale (Condition: Poor; Sensitivity: Moderate), Haddenham Vale (Condition: Good; Sensitivity: Moderate), Hartwell House and Golf Course (Condition: Good; Sensitivity: Moderate), and Northern Vale (Condition: Good; Sensitivity: High).</p> <p>In general the landscape to the south of the town is in the poorest condition. Landscape to the north and west of the town is the best condition and most sensitive; followed by landscape to the east of the town.</p>
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Landscape Character Assessment 2008 continued		Please refer to the Landscape Impact Assessment (2008) for a more detailed assessment of the growth options, including visual impact assessment.
http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/environment-evidence/av-lca-may2008/		
Potential Development Areas around Aylesbury: Comparative landscape and visual impact assessment (2008)	This report provides a comparative strategic assessment of landscape and visual impact of possible development scenarios around Aylesbury.	<p>The assessment is divided into three sections – Landscape Impact Assessment, Visual Impact Assessment and a combined comparative report. Seven individual areas have been looked at through the studies, and for comparison grouped into four different growth options – a ‘southern option’, an ‘eastern option’, a ‘southern and eastern hybrid option’ and a ‘northern option’.</p> <p>The Landscape Impact Assessment takes the Landscape Character Assessment (2008) and Environmental Character Assessment (2006) as a starting point. From this it looks in detail at specific landscape elements within the site areas. These elements include landform, land cover, trees and woodland, hedgerows, water bodies, Public Rights of Way, landscape character, historic environment and biodiversity.</p> <p>A significance of Residual Impact score is calculated, being a summary of the factors considered in the assessment process and including the importance of the landscape or element, its capacity to accommodate change, the nature and scale of magnitude of the impact and consideration of any mitigation measures. The higher the score the greater would be the significance of the impact. The total score for the ‘northern option’ is 53, the ‘eastern option’ 51, the ‘south and east hybrid option’ 44 (average), and the ‘southern option’ 43.</p> <p>The Visual Impact Assessment maps the ‘visual envelopes’ of the different potential development areas - this is the area of land within which there could potentially be a view of all or part of a proposed development. A number of representative visual</p>

<p>Potential Development Areas around Aylesbury: Comparative landscape and visual impact assessment (2008) continued</p>		<p>receptors are also assessed, including those in settlement areas, those using public rights of way and those within designated landscapes. The sensitivity and magnitude of the visual impact at these locations has also been assessed. The significance is calculated and multiplied by a score for the extent of visual envelope. The overall scores reveal the visual sensitivity of each potential development area and allow a comparison between each of the development areas and each of the four growth options. The total score for the 'northern option' is 448.5, the 'eastern option' is 380, the 'south and east hybrid option' is 336 and the 'southern option' is 172.5.</p> <p>The combined comparative report summarises the above and notes that development to the north of the town would have the greatest landscape and visual impact, followed by development to the east of the town, and then development in the south and east hybrid option. Development to the south of the town would have a considerably lower combined landscape and visual impact than the other options.</p>
<p>http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/environment-evidence/</p>		

Transport

Impact of the Aylesbury Vale LDF on the Highways Agency Network 2007

This technical note provides Aylesbury transport model information on the impact of the major developments proposed in the town, on the Highways Agency network (trunk roads and motorways).

Using ALUTS (Aylesbury Land Use and Transport Study) model, this technical note assess the impact of growth set out in the South East Plan for Aylesbury on the Highways Agency network. The note looks at the impact of growth, 23,000 dwellings and additional employment. Most corridors only see a small increase in traffic as a result of LDF growth. The section of the A5 at the junction with the A4146 sees a 5% increase in traffic. There is therefore a need to look at this junction in more detail with detailed modeling taking into account the growth at Milton Keynes and the surrounding area. A further technical note is also appended to this study, this looks at the peak traffic on the Aylesbury side of the M1, M25, M40, A5, A34, and A43.

<http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/transport-evidence/aylesbury-transport-study/>

<p>Aylesbury Land Use Transportation Study 2 Technical Note 2 (TN2) and Technical Note 3 (TN3) (ALUTS2)</p>	<p>To provide a new transport model for Aylesbury to facilitate spatial option testing and a framework for obtaining contributions towards transport improvements from development proposals that are not part of a Major Development Area.</p>	<p>In 2005, Halcrow undertook survey/census work produced a report setting out the results which described the existing transport conditions in Aylesbury at that time. Following this, Halcrow developed the Aylesbury Land Use Transport Strategy (ALUTS2) model and used a series of illustrative scenarios for the Aylesbury area to test the model. In May 2006, they produced a technical note outlining the results of those initial tests. Subsequently, Halcrow again ran the model, using three scenarios based on the options for the growth of Aylesbury to 2026, identified in the AVLDF core strategy and Aylesbury allocated sites issues and options consultation booklet. In November 2006, they produced a second technical note which includes the results of that testing (TN2).</p> <p>A third technical note was produced in 2007 to test the 6 different scenarios based on the LDF growth of 10,000 dwellings at Aylesbury. This technical note 3 (TN3) provided a comprehensive transport assessment of growth in the town was undertaken. Six scenarios were defined for testing purposes. Each scenario accommodated 10,000 dwellings based on an initial broad assessment of site capacity. The scenarios were:</p> <ul style="list-style-type: none"> • Northern (4,100 dwellings on site A, 1,800 on site B and 4,100 on site C) • Southern (3,300 dwellings on site D, 3,100 on site E and 3,600 on site F) • North-south hybrid 1 (1,800 dwellings on site B, 4,100 on site C and 4,100 on site D) • North-south hybrid 2 (3,250 dwellings on site A, 3,150 on site E and 3,600 on site F) • Northern plus Fleet Marston (3,750 on site A, 3,750 on site C and 2,500 at Fleet Marston) • Northern plus Aylesbury East (3,350 on site A, 1,800 on site B, 4,000 on site C and 850 at Aylesbury East)
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<p>Aylesbury Land Use Transportation Study 2 Technical Note 2 (TN2) and Technical Note 3 (TN3) (ALUTS2) continued</p>		<p>Each of the scenarios was complemented by an appropriate arrangement of local facilities, employment sites and educational provision including secondary schools. Transport provision assumed to include, as far as possible, equivalent (and good) facilities for access to each site by public transport, walking and cycling.</p> <p>Also, each of the options included the Eastern Link Roads. The main differences between the scenarios in transport terms are therefore likely to be generated by differences in the levels of new highway access that can be provided to serve the individual packages of sites. Northern Options, even with the new Northern Link Road, exacerbated the already increased congestion to the north of the town created by Berryfields and Weedon Hill. Hence the main differences in performance between the scenarios relate to their performance in handling vehicle movement throughout the Aylesbury area. A basket of indicators was produced to measure this aspect of their performance. The final rankings emerging from the transport model scenario tests are:</p> <table border="0"> <tr> <td>1st: Southern</td> <td>2nd: North-south hybrid 1</td> </tr> <tr> <td>3rd: Northern</td> <td>4th: North and Aylesbury East</td> </tr> <tr> <td>5th: North with Fleet Marston</td> <td>6th: North-south hybrid 2</td> </tr> </table> <p>This work shows that the southern growth arc (including the southern link road) has the best outcome overall. This is because it offers a better opportunity to provide public transport links and links through to existing communities than other more dispersed site. In addition it shows the best results in terms of minimising congestion and overall trip distances, and maximises the provision of new transport infrastructure. Worst performing are sites solely to the East or North along the A41 corridor due to their remoteness and poor access to the town's facilities.</p>	1 st : Southern	2 nd : North-south hybrid 1	3 rd : Northern	4 th : North and Aylesbury East	5 th : North with Fleet Marston	6 th : North-south hybrid 2
1 st : Southern	2 nd : North-south hybrid 1							
3 rd : Northern	4 th : North and Aylesbury East							
5 th : North with Fleet Marston	6 th : North-south hybrid 2							

<http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/transport-evidence/aylesbury-transport-study/>

Aylesbury Land Use Transport Strategy (ALUTS) LDF Technical Note 4

Description of the findings from a series of tests of the transport performance to help inform decisions on preferred directions of growth

The options tested include growth in an Eastern direction, growth in a Southern direction, and the hybrid option, taking elements from both the Southern and Eastern options. Results are also included for a Northern option which is not favoured by Aylesbury Vale District Council but has been tested to provide comparable analyses because it is understood that development of a major site in the Fleet Marston area is likely to be promoted by developers.

The key conclusions show that congestion in Aylesbury will worsen in the future at both AM and PM peaks. The results show similar levels of traffic congestion for the four options. The tests show that congestion indices are similar for 2026 as they are in 2013. The results also show that without the Eastern links, congestion is markedly worse. Based on a single measure of highway transport efficiency, the ranking results are:

- 1st Eastern
- 2nd Southern
- 3rd Combined
- 4th Northern

This report and more details of the results can be found on the Bucks County Council website or by contacting the Bucks County Council Transport Department on 01296 395000.

<http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/transport-evidence/aylesbury-transport-study/>

Local Transport Plan 2	The second Buckinghamshire Local Transport Plan (LTP2) is a five-year plan (2006-2011) setting out the County Council's local transport strategies, policies, and implementation programme.	This report and more details of the results can be found on the Bucks County Council website or by contacting the Bucks County Council Transport Department on 01296 395000.
http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=-711941461		

<p>Aylesbury Transport Strategy (2008)</p>	<p>The Aylesbury transport strategy was set out in Buckinghamshire County Council Second Local Transport Plan (LTP2). This has since been revised due to the proposed growth in Aylesbury.</p>	<p>The documents below show the process of revisions and gains, in terms of evidence, that the strategy will produce:</p> <ul style="list-style-type: none"> ▪ Revised Aylesbury Transport Strategy (2008 – 2026) This document outlines the revised strategy which has been informed by national, regional and sub-regional policy since the LTP2 was written. This document also highlights future modal shift targets and further work needed to be investigated to inform the strategy. ▪ Aylesbury Transport Strategy summary leaflet This leaflet summarises the main principles of the strategy and some of the progress to date. ▪ Aylesbury Transport Strategy Business case Due to the further information about growth in Aylesbury and housing allocation, the strategy (that was outlined in LTP2) needed to be tested to see whether it could deal with the increased amount of trips generated by the growth and the changes in the town up to 2026 when the growth would be in place. This document is the start of the evidence base that supports the strategy and informs what other measure will have to be put in place to achieve the targets set out in the strategy. <p>These studies and more details of the results can be found on the Bucks County Council website or by contacting the Bucks County Council Transport Department on 01296 395000.</p>
<p>http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=-468728695</p>		

Miscellaneous

Utilities Survey 2007	The survey provides an assessment of the requirements of utilities companies to accommodating the growth of Aylesbury.	<p>The survey includes responses to a number of questions, relating to the proposed growth in Aylesbury Vale, from BT, electricity and gas suppliers and water companies.</p> <p>In terms of BT's response on telecommunications, BT would prefer options with the least physical obstacles, sites to the north therefore have less obstructions than to the south, although due to disruption by other utilities being installed this unlikely to be an issue of great weight.</p> <p>Comprehensive work on considering how sewerage can be handled in the town has been undertaken in the Water Cycle Strategy. All of the options tested invoked the need for expansion of the existing Aylesbury Sewerage Treatment Works (STW) to the west of the town. All sites will require significant upgrading of existing infrastructure. All sites to the north and east of the town access to the Northern Main Sewer, this is likely to cause significant disruption to the existing northern side of the town during this upgrade. The Southern side of the town would necessitate either a complete new connection to the STW around the south, or upgrading of the existing southern branch sewer. Either option for the south is significantly easier or more cost efficient than northern options.</p> <p>In relation to electricity, any expansion of the town has some significant electricity supply issues which are likely to be costly. This is due to the town being at the end of the connection grids and hence a significant distance of bolstering supply is needed. Since completion of the Utilities Survey, EDF have confirmed a preference for sites to the south as these are more easily connectable to the most easily upgraded part of the supply network, although again this issue is only of marginal significance in determining direction of the growth.</p> <p>Water Supply can be made all to areas considered, assuming certain levels of water management and use reduction. Gas can also be sufficiently supplied to all areas around the town.</p>
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<http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/miscellaneous-evidence/avdc-utilities-survey/>

Crematorium for Aylesbury 2007

This report reviews the options for a crematorium at Aylesbury, and evaluates 7 potential locations.

This report reviews seven possible locations for the site of a crematorium for Aylesbury. The report includes an assessment of the individual sites against a given set of identified criteria, as well as identifying opportunities for each given site. The report concludes that 6 of the 7 sites could provide a location for a crematorium, however, outlines that some sites have better opportunities than others. The 7 sites are assessed in terms of landscape, views, wind direction, accessibility to public transport, availability of mains services, land ownership and availability and highways access. The sites assessed within the report include 3 to the north the town (, and four to the south (between the A41 and the Oxford Road). The site that is identified as the preferred and most ideal location is site G off the Oxford Road, closely followed by site A between the new developments of Berryfields and Weedon Hill.

<http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/miscellaneous-evidence/crematorium-aylesbury/>

<p>Crematorium for Aylesbury: Report on site development principles for revised preferred location (December 2007)</p>	<p>This report gives site development principles for the revised preferred location of a crematorium</p>	<p>There was significant objection during the preferred options consultation to the proposal for a new crematorium to the south of Aylesbury (adjacent to the A418 Oxford Road). Additionally, the southern growth arc consortium indicated that they would prefer to incorporate a crematorium as part of their masterplanning exercise rather than fix a precise location at that stage.</p> <p>The report identifies the following key principles for the planning of a new crematorium:</p> <ul style="list-style-type: none"> • Entrances and exits should be from or to local distributor roads • The layout of the site provides for the easy movement of vehicles to and from the building, and adequate parking space • Adequate extent and landscaping of the grounds • The buildings should be planned so as to provide sufficient accommodation <p>In light of the new evidence and circumstances, the report reviews a site to the north of the town (Site A1, between Berryfields and Weedon Hill) and a revised assessment is included. The report concludes that Site A1 is suitable for a new crematorium, could be relatively self-contained and whilst not available now, is achievable within five years given the intended completion of the western link road by 2010, and is therefore the revised preferred site.</p> <p>The report sets out key development principles for a new crematorium.</p>
<p>http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/miscellaneous-evidence/crematorium-aylesbury/</p>		

<p>Infrastructure Schedule 2007</p>	<p>This schedule illustrates the range and possible costs of the whole spectrum of infrastructure needed to support growth in Aylesbury Vale over the next 20 years.</p>	<p>The Infrastructure Schedule looks at the range and costs of the infrastructure required to support growth at Aylesbury. The Schedule is the first stage in preparing, one, indications for the negotiations of costs with potential developers, and secondly, helping to address possible channels of funding and identifying funding gaps. The report includes a table of the total cost of infrastructure associated with growth and the possible phasing of costs over the period 2006-2026. The schedule includes completed proformas from various services and authorities, including education, health, transport, fire and rescue, green spaces, parkland, sports and leisure facilities, social infrastructure and affordable housing.</p> <p>The total cost of the infrastructure for the growth total over £1,325 million, of which £896 million is attributed to the growth of the town over the period to 2026.</p>
<p>http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/miscellaneous-evidence/infrastructure/</p>		

<p>Buckinghamshire Infrastructure Study Phase 1 Aylesbury Vale Final Report 2008</p>	<p>Validation study of the infrastructure schedule.</p>	<p>The validation report takes forward the infrastructure schedules and provides a review and validation of the schedules so they can be used as a defensible evidence base for the Local Development Framework (LDF). The validation study also provides advice on a possible developer contributions tariff for Aylesbury Vale. The validation process questioned the assumptions and methods employed by service providers to estimate infrastructure needs and cost across the district as a whole. Based on the validation, the total costs attributed to housing growth are reduced from £896 million to £827 million.</p> <p>The report looks at the viability of adopting a tariff based approach to collecting developer contributions. Developer funding of infrastructure at Aylesbury has recently been collected via section 106 agreements, for example at Berryfields. The study recommends the production of a guidance note for developers in relation to the growth within the urban extensions setting out standard charges and therefore allowing a point from which negotiations can begin. The report recommends this guidance to also set out what is expected for the urban extensions as well as the need for specific guidance for the urban areas/urban development within the town.</p> <p>In terms of specific requirements based on the direction of growth:</p> <ul style="list-style-type: none"> • The Eastern growth arc would be required to deliver the Eastern link roads, the Northern link road, part of the Southern distributor road that falls within the site (adjoining the A41), park and rides and provision of flood risk storage and mitigation measures. • The Southern growth arc would be required to deliver the Southern distributor road, Eastern link roads, and the park and rides, as well as the provision of flood risk storage and mitigation measures.
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<p>Buckinghamshire Infrastructure Study Phase 1 Aylesbury Vale Final Report 2008 continued</p>		<ul style="list-style-type: none"> • The hybrid of the Eastern and Southern arc would also be required to deliver the Eastern link roads, Southern distributor road and park and rides, as well as the provision of flood risk storage and mitigation measures.
<p>http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/miscellaneous-evidence/infrastructure/</p>		
<p>Aylesbury Town Centre – A Confident Vision</p>	<p>A vision framework for the town that sets out the ambitions for the town to 2026.</p>	<p>The EDAW report produced in 2006 looked to produce a vision for Aylesbury town centre. There were two main objectives: to feed ideas for the future of the town into the LDF, to provide a longer term vision for the town. The report set out an overall vision for the town and sets out a masterplan for the town in 2026 outlining the key principles and parameters for development of the town centre over a 20 year period. 6 key areas are identified in the masterplan: the employment campus/station gateway, the civic heart, access and movement, town centre living, leisure/culture and public realm and the retail circuit. The existing context and the vision for the 6 key components are discussed within the report. Key issues, such as extending the town centre beyond the ring road, links between the old town and the new town and improving Aylesbury’s retail offer are discussed within the report as well as the links bus station and train station and the town centre. This work is currently being reviewed and updated to provide a confident vision and implementation plan for the town centre over the next 20 years.</p>
<p>http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/miscellaneous-evidence/aylesbury-town-centre-masterplan/</p>		

Regional context		
<p>The new Plan for Milton Keynes: A Strategy for Growth to 2031 (the MK 2031 Strategy)</p>	<p>A joint local authority study to inform preparation of the South East Plan.</p>	<p>The New Plan for Milton Keynes is a long-term vision for how the city could grow in excess of 300,000 people by 2031. It was been submitted by Milton Keynes Partnership (MKP) as an advisory document to the Government’s South East Plan Examination in Public (EiP) Panel. The report defines the study area, taking the lead from the Sub Regional Strategy, which depicts directions of growth to the west, south and east of the city. It promotes a growth strategy to inform the principal authorities on the distribution of housing growth up to 2026 and inform the local development documents for the growth area.</p> <p>The report outlines a potential for 13,000 dwellings to be accommodated within the urban area of Milton Keynes, through urban development and regeneration between 2011 and 2031. The report proposes the delivery of 7,000-8,000 dwellings south east of the city, partly within Mid Bedfordshire District between 2016 and 2021. The report also proposes development south west of the city, within Aylesbury Vale District, of 7,500 dwellings between 2021 and 2026 and a further 7,500 dwellings between 2026 and 2031.</p>
<p>http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/regional-context-evidence/the-new-plan-for-milton-keynes-a-strategy-for-grow/</p>		

<p>Milton Keynes Long-Term Growth Strategy Review 2007</p>	<p>A critique of the MK 2031 Strategy, produced by Colin Buchanan and Partners.</p>	<p>The review, produced by Colin Buchanan and Partners, provides a critique of the Milton Keynes Growth Strategy (MK 2031). The first stage of the study is a desk based review of the numerous documents produced by Milton Keynes Partnership, in devising the draft growth strategy for Milton Keynes. It examines the feasibility and viability of future expansion to the east of the M1 motorway, rather than to the south-west of Milton Keynes, within Aylesbury Vale District, as proposed in the Milton Keynes Partnership Strategy. The study promotes increased urban potential for the urban area of Milton Keynes and the alternative location for a sustainable urban extension on land east of the M1. The report concludes that development east of M1 represents a more sustainable long term development option, and outlines the strengths and weaknesses of the MK Growth Strategy in relation to transport, infrastructure, environment and landscape.</p>
<p>http://www.aylesburyvaledc.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/regional-context-evidence/milton-keynes-long-term-growth-strategy-review/</p>		

<p>Review of the Proposed Milton Keynes Strategic Development Areas – Final Report 2008</p>	<p>This report by planning consultants GVA Grimley outlines the potential amount of land needed in two strategic development areas to the south east and south west of Milton Keynes.</p>	<p>The report commissioned by AVDC, Bedfordshire County Council, Buckinghamshire County Council, Mid Bedfordshire District Council, Milton Keynes Council and Milton Keynes Partnership to provide advise on the land use implications of the proposed strategic development areas (SDAs) to the south west and south east of Milton Keynes. The draft South East Plan outlines a requirement for the 5,390 dwellings to be accommodated in an SDA south west of Milton Keynes, within Aylesbury Vale District, and another SDA to be accommodated south east of Milton Keynes, accommodating 10,400 dwellings.</p> <p>Four possible quadrants for development in the south west SDA are assessed within the study. The report provides advice on possible land use budgets based on varying densities of dwellings per hectare (dph) (30, 40 and 50 dph) and makes a number of land use budget assumptions. These include provision of park and ride, employment, community facilities, green space, protection of existing communities and public transport networks. The report makes recommendations for required land budgets for the two SDAs. For the south west SDA the report makes recommendations such as the provision of a green buffer and linear park, as well as the need for protection of Newton Longville.</p>
<p>http://www.aylesburyvalecd.gov.uk/planning-building/planning-policy/avldf-framework/avldf-evidence-base/regional-context-evidence/</p>		



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