

Vale of Aylesbury Local Plan Proposed Additional Modifications 2019

Additional Modification Ref.	Page number (VALP Proposed Submission 2017)	Section/ Paragraph	Original text (Proposed Submission Vale of Aylesbury Local Plan, November 2017)	Suggested change (deleted text shown as struck through , additions of text <u>underlined</u> and specified modifications in <i>italics</i>)
AM001		Whole plan		<i>Change references from 'the Council' to 'the council'</i>
AM002		Whole plan		<i>Consequential changes to paragraph numbers, page number, footnotes and policy cross-references arising from other modifications throughout document</i>
AM003		Whole plan		<i>Change all Tables to match style of Table 1</i>
AM004		Whole plan		<i>Update all NPPF references to specify NPPF 2012 version</i>
AM005		Whole plan		<i>Ensure all supporting evidence web page links are the correct one: https://www.aylesburyvaldc.gov.uk/section/supporting-evidence</i>
AM006		Whole plan		<i>All references to 'Edge of Milton Keynes' to be changed to 'North east Aylesbury Vale'</i>
AM007		Whole plan		<i>All references to policy D2 changed to D3</i>
AM008		Whole plan		<i>All references to policy D3 changed to D4</i>
AM009		Whole plan		<i>All references to policy D4 changed to D5</i>
AM010		Whole plan		<i>All references to policy D5 changed to D6</i>
AM011		Whole plan		<i>All references to policy D6 changed to D7</i>
AM012		Whole plan		<i>All references to policy D7 changed to D8</i>
AM013		Whole plan		<i>All references to policy D8 changed to D9</i>
AM014		Whole plan		<i>All references to policy D9 changed to D10</i>
AM015		Whole plan		<i>All references to policy D10 changed to D11</i>

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AM016	2	Contents Page (all)		<i>Consequential changes to contents page as a result of proposed modifications</i>
AM017	5	Contents		<i>Add references to new Appendices to contents list</i>
AM018	11	Foreword		<i>AVDC will write an updated foreword for the plan which is to be adopted, including new housing requirement.</i>
AM019	13	1.1	Under the planning system most development needs planning permission. The principal basis for making those decisions is the development plan and this Local Plan, once adopted, will form the main part of it for the district, replacing the 2004 Local Plan saved policies.	Under the planning system most development needs planning permission. The principal basis for making those decisions is the development plan and this Local Plan, once adopted, will form the main part of it for the district, replacing the 2004 Local Plan saved policies (<u>see Appendix F for a schedule of saved policies replaced by this plan</u>).
AM020	13	1.4	The key stages for preparing the Local Plan have included gathering evidence, identifying key issues and options and consultation. The Council has consulted extensively on the development of the Local Plan. Key consultations are listed below: <ul style="list-style-type: none"> • Scoping consultation on the new Vale of Aylesbury Local Plan (VALP) Spring 2014 • Call for sites (2014) and consideration of further sites submitted up to September 2016 • Issues and options: October – December 2015 • Draft VALP: August – September 2016 	The key stages for preparing the Local Plan have included gathering evidence, identifying key issues and options and consultation. The Council has consulted extensively on the development of the Local Plan. Key consultations are listed below: <ul style="list-style-type: none"> • Scoping consultation on the new Vale of Aylesbury Local Plan (VALP) Spring 2014 • Call for sites (2014) and consideration of further sites submitted up to September 2016 • Issues and options: October – December 2015 • Draft VALP: August – September 2016 • <u>Proposed Submission draft: November – December 2017</u> • <u>Main Modifications: October – November 2019</u>
AM021	13	1.5	The Council received more than 700 responses (4,500 comments) to the Issues and Options consultation, and 1,630 responses (5,000 comments) to the Draft Plan consultation, many of which were very detailed.	The Council received more than 700 responses (4,500 comments) to the Issues and Options consultation, and 1,630 responses (5,000 comments) to the Draft Plan consultation, <u>and 980 responses (2440 comments) to the Proposed Submission draft consultation.</u> Many of which these were very detailed.
AM022	14	1.7	Particularly significant in the NPPF is the Government’s commitment to ensuring that the planning system does everything it can to support sustainable economic growth and the requirement that councils should boost significantly the supply of housing. Government policy is to deliver 250,000 houses per annum nationally. At the same time, the NPPF also states that ‘the planning system should contribute to and enhance the natural and local environment and that there should be a	Particularly significant in the NPPF is the Government’s commitment to ensuring that the planning system does everything it can to support sustainable economic growth and the requirement that councils should boost significantly the supply of housing. Government policy is to deliver 250,000 houses per annum nationally. At the same time, the NPPF also states that “the planning system should contribute to and enhance the natural and local environment” and that there should be a “positive strategy for the conservation and enjoyment of the historic environment”.

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			positive strategy for the conservation and enjoyment of the historic environment’.	
AM023	15	1.17	An essential part of the new infrastructure will be the provision of new transport infrastructure. The main focus for road improvements will be in relation to Aylesbury, to improve the circulation of traffic around the town. There will also need to be a focus on improving north / south connectivity to enable the district to function better in relation to national highway networks and rail networks. Currently, there is a distinct boundary between Buckinghamshire including Aylesbury Vale and employment locations in the west of London. East West Rail will provide commuting opportunities to the west of London and to the south of Buckinghamshire. n the longer term, the potential provision of the Oxford-Cambridge Expressway across the district would improve east / west connections. The proposed delivery of East West Rail will also increase connectivity. It is important to mitigate the effect of new transport infrastructure, such as the proposed HS2. The Council will utilise the Local Plan to deliver suitable mitigation.	An essential part of the new infrastructure will be the provision of new transport infrastructure. The main focus for road improvements will be in relation to Aylesbury, to improve the circulation of traffic around the town. There will also need to be a focus on improving north / south connectivity to enable the district to function better in relation to national highway networks and rail networks. Currently, there is a distinct boundary between Buckinghamshire including Aylesbury Vale and employment locations in the west of London. East West Rail will provide commuting opportunities to the west of London and to the south of Buckinghamshire. In the longer term, the potential provision of the Oxford-Cambridge Expressway across the district would improve east / west connections. The proposed delivery of East West Rail will also increase connectivity. It is important to mitigate the effect of new transport infrastructure, <u>such as the proposed HS2.</u> and the Council council will utilise the Local Plan to deliver suitable mitigation.
AM024	17	1.26	The next stages After the publication period ends, we intend to submit the plan for examination by an independent inspector. Comments received and updated evidence will be passed to the inspector, along with the comments from the 2016 consultation. The intention is to submit the plan in early 2018.	The next stages After the publication period ends, we intend to submit the plan for examination by an independent inspector. Comments received and updated evidence will be passed to the inspector, along with the comments from the 2016 consultation. The intention is to submit the plan in early 2018.
AM025	17	1.27	The Council anticipates that an examination in public will be held on the plan in spring 2018 with adoption of the Plan taking place later that year. However, the timetable after submission is beyond the Council’s control and will be in the hands of the Government-appointed planning inspector.	The Council anticipates that an examination in public will be held on the plan in spring 2018 with adoption of the Plan taking place later that year. However, the timetable after submission is beyond the Council’s control and will be in the hands of the Government-appointed planning inspector.
AM026	18	1.32	The northern part of the district directly adjoins Milton Keynes so there are strong linkages in terms of employment, retail and other facilities.	The northern <u>north eastern</u> part of the district directly adjoins Milton Keynes so there are strong linkages in terms of employment, retail and other facilities.
AM027	18	1.36	...from 23% of the population in 2011, to 19% in 2011.	...from 23% of the population in 2011 <u>2001</u> , to 19% in 2011.
AM028	20	1.55	The district has rail links to London Marylebone from Aylesbury Parkway, Aylesbury, Stoke Mandeville, Haddenham & Thame Parkway, and Wendover. Services to the West Midlands are also	The district has rail links to London Marylebone from Aylesbury Parkway, Aylesbury, Stoke Mandeville, Haddenham & Thame Parkway, and Wendover. Services to <u>Oxford and the West Midlands</u> are also available from Haddenham & Thame Parkway (to Birmingham Snow Hill, Bicester North and Stratford upon Avon). Cheddington is on a different line and enjoys a faster service to London Euston and Milton Keynes

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			available from Haddenham & Thame Parkway (to Birmingham Snow Hill, Bicester North and Stratford upon Avon). Cheddington is on a different line and enjoys a faster service to London Euston and Milton Keynes Central	Central
AM029	24	2.4 point d	Growth will be accompanied by the delivery of infrastructure, services, and facilities in the right places at the right time, to bring maximum benefits to new and existing communities. This includes improving transport (to encourage sustainable transport choices), education, health, green and blue infrastructure, community facilities, leisure facilities, communications technology, water and air quality and flood management measures and policing and emergency services infrastructure. Improved links to London and the Thames Valley area, including Oxford and Milton Keynes, Bedford and Cambridge (via East West Rail) and the Oxford-Cambridge expressway, will help to ensure that local businesses continue to thrive and grow and attract new enterprise and inward investment. The environmental impact of infrastructure improvements, such as HS2, will have been suitably mitigated.	Growth will be accompanied by the delivery of infrastructure, services, and facilities in the right places at the right time, to bring maximum benefits to new and existing communities. This includes improving transport (to encourage sustainable transport choices), education, health, green and blue infrastructure, community facilities, leisure facilities, communications technology, water and air quality and flood management measures and policing and emergency services infrastructure. Improved links to London and the Thames Valley area, including Oxford and Milton Keynes, Bedford and Cambridge (via East West Rail) and the Oxford-Cambridge expressway, will help to ensure that local businesses continue to thrive and grow and attract new enterprise and inward investment. The environmental impact of infrastructure improvements, such as HS2, will have been suitably mitigated.
AM030	33	3.13	Wycombe District's unmet need figure is 2,250 and Chiltern/South Bucks Districts' unmet need figure is 5,750.	Wycombe District's unmet need figure is 2,250 <u>2,275</u> and Chiltern/South Bucks Districts' unmet need figure is 5,750 <u>5,725</u> .
AM031	33	3.13	<i>In line 12 after 'Wycombe District's unmet need figure is' insert the words 'up to'</i>	<i>In line 12 after 'Wycombe District's unmet need figure is' insert the words 'up to'</i>
AM032	33	3.14	The VALP focuses the majority of growth in Aylesbury Buckingham, Winslow, Wendover and Haddenham and adjacent to Milton Keynes.	The VALP focuses the majority of growth in Aylesbury, Buckingham, Winslow, Wendover and Haddenham and adjacent to Milton Keynes.
AM033	42	3.24	In addition to the general control of coalescence ⁷ , there is a need for more specific protection in locations that are, or will be, experiencing the strongest pressures for development.	In addition to the general control of coalescence ⁷ , there is a need for more specific protection in locations that are, or will be, experiencing the strongest pressures for development, <u>such as the villages in close proximity to Aylesbury. Relevant allocation policies will therefore ensure the retention of individual settlement identity.</u>
AM034	44	3.34	Housing may come forward within the Green Belt through the conversion of existing buildings, the reuse redevelopment of previously developed sites or through limited infilling within villages, provided that where the openness of the Green Belt is maintained. To ensure openness is preserved the limited infilling within villages should be within the existing developed footprint which is defined as the continuous built form of the village, and	Housing may come forward within the Green Belt through the conversion of existing buildings, the reuse <u>redevelopment</u> of previously developed sites or through limited infilling within villages, <u>provided that where</u> the openness of the Green Belt is maintained. <u>To ensure openness is preserved the limited infilling within villages should be within the existing developed footprint which is defined as the continuous built form of the village, and excludes individual buildings and groups of dispersed buildings. This includes former agricultural barns that have been converted, agricultural buildings and associated land on the edge of the village and gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the village.</u>

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			<p>excludes individual buildings and groups of dispersed buildings. This includes former agricultural barns that have been converted, agricultural buildings and associated land on the edge of the village and gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the village.</p>	
AM035	44	S4	<p>Within the Green Belt (as defined on the Policies Map), land will be protected from inappropriate development in accordance with national policy. Small-scale development as set out below will be supported providing that their provision preserves the openness of the Green Belt, and does not conflict with the purposes of including land within it:</p> <ul style="list-style-type: none"> a. for the purposes of agriculture, forestry, appropriate facilities for outdoor sport and outdoor recreation or cemeteries b. if within the existing built-up area of settlements within the Green Belt, residential infilling of small gaps in developed frontages with one or two dwellings will be permitted if it is in keeping with the scale and spacing of nearby dwellings and the character of the surroundings c. for the re-use of buildings of permanent and substantial construction where there is no greater impact on the openness of the Green Belt and the form, bulk and design of any conversion is in keeping with the surroundings and does not involve major or complete reconstruction. Permission for the re-use of such buildings may include conditions regulating further building extensions, and the use of land associated with the building d. replacement of existing buildings in the Green Belt by new buildings that are not significantly larger in volume, normally by no more than 25-30% of the original building (as measured externally) e. extensions and alterations to buildings in the Green Belt that are not out of proportion with the original building, normally no more than 25-30% volume increase of the original building f. the redevelopment of previously developed sites where the gross floorspace of the new building(s) is not out of 	<p>Within the Green Belt (as defined on the Policies Map), land will be protected from inappropriate development in accordance with national policy. Small-scale development as set out below will be supported providing that their provision preserves the openness of the Green Belt, and does not conflict with the purposes of including land within it:</p> <ul style="list-style-type: none"> a. for the purposes of agriculture, forestry, appropriate facilities for outdoor sport and outdoor recreation or cemeteries b. if within the existing built-up area <u>developed footprint</u> of settlements within the Green Belt, residential infilling of small gaps in developed frontages with one or two dwellings will be permitted if it is in keeping with the scale and spacing of nearby dwellings and the character of the surroundings c. for the re-use <u>conversion</u> of buildings of permanent and substantial construction where there is no greater impact on the openness of the Green Belt and the form, bulk and design of any conversion is in keeping with the surroundings and does not involve major or complete reconstruction. Permission for the re-use <u>conversion</u> of such buildings may include conditions regulating further building extensions, and the use of land associated with the building d. replacement of existing buildings in the Green Belt by new buildings that are not significantly larger in volume, normally by no more than 25-30% <u>as measured externally</u> of the original building (as measured externally as it was first built or stood on 1 July 1948) e. extensions and alterations to buildings in the Green Belt that are not out of proportion with the original building, normally no more than 25-30% volume increase of the original building f. the redevelopment of previously developed sites where the gross floorspace of the new building(s) is not out of proportion to the original building(s), normally by no more than 25-30% increase of the original building (as measured externally), and the buildings are positioned on land previously built on. <p>Measures to improve public access to the Green Belt areas will be encouraged.</p>

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			<p>proportion to the original building(s), normally by no more than 25-30% increase of the original building (as measured externally), and the buildings are positioned on land previously built on.</p> <p>Measures to improve public access to the Green Belt areas will be encouraged.</p>	
AM036	46	3.38	<p>green infrastructure – a network of high quality, multi-functional green spaces which improve connectivity of towns and villages and the wider countryside. It also delivers ecological enhancements, and economic and social quality of life benefits for local communities at both the local and strategic level. It can include green corridors, such as hedgerows or transport routes, and open green spaces, such as parks, allotments, and country parks.</p>	<p>green infrastructure – a network of <u>ANGsT compliant</u> high quality, multi-functional green spaces which improve connectivity of towns and villages and the wider countryside. It also delivers ecological enhancements, and economic and social quality of life benefits for local communities at both the local and strategic level. It can include green corridors, such as hedgerows or transport routes, and open green spaces, such as parks, allotments, and country parks, <u>commons and village greens, woodland, natural and semi-natural habitats for wildlife, Local Nature Reserves and Local Wildlife Sites, historic parks, ancient monuments and landscapes, watercourses, lakes, ponds, footpaths, cycleways, allotments and other recreational routes.</u></p>
AM037	46	3.39	<p>The Council will continue to co-operate with key delivery partners to secure the funding and delivery of key infrastructure projects including East-West Rail and the Oxford- Cambridge Expressway to minimise the impacts of the projects both during construction and operation phases. The HS2 scheme should co-ordinate with local projects and not delay the provision of necessary infrastructure at Aylesbury or the delivery of East-West Rail. We will also seek to secure funding and delivery of key transport, utility, and other improvements where major infrastructure improvements are needed to achieve sustainable development. We will urge Government, and support Buckinghamshire County Council, the local economic partnerships (LEPs) and other partners.</p>	<p>The Council will continue to co-operate with key delivery partners to secure the funding and delivery of key infrastructure projects including East-West Rail and the Oxford- Cambridge Expressway to minimise the impacts of the projects both during construction and operation phases. The HS2 scheme should co-ordinate with local projects and not delay the provision of necessary infrastructure at Aylesbury or the delivery of East-West Rail. We will also seek to secure funding and delivery of key transport, utility, and other improvements where major infrastructure improvements are needed to achieve sustainable development. We will urge Government, and support Buckinghamshire County Council, the local economic partnerships (LEPs) and other partners.</p>
AM038	54	3.67	<p>3.67 The Government announced a new initiative in July 2015 that could see automatic planning permission being granted on previously developed sites in an attempt to raise the productivity of the economy. The Government intends to introduce a new zonal system which will effectively give automatic planning permission on suitable brownfield sites. A number of Local Planning authorities are taking part in a pilot scheme to trial this initiative.</p>	<p>3.67 The Government announced a new initiative in July 2015 that could see automatic planning permission being granted on previously developed sites in an attempt to raise the productivity of the economy. The Government intends to introduce a new zonal system which will effectively give automatic planning permission on suitable brownfield sites. A number of Local Planning authorities are taking part in a pilot scheme to trial this initiative.</p> <p><u>Brownfield Land Registers</u></p> <p><u>3.67 In April 2017, the Town and Country Planning (Brownfield Land Register) Regulations 2017 and the Town and Country Planning (Permission in Principle) Order 2017 came into force. The regulations require local planning authorities to prepare and maintain registers (compiled in two parts) of brownfield land in the local plan area that is suitable for residential development. The Order provides that sites entered on Part 2 of the new brownfield registers will be granted permission in principle.</u></p>

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				<p><u>3.68 Part 1 of the registers is a comprehensive list of all brownfield sites in a local authority area that are suitable for housing, irrespective of their planning status. However, registers will also be a vehicle for granting permission in principle for suitable sites where authorities have followed the relevant procedures. If the authority considers that permission in principle should be granted for a site the local authority is required to enter that site in Part 2 of their register. Part 2 is therefore a subset of Part 1 and will include only those sites for which have permission in principle has been granted.</u></p> <p><u>3.69 The intention of brownfield registers is to provide up-to-date, publicly available information on all brownfield land that is suitable for housing. Local planning authorities were expected to have compiled Part 1 of their registers by 31 December 2017.</u></p>
AM039	55	3.68	Neighbourhood development plans, neighbourhood development orders and community right to build orders have the potential to allow communities to develop a shared vision to shape their neighbourhoods and to work with landowners, developers and service providers to deliver new development and facilities.	As set out in <u>government planning policy</u> neighbourhood development plans, neighbourhood development orders and community right to build orders have the potential to allow communities to develop a shared vision to shape their neighbourhoods and to work with landowners, developers and service providers to deliver new development and facilities.
AM040	55	3.69	The Local Plan provides a framework within which people can decide how to shape their local neighbourhoods through community-led planning documents. Many communities have already embraced this opportunity and have prepared or are setting out to prepare their own neighbourhood plans. At the time of writing there are 11 'made' neighbourhood plans in the district and a further 21 neighbourhood areas approved.	The Local Plan provides a framework within which people can decide how to shape their local neighbourhoods through <u>such</u> community-led planning documents. Many communities have already embraced this opportunity and have prepared or are setting out to prepare their own neighbourhood plans. At the time of writing there are 11-20 'made' neighbourhood plans in the district and a further <u>18 21</u> neighbourhood areas approved.
AM041	55	3.70	A neighbourhood plan provides a mechanism for communities to bring forward development and for the community to have a say in its location and specification, and to plan positively to support local development in meeting the strategic needs of the Local Plan. Neighbourhood plans must adhere to the strategic policies within the Local Plan.	A neighbourhood plan provides a mechanism for communities to bring forward development and for the community to have a say in its location and specification, and to plan positively to support local development in meeting the strategic needs of the Local Plan. <u>Nevertheless neighbourhood plans must be in general conformity with adhere to the strategic policies within the Local Plan and should not promote less development than set out in the local plan or undermine its strategic policies. The strategic policies in this plan are listed in paragraph 1.24 of this plan.</u>
AM042	55	3.73	Whilst it is possible for a parish or town to prepare a neighbourhood plan prior to the adoption of the Local Plan, and many in this district have done so, the risks of this have been highlighted. The Council is required to demonstrate delivery of housing numbers, employment, retail and Gypsy and Traveller sites, all of which are required by Government planning policies in its Local Plan. It could mean that a higher amount of development is now required. AVDC has and will continue to	Whilst it is possible for a parish or town to prepare a neighbourhood plan prior to the adoption of the Local Plan, and many in this district have done so, the risks of this have been highlighted. The Council is required to demonstrate delivery of housing numbers, employment, retail and Gypsy and Traveller sites, all of which are required by Government planning policies in its Local Plan. It could mean <u>In some cases this means</u> that a higher amount of development is now required than set out in a made neighbourhood plan. AVDC has and will continue to take an active role in advising and supporting the neighbourhood planning process by sharing evidence and information and ensuring the neighbourhood plan fits with its <u>the strategic policies of this plan</u> and national policy.

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			take an active role in advising and supporting the neighbourhood planning process by sharing evidence and information and ensuring the neighbourhood plan fits with its strategic policies and national policy.	
AM043	59	3.85 (new paragraph)		<p><i>New paragraph and table to be inserted after 3.84:</i></p> <p><u>Five year supply calculation</u></p> <p><u>3.85 Table 9 demonstrates that, based on the housing trajectory at Appendix A, the plan identifies a supply of specific deliverable sites sufficient to provide five years' worth of housing against its housing requirements with an additional buffer (moved forward from later in the plan period) to ensure choice and competition in the market for land. This includes all sources of new housing in the district during those years - sites with unimplemented planning permission, sites that have been approved subject to a S106 agreement, made neighbourhood plan allocations, sites approved via notification to come forward under permitted development rights, proposed allocations in VALP and sites with extra care units. This supply figure for the five year period then has a 10% non implementation deduction to small sites (under five) and sites earlier in the planning process and the allowance for windfall sites is added on. It is then compared to the 5 year housing requirement figure, which is adjusted for the previous undersupply during the plan period (as shown in table 7) and has the 5% buffer applied. This undersupply is spread across the rest of the plan period, using the Liverpool method, which is explained further in the Housing Land Supply Soundness document July 2019.</u></p> <p><u>Table 9 Housing land supply for 1st April 2018 to 31st March 2023</u></p> <p><i>Insertion of New Table 9 ('New Table - Housing land supply.docx')</i></p>
AM044	61	4.1	In January 2017 Aylesbury was given "Garden Town" status. This announcement came after submission of a successful expression of interest by AVDC and its partner organisations ¹ in October 2016. The expression of interest set out a bid for funding to support the delivery of new communities at Aylesbury and ensure that growth comes forward in the best possible way: ensuring high quality and design are embedded and to enable a cohesive and comprehensive approach to planning for growth. Work is now underway to create a masterplan for Aylesbury which will enable a overarching plan for future growth of the town.	In January 2017, Aylesbury was given <u>awarded</u> "Garden Town" status. This recognised that the town is going to be one of the key areas for growth in the UK, with just over 16,000 new homes planned. In order to accommodate new development in the town, new transport links, infrastructure and facilities are also needed – as well as quality green spaces to enjoy. Garden Town status brings with it government funding to make these things possible. The announcement of Garden Town status came after submission of a successful expression of interest by AVDC <u>the council</u> and its partner organisations in October 2016. The expression of interest set out a bid for funding to support the delivery of new communities at Aylesbury and <u>to</u> ensure that growth comes forward in the best possible way: ensuring high quality and design are embedded and to enable a cohesive and comprehensive approach to planning for growth. Work <u>The Local Plan is now underway to create supported by a masterplan for Aylesbury Garden Town (AGT) which will enable a</u> an <u>overarching plan for future growth of the town.</u>
AM045	61	4.2	Aylesbury is identified as playing a substantial and critical role in delivering growth for the district and the rest of Buckinghamshire. Identified as a new 'Garden Town' Aylesbury	Aylesbury is identified as playing a substantial and critical role in delivering growth for the district and the rest of Buckinghamshire. Identified as <u>As</u> a new 'Garden Town' Aylesbury will be a focus for: <ul style="list-style-type: none"> • new market and affordable housing

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			<p>will be a focus for:</p> <ul style="list-style-type: none"> • new market and affordable housing • new investment in economic activity and regeneration • new retail and employment development • delivering Aylesbury Transport Strategy prioritising investment in multi-modal transport infrastructure and transport hub, and • new infrastructure, including health, education and community infrastructure, open space and recreation, and emergency and public services. 	<ul style="list-style-type: none"> • new investment in economic activity and regeneration • new retail and employment development • delivering the Aylesbury Transport Strategy in particular prioritising investment in multi-modal transport infrastructure and a transport hub, and • other new infrastructure, including health, education and community infrastructure, open space and recreation, and emergency and public services.
AM046	61	4.4	<p>Alongside the policy within VALP a series of accompanying supplementary planning documents (SPDs) are being developed to support delivery of the Garden Town. These SPDs will focus on:</p> <ul style="list-style-type: none"> • strategic infrastructure delivery of the Garden Town – this will set out all the key strategic physical and social infrastructure required to deliver a Garden Town setting out how it is funded, when it will be delivered and how • design guidance for the Garden Town – this will further define the character of the Garden Town and provide design guidance for key components such as transport and movement routes, parks and green space and built development, and focus on delivery and implementation of this • Site-specific SPDs, as required, for the garden communities to set out a clear and detailed framework for place-making and delivery of each site. 	<p>Alongside the policy within VALP a series of accompanying supplementary planning documents (SPDs) are being developed to support delivery of the Garden Town. These SPDs <u>include:</u></p> <ul style="list-style-type: none"> • <u>An AGT Framework and Infrastructure SPD will focus on: provide further guidance on the co-ordination and design of growth across AGT and linkages and improvements to the existing built environment and in particular the Town Centre. It will include an action plan and a strategic infrastructure delivery of the Garden Town – this will set out all schedule which will set out the key strategic physical, green and social infrastructure required to deliver a Garden Town setting out how it is funded, when it will be delivered and how</u> • <u>design guidance for the Garden Town – this will further define the character of the Garden Town and provide design guidance for key components such as transport and movement routes, parks and green space and built development, and focus on delivery and implementation of this</u> • <u>Site-specific SPDs, as required, for the garden communities to set out a clear and detailed framework for place-making and delivery of each site.</u> • <u>A district-wide design guide SPD. The AGT Framework and Infrastructure SPD will include strategic town-wide design guidance however a comprehensive district design guide SPD will cross reference Garden Town design requirements</u> • <u>A site specific Masterplan SPD for D-AGT1 to ensure comprehensive development is delivered in accordance with the site requirements and Garden Town principles</u>
AM047	61	4.5	<p>An overarching masterplan and work to look at the future of Aylesbury will seek to address some of these challenges and look beyond the Plan period to 2050.</p>	<p>An overarching masterplan and work to look at the future of Aylesbury will seek to address some of these challenges and look beyond the Plan period to 2050.</p> <p><u>In addition to the AGT Framework and Infrastructure SPD which looks to 2033, a supporting narrative and vision document has been prepared to look beyond the VALP time period. The Aylesbury Garden Town Prospectus sets out a longer term strategic vision for the Garden Town and principles which will help inform its future growth looking to 2050.</u></p>
AM048	62	4.6	<p>Aylesbury’s housing requirements will be delivered through a combination of existing allocations and commitments, other</p>	<p>Aylesbury’s housing requirements will be delivered through a combination of existing allocations and commitments, other ‘deliverable’ sites <u>(as per footnote 11 of the NPPF)</u> and VALP allocations, which together will meet the overall requirements for Aylesbury. The VALP allocations</p>

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			‘deliverable’ sites and VALP allocations, which together will meet the overall requirements for Aylesbury. The VALP allocations consist of a combination of allocations made on previously-developed land and on greenfield sites on the edge of Aylesbury.	consist of a combination of allocations made on previously-developed land and on greenfield sites on the edge of Aylesbury.
AM049	62	4.8	Where possible the Council seeks to ensure development of previously-developed sites. This is the case at Aylesbury and a number of dwellings are accommodated in the existing Aylesbury urban area (including the town centre) on previously developed land. These developments will improve the quality of the urban environment through their positive redevelopment and regeneration. The remainder of Aylesbury’s housing development is at linked and integrated sustainable urban extensions on greenfield sites around the town (see the Aylesbury Garden Town maps) creating distinctive garden communities. These developments will be linked to the existing Aylesbury urban area but will also function as distinctive communities.	Where possible the Council seeks to ensure development of previously-developed sites. This is the case at Aylesbury and a number of dwellings are accommodated in the existing Aylesbury urban area (including the town centre) on previously developed land. These developments will improve the quality of the urban environment through their positive redevelopment and regeneration. The remainder of Aylesbury’s housing development is at linked and integrated sustainable urban extensions on greenfield sites around the town (see the Aylesbury Garden Town maps) creating distinctive garden communities. <u>Guidance on how to achieve successful garden communities will be set out in the AGT Framework and Infrastructure SPD.</u> These developments will be linked to the existing Aylesbury urban area but will also function as distinctive communities.
AM050	62	Footnote 13	These include completions and commitments for Stoke Mandeville, Bierton and Weston Turville as these settlements do not have their own housing allocations due to their proximity to Aylesbury and are included within the Aylesbury figures (in line with Policies S2 and S3).	These include completions and commitments for <u>sites in Stoke Mandeville, Bierton and Weston Turville which lie within the Aylesbury Garden Town area created by the new major site allocations.</u> as These settlements do not have their own housing allocations due to their proximity to Aylesbury, <u>hence some sites are included within the existing Aylesbury figures to determine the amount of housing to be allocated for Aylesbury Garden Town</u> (in line with Policies S2 and S3).
AM051	63	4.14	Policy D7 (Aylesbury town centre) supports the delivery of development and revival/growth of Aylesbury town centre and sets out a strategy for improving and contributing to delivery of the visons and aims set out in the policy.	Policy D7 (Aylesbury town centre) <u>will build on the town centre principles set out in the 2014 Town Centre Plan which</u> supports the delivery of development and revival/growth of Aylesbury town centre and sets out a strategy for improving and contributing to delivery of the visons and aims set out in the policy D1. <u>This will be important for the long term protection and management of the town centre and its surroundings, given its pivotal role in supporting the future of AGT and the changing nature of retail. This will be achieved through an evolving and long term strategy for the town centre.</u>
AM052	64	4.15	To continue to grow the town successfully, key transport issues need addressing including tackling congestion, managing demand, enhancing access, increasing active travel and enhancing public transport in Aylesbury. The district and county councils have developed a transport strategy for the Garden Town, the principles of which are seen as part of a balanced and integrated package of measures. Transport schemes that will be integral to supporting the growth of Aylesbury Vale will be secured under Policy T2 Protected Transport Schemes.	To continue to grow the town successfully, key transport issues need addressing including tackling congestion, managing demand, enhancing access, increasing active travel and enhancing public transport in Aylesbury. The district and county councils have developed a transport strategy for the Garden Town, the principles of which are seen as part of a balanced and integrated package of measures. Transport schemes that will be integral to supporting the growth of Aylesbury Vale will be secured under Policy T2 Protected Supporting and Protecting Transport Schemes.
AM053	64	4.17	completing gaps in the cycling/walking network, particularly	<ul style="list-style-type: none"> • completing gaps in <u>enhancing the cycling</u> existing cycling/walking network, particularly connections within the Aylesbury Gemstone cycle

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		<i>Bullet point 5</i>	connections within the Aylesbury Gemstone cycle network	network, <u>identifying gaps in the network and ensuring greater connectivity across the Garden Town</u>
AM054	65	4.19	In creating a Garden Town, the Plan must include green spaces and natural environments for local communities. Strategic green infrastructure assets should be identified, retained and enhanced, including improving connectivity through the development of green corridors. Local open spaces should be protected and where possible connected to strategic green infrastructure networks. Aylesbury Garden Town has linkages which should be enhanced to connect the surrounding countryside to the Chilterns and surrounding rural areas.	In creating a Garden Town, the Plan must include green spaces and natural environments for local communities. Strategic <u>multi functional</u> green infrastructure assets should be identified, retained and enhanced, including improving connectivity through the development of green corridors. Local open spaces should be protected and where possible connected to strategic <u>multi functional</u> green infrastructure networks. Aylesbury Garden Town has linkages which should be enhanced to connect the surrounding countryside to the Chilterns and surrounding rural areas.
AM055	65	Informatio n box after paragraph 4.20	<p>Aylesbury Linear Park (includes a number of flagship GI projects: Aylesbury Linear Park east and west and Quarrendon Leas to the west and Grand Union Triangle, Wendover Woods and Regional Wetland Park to the east)</p> <p>Part of the 'Area Around Aylesbury' GI Priority Action Area 2 in the County GI Strategy. Selected due to large-scale planned and part-implemented growth (developer led GI through development at Berryfields and Aylesbury East) and the fact that the area around Aylesbury is already the focus for many positive strategic GI proposals – Linear Park, Quarrendon Leas, Regional Wetland Park, Grand Union Triangle, plus Vale Park and thematic projects such as 'Trees Please' in the Aylesbury Vale GI Strategy. A number of these address the strategic accessible natural greenspace standard (ANGSt) deficits identified in the county GI Strategy (e.g. Quarrendon Leas, Wendover Woods). Deficit continues to be experienced at the district accessible natural greenspace (ANG) level and this should be a focus for future urban GI planning. The area is linked into key GI area corridors via the River Thame, plus Grand Union Canal corridors and foothills/scarps of the Chilterns to the east, which include strategic ANG resources which are the focus of strategic projects e.g. Wendover Woods. BOAs at Thame Valley and Wendover Woods.</p>	<p>Aylesbury Linear Park (includes a number of flagship GI projects: Aylesbury Linear Park east and west and Quarrendon Leas to the west and Grand Union Triangle, Wendover Woods and Regional Wetland Park to the east)</p> <p>Part of the 'Area Around Aylesbury' GI Priority Action Area 2 in the County GI Strategy. Selected due to large-scale planned and part-implemented growth (developer led GI through development at Berryfields and Aylesbury East <u>connecting GI to the wider strategic linear park</u>) and the fact that the area around Aylesbury is already the focus for many positive strategic GI proposals – Linear Park, Quarrendon Leas, Regional Wetland Park, Grand Union Triangle, plus Vale Park and thematic projects such as 'Trees Please' in the Aylesbury Vale GI Strategy. A number of these address the strategic accessible natural greenspace</p>
AM056	66	4.23	A Cumulative Impact Assessment ² has been undertaken to assess the impacts of the future growth at Aylesbury as a whole	A Cumulative Impact Assessment ³ has been undertaken to assess the impacts of the <u>indicative</u> future growth at Aylesbury as a whole and to ensure that future delivery of Aylesbury Garden Town is sustainable and well integrated into the town's existing urban edge and

² <https://www.aylesburyvaldc.gov.uk/supporting-evidence>

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			<p>and to ensure that future delivery of Aylesbury Garden Town is sustainable and well integrated into the town's existing urban edge and consideration of the impact of development, taking into account the following factors:</p> <ul style="list-style-type: none"> ○ transport ○ flood risk ○ access to employment ○ water supply ○ specific infrastructure requirements ○ sewerage ○ integration with Aylesbury ○ landscape ○ strategic green infrastructure ○ agricultural land classification ○ contaminated land ○ relationship with other settlements ○ ecology ○ accessibility ○ historic environment ○ deliverability ○ overall environment ○ utilities 	<p>consideration of the impact of development, taking into account the following factors:</p> <ul style="list-style-type: none"> ○ transport ○ flood risk ○ access to employment ○ water supply ○ specific infrastructure requirements ○ sewerage ○ integration with Aylesbury ○ landscape ○ strategic multi functional green infrastructure ○ agricultural land classification ○ contaminated land ○ relationship with other settlements ○ ecology ○ accessibility ○ historic environment ○ deliverability ○ overall environment ○ utilities
AM057	67	4.24	<p>The vision for Aylesbury Garden Town builds on the principles of sustainable development established in the previous Local Plan (carried forward in VALP and set out in policy S1) with the delivery of high quality new homes, new jobs, new transport improvements, and community facilities. New housing allocations (combined with existing committed and sites already built) will ensure that 16,398 new dwellings will be provided in Aylesbury between 2013 and 2033. Jobs will be provided to support the delivery of homes, driven by the designated enterprise zone at Aylesbury (Woodlands/Arla). The transport strategy for Aylesbury Garden Town will deliver an overarching strategy to connect new developments, improve accessibility to the town centre, and improve public and sustainable transport for both existing and new residents and businesses. This will build on already planned improvements to transport infrastructure. In addition, there will be new shops in a</p>	<p>The vision for Aylesbury Garden Town builds on the <u>Town and Country Planning Association</u> principles of sustainable development established in the previous Local Plan (carried forward in VALP and set out in policy S1) with the delivery of high quality new homes, new jobs, new transport improvements, and community facilities. <u>A strategic narrative and vision looking further than the VALP to 2050 as part of the Aylesbury Garden Town Prospectus acts as a supporting document alongside the AGT Framework and Infrastructure SPD, and will be complemented by the AGT vision set out in policy D1.</u> New housing allocations <u>in Aylesbury Garden Town</u> (combined with existing committed and sites already built) will ensure that 16,398<u>16,586</u> new dwellings will be provided in Aylesbury between 2013 and 2033. Jobs will be provided to support the delivery of homes, driven by the designated enterprise zone at Aylesbury (Arla<u>Woodlands/Arla</u>). The transport strategy for Aylesbury Garden Town will deliver an overarching strategy to connect new developments, improve accessibility to the town centre, and improve public and sustainable transport for both existing and new residents and businesses. This will build on already planned improvements to transport infrastructure. In addition, there will be new shops in a reinvigorated town centre, alongside health, education, leisure and other community facilities, and other infrastructure associated with the new development.</p>

³ <https://www.aylesburyvaledc.gov.uk/supporting-evidence>

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			reinvigorated town centre, alongside health, education, leisure and other community facilities, and other infrastructure associated with the new development.	
AM058	67	4.25	The strategy for Aylesbury is to deliver a new Garden Town which creates a sustainable and economically viable place. The principles for development can be split into four categories: sustainable development, movement, community, and green infrastructure.	The strategy for Aylesbury is to deliver a new Garden Town <u>community</u> which creates a sustainable and economically viable place. The principles for development can be split into four categories: sustainable development, movement, community, and <u>multi functional</u> green infrastructure.
AM059	67	4.27	By 2033, it will have grown and be an inclusive, innovative and forward-looking Garden Town that meets the needs and aspirations of existing and new residents, businesses and visitors. Aylesbury Garden Town will be a key hub, a place to visit, with public transport and interchange offering a diverse choice of travel modes, and a recognised centre for investment and growth providing new jobs and opportunities for all. Aylesbury Garden Town will have:	By 2033, it will have grown and be an inclusive, <u>accessible</u> , innovative and forward-looking Garden Town that meets the needs and aspirations of existing and new residents, businesses and visitors. Aylesbury Garden Town will be a key hub, a place to visit, with public transport and interchange offering a diverse choice of travel modes, and a recognised centre for investment and growth providing new jobs and opportunities for all. Aylesbury Garden Town will have:
AM060	67	4.28	<p>Between now and 2033:</p> <ul style="list-style-type: none"> The town will have grown sustainably, by reusing previously developed sites and by developing well-designed, connected, safe and integrated urban extensions, creating an integrated network of thriving, vibrant garden communities. This growth will have a strong focus on sustainability and community cohesion, and each distinctive community will include new homes (including affordable homes), jobs, shops, leisure/recreational facilities and community, health and social care facilities. This will provide good quality housing for people within Aylesbury Vale as well as business premises and facilities, enabling residents and visitors to find work, shop and spend their leisure time in the area. Taking forward the town centre masterplan, Aylesbury town centre will have an enhanced environment, with shops, leisure facilities, open space, homes and services, built and designed to high standards, bringing a renewal to the town enhancing the attraction of the historic core, and creating well-designed developments that are sensitive to the district's local character. The centre will 	<p>Between now and 2033:</p> <ul style="list-style-type: none"> The town will have grown sustainably, by reusing previously developed sites and by developing well-designed, connected, safe and integrated urban extensions, creating an integrated network of thriving, vibrant garden communities <u>which connects back into existing residential communities</u>. This growth will have a strong focus on sustainability and community cohesion, and each distinctive community will include new homes (including affordable homes), jobs, shops, leisure/recreational facilities and community, health and social care facilities. This will provide good quality housing for people within Aylesbury Vale as well as business premises and facilities, enabling residents and visitors to find work, shop and spend their leisure time in the area. Taking forward the <u>The town centre plan and action plan 2014 will be integrated within a new comprehensive Garden Town Centre masterplan, ensuring that</u> Aylesbury town centre will have an enhanced <u>built and natural</u> environment <u>which acknowledges the changing retail landscape, with a mix of uses and shops, leisure-recreational facilities, open space and high quality public realm, homes and public services, built and designed to high standards, bringing</u> creating spaces for people to engage and play. <u>Bringing</u> a renewal to the town enhancing centre will enhance the attraction of the historic core, and creating well-designed developments that are sensitive to the district's local character. <u>Green and blue infrastructure engagement will help to create a sense of place and identity within the centre, making the town centre a place where people want to stay and enjoy.</u> The centre will be vibrant and energetic with plenty for all to do and enjoy throughout the day and into the night, serving both the urban and rural populations. Aylesbury's role as the county town will continue and be improved so that local government, legal and other essential services are recognised for their excellence and personal focus. The town will have an accessible, sustainable and well-managed <u>multi functional</u> green infrastructure network, including a new linear park adjoining the HS2 line on the western edge of the town, improved linkages from the town and new communities to the Chilterns and surrounding countryside, contributing to the biodiversity of the area and supporting a range of recreational activities. <u>The accessible and good quality green and blue infrastructure will promote health, wellbeing and quality of life.</u> The growth will be planned in a way which minimises the need to travel by private car, with more and more people choosing to walk,

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			<p>be vibrant and energetic with plenty for all to do and enjoy throughout the day and into the night, serving both the urban and rural populations.</p> <ul style="list-style-type: none"> • Aylesbury’s role as the county town will continue and be improved so that local government, legal and other essential services are recognised for their excellence and personal focus. • The town will have an accessible, sustainable and well-managed green infrastructure network, including a new linear park adjoining the HS2 line on the western edge of the town, improved linkages from the town and new communities to the Chilterns and surrounding countryside, contributing to the biodiversity of the area and supporting a range of recreational activities. • The growth will be planned in a way which minimises the need to travel by private car, with more and more people choosing to walk, cycle or use public transport. Traffic growth will be managed to control congestion. • The residents of new garden communities at Aylesbury will feel a strong sense of their own community identity as well as feeling an integral part of a successfully growing, vibrant town. • The benefits of growth will have been maximised, bringing about significant infrastructure improvements including: <ul style="list-style-type: none"> • increased public transport, with successful extension of the Aylesbury Rainbow bus routes • increased walking and cycling facilities, and extension of the Aylesbury Gemstone cycleways • road improvements linking new developments to the town, and creating a series of links road around the town • increased flood management and alleviation for the town, and • enhancements to the regional rail infrastructure linking us to neighbouring growth areas including East West Rail which will open up rail access to the north, east and west for the first time since 1965. • As a result, new links will help to ensure that local businesses in Aylesbury and the surrounding rural 	<p>cycle or use public transport– through <u>integrated, forward looking and accessible transport options which supports economic prosperity and wellbeing for residents.</u> Traffic growth will be managed to control congestion.</p> <ul style="list-style-type: none"> • <u>All residents will feel a strong sense of distinctive local identity as part of the garden community of Aylesbury Garden Town, including residents and visitors to its attractive and functioning centre.</u> • The residents of new garden communities at Aylesbury will feel a strong sense of their own community identity as well as feeling an integral part of a successfully growing, vibrant town. • <u>Garden communities will 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, 5G and driverless cars.</u> • The benefits of growth will have been maximised, bringing about significant infrastructure improvements including: <ul style="list-style-type: none"> ○ increased public transport, with successful extension of the Aylesbury Rainbow bus routes ○ increased walking and cycling facilities, and <u>enhancement and</u> extension of the Aylesbury Gemstone cycleways ○ road improvements linking new developments to the town, and creating a series of link roads around the town ○ increased flood management and alleviation for the town, and ○ enhancements to the regional rail infrastructure linking us to neighbouring growth areas including East West Rail which will open up rail access to the north, east and west for the first time since 1965. • As a result, new links will help to ensure that local businesses in Aylesbury and the surrounding rural areas continue to thrive and grow • Aylesbury’s most valued assets such as the historic old town, conservation areas, the river Thames, the Grand Union Canal and Hartwell House historic park and garden will be protected and enhanced, allowing communities to celebrate their history, their identity and their diversity. • The impacts of climate change will have been minimised, especially by building exemplar new developments and increasingly sustainable travel choices. As a result, local carbon emissions will be low relative to UK averages. • Visitors will use Aylesbury more and more as a base to explore local attractions such as Waddesdon Manor, Hartwell House, Wendover Woods, the Chilterns AONB and other tranquil and attractive areas. The town will be a centre for entertainment and the arts, with a successful theatre, museums and festivals which make Aylesbury an attractive place to visit. • Aylesbury’s role and reputation as a centre for education diversity and excellence will be maintained and strengthened. People in Aylesbury will have access to excellent education opportunities, both academically and vocationally. • The Paralympic heritage of the town will be celebrated and embedded into the vision and design principles for Aylesbury Garden Town ensuring the town is accessible to all. • People will live longer, healthier lives, and the contribution made by older people to the community will be valued and appropriate services will be available to meet their changing needs. <u>New and existing communities will be designed to provide the choices and chances for all to live a healthy life, through taking a whole systems approach to key local health and wellbeing priorities and strategies.</u> As a result of growth and regeneration, the difference in available opportunities between the most affluent and less well-off communities will be narrowed. • <u>Community and stakeholder engagement is embedded within the design and delivery of the Garden Town from the outset. The stakeholder and engagement strategy for the Garden Town will need to be taken into account and long-term community engagement planned for.</u>

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			<p>areas continue to thrive and grow.</p> <ul style="list-style-type: none"> • Aylesbury’s most valued assets such as the historic old town, conservation areas, the river Thame, the Grand Union Canal and Hartwell House historic park and garden will be protected and enhanced, allowing communities to celebrate their history, their identity and their diversity. • The impacts of climate change will have been minimised, especially by building exemplar new developments and increasingly sustainable travel choices. As a result, local carbon emissions will be low relative to UK averages. • Visitors will use Aylesbury more and more as a base to explore local attractions such as Waddesdon Manor, Hartwell House, Wendover Woods, the Chilterns AONB and other tranquil and attractive areas. The town will be a centre for entertainment and the arts, with a successful theatre, museums and festivals which make Aylesbury an attractive place to visit. • Aylesbury’s role and reputation as a centre for education diversity and excellence will be maintained and strengthened. People in Aylesbury will have access to excellent education opportunities, both academically and vocationally. • The Paralympic heritage of the town will be celebrated and embedded into the vision and design principles for Aylesbury Garden Town ensuring the town is accessible to all. • People will live longer, healthier lives, and the contribution made by older people to the community will be valued and appropriate services will be available to meet their changing needs. As a result of growth and regeneration, the difference in available opportunities between the most affluent and less well-off communities will be narrowed. 	
AM061	72	4.31	It also includes the remainder of land to the west up to the railway line, which has not been formally promoted to the Council but is included to contribute to delivering a comprehensive development scheme on this site. The site and its immediate surroundings are level with no significant	It also includes the remainder of land to the west up to the railway line, which has not been formally promoted to the Council but is included to contribute to delivering a comprehensive development scheme on this site. The site and its immediate surroundings are level with no significant topography. The site therefore has an open aspect. Views beyond to the east and west continue across open countryside. There are no flood risk areas identified in the site and drainage is achieved via a series of small ditches. The site is currently in agricultural use with no significant biodiversity value. There is currently no vehicular circulation into or across the site. One public right of way exists across the

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			topography. The site therefore has an open aspect. Views beyond to the east and west continue across open countryside. There are no flood risk areas identified in the site and drainage is achieved via a series of small ditches. The site is currently in agricultural use with no significant biodiversity value. There is currently no vehicular circulation into or across the site. One public right of way exists across the site and uses a level crossing to cross the railway line. The edges of the site are mainly a variety of residential rear boundaries. In addition, the north western edge is with Stoke Mandeville Hospital, with car parking and rear facades of the hospital buildings predominating. The southern edge adjoining Stoke Mandeville village is mixed residential rear boundaries and some existing green spaces. The site is also bounded by Lower Road to the west and Wendover Road to the east.	site and uses a level crossing to cross the railway line. The edges of the site are mainly a variety of residential rear boundaries. In addition, the north western edge is with Stoke Mandeville Hospital, with car parking and rear facades of the hospital buildings predominating. The southern edge adjoining Stoke Mandeville village is mixed residential rear boundaries and some existing green spaces. The site is also bounded by Lower Road to the west and Wendover Road to the east.
AM062	72	4.32	The sites are merged to enable a comprehensive, cohesive and co-ordinated approach to the development of the site as a whole. It offers benefits for infrastructure co-ordination and delivery, allowing the total infrastructure needs of the allocation as a whole to be considered and planned for, rather than a piecemeal approach that would flow from a site-by-site approach.	The sites are merged to enable a comprehensive, cohesive and co-ordinated approach to the development of the site as a whole. <u>This includes parcels which haven't been formally promoted to the council, such as the land at the southern end of SMD016 to the west of the railway line.</u> ##This cohesive approach offers benefits for infrastructure co-ordination and delivery, allowing the total infrastructure needs of the allocation as a whole to be considered and planned for, rather than a piecemeal approach that would flow from a site-by-site approach.
AM063	72	4.34	The site is to come forward in the later years of the plan, as it is dependent on the delivery of infrastructure related to the development of HS2. The Masterplan SPD will provide further guidance and information on phasing.	The site is to come forward in the later years of the plan, as it is dependent on the delivery of infrastructure related to the development of HS2. The Masterplan SPD will provide further guidance and information on phasing.
AM064	72	4.36	Regard should be had to the layout and access arrangements for these sites as appropriate in the preparation of the Masterplan for this strategic site allocation to ensure a comprehensive approach to development.	Regard should be had to the layout and access arrangements for these sites as appropriate in the preparation of the <u>AGT1 Masterplan SPD</u> for this strategic site allocation to ensure a comprehensive approach to development.
AM065	76	4.44	Current planning status: <ul style="list-style-type: none"> • Land at Lower Road subject to planning application. • Remaining land at South west Aylesbury – application due December 2017. 	<p>Current planning status:</p> <ul style="list-style-type: none"> • Land at Lower Road subject to planning application. • Remaining land at South west Aylesbury – application due December 2017. <p><u>The current planning status of the site is as follows:</u></p> <ul style="list-style-type: none"> • <u>The 190 dwellings permitted at Land at Lower Road (SMD012) are subject to detailed planning permission and are currently under construction (17/01221/ADP)</u> • <u>The remaining land at South west Aylesbury (STO016 and SMD009) is subject to an as yet undetermined application for up to 1,400</u>

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				<u> dwellings (18/04346/AOP).</u>
AM066	76	4.45	At the site known as Lower Road all 190 dwellings will be delivered in years one to five of the Plan period. The remainder of the site will commence delivery within the end of the first 10 years of the Plan, with the majority delivered in 10-15 years. Careful consideration needs to be given to the phasing and the impact of HS2 on this and co-ordination of the delivery of the whole site through the Masterplan and Delivery SPD.	At the site known as Lower Road (<u>SMD012</u>), the all 190 dwellings will be expected to be delivered between in years one to five of the Plan period <u>2018 and 2022</u> . The remainder of the site will be projected to commence delivery within the end of the first 10 years of the Plan, with the majority delivered in 10-15 years <u>deliver between 2022 and 2033</u> . Careful consideration needs to be given to the phasing and the impact of HS2 on this and co-ordination of the delivery of the whole site through the Masterplan and Delivery SPD <u>allocation</u> .
AM067	77	4.48	Infrastructure will be provided alongside development – details to be determined through site discussions.	Infrastructure will be provided alongside development – details to be determined through site discussions <u>are identified in policy criteria</u> .
AM068	80	4.53	The site is bounded to the south beyond residential dwellings located on the A41 Aston Clinton Road, and further along to the east, the A41 Aston Clinton bypass. To the north, the site is bounded by the Grand Union Canal which runs in an east-west direction. To the west is the eastern urban fringe of Aylesbury. To the east, the site is bounded by College Road North and the commercial developments along this road, most notably the Arla processing dairy, and College Farm. Residential properties located near to the site are situated along the A41 Aston Clinton Road, Weston Mead Farm to the south-west of the site and College Farm and The Red House to the east of the site off College Road North.	The site is bounded to the south beyond <u>by</u> residential dwellings located on the A41 Aston Clinton Road, and further along to the east, the A41 Aston Clinton bypass. To the north, the site is bounded by the Grand Union Canal which runs in an east-west direction. To the west is the eastern urban fringe of Aylesbury. To the east, the site is bounded by College Road North and the commercial developments along this road, most notably the Arla processing dairy, and College Farm. Residential properties located near to the site are situated along the A41 Aston Clinton Road, Weston Mead Farm to the south-west of the site and College Farm and The Red House to the east of the site off College Road North.
AM069	81	4.62	The concept plan sets out the key components for the site: the strategic road links within the site are included identifying the area of flood mitigation. It sets out the location of the key land use elements of the site particularly employment; housing, schools and the green infrastructure.	The concept plan <u>for Woodlands</u> sets out the key components for the site: the strategic road links within the site are included identifying the area of flood mitigation. It sets out the location of the key land use elements of the site particularly employment; housing, schools and the green infrastructure.
AM070	90	4.85	2,070 dwellings and the western link road have already been developed, with 1,184 dwellings still to be built. There are extant planning permissions (outline consent under 03/02386/AOP, 07/03447/AOP and subsequent reserved matters) for the following: <ul style="list-style-type: none"> provision of land, buildings and car parking sufficient for a district centre (including 1,400 sqm net food retail floorspace), and other community/leisure facilities on a site as defined on the Policies Map 	2,070 <u>2,335</u> dwellings and the western link road have already been developed, with 1,184 <u>919</u> dwellings still to be built. There are extant planning permissions (outline consent under 03/02386/AOP, 07/03447/AOP and subsequent reserved matters) for the following: <ul style="list-style-type: none"> provision of land, buildings and car parking sufficient for a district centre (including 1,400 sqm net food retail floorspace), and other community/leisure facilities on a site as defined on the Policies Map provision of land (approximately 9ha) for employment purposes on two sites as defined on the Policies Map <u>The site is projected to be completed by 2026.</u>

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			<ul style="list-style-type: none"> provision of land (approximately 9ha) for employment purposes on two sites as defined on the Policies Map 	
AM071	90	4.86	Provision of the district centre and employment allocation set out above should be within the first five years of the Plan period and be in accordance with the Masterplan for the site which will establish the concept plan outlining proposals for both employment allocation and district centre.	Provision of the district centre and employment allocation set out above should be within the first five years of the Plan period and be in accordance with the Masterplan for the site which will establish the concept plan outlining <u>outlines</u> proposals for both employment allocation and district centre. <u>The district centre is expected to be delivered by 2023</u>
AM072	93	4.93		<i>Delete paragraph 4.93</i> Account should be taken of potential landscape visual impact from the Chilterns AONB; Ellesborough-Ivinghoe-Mentmore and Weedon were investigated in the process of considering the planning application.
AM073	94	4.98	As with the Berryfields site allocation, there is relatively little development left to require a formal policy allocation. However, with the design code, reserved matters for the remaining 'village' at Kingsbrook and the employment site yet to be submitted, the need to reserve the land for education, playing fields and allotments, an allocation in this plan will ensure that when that development comes forward, it does so in accordance with the outline planning permission and the policies in place at that time recognising Aylesbury's Garden Town status.	As with the Berryfields site allocation, there is relatively little development left to require a formal policy allocation. However, with the design code, reserved matters for the remaining 'remainder of Canal Quarter <u>village</u> at Kingsbrook and the employment site yet to be submitted, the need to reserve the land for education, playing fields and allotments <u>open space and GI</u> , an allocation in this plan will ensure that when that development comes forward, it does so in accordance with the outline planning permission and the policies in place at that time recognising Aylesbury's Garden Town status.
AM074	98 – 108 and 119 - 143	Section 4 all D-Policies except D-AGT1 – 6 and D-NLV001	Allocated for	Allocated for <u>(key development and land use requirements)</u>
AM075	98 – 108 and 119 - 143	Section 4 all D-Policies except D-AGT1 – 6 and D-NLV001	Site criteria	<u>Site-specific Requirements</u> criteria
AM076	98	4.102	The site is located approximately 400m north of Aylesbury town centre adjacent to the Royal Bucks Hospital. It is bounded by Ardenham Lane to the west, Oxford Road to the south, Bicester Road to the north and east. Immediately adjacent to the site are	The site is located approximately 400m north of Aylesbury town centre adjacent to the Royal Bucks Hospital. It is bounded by Ardenham Lane to the west, Oxford Road to the south, Bicester Road to the north and east. Immediately adjacent to the site are three roundabouts that provide access into the town centre from Oxford Road (A418), Bicester Road (A41) and Buckingham Road (A413). The site therefore is in a prominent location and should be designed with this in mind. The site comprises a number of uses including the Job centre+ located at Sunley

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			three roundabouts that provide access into the town centre from Oxford Road (A418), Bicester Road (A41) and Buckingham Road (A413). The site therefore is in a prominent location and should be designed with this in mind. The site comprises a number of uses including the Job centre+ located at Sunley House and other employment uses located at Ashton Court.	House and other employment uses located at Ashton <u>Ardenham</u> Court.
AM077	109	Title of section	Salden Chase	Salden Chase <u>North East Aylesbury Vale</u>
AM078	109	New sub-heading after 4.112	N/A	<i>Add new sub-heading after 4.112</i> <u>Salden Chase</u>
AM079	114	D-NLV001		<i>Replace old concept plan with latest masterplan (Salden Chase Dwg SWMK08/001/A Illustrative Master Plan in Context)</i>
AM080	114	New paragraphs	N/A	<i>Bullet points below inserted as paragraphs into plan following policy D-NLV001 in the following order:</i> <ul style="list-style-type: none"> • <u>The site covers an area of around 99 ha and is in predominantly agricultural use with areas of woodland plantations. Surrounding land uses are similarly predominantly agricultural although the eastern boundary is defined by the Milton Keynes Boundary Walk, the existing residential development and land currently being developed as part of Milton Keynes.</u> • <u>Other than the 11KV overhead powerlines crossing the site there are no other utilities present that would significantly constrain the proposed development and sufficient new utility infrastructure can be provided.</u> • <u>There is one footpath running across the southern part of the site. Long distance bridleways run along the northern and eastern boundaries.</u> • <u>The topography of the southern half of the site rises from the A421 to the Shenley Road. The remainder of the site from Shenley Road is relatively flat to the northern boundary.</u>
AM081	115	4.122 and D2		<i>Paragraph 4.122, 4.123 and policy D2 'Proposals for non-allocated sites at strategic settlements, larger villages and medium villages' to be moved after policy D-QUA014-016. Add section title before 4.122:</i> <u>Proposals for non-allocated sites at strategic settlements, larger villages and medium villages</u>
AM082	117	4.123	This section deals with the strategic settlements of Buckingham, Haddenham, Winslow and Wendover (Aylesbury is covered in the previous sub-section and is considered to be a sub-regional strategic settlement). The strategic settlements are the most sustainable towns and villages in the district as they have the highest provision of services and facilities and are therefore the	Delivering the allocated sites at strategic settlements This section deals with the strategic settlements of Buckingham, Haddenham, Winslow and Wendover (Aylesbury is covered in the previous sub-section and is considered to be a sub-regional strategic settlement). The strategic settlements are the most sustainable towns and villages in the district as they have the highest provision of services and facilities and are therefore the focus for the majority of the rest of the district's development. As set out in Policies S2 and S3, the strategic settlements (excluding Aylesbury) will provide a total of <u>5,730,227</u> new

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			focus for the majority of the rest of the district's development. As set out in Policies S2 and S3, the strategic settlements (excluding Aylesbury) will provide a total of 5,730 new homes between 2013 and 2033. Those sites that already have planning permission (as at 2016/17) and homes already built in the period 2013-2017 are included in the total to be provided.	homes between 2013 and 2033. Those sites that already have planning permission (as at 2016/17 <u>2017/18</u>) and homes already built in the period 2013- 2017 <u>2018</u> are included in the total to be provided.
AM083	118	4.127	Buckingham has a made neighbourhood plan (October 2015). It provides for 617 homes on new sites, 400 student units and 10 hectares of employment land south of the Wipac site on the A413.	Buckingham has a made neighbourhood plan (October 2015) <u>which is at early stages of a review</u> . The <u>made plan</u> provides for 617 homes on new sites, 400 student units and 10 hectares of employment land south of the Wipac site on the A413.
AM084	118	4.128	The Water Cycle Study (2017) assessed the impact of growth on water cycle infrastructure in the village. The following policy is to ensure that growth takes place with any upgrades to the treatment works that may be needed.	The Water Cycle Study (2017) assessed the impact of growth on water cycle infrastructure in the <u>town</u> village . The following policy is to ensure that growth takes place with any upgrades to the treatment works that may be needed.
AM085	119	D-BUC043	Neighbourhood plan, made in October 2015. The land has no notation but is outside the settlement boundary	Neighbourhood plan, made in October 2015. The land has no notation but is outside the settlement boundary. <u>The neighbourhood plan is in early stages of review.</u>
AM086	125	4.131	Wendover is situated on the northern edge of the Chilterns AONB and is one of the most sustainable settlements in the district due to the good provision of services and facilities. RAF Halton is located in the parish of Halton, which adjoins Wendover. The Defence Infrastructure Organisation (DIO) has confirmed that RAF Halton is to close in 2022 and because it is in reasonable walking and cycling distance of Wendover's services and facilities, it is appropriate that it be redeveloped for housing and other associated uses. The allocation is shown on the Policies Map.	Wendover is situated on the northern edge of the Chilterns AONB and is one of the most sustainable settlements in the district due to the good provision of services and facilities. RAF Halton is located in the parish of Halton, which adjoins Wendover. The Defence Infrastructure Organisation (DIO) has confirmed that RAF Halton is to close <u>finally in 2022 2025</u> and because it is in reasonable walking and cycling distance of Wendover's services and facilities, it is appropriate that it be redeveloped for housing and other associated uses. The allocation is shown on the Policies Map.
AM087	125	4.135	The site outline includes a number of listed barrack blocks, other heritage assets, many non-listed buildings and an existing road network. It excludes Halton House and its grounds, a number of open recreation areas, areas of woodland and the airfield and associated buildings. As set out in the NPPF, limited infilling or the partial or complete redevelopment of previously developed sites, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land	The site outline includes a number of listed barrack blocks, <u>and other designated and non-designated heritage assets that will need to be conserved and enhanced in any redevelopment, as well</u> as many non-listed buildings and an existing road network. It excludes Halton House and its grounds, a number of open recreation areas, areas of woodland and the airfield and associated buildings. As set out in the NPPF, limited infilling or the partial or complete redevelopment of previously developed sites, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development is an exception to not allowing new housing development in the Green Belt. Therefore it is considered that redevelopment and/or refurbishment of existing buildings in the first phase of development would be appropriate and not require that the site be removed from the Green Belt at this stage. This is set out in policy S4 in this plan.

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			within it than the existing development is an exception to not allowing new housing development in the Green Belt. Therefore it is considered that redevelopment and/or refurbishment of existing buildings in the first phase of development would be appropriate and not require that the site be removed from the Green Belt at this stage. This is set out in policy S4 in this plan.	
AM088	129	4.141	As set out in Policies S2 and S3, larger villages will provide a total of 1,963 new homes between 2013 and 2033. Those sites that already have planning permission (as at 2016/17) and homes already built in the period 2013-2017 are included in the total to be provided.	As set out in Policies S2 and S3, larger villages will provide a total of 1,963 <u>2,271</u> new homes between 2013 and 2033. Those sites that already have planning permission (as at 2016/17 <u>2017/18</u>) and homes already built in the period 2013- 2017 <u>2018</u> are included in the total to be provided.
AM089	130	4.146		<i>Delete paragraph as all allocations in Steeple Claydon are now part of made neighbourhood plan and do not need to be repeated in VALP</i>
AM090	130	4.147		<i>Delete paragraph as all allocations in Steeple Claydon are now part of made neighbourhood plan and do not need to be repeated in VALP</i>
AM091	134	4.151	Medium villages are moderately well served with services and facilities and can therefore be considered to be reasonably sustainable villages. As set out in Policies S2 and S3, medium villages will provide a total of 1,095 new homes between 2013 and 2033. Those sites that already have planning permission (as at 2016/17) and homes already built in the period 2013- 2017 are included in the total to be provided.	Medium villages are moderately well served with services and facilities and can therefore be considered to be reasonably sustainable villages. As set out in Policies S2 and S3, medium villages will provide a total of 1,095 <u>1,282</u> new homes between 2013 and 2033. Those sites that already have planning permission (as at 2016/17 <u>2017/18</u>) and homes already built in the period 2013- 2017 <u>2018</u> are included in the total to be provided.
AM092	146	4.169	Future employment requirements for the district have been assessed as part of the Buckinghamshire Housing and Economic Development Needs Assessment (HEDNA, Opinion Research Services and Atkins, December 2015)	Future employment requirements for the district have been assessed as part of the Buckinghamshire Housing and Economic Development Needs Assessment (HEDNA, Opinion Research Services and Atkins, December 2015)
AM093	146	4.170	An addendum to the Bucks HEDNA provides additional information, analysis and clarification (Atkins, June 2017).	An addendum to the Bucks HEDNA (<u>Opinion Research Services and Atkins, September 2017</u>) provides additional information, analysis and clarification (Atkins, June 2017).
AM094	146	4.171	A property market review carried out by Buckinghamshire Thames Valley Local Enterprise Partnership (BTVLEP) presents a different picture to that presented by the HEDNA (Buckinghamshire Office and Industrial Floor Space Market Review, June 2017).	A property market review carried out by Buckinghamshire Thames Valley Local Enterprise Partnership (BTVLEP) presents a different picture to that presented by the HEDNA (<u>Appendix A of the HEDNA Addendum - Buckinghamshire Office and Industrial Floor Space Market Review, June 2017</u>).
AM095	147	4.175	The general principle relating to employment land and premises is that fit-for-purpose B1, B2 and B8 key employment sites	<i>Deletion of paragraph 4.175.</i>

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			should be safeguarded to maintain a diverse range of business activities in the district. Surplus sites that are not fit for purpose should be considered for release to other uses.	The general principle relating to employment land and premises is that fit for purpose B1, B2 and B8 key employment sites should be safeguarded to maintain a diverse range of business activities in the district. Surplus sites that are not fit for purpose should be considered for release to other uses. Any existing B1, B2 and B8 businesses affected by the loss of employment land should be relocated to alternative premises so viable businesses are not affected.
AM096	156	4.215	Table following “ Action plans for areas in the Town Centre Plan are summarised below”:	<i>Add number and title to table</i>
AM097	165	5.8	Affordable housing should be provided on the application site as this offers the best prospect of ensuring a mixed and balanced community. To achieve this it will be important to avoid the affordable dwellings being overly concentrated in only a few areas of a development. Affordable homes will therefore be expected to be integrated throughout the development site. Methods for achieving this will be set out in the forthcoming Affordable Housing Supplementary Planning Document.	Affordable housing should be provided on the application site as this offers the best prospect of ensuring a mixed and balanced community. To achieve this it will be important to avoid the affordable dwellings being overly concentrated in only a few areas of a development. Affordable homes will therefore be expected to be integrated throughout the development site. Methods for achieving this will be set out in the forthcoming Affordable Housing Supplementary Planning Document <u>SPD</u> .
AM098	165	5.9	Exceptionally, off-site provision or financial contributions in lieu of affordable housing may be considered by the Council where it can be demonstrated by an applicant that on-site provision cannot be achieved. The mechanism for how this can be demonstrated will be outlined in the forthcoming Affordable Housing Supplementary Planning Document.	Exceptionally, off-site provision or financial contributions in lieu of affordable housing may be considered by the Council where it can be demonstrated by an applicant that on-site provision cannot be achieved. The mechanism for how this can be demonstrated will be outlined in the forthcoming Affordable Housing Supplementary Planning Document <u>SPD</u> .
AM099	165	5.10	The type, size, tenure and location of the affordable homes will be negotiated on a site-by-site basis, with reference to the stipulations of Policy H6 and the content of the HEDNA. The availability of any affordable housing subsidy and identified needs in the locality at the time of the proposal will be considered, based on the most up-to-date evidence on housing need and any available evidence regarding local market conditions. For example, a proportion of affordable dwellings may be required to be suitable or easily adaptable for occupation by the elderly or people with disabilities to accord with Policy H6. External factors such as subsequent changes in legislation, regulations or Government policy that affect the requirement of certain types of affordable homes, such as the changes suggested by the HWP, will also need to be considered. Further details will be provided in the Affordable Housing	The type, size, tenure and location of the affordable homes will be negotiated on a site-by-site basis, with reference to the stipulations of Policy H6 and the content of the HEDNA. The availability of any affordable housing subsidy and identified needs in the locality at the time of the proposal will be considered, based on the most up-to-date evidence on housing need and any available evidence regarding local market conditions. For example, a proportion of affordable dwellings may be required to be suitable or easily adaptable for occupation by the elderly or people with disabilities to accord with Policy H6c. External factors such as subsequent changes in legislation, regulations or Government policy that affect the requirement of certain types of affordable homes, such as the changes suggested by the HWP, will also need to be considered. Further details will be provided in the Affordable Housing Supplementary Planning Document <u>SPD</u> .

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			Supplementary Planning Document.	
AM100	165	5.13	Further details of the Council's approach to affordable housing and the implementation of this policy will be provided in the Affordable Housing Supplementary Planning Document.	Further details of the Council's approach to affordable housing and the implementation of this policy will be provided in the Affordable Housing Supplementary Planning Document <u>SPD</u> .
AM101	167	5.14	The largely rural nature of the district coupled with high house prices means the provision of affordable housing in rural areas to meet local needs is important. It helps to create and maintain sustainable, inclusive and mixed communities. The need for more affordable homes in villages tends to be particularly acute as opportunities for delivery are more limited. This is mainly due to the limited availability of land suitable for residential development.	The largely rural nature of the district coupled with high house prices means the provision of affordable housing in rural areas to meet local needs is important. It helps to create and maintain sustainable, inclusive and mixed communities. The need for more affordable homes in villages <u>rural settlements</u> tends to be particularly acute as opportunities for delivery are more limited. This is mainly due to the limited availability of land suitable for residential development.
AM102	167	H2	<p>H2 Rural exception sites</p> <p>In rural areas, small-scale developments for affordable housing may be permitted, provided that the proposal meets the following criteria:</p> <ul style="list-style-type: none"> a. the number, mix, and design of dwellings is appropriate to meet local housing needs established through a housing need survey b. it is located on a site within or adjoining the existing developed footprint of the village* c. developments must be appropriate in scale, design and character to the locality , and d. dwellings permitted in accordance with this policy will be reserved in perpetuity for those in affordable local need with a valid local connection by planning obligation or conditions <p>Cross-subsidy</p> <p>Where an independently assessed open book viability assessment can demonstrate that 100% affordable housing cannot be delivered on an exception site, the Council may agree</p>	<p>H2 Rural exception sites</p> <p>In rural areas, small-scale developments for affordable housing may <u>exceptionally</u> be permitted, provided that the proposal meets the following criteria:</p> <ul style="list-style-type: none"> a. the number, mix, and design of dwellings is appropriate to meet local housing needs established through a housing need survey b. it is located on a site within or adjoining the existing developed footprint of the village <u>settlement</u>* c. developments must be appropriate in scale, design and character to the locality , and d. dwellings permitted in accordance with this policy will be reserved in perpetuity for those in affordable local need with a valid local connection by planning obligation or conditions <p>Cross-subsidy</p> <p>Where an independently assessed open book viability assessment can demonstrate that 100% affordable housing cannot be delivered on an exception site, the Council may agree to a proportion of some market homes within the site, if they meet the above criteria as well as the criteria below:</p> <ul style="list-style-type: none"> e. the viability assessment must show that the scale of the market housing component is essential for the delivery of the rural exception affordable housing scheme and that it is based on rural exception site land values and must not include any profit, and f. the majority of the development must be for rural exception affordable housing.

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			<p>to a proportion of some market homes within the site, if they meet the above criteria as well as the criteria below:</p> <p>the viability assessment must show that the scale of the market housing component is essential for the delivery of the rural exception affordable housing scheme and that it is based on rural exception site land values and must not include any profit, and</p> <p>the majority of the development must be for rural exception affordable housing.</p> <p>*the existing developed footprint is defined as ‘the continuous built form of the village, and excludes individual buildings and groups of dispersed buildings, agricultural buildings and associated land on the edge of the village and gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the village’.</p>	<p>*the existing developed footprint is defined as ‘the continuous built form of the <u>village settlement</u>, and excludes individual buildings and groups of dispersed buildings, agricultural buildings and associated land on the edge of the <u>village settlement</u> and gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the <u>village settlement</u>’.</p>																																																			
AM103	176	H5		These numbers will be determined on a site-by-site basis dependent on evidence of demand and viability <u>feasibility</u> , and subject to a legal agreement.																																																			
AM104	177	5.56	<table border="1" data-bbox="516 1306 1104 1923"> <thead> <tr> <th colspan="3">Market Housing</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Flats</td> <td>1 bedroom</td> <td>4%</td> </tr> <tr> <td>2 bedrooms</td> <td>4%</td> </tr> <tr> <td rowspan="4">Houses</td> <td>2 bedrooms</td> <td>13%</td> </tr> <tr> <td>3 bedrooms</td> <td>52%</td> </tr> <tr> <td>4 bedrooms</td> <td>21%</td> </tr> <tr> <td>5+ bedrooms</td> <td>6.5%</td> </tr> <tr> <th colspan="3">Affordable Housing</th> </tr> <tr> <td rowspan="2">Flats</td> <td>1 bedroom</td> <td>9%</td> </tr> <tr> <td>2 bedrooms</td> <td>6%</td> </tr> <tr> <td>Houses</td> <td>2 bedrooms</td> <td>38%</td> </tr> </tbody> </table>	Market Housing			Flats	1 bedroom	4%	2 bedrooms	4%	Houses	2 bedrooms	13%	3 bedrooms	52%	4 bedrooms	21%	5+ bedrooms	6.5%	Affordable Housing			Flats	1 bedroom	9%	2 bedrooms	6%	Houses	2 bedrooms	38%	<p>Table 12 Housing mix for sizes and types</p> <table border="1" data-bbox="1389 1306 2677 1894"> <thead> <tr> <th colspan="3">Market Housing</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Flats</td> <td>1 bedroom</td> <td>4%</td> </tr> <tr> <td>2 bedrooms</td> <td>4%</td> </tr> <tr> <td rowspan="4">Houses</td> <td>2 bedrooms</td> <td>13%</td> </tr> <tr> <td>3 bedrooms</td> <td>52%</td> </tr> <tr> <td>4 bedrooms</td> <td>21%</td> </tr> <tr> <td>5+ bedrooms</td> <td>6.5%</td> </tr> <tr> <th colspan="3">Affordable Housing</th> </tr> <tr> <td>Flats</td> <td>1 bedroom</td> <td>9%</td> </tr> </tbody> </table>	Market Housing			Flats	1 bedroom	4%	2 bedrooms	4%	Houses	2 bedrooms	13%	3 bedrooms	52%	4 bedrooms	21%	5+ bedrooms	6.5%	Affordable Housing			Flats	1 bedroom	9%
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AM105	178	5.62	<p data-bbox="516 688 872 722">Households with specific needs</p> <p data-bbox="516 751 1234 1171">5.62 Paragraph 50 of the National Planning Policy Framework (NPPF) says that Local Planning authorities should plan for the needs of people with disabilities and Planning Practice Guidance refers to households with specific needs. The need for housing to meet these needs is considered further in the Buckinghamshire HEDNA. The Government’s reform of health and adult social care is underpinned by the principle of sustaining people at home for as long as possible. This was reflected in recent changes to the building regulations relating to adaptations and wheelchair accessible homes. This introduced three categories of dwellings:</p> <ul data-bbox="557 1205 1187 1428" style="list-style-type: none"> • category 1: visitable dwellings – mandatory, broadly about accessibility to all properties • category 2: accessible and adaptable dwellings – optional, similar to lifetime homes, and • category 3: wheelchair user dwellings – optional, equivalent to wheelchair accessible standard 	<p data-bbox="1264 688 1768 722">Households with specific needs Accessibility</p> <p data-bbox="1264 751 2843 940">Paragraph 50 of the National Planning Policy Framework (NPPF) says that Local Planning authorities should plan for the needs of people with disabilities and Planning Practice Guidance refers to households with specific needs. The need for housing to meet these needs requirements is considered further in the Buckinghamshire HEDNA. The Government’s reform of health and adult social care is underpinned by the principle of sustaining people at home for as long as possible. This was reflected in recent changes to the building regulations relating to adaptations and wheelchair accessible homes. This introduced three categories of dwellings:</p> <ul data-bbox="1305 974 2404 1087" style="list-style-type: none"> • category 1: visitable dwellings – mandatory, broadly about accessibility to all properties • category 2: accessible and adaptable dwellings – optional, similar to lifetime homes, and • category 3: wheelchair user dwellings – optional, equivalent to wheelchair accessible standard 																
AM106	178	5.64		Move paragraph 5.64 to after 5.65																
AM107	183	Table 9 Key employment sites	<p data-bbox="516 1499 831 1533">1 Haddenham Business Park</p> <p data-bbox="516 1562 991 1596">2 Triangle Business Park, Stoke Mandeville</p> <p data-bbox="516 1625 825 1659">3 Westcott Venture Park EZ</p> <p data-bbox="516 1688 848 1722">4 Long Crendon Business Park</p> <p data-bbox="516 1751 949 1785">5 Gatehouse Industrial Area, Aylesbury</p> <p data-bbox="516 1814 1115 1848">6 Rabans Lane/Coldharbour Industrial Area, Aylesbury</p> <p data-bbox="516 1877 860 1911">7 Pitstone Green Business Park</p>	<p data-bbox="1264 1499 1578 1533">1 Haddenham Business Park</p> <p data-bbox="1264 1562 1739 1596">2 Triangle Business Park, Stoke Mandeville</p> <p data-bbox="1264 1625 1573 1659">3 Westcott Venture Park EZ</p> <p data-bbox="1264 1688 1596 1722">4 Long Crendon Business Park</p> <p data-bbox="1264 1751 1697 1785">5 Gatehouse Industrial Area, Aylesbury</p> <p data-bbox="1264 1814 1863 1848">6 Rabans Lane/Coldharbour Industrial Area, Aylesbury</p> <p data-bbox="1264 1877 1608 1911">7 Pitstone Green Business Park</p>																

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			<p>8 Halton Brook Business Park, Aston Clinton</p> <p>9 Network 421, Gawcott near Buckingham</p> <p>10 Buckingham Industrial Park, Buckingham</p> <p>11 Silverstone Park EZ</p> <p>12 Arla/Woodlands EZ</p>	<p>8 Halton Brook Business Park, Aston Clinton</p> <p>9 Network 421, Gawcott near Buckingham</p> <p>10 Buckingham Industrial Park, Buckingham</p> <p>11 Silverstone Park EZ</p> <p>12 Arla/Woodlands EZ</p> <p><u>13 Arla Key Employment Site, Aston Clinton and Buckland</u></p>
AM108	184	6.10	<p>The above information needs to show that the property/site has been actively marketed for a period of at least two years at a value that reflects its existing use. Where there is evidence that a business has been allowed to run down, an independent viability assessment may be required. Where a mixed use scheme is proposed, the Council would wish to be satisfied that the amount of non-business, general industrial and storage/distribution use (B1, B2, B8) is the minimum required to make the scheme viable.</p>	<p>The above information needs to show that the property/site has been actively marketed for a period of at least two years at a value that reflects its existing use. <u>The general principle relating to employment land and premises is that fit-for-purpose B1, B2 and B8 key employment sites should be safeguarded to maintain a diverse range of business activities in the district. Surplus sites that are not fit for purpose should be considered for release to other uses.</u> Where there is evidence that a business has been allowed to run down, an independent viability assessment may be required. Where a mixed use scheme is proposed, the Council would wish to be satisfied that the amount of non-business, general industrial and storage/distribution use (B1, B2, B8) is the minimum required to make the scheme viable.</p>
AM109	193	6.33	<p>Permanent built tourist accommodation is likely to be occupied all year round. If allowed in locations away from existing settlements this could lead to a significant level of development in the countryside, weakening patterns of sustainable development. There may be cases where built holiday accommodation may be justified in a more rural location through conversion of existing buildings. Such developments will increase the stock and variety of accommodation the area has to offer, can bring back into use buildings that may otherwise be left vacant, help maintain historic buildings and have a positive impact on the surrounding area.</p>	<p>Permanent built tourist accommodation is likely to be occupied all year round. If allowed in locations away from existing settlements this could lead to a significant level of development in the countryside, weakening patterns of sustainable development. There may be cases where built holiday <u>tourist</u> accommodation may be justified in a more rural location through conversion of existing buildings. Such developments will increase the stock and variety of accommodation the area has to offer, can bring back into use buildings that may otherwise be left vacant, help maintain historic buildings and have a positive impact on the surrounding area.</p>
AM110	196	6.40	<p>However, where this is controlled under the planning system, applicants will be encouraged to locate development where it would not impact on the openness and attractive character of the countryside, for example by re-using existing buildings or locating new ones close to existing buildings, or on areas of existing hardstanding. The impact on residential amenity, including that arising from farm traffic movements, will also be a consideration. Proposals should refer to the AVDC Design Guide for New Buildings in the Countryside.</p>	<p>However, where this is controlled under the planning system, applicants will be encouraged to locate development where it would not to <u>minimise</u> impact on the openness and attractive character of the countryside, for example by re-using existing buildings or locating new ones close to existing buildings, or on areas of existing hardstanding. The impact on residential amenity, including <u>including</u> includes that arising from farm traffic movements, will also be a consideration. <u>Proposals-Applicants</u> should refer to the AVDC Design Guide for New Buildings in the Countryside <u>district design SPD.</u></p>

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AM111	197	Section Title	Silverstone Circuit	Silverstone Circuit <u>and Silverstone Park EZ</u>
AM112	198	E10 Silverston e Circuit	E10 Silverstone Circuit	E10 Silverstone Circuit <u>and Silverstone Park EZ</u>
AM113	201	7.1	Creating development that is accessible by different modes of transport, especially walking and cycling and the use of public transport is essential to promoting sustainable development as it reduces car dependency. An important policy tool to achieve this is a people-orientated transport hierarchy i.e. prioritising walking and providing access for people with mobility impairment, cycling, public transport, cars (for occupiers on site and visitors), powered two-wheelers, and commercial vehicles. A modal hierarchy will be used to ensure that, if not all modes can be satisfactorily accommodated; those towards the top of the hierarchy are considered first and given greater priority. Sustainable transport management will be based on promoting modes which minimise environmental impact and promote social inclusion. It is important that developments are well located in relation to existing walking, cycling and public transport networks, and where appropriate provide enhanced facilities, as this will ensure that there is the maximum potential to use these modes as attractive alternatives to cars.	Creating <u>The aim of the Sustainable transport vision is to assist with creating</u> development that is accessible by different modes of transport, especially walking and cycling and the use of public transport <u>which</u> is essential to promoting sustainable development as it reduces car dependency. An important policy tool to achieve this is a people-orientated transport hierarchy i.e. prioritising walking and providing access for people with mobility impairment, cycling, public transport, cars (for occupiers on site and visitors), powered two wheelers, and commercial vehicles. A modal hierarchy will be used to ensure that, if not all modes can be satisfactorily accommodated; those towards the top of the hierarchy are considered first and given greater priority. Sustainable transport management will be based on promoting modes which minimise environmental impact and promote social inclusion. It is important that developments are well located in relation to existing walking, cycling and public transport networks, and where appropriate provide enhanced facilities, as this will ensure that there is the maximum potential to use these modes as attractive alternatives to cars.
AM114	201	7.3	The transport vision will be underpinned by transportation mitigation identified and assessed through traffic modelling across the district and in Aylesbury and Buckingham. The main aim of these studies is to assess the status quo (development that has been implemented or has been consented) against future demands (the development strategy) to see what the impacts are with and without a set of highway and public transport mitigation measures. A brief description of these traffic models and their purposes are identified below.	The <u>sustainable</u> transport vision will be underpinned by transportation mitigation identified and assessed through traffic modelling across the district and in Aylesbury and Buckingham. The main aim of these studies is to assess the status quo (development that has been implemented or has been consented) against future demands (the development strategy) to see what the impacts are with and without a set of highway and public transport mitigation measures. A brief description of these traffic models and their purposes are identified below.
AM115	203	Subheadin g above 7.11	Strategic transport schemes	Supporting and protecting <u>Strategic transport schemes</u>
AM116	203	7.13	There are three national infrastructure projects which directly impact on the district. These comprise a new high speed rail	There are three national infrastructure projects which directly impact on the district. These comprise a new high speed rail route, High Speed 2 (HS2), an upgrade to the existing partially disused rail corridor running through the heart of the district – East West Rail (EWR), and the

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			route, High Speed 2 (HS2), an upgrade to the existing partially disused rail corridor running through the heart of the district - East West Rail (EWR), and the Oxford Cambridge expressway as part of the Government's proposal for an Oxford to Cambridge expressway. The route has not been confirmed yet, however it is intended to improve east-west connectivity through Buckinghamshire.	Oxford Cambridge expressway as part of the Government's proposal for an Oxford to Cambridge expressway. The route has not been confirmed yet, however it is intended to improve east-west connectivity through Buckinghamshire.
AM117	203	7.14	In December 2010 the Government announced a preferred route option for the proposed high speed rail link between London and Birmingham, known as High Speed 2 (HS2). The preferred route runs through the western part of the district, entering at Wendover in the south past the western edge of Aylesbury, and proposes a major infrastructure maintenance depot located at Calvert/Steeple Claydon, then continues northwards to exit the district at Turweston. The Council and many other groups petitioned the Government to achieve the best possible mitigation of the significant impacts that HS2 will have on the environment and local communities in the district. Work on cycle route design and how it interacts with the HS2 will be completed to maximise benefits and connectivity between communities and the countryside.	In December 2010 the Government announced a preferred route option for the proposed high speed rail link between London and Birmingham, known as High Speed 2 (HS2). The preferred route runs through the western part of the district, entering at Wendover in the south past the western edge of Aylesbury, and proposes a major infrastructure maintenance depot located at Calvert/Steeple Claydon, then continues northwards to exit the district at Turweston. The Council and many other groups petitioned the Government to achieve the best possible mitigation of the significant impacts that HS2 will have on the environment and local communities in the district. Work on cycle route design and how it interacts with the HS2 will be completed to maximise benefits and connectivity between communities and the countryside.
AM118	203	7.15	The Secretary of State has issued a safeguarding directive for the route and this will be shown on the final proposals map. The safeguarding directive requires the notification to HS2 of any planning application which affects the safeguarded line. The High Speed Rail (London - West Midlands) Act 2017 received Royal Assent in February 2017 and preparatory work for delivery of the line has commenced.	The Secretary of State has issued a safeguarding directive for the route and this will be shown on the final proposals map. The safeguarding directive requires the notification to HS2 of any planning application which affects the safeguarded line. The High Speed Rail (London – West Midlands) Act 2017 received Royal Assent in February 2017 and preparatory work for delivery of the line has commenced. <u>The route is shown on the Policies Map.</u>
AM119	204	7.16	The East West Rail (EWR) project aims to provide a new east-west orbital route between the east of England and south-central England using primarily existing infrastructure. The EWR project will provide connectivity to Reading, Didcot, Oxford, Bicester, Aylesbury, Milton Keynes, Bedford, Cambridge, Norwich and Ipswich and supports sustainable growth across the corridor. The Council is one of a consortium of local authorities in England's economic heartland working with Network Rail and the Department for Transport, influencing and supporting the early implementation of this key infrastructure project.	The East West Rail (EWR) project aims to <u>will</u> provide a new east-west orbital route between the east of England and south-central England using primarily existing infrastructure. The EWR project will provide connectivity to Reading, Didcot, Oxford, Bicester, Aylesbury, Milton Keynes, Bedford, Cambridge, Norwich and Ipswich and supports sustainable growth across the corridor. The Council is one of a consortium of local authorities in England's economic heartland working with Network Rail and the Department for Transport, influencing and supporting the early implementation of this key infrastructure project.

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AM120	204	7.17	The East West Rail western section (Phase 2) involves the upgrade and reconstruction of sections of line linking Bedford to Bicester and Milton Keynes, via Winslow, and Calvert Junction to Princes Risborough via Aylesbury. This will allow passenger and freight services to run between Bedford and Bicester and between Milton Keynes and London via Aylesbury. This second phase of East West Rail will extend the Chiltern Line northwards, beyond Aylesbury, to link up with East West Rail, with a new station in Winslow.	The East West Rail western section (Phase 2) involves the upgrade and reconstruction of sections of line linking Bedford to Bicester and Milton Keynes, via Winslow, and Calvert Junction to Princes Risborough via Aylesbury. This will allow passenger and freight services to run between Bedford and Bicester and between Milton Keynes and London via Aylesbury <u>subject to service patterns</u> . This second phase of East West Rail will extend the Chiltern Line northwards, beyond Aylesbury, to link up with East West Rail, with a new station in Winslow.
AM121	204	7.18	East West Rail Phase 1 Bicester to Oxford is in operation and preparation for Phase 2, Bicester - Aylesbury - Milton Keynes is well advanced. Train services could start operating in the early 2020s, subject to securing the necessary approvals (planning permission for the new station at Winslow was granted in June 2017).	East West Rail Phase 1 Bicester to Oxford is in operation and preparation for Phase 2, Bicester - Aylesbury - Milton Keynes is well advanced. Train services could start operating in <u>by the early end of 2020s-2024</u> , subject to securing the necessary approvals (planning permission for the new station at Winslow was granted in June 2017).
AM122	205	7.20	Subject to information forthcoming, any line for the Oxford to Cambridge Expressway may need to be included as a safeguarded line in the VALP as it progresses through to adoption. Implications of the route for growth in Aylesbury Vale will be taken into account in an early review of the Plan.	In late 2018 the Government announced their preferred corridor option was B the central option. Subject to information forthcoming, any line for the Oxford to Cambridge Expressway may need to be included as a safeguarded line in the VALP as it progresses through to adoption. Consultation on more refined route options are only proposed to take place in late 2019 and the preferred route to be announced in 2020 followed by a public inquiry. As the expressway route remains a work in progress there is no preferred route to safeguard in this plan. As work progresses the implications of the route for growth in Aylesbury Vale will be taken into account in any early future review of the Plan.
AM123	207	7.25	Car parking and its location has an impact upon the quality of the environment – how it looks, how it functions – and on safety. The availability and convenience of parking at the destination can have a real effect on the choices people make regarding travel. Policies within the National Planning Policy Framework (NPPF) seek to manage the demand for car travel and encourage the use of more sustainable forms of travel, particularly public transport, walking and cycling, but whilst much of Aylesbury is well served by public transport and is easily accessible by walking or cycling, the same does not apply across the remainder of the district.	Car parking and its location has an impact upon the quality of the environment – how it looks, how it functions – and on safety. The availability and convenience of parking at the destination can have a real effect on the choices people make regarding travel. Policies within the National Planning Policy Framework (NPPF) seek to manage the demand for car travel and encourage the use of more sustainable forms of travel, particularly public transport, walking and cycling, but whilst . <u>Whilst</u> much of Aylesbury is well served by public transport and is easily accessible by walking or cycling, the same does not apply across the remainder of the district.
AM124	207	7.26	Car parking remains a significant issue for residents and house buyers; many feel that designs for new developments should accommodate anticipated levels of parking. Attempts to curb car ownership solely through restricting parking are considered unrealistic, and had little impact on the number of cars a household would require and acquire. Experience from recent residential developments and those presently being constructed	Car parking remains a significant issue for residents and house buyers; many . <u>Many</u> feel that designs for new developments should accommodate anticipated levels of parking. Attempts to curb car ownership solely through restricting parking are considered unrealistic, and <u>have had little impact on the number of cars used by a household would require and acquire</u> . Experience from recent residential developments and those presently being constructed has been that rather than encouraging a shift away from car ownership, restrictive parking standards have simply intensified the demand for any available on-street parking. Restrictions on parking will therefore focus on ensuring that destination parking is not provided beyond the respective standard. and has compromised highway safety.

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			has been that rather than encouraging a shift away from car ownership, restrictive parking standards have simply intensified the demand for any available on-street parking. Restrictions on parking will therefore focus on ensuring that destination parking is not provided beyond the respective standard.	
AM125	207	7.27	Therefore, vehicle parking must be designed into new development schemes to include accommodation for on-plot parking and on-street parking; rear parking courts are discouraged as experience of new residential developments within the district shows that these are not used due to location and/or a lack of security, leading to anti-social parking the street. Parking courts to the front of dwellings are considered acceptable as they allow for the parking area to be overlooked.	Therefore, vehicle parking must be designed into new development schemes to include accommodation for on-plot parking and on-street parking; rear . <u>Rear</u> parking courts are discouraged as experience of new residential developments within the district shows that these are not used due to location and/or a lack of security, leading to anti-social <u>behaviour and parking on</u> the street. Parking courts to the front of dwellings are considered acceptable as they allow for the parking area to be overlooked.
AM126	207	7.28	Research has also shown that most residents use garages for domestic storage rather than for vehicle storage, which subsequently reduces the available off-street parking for individual dwellings. It is therefore proposed that these structures, unless of a minimum internal size as included within the design SPD, will no longer be allocated as parking spaces within new developments.	Research has also shown that most residents use garages for domestic storage rather than for vehicle storage, which subsequently reduces the available off-street parking for individual dwellings. It is therefore proposed that these structures, car ports or garages, unless of a minimum internal size as included within the <u>residential car parking standards design SPD</u> contained within Appendix B, will no longer be allocated <u>regarded as a parking spaces space</u> within <u>a new developments</u> development.
AM127	208	7.31	The VALP encourages sustainable modes of travel including provision for public transport, cycle routes, footpaths and bridleways. It also aims to maintain and develop a network of recreational routes that will allow easy access to cycle, bridleway and footpath routes. These are important tourism and recreation facilities, both in their own right and as a means of linking other attractions and local communities.	The VALP encourages sustainable modes of travel including provision for public transport, cycle routes, footpaths and bridleways. It also aims to maintain and develop a network of recreational routes that will allow easy <u>and safe</u> access to cycle, bridleway and footpath routes. These are important tourism and recreation facilities, both in their own right and as a means of linking other attractions and local communities.
AM128	214	8.22	The criteria for defining significance (below) will be used by the Council as Local Planning authority to establish if any potential non-designated heritage asset meets the definition in the National Planning Policy Framework (NPPF). This will be done at an early stage in the process, as advised by the National Planning Practice Guidance. Development proposals affecting an identified non-designated heritage asset will be subject to the requirements of the NPPF at Section 12: Conserving and enhancing the historic environment and including paragraphs 131 and 135.	The criteria for defining significance (below) will be used by the Council as Local Planning authority to establish if any potential non-designated heritage asset that is a building or structure meets the definition in the National Planning Policy Framework (NPPF). This will be done at an early stage in the process, as advised by the National Planning Practice Guidance. Development proposals affecting an identified non-designated heritage asset will be subject to the requirements of the NPPF at Section 12: Conserving and enhancing the historic environment and including paragraphs 131 and 135.

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Additio nal Modific ation Ref.	Page number (VALP Proposed Submissi on 2017)	Section/ Paragraph	Original text (Proposed Submission Vale of Aylesbury Local Plan, November 2017)	Suggested change (deleted text shown as struck through , additions of text <u>underlined</u> and specified modifications in <i>italics</i>)
AM129	214	8.23-8.26		<i>Para 8.23-8.26 to move so it follows para 8.37 (8.37 is the para under the subheader "Curtilage")</i>
AM130	215	8.32	Archaeological interest refers to an above-ground archaeological site or historic building recorded in the Buckinghamshire County Council Historic Environment Record. Identification of archaeological interest will be made in conjunction with the Buckinghamshire County Council Archaeological Service. Sub-surface archaeological interest is considered and advised on separately by the service.	Archaeological interest refers to an above-ground archaeological site or historic building recorded in the Buckinghamshire County Council Historic Environment Record. <u>There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of people and cultures that made them.</u> Identification of archaeological interest will be made in conjunction with the Buckinghamshire County Council Archaeological Service. Sub-surface archaeological interest is considered and advised on separately by the service.
AM131	216	8.39	Wherever practicable the Council will support endeavours to repair and reuse heritage assets in a manner appropriate to their significance and to provide long-term viable uses for buildings and structures that are vacant and at risk. The Council will continue to feed into national projects to record Heritage at Risk, such as the Historic England Heritage Counts surveys, and will support local communities who wish to partake in these projects. The Council will continue to work with Historic England to identify options for known Heritage Assets at Risk within the district.	Wherever practicable the Council will support endeavours to repair and reuse heritage assets in a manner appropriate to their significance and to provide long-term viable uses for buildings and structures that are vacant and at risk <u>through cooperation with owners and Historic England.</u> The Council will continue to feed into national projects to record Heritage at Risk, such as the Historic England Heritage Counts surveys, and will support local communities who wish to partake in these projects. The Council will continue to work with Historic England to identify options for known Heritage Assets at Risk within the district <u>and take action to address risks where appropriate. The Council will cooperate with owners to find acceptable solutions where possible, but will take formal action where necessary.</u>
AM132	218	8.45	A supplementary planning document (SPD) will be prepared setting out detailed guidance relating to design of new development.	A supplementary planning document (<u>the District Design SPD</u>) will be prepared setting out detailed guidance relating to design of new development.
AM133	222	9.2	There are a significant number of sites of ancient woodland in the district across many parishes. Notable are woods at Whitfield, Sheephouse, Balmore, Foxcote, Stratford, Doddershall, Broadway/Thrift, Tittershall, Boarstall, Work/Shabbington/Oakley, Hell's Coppice and Salden. Ancient woodland will be accorded the same level of importance as SSSIs, as it comprises a number of woodland habitats that are a national priority for improvement under the UK Biodiversity Action Plan. Ancient woodland and trees are irreplaceable. As such, the opportunities for mitigation under criterion (b) of the policy are extremely limited, and planning permission is likely to be refused for development that would result in the loss or harm of ancient woodland or trees. Where the Council becomes aware of ancient trees not previously identified and under threat from development, a tree preservation order will be likely	There are a significant number of sites of ancient woodland in the district across many parishes. Notable are woods at Whitfield, Sheephouse, Balmore, Foxcote, Stratford, Doddershall, Broadway/Thrift, Tittershall, Boarstall, Work/Shabbington/Oakley, Hell's Coppice and Salden. Ancient woodland will be accorded the same level of importance as SSSIs, as it comprises a number of woodland habitats that are a national priority for improvement under the UK Biodiversity Action Plan. Ancient woodland and trees are irreplaceable. As such, the opportunities for mitigation under criterion (b) of the policy are extremely limited, and planning permission is likely to be refused for development that would result in the loss or harm of ancient woodland or trees. Where the Council becomes aware of ancient trees not previously identified and under threat from development, a tree preservation order will be likely to be <u>imposed</u> .

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			to be imposed.	
AM134	224	9.6	The VALP seeks to conserve and enhance the district's biodiversity through the protection and improvement of the terrestrial and water environments and fauna and flora, relative to their importance. The district geodiversity will also be protected, commensurate with the value and importance the site has.	The VALP seeks to conserve and enhance the district's biodiversity through the protection and improvement of the terrestrial and water environments and fauna and flora, relative to their importance. The <u>VALP also seeks to protect the</u> district geodiversity will also be protected, commensurate with the value and importance the a site has.
AM135	224	9.8	Buckinghamshire and Milton Keynes Biodiversity Action Plan (BAP), including the 2009 update Forward to 2020, identifies the key principles and goals that planning decisions must take into account. The BAP's aim is to retain, protect and where possible enhance biodiversity now and in the future. For biodiversity in Aylesbury Vale district to be supported sustainably, it needs to be meaningfully integrated into land management beyond protected sites and sites managed for wildlife. Biodiversity opportunity areas are the key areas in Buckinghamshire and Milton Keynes for the restoration and creation of priority habitat. They are the most important areas for biodiversity in the district and represent a targeted landscape scale approach to conserving biodiversity, and the basis for an ecological network and biodiversity improvement areas as defined in the Buckinghamshire and Milton Keynes Biodiversity Action Plan Forward to 2020.	Buckinghamshire and Milton Keynes Biodiversity Action Plan (BAP), including the 2009 update Forward to 2020, identifies the key principles and goals that planning decisions must take into account. The BAP's aim is to retain, protect and where possible enhance biodiversity now and in the future. For biodiversity in Aylesbury Vale district to be supported sustainably, it needs to be meaningfully integrated into land management beyond protected sites and sites managed for wildlife. Biodiversity opportunity areas are the key areas in Buckinghamshire and Milton Keynes for the restoration and creation of priority habitat. They are the most important areas for biodiversity in the district and represent a targeted landscape scale approach to conserving biodiversity, and the basis for an ecological network and biodiversity improvement areas as defined in the Buckinghamshire and Milton Keynes Biodiversity Action Plan Forward to 2020 . <u>The BAP is currently being revised by the Natural Environment Partnership to cover the period 2021-2030.</u>
AM136	224	9.10	Local wildlife sites (LWS) and biological notification sites (BNS) are non-statutory designated sites that occur within Buckinghamshire. There are over 200 LWSs in the district and 186 BNSs. There are also many non-designated sites that conform to the definition of priority habitat, as defined by the Natural Environment and Rural Communities Act (NERC) 2006. These are of varying degree of importance for nature conservation and receive varying degrees of protection as set out in the Act.	Local wildlife sites (LWS) and biological notification sites (BNS) are non-statutory designated sites that occur within Buckinghamshire. There are over 200 LWSs in the district and 186 BNSs. There are also many non-designated sites that conform to the definition of priority habitat, as defined by the Natural Environment and Rural Communities Act (NERC) 2006 <u>(NERC)</u> . These are of varying degrees of importance for nature conservation and receive varying degrees of protection as set out in the Act <u>NERC</u> .
AM137	227	NE3	Development proposals must not have an adverse impact on the functions and setting of any watercourse and its associated corridor. They should conserve and enhance the biodiversity, landscape and consider the recreational value of the	Development proposals must not have an adverse impact on the functions and setting of any watercourse and its associated corridor. They should conserve and enhance the biodiversity, landscape and consider the recreational value of the watercourse and its corridor through good design. Opportunities for de-culverting of watercourses should be actively pursued. Planning permission will only be granted for proposals which do not involve the culverting of watercourses and which do not prejudice future opportunities for de-culverting.

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			<p>watercourse and its corridor through good design. Opportunities for de-culverting of watercourses should be actively pursued. Planning permission will only be granted for proposals which do not involve the culverting of watercourses and which do not prejudice future opportunities for de-culverting. Development proposals adjacent to or containing a watercourse shall provide or retain a 10m ecological buffer (unless existing physical constraints prevent) from the top of the river bank and the development, and include a long-term landscape and ecological management plan for this buffer.</p>	<p>Development proposals adjacent to or containing a watercourse shall provide or retain a 10m ecological buffer (unless existing physical constraints prevent) from the top of the river <u>watercourse</u> bank and the development, and include a long-term landscape and ecological management plan for this buffer.</p>
AM138	228	9.21	<p>AVDC, as a member of the Chilterns Conservation Board, endorses the Chilterns Conservation Board Management Plan 2014-19. The management plan sets a comprehensive vision for the management of the AONB (beyond just town planning) and provides a policy framework for achieving it. Specific policies and guidelines produced by the shadow Chilterns Conservation Board may, if appropriate (such as the Chilterns Building Design Guide), be adopted by AVDC, or as a group of councils, as supplementary planning documents.</p>	<p>AVDC, as a member of the Chilterns Conservation Board, endorses the Chilterns Conservation Board Management Plan 2014-19. The management plan sets a comprehensive vision for the management of the AONB (beyond just town planning) and provides a policy framework for achieving it. Specific policies and guidelines produced by the shadow Chilterns Conservation Board may, if appropriate (such as the Chilterns Building Design Guide), be adopted by AVDC, or as a group of councils, as supplementary planning documents. <u>A new Management Plan covering 2019-24 will in due course replace the 2014-19 Management Plan.</u></p>
AM139	228	Footnote to Policy NE4 (c)	<p>³⁹Chilterns AONB Management Plan 2014-2019 A Framework for Action, or any future replacement, http://www.chilternsaonb.org/conservation-board/management-plan.html</p>	<p>³⁹Chilterns AONB Management Plan 2014-2019 A Framework for Action, or any future replacement See the Chilterns Conservation Board webpage for the latest AONB Management Plan https://www.chilternsaonb.org/conservation-board/management-plan.html</p>
AM140	230	9.26	<p>All the landscape in the district is considered to have character and particular distinctive features to be conserved, positive characteristics to be enhanced and detracting features to be mitigated or removed. The 2008 landscape character assessment (LCA) is the primary evidence base which divides the entire landscape (beyond towns and Areas of Outstanding Natural Beauty) into landscape character areas and landscape character types. The assessment sets out landscape conservation guidelines for each landscape character area. Therefore all the landscape in the district is considered to have innate 'value' as referred to in the National Policy Planning Framework (NPPF). That said, of the locally designated significant landscape, the areas of attractive landscape (AALs) are of the greatest significance followed by the local landscape</p>	<p>All the landscape in the district is considered to have character and particular distinctive features to be conserved, positive characteristics to be enhanced and detracting features to be mitigated or removed. The 2008 landscape character assessment (LCA) is the primary evidence base which divides the entire landscape (beyond towns and Areas of Outstanding Natural Beauty) into landscape character areas and landscape character types. The assessment sets out landscape conservation guidelines for each landscape character area. Therefore all the landscape in the district can be considered to have innate 'value' as referred to in the National Policy Planning Framework (NPPF). That said, of the locally designated significant landscape, the areas of attractive landscape (AALs) are of the greatest significance followed by the local landscape areas (LLAs).</p>

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			areas (LLAs).	
AM141	230	9.29	LUC carried out a criteria-based assessment of all AALs and LLAs, applying a nationally-accepted methodology to what influences landscape value. This evidence base 'defining the special qualities of local landscape designations in Aylesbury Vale District' has been published as a final report following stakeholder engagement in August 2015 and public engagement in October-December 2015. The study concludes at paragraph 4.2:	LUC carried out a criteria-based assessment of all AALs and LLAs, applying a nationally-accepted methodology to what influences landscape value. This evidence base 'defining the special qualities of local landscape designations in Aylesbury Vale District' has been published as a final <u>draft</u> report following stakeholder engagement in August 2015 and public engagement in October-December 2015. <u>A final report was completed in March 2016.</u> The study concludes at paragraph 4.2 <u>4.4</u> :
AM142	234	NE6	Paragraph 2 Noise pollution: Developments likely to generate more significant levels of noise will be permitted only where appropriate noise attenuation measures are incorporated which would reduce the impact on the surrounding land uses, existing or proposed, to acceptable levels in accordance with Government guidance.	Paragraph 2 Noise pollution: Developments likely to generate more significant levels of noise will be permitted only where appropriate noise attenuation measures are incorporated which would reduce the impact on the surrounding land uses, existing or proposed <u>and sensitive human and animal receptors</u> , to acceptable levels in accordance with Government guidance.
AM143	236	9.47	The designation 'local green space' was introduced in 2011 by the National Planning Policy Framework (NPPF). It is the identification of locally important land for special protection, ruling out development other than in exceptional cases, meaning managing development within a Local Green Space should be consistent with policy for Green Belts. Local green space is designated when a local or neighbourhood plan is prepared or reviewed and should complement investment in sufficient homes, jobs and services. The majority of the neighbourhood plans that have been made or are in the process of being prepared in the district have identified their own local green spaces, taking up the opportunity given for communities to protect local green areas of special importance.	The designation 'local green space' was introduced in 2011 <u>2012</u> by the National Planning Policy Framework (NPPF). It is the identification of locally important land for special protection, ruling out development other than in exceptional cases, meaning managing development within a Local Green Space should be consistent with policy for Green Belts. Local green space is designated when a local or neighbourhood plan is prepared or reviewed and should complement investment in sufficient homes, jobs and services. The majority of the neighbourhood plans that have been made or are in the process of being prepared in the district have identified their own local green spaces, taking up the opportunity given for communities to protect local green areas of special importance.
AM144	238	9.57	Black poplars (<i>Populus nigra</i> subsp. <i>betulifolia</i>) are a rare species of tree. The district has a high proportion of the British population. Black poplars are important features in the landscape of the district and also support a wide variety of wildlife (see Policy NE2 on biodiversity). The loss of Black poplars should be avoided where ever possible. Where Black Poplar tree removal is unavoidable replacement plantings should achieve a net gain.	Black poplars (<i>Populus nigra</i> subsp. <i>betulifolia</i>) are a rare species of tree. The district has a high proportion of the British population. Black poplars are important features in the landscape of the district and also support a wide variety of wildlife (see Policy NE2 <u>NE1</u> -on biodiversity). The loss of Black poplars should be avoided where ever possible. Where Black Poplar tree removal is unavoidable replacement plantings should achieve a net gain.
AM145	246	10.36	Any land associated with any equestrian development should be	Any land associated with any equestrian development should be inherently suitable for keeping horses. <u>To function properly any equestrian</u>

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			inherently suitable for keeping horses. It should be managed to maintain environmental quality, countryside character, the amenity of local residents and the welfare of the horses themselves.	<u>development</u> ‡ should be managed to maintain environmental quality, countryside character, the amenity of local residents and the welfare of the horses themselves.
AM146	246	10.37	A site where the ground is wet and boggy or where poisonous plants such as ragwort are present is unlikely to be suitable for keeping horses unless these issues can be fully addressed through pasture management. Where it is proposed to keep horses close to residential properties they should not be able to gain access to garden waste (including lawn clippings) or garden plants that may be toxic (such as yew and laburnum). There should be sufficient land to support the number of horses proposed without causing problems such as overgrazing.	<u>Important details of a proposed A site include</u> where the ground is wet and boggy or where poisonous plants such as ragwort are present is unlikely to be suitable for keeping horses unless these issues can be fully addressed through pasture management. Where it is proposed to keep horses close to residential properties they should not be able to gain access to garden waste (including lawn clippings) or garden plants that may be toxic (such as yew and laburnum). There should be sufficient land to support the number of horses proposed without causing problems such as overgrazing.
AM147	250	10.56	VALP aims to mitigate the impact of climate change by minimising greenhouse gas emissions and adapt to the potential impacts of climate change by managing and reducing risks – particularly flood risk. Where possible, the Council will encourage the adaptation of older buildings to include improved energy and water efficiency and retrofitted renewable energy systems. It will also aim to reduce waste, increase recycling, support the recovery of value and energy from waste, and protect water quality within the VALP area.	VALP aims to mitigate the impact of climate change by minimising greenhouse gas emissions and adapt to the potential impacts of climate change by managing and reducing risks – particularly flood risk. Where possible, the Council will encourage the adaptation of older buildings to include improved energy and water efficiency and retrofitted renewable energy systems. It will also aim to reduce waste, increase recycling, support the recovery of value and energy from waste, and protect water quality within the VALP area.
AM148	251	10.57	VALP also seeks to ensure that all development schemes achieve greater efficiency in the use of natural resources, including measures to minimise energy use, improve water efficiency and promote waste minimisation and recycling. This will involve consideration of building design, new material and construction technologies, sustainable urban drainage scheme and water capture, layout and orientation, the use of sustainable (including re-used) materials, and planning a scheme’s resilience in terms of the future implications of climate change. Developments should minimise construction waste and encourage reuse and recycling wherever possible.	VALP also seeks to ensure that all development schemes achieve greater efficiency in the use of natural resources, including measures to minimise energy use, improve water efficiency and promote waste minimisation and recycling. This <u>The Council’s assessment of proposals</u> will involve consideration of building design, new material and construction technologies, sustainable urban drainage scheme and water capture, layout and orientation, the use of sustainable (including re-used) materials, and planning a scheme’s resilience in terms of the future implications of climate change. Developments should minimise construction waste and encourage reuse and recycling wherever possible.
AM149	251	10.59	Various standards for the efficient construction of new dwelling have been removed and are now covered by building regulations.	Various standards for the efficient construction of new dwellings have been removed and are now covered by building regulations.
AM150	260	11.11	Participation in sport and recreation activities has many physical	Participation in sport and recreation activities has many physical and health benefits while promoting community cohesion. Facilities that

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			and health benefits while promoting community cohesion. Facilities that allow for this participation help deliver NHS initiatives around improving peoples health and tackling obesity. Aylesbury Vale has a wide range of sports and recreation facilities which provide for a variety of recreational sporting needs. There are important leisure centres in Aylesbury and Buckingham. Stoke Mandeville receives global recognition as the birthplace of the Paralympic Games and Stoke Mandeville Stadium provides a venue for community participation alongside disabled athletes from across the world. Building on this the ambition is for the Vale to become a national leader in accessibility for disabled people to sport and recreation facilities. Within the Vale there is also Silverstone racing circuit which has established itself as a premier motor sport venue.	allow for this participation help deliver NHS initiatives around improving peoples health and tackling obesity. Aylesbury Vale has a wide range of sports and recreation facilities which provide for a variety of recreational sporting needs. There are important leisure centres in Aylesbury and Buckingham. Stoke Mandeville receives global recognition as the birthplace of the Paralympic Games and Stoke Mandeville Stadium provides a venue for community participation alongside disabled athletes from across the world. Building on this the ambition is for the Vale to become a national leader in accessibility for disabled people to sport and recreation facilities. Within the Vale there is also Silverstone racing circuit which has established itself as a premier motor sport venue.
AM151	260	11.13	A number of bodies are responsible for delivering and managing sport and recreation facilities, including Buckinghamshire County Council, Aylesbury Vale District Council, town and parish councils, Sport England, developers, and private sports clubs and associations. Therefore effective partnership working is required to maintain and enhance the provision in the district.	A number of bodies are responsible for delivering and managing sport and recreation facilities, including Buckinghamshire County Council, Aylesbury Vale District Council, town and parish councils, Sport England, developers, and private sports clubs and associations. Therefore <u>Effective</u> partnership working is required to maintain and enhance the provision in the district.
AM152	260	11.14	A large part of Aylesbury Vale has a rural nature, which can mean that access to sport and recreation facilities can be difficult, however current provision across the district is generally sufficient. New housing development are likely to create additional need for sport and recreation facilities. The 2017 Assessment of Leisure and Cultural Facilities for Aylesbury Vale ⁴ identifies the existing provision of sports and recreation facilities, and identifies deficiencies and opportunities for future provision. Chapter 5 of the assessment sets out what the need for new provision is based on the draft Vale of Aylesbury Local Plan levels of growth. As the levels of growth proposed in the VALP are now lower overall and the distribution different, these needs should be amended according to the recommended standards set out in Chapter 6. The minimum threshold for	A large part of Aylesbury Vale has a rural nature, which can mean that access to sport and recreation facilities can be difficult. However, current provision across the district is generally sufficient. New housing developments are likely to create additional need for sport and recreation facilities. The 2017 <u>'Assessment for Open Space, Sports and Recreation Needs for Aylesbury Vale: Final Report' (2017)</u> ⁵ Assessment of Leisure and Cultural Facilities for Aylesbury Vale identifies the existing provision of sports and recreation facilities, and identifies deficiencies and opportunities for future provision. Chapter 5 of the assessment <u>2017 Final Report</u> sets out what the need for new provision based on the draft Vale of Aylesbury Local Plan levels of growth. As the levels of growth proposed in the VALP are now lower overall and the distribution different <u>has changed</u> , these needs should be amended according to the recommended standards set out in Chapter 6. The minimum threshold for provision is intended as a guide to developers; however the composition of provision will be dependent on the proposal and location of the site.

⁴ http://www.aylesburyvaldc.gov.uk/sites/default/files/page_downloads/Assessment-of-Leisure-and-Cultural-Facilities-for-Aylesbury-Vale-Study-.pdf

⁵ Assessment of Open Space, Sports and Recreation Needs for Aylesbury Vale (2017) http://www.aylesburyvaldc.gov.uk/sites/default/files/page_downloads/AV-Leisure-Cultural-Facilities-FINAL-Mar-17.pdf

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			provision is intended as a guide to developers; however the composition of provision will be dependent on the proposal and location of the site.	
AM153	262	11.16	The National Planning Policy Framework promotes healthy inclusive communities where residents have opportunities to meet through safe and accessible environments. Community facilities and services include public halls, schools, shops, post offices, public houses, places of worship, libraries, museums, crèches, day centres and doctors surgeries. They make a vital contribution to the social and economic life of the community, particularly in rural areas, and are especially important for elderly and disabled people and for those who do not have easy access to private or public transport.	The National Planning Policy Framework promotes healthy inclusive communities where residents have opportunities to meet through safe and accessible environments. Community facilities and services include public halls, schools, shops, post offices, public houses, places of worship, libraries, museums, <u>community centres, theatres, arts centres</u> , crèches, day centres and doctors surgeries. They make a vital contribution to the social and economic life of the community, particularly in rural areas, and are especially important for elderly and disabled people and for those who do not have easy access to private or public transport. <u>Community infrastructure also includes heritage and interpretation, public realm improvements, skateboard facilities and signage such as community information points</u>
AM154	262	11.18	Similarly, new development creates an additional need for community facilities. The type of facilities needed depends on existing facilities in the locality, and the type of development proposed.	Similarly, new development, <u>depending on its scale</u> , creates an additional need for community facilities <u>and community infrastructure</u> . <u>This may be new provision or enhancement/maintenance of existing provision</u> . The type of facilities <u>and infrastructure</u> needed depends on existing <u>infrastructure</u> and facilities in the locality, and the type of development proposed. <u>The threshold in the policy for requiring a financial contribution to community facilities or infrastructure is a national standard in Planning Practice Guidance for securing infrastructure contributions through planning applications.</u>
AM155	263	11.24	The National Planning Policy Framework (NPPF) requires that Local Plans should be supported by a strategic flood risk assessment (SFRA), which identifies areas that may flood taking into account all potential sources of flooding. It is used to inform planning policies and assist Local Planning authorities in directing new development to areas of lower flood risk, and ensure that new development helps to manage flood risk. A new SFRA has been prepared to support this Plan. Stage 1 of the SFRA assesses flood risk from all forms of flooding and gauges the impact (including cumulative impact) that land use changes and development will have on flood risk and the opportunities to reduce flood risk to existing communities and developments. Any areas of significant risk where development may occur are then subject to a more detailed Stage 2 assessment where required including the new climate change allowances. The SFRA has provided the basis for a sequential test of locations selected for development in Flood Zones 2 and 3. It also sets out measures that need to be taken into account when planning for	The National Planning Policy Framework (NPPF) requires that Local Plans should be supported by a s Strategic f Flood Risk a Assessment (SFRA), which identifies areas that may flood taking into account all potential sources of flooding. It is used to inform planning policies and assist Local Planning a Authorities in directing new development to areas of lower flood risk, and ensure that new development helps to manage flood risk. A new SFRA has been prepared to support this Plan. Stage 1 of the SFRA assesses flood risk from all forms of flooding and gauges the impact (including cumulative impact) that land use changes and development will have on flood risk and the opportunities to reduce flood risk to existing communities and developments. Any areas of significant risk where development may occur are then subject to a more detailed Stage 2 assessment where required including the new climate change allowances. The SFRA has provided the basis for a sequential test of locations selected for development in Flood Zones 2 and 3. It also sets out measures that need to be taken into account when planning for new development in relation to flooding in these locations.

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			new development in relation to flooding in these locations.	
AM156	268	11.35	The Water Cycle Study 2017 includes an assessment by Anglian and Thames Water of the capacity available to serve the housing growth in VALP, the infrastructure upgrades needed and where constraints exist to serve infrastructure enhancements. The site allocation policies in this Plan and infrastructure delivery plan will set out where wastewater treatment work capacity needs headroom capacity boosting.	The Water Cycle Study 2017 includes an assessment by Anglian and Thames Water of the capacity available to serve the housing growth in VALP, the infrastructure upgrades needed and where constraints exist to serve infrastructure enhancements. The site allocation policies in this Plan and infrastructure delivery plan will set out where wastewater treatment work capacity needs headroom capacity boosting. <u>A 2019 Water Cycle Study update has considered water cycle infrastructure in the vicinity of Milton Keynes and Bletchley to advise on an additional site allocation in VALP.</u>
AM157	268	11.36	Thames Water previously identified the possible need for a major new storage reservoir partly in the district to the west of Chinnor. Most of the site is in South Oxfordshire and Wycombe districts. The purpose of the reservoir is to address long-term water resource management in the Thames Valley. Thames Water has completed and published the latest Fine Screening Report (April 2017) as part of Water Resource Management Plan 2019 (WRMP19). This Fine Screening Report confirms that the Chinnor reservoir site is no longer a preferred option to be included in the draft WRMP19 and has been screened out. Therefore, the Chinnor reservoir site does not need to be safeguarded in Local Plans.	Thames Water previously identified the possible need for a major new storage reservoir partly in the district to the west of Chinnor. Most of the site is in South Oxfordshire and Wycombe districts. The purpose of the reservoir is to address long-term water resource management in the Thames Valley. Thames Water has completed and published the latest Fine Screening Report (April 2017 <u>February 2018</u>) as part of Water Resource Management Plan 2019 (WRMP19). This Fine Screening Report confirms that the Chinnor reservoir site is no longer a preferred option to be included in the draft WRMP19 and has been screened out. Therefore, the Chinnor reservoir site does not need to be safeguarded in Local Plans.
AM158	273	Glossary – Blue Infrastructure	N/A	<i>New definition:</i> <u>Part of Green Infrastructure - see Policy 11. Blue infrastructure is the green infrastructure elements linked to water. They can be pools, ponds and pond systems, artificial buffer basins or watercourses.</u>
AM159	275	Glossary – Green Infrastructure	A planned network of high quality multi-functional green space and interconnecting links in, urban and rural areas with environmental features designed in delivering a wide range of environmental social and economic quality-of-life benefits for local communities. AVDC has published a Green Infrastructure Strategy and has contributed to a Buckinghamshire Green Infrastructure Delivery Plan.	A planned network of high quality multi-functional green space and interconnecting links in, urban and rural areas with environmental features designed in delivering a wide range of environmental social and economic quality-of-life benefits for local communities. AVDC has published a Green Infrastructure Strategy and has contributed to a Buckinghamshire Green Infrastructure Delivery Plan. <u>Green infrastructure includes urban and country parks, green open recreation spaces, commons and village greens, woodland, natural and semi-natural habitats for wildlife, Local Nature Reserves and Local Wildlife Sites, historic parks, ancient monuments and landscapes, watercourses, lakes, ponds, footpaths, cycleways, allotments and other recreational routes.</u>
AM160	277	Glossary – Homes and Community Agency (HCA)	The national housing and regeneration agency for England. The agency contributes to economic growth by helping communities to realise their aspirations for prosperity and to deliver high-quality housing that people can afford. The HCA provides investment for new affordable housing and to improve existing social housing, as well as for regenerating land.	<i>Term changed to Homes England</i> The national housing and regeneration agency for England. The agency contributes to economic growth by helping communities to realise their aspirations for prosperity and to deliver high-quality housing that people can afford. The HCA <u>Homes England</u> provides investment for new affordable housing and to improve existing social housing, as well as for regenerating land.

Vale of Aylesbury Local Plan Proposed Additional Modifications 2019

Additional Modification Ref.	Page number (VALP Proposed Submission 2017)	Section/ Paragraph	Original text (Proposed Submission Vale of Aylesbury Local Plan, November 2017)	Suggested change (deleted text shown as struck through , additions of text <u>underlined</u> and specified modifications in <i>italics</i>)
AM161	279	Glossary - Local Plan	The statutory development plan This plan (the Vale of Aylesbury Local Plan) or its predecessor, the Aylesbury Vale District Local Plan saved policies. More generally, the term “local plan” can refer to any development plan document adopted under the Planning and Compulsory Purchase Act 2004, such as the Buckinghamshire Minerals and Waste Local Plan. These local plans, together with any made neighbourhood plans, form the development plan for Aylesbury Vale which is the basis for determining planning applications and appeals for the district. This is currently any made neighbourhood plans and the Aylesbury Vale District Local Plan (AVDLP) 2004 saved policies until AVDLP is replaced by the Vale of Aylesbury Local Plan.	The statutory development plan <u>This plan (the Vale of Aylesbury Local Plan) or its predecessor, the Aylesbury Vale District Local Plan saved policies. More generally, the term “local plan” can refer to any development plan document adopted under the Planning and Compulsory Purchase Act 2004, such as the Buckinghamshire Minerals and Waste Local Plan. These local plans, together with any made neighbourhood plans, form the development plan for Aylesbury Vale which is the basis for determining planning applications and appeals for the district. This is currently any made neighbourhood plans and the Aylesbury Vale District Local Plan (AVDLP) 2004 saved policies until AVDLP is replaced by the Vale of Aylesbury Local Plan.</u>
AM162	284	Policies maps		<i>Addition of new commitments since publication.</i>

NOT FOR CONSULTATION