Aylesbury
Garden Town
a growth strategy for the future
7 October 2016
Expression of Interest in Aylesbury Garden Town

Partners:
Aylesbury Vale District Council
Buckinghamshire County Council
Bucks Advantage
Bucks and Thames Valley Local Enterprise Partnership
South East Midlands Local Enterprise Partnership
Aylesbury Vale District Council (AVDC) is delighted to submit this expression of interest for Aylesbury to become part of the government’s Garden Town programme on behalf of ourselves and our partners. We are excited by the opportunity to facilitate Aylesbury’s growth by meeting the garden city principles in this key location for housing growth.

Aylesbury is already a place that stands out from the ordinary with the scale of growth it is looking to accommodate, the aspirations it has for the future and the opportunities that exist to create well designed places that people wish to live and work in. There is a clear need for a step change, we are looking to move from 17% additional housing we have been achieving over the last decade, to 50% additional housing growth by 2033. This will require a significant change in approach. In light of the scale and pace of growth Aylesbury will accommodate, there is also a need for Aylesbury to be a vanguard of new and innovative approaches to service delivery.

The vision for our Aylesbury Garden Town is set around the principles of being a flourishing settlement that offers the best of town and country living, with a focus on housing growth and creating the first hub of custom build housing in the UK around the Woodlands Enterprise Zone. A town where growth in housing and jobs go hand in hand and create opportunities for the small and medium size builders and custom build developers to create an offering that meets the needs of our growing community. We will further enhance Aylesbury’s designation as a cycling demonstration town through the next stage of the Garden Towns programme.

There is a very strong local commitment to delivery by all the key partners and agencies. We are all willing to work even more closely together in order to grasp the growth challenge and generational opportunity to secure Aylesbury’s position as a Garden Town of the future that is truly a great place to grow. We hope this is clearly demonstrated through our expression of interest.

The ‘asks’ including revenue support will allow us to invest in a team, importantly a project manager and supporting staff that will drive delivery of a masterplan which will set out the framework for growth and include a detailed delivery plan. This team will also manage and undertake further evidence studies required to support the masterplanning and implementation process. In addition to revenue support we also wish to consider a longer term capital investment programme to help ‘unlock’ and accelerate growth potential.
Introduction

Aylesbury Vale District Council (AVDC) is delighted to submit this expression of interest for Aylesbury to become part of the government’s Garden Town programme on behalf of ourselves and our partners.

Aylesbury and the Vale is strategically positioned between Oxford and Cambridge, relating to both the South Midlands and Buckinghamshire Thames Valley economic areas and has a strong track record in delivering high levels of growth over many years. Aylesbury town in particular has been a focus for much of this historic growth and with plans for the town to grow by 50% (a further 15,000 dwellings) in the next 20 years, we need to ensure that this can be achieved in a truly sustainable and transformational way that helps to achieve the ambitious plans we have for our county town and the wider area that it serves.

Between 2010 and 2015, Aylesbury Vale built nearly 6,000 homes – which is the 5th fastest rate of house building of the 326 local authorities in England. If all areas had the same build out rate as the Vale, then a total of over 300,000 new homes would have been delivered in the UK last year.

Aylesbury has long been identified as a growth location, first in the 1960’s as part of the London expanded towns programme, again in the 1980s and most recently as part of the Milton Keynes South Midlands Growth Area in the early 2000’s.

We are currently in the process of preparing our new district-wide local plan, which is looking to accommodate around 33,000 additional dwellings in the Vale by 2033. Aylesbury, as the key strategic settlement in the district, is expected to increase in size by 50%. Delivering and sustaining this magnitude of growth over a long period is the key challenge we face and we particularly need to establish a dedicated team to look at Aylesbury in a different fashion to lead the growth agenda. Support from the Garden Towns programme would provide greater certainty that this ambitious scale of growth is delivered.
Aylesbury Garden Town will deliver a range of high quality housing, businesses, a revitalised town centre, green space and new infrastructure in a strategically important and sustainable location. The growth that the town has already absorbed and delivered has been achieved with limited government assistance or finance. All of our local partners agree on the need to have a better strategic focus and drive on achieving and delivering Aylesbury's full potential, but a step change in investment and master-planning is now at the crucial stage. Bringing all the elements together for this magnitude of growth over such a sustained period requires additional resources and active government support to help unlock the towns' full potential.

This bid is structured around the key ‘Garden City Principles’¹ and sets out what would be achieved, what is required and how Garden Town status can help deliver the growth of Aylesbury.

A Strategic Location and Strategic Approach

As the county town of Buckinghamshire, Aylesbury lies at the heart of one of the fastest growing areas of the South East. The identification of Aylesbury as a Garden Town recognises its critical role in delivering growth for the district and within Buckinghamshire. Its central location in the ‘brain belt’ between Oxford and Cambridge and its setting on the edge of the Chilterns Area of Outstanding Natural Beauty (AONB) and Grand Union Canal, make it a well placed location to thrive.

A key principle of the Garden City approach is for growth of well connected settlements, and specifically those with good public transport connections. Aylesbury is well connected to its wider surroundings, with both road and rail connections. Aylesbury itself has strong rail links with stations at Aylesbury Vale Parkway, Stoke Mandeville and Aylesbury providing links to London Marylebone. Services to the West Midlands are also available from Haddenham and Thame Parkway. In 2012 the government made a commitment with the East West Rail project to address connectivity issues east-west by rail. This strategic railway will connect Aylesbury and Winslow by rail to Milton Keynes and Oxford and Bicester and beyond when this opens. Frequent bus services also connect Aylesbury to Milton Keynes and Oxford. The south of the district is well connected by road to London, and access to the M40 and M25 motorways. The north of the Vale, specifically Buckingham and Silverstone, have reasonable access to the M1 and M40 via the A43 and A421.

Aylesbury and the Vale at a glance

- Aylesbury is the county town of Buckinghamshire and is located just 36 miles from London, situated centrally between Oxford and Cambridge, and close to Milton Keynes, High Wycombe, and Luton.

- Aylesbury Vale's population growth in 2015 was the 4th highest outside London amongst the 380 local authorities in Great Britain.

- Aylesbury Town has a population of 71,500 (Census, 2011) which is just over 41% of the district’s population. The current housing stock (31,690 dwellings) will increase by 50% by 2033, with over 15,000 new homes proposed.
From 2010 to 2015, 5,660 houses were built in Aylesbury Vale, which is 7.6 per cent of 2014 stock – the 5th fastest rate of house building of the 326 local authorities in England. At its peak delivery rate (2014-2015) completions were 1,419 dwellings.

Stoke Mandeville Stadium is the birthplace of the Paralympic movement, and hosts the nationally acclaimed Heritage Flame Lighting Ceremony every two years.

Aylesbury Vale has been given ‘Enterprise Zone’ status which will facilitate the strengthening of infrastructure at their locations - Silverstone, Westcott Venture Park and the Arla/Woodlands sites at Aylesbury. Aylesbury Woodlands site uniquely targets businesses in the agri-food and human health sectors, building on links to the Arla super dairy which opened in Aylesbury in 2014, and is Europe’s largest dairy processing plant.

The fastest section of the Silverstone motor racing circuit and 60% of the track is located within Aylesbury Vale. As part of the Enterprise Zone, Silverstone Park, a technology park next to the Silverstone Grand Prix Circuit, will become a hub for the UK’s high-performance technology and motorsport cluster.

Following Garden Town key principles, Aylesbury will further enhance its green space offer, with further development of green spaces, the green infrastructure network and linkages to the countryside.

A new 100 hectare wetland park of regional significance for tourism and wildlife is planned in Aylesbury as part of the Aylesbury East (Kingsbrook) development, a joint venture between Aylesbury Vale, RSPB and Barrett Homes. Kingsbrook will have an overall provision of 50% green space. The green infrastructure will include orchards, hedgehog highways, newt ponds, tree-lined avenues, fruit trees in gardens, bat, owl and swift nesting boxes and nectar-rich planting for bees.

Aylesbury was designated a cycling demonstration town in 2008 and has a network of ‘gemstone’ cycle ways across the town.
Vision, Leadership and Community Engagement

The vision for Aylesbury Garden Town:

Aylesbury is a town with a population of 71,500 (Census, 2011). By 2033, it will have grown significantly and be an inclusive, innovative and forward looking modern county town that meets the needs and aspirations of existing and new residents, businesses and visitors. Aylesbury 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.

Between now and 2033:

The town will have grown sustainably, by reusing previously-developed sites and by developing a well designed, connected, safe and integrated series of urban extensions, creating a well connected network of thriving, vibrant communities. This growth will have a strong focus on sustainability and community cohesion, and will include new homes (including a significant proportion of 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 work, shop and spend their leisure time in the area.

The number and quality of shops, the environment, leisure facilities, homes and services in Aylesbury town centre will increase, including by designing and building to high standards. This will bring 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 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 enhanced 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 to the Chilterns in the south and surrounding countryside. This will contribute to the biodiversity of the area and support 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 the new growth areas 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 and wider district area.

The benefits of growth will have been maximised including bringing about significant infrastructure improvements such as:

- increased public transport, building on the success of the Aylesbury Rainbow bus routes;
- increased walking and cycling facilities, building on the success of the Aylesbury Gemstone cycleways;
- road improvements linking new developments to the town, which will create a series of link roads around the town;
- increased level of flood protection 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, 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 those within the UK.

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.

Aylesbury’s role and reputation as a centre for educational diversity and excellence will be maintained and strengthened. People in Aylesbury will have access to excellent education opportunities, both academically and vocationally.

People will live longer, healthier lives through improved access to open space, walking and cycling, 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.

All of these will have combined to help make Aylesbury Garden Town a very attractive, healthy and cohesive place to live and work in, offering its residents, visitors and workers the very best quality of life.
Leadership and Collaborative Working

The council and our partners

We have virtually all the right ingredients to make Aylesbury the thriving, prosperous, accessible and affordable town we need for the long term. We (AVDC) are a pro-active district council with a clear ambition and commitment to maximise the benefits that growth can bring for the new residents that will come to live here, as well as for the population as a whole. We have already invested heavily in additional key town centre infrastructure such as the new state-of-the-art theatre, retail and educational offering along the Waterside area of the town centre, and we are planning to make further investments in this area. To date AVDC has invested over £100m in the town centre regeneration programme, providing a healthy kick-start to the transformation that the town needs in order to serve a population of 250,000 who live within a 15 minute drive time radius.

We have a county council (Buckinghamshire County Council) who are pro-active in terms of using the planned growth for Aylesbury as a catalyst for change when it comes to transport infrastructure, and in particular who are looking to use the provision of strategic transport infrastructure as the opportunity to realise opportunities within the existing urban area. Through its involvement in England’s Economic Heartland Strategic Alliance, the county council is ensuring that Aylesbury’s significance is better reflected in infrastructure initiatives at the sub-national and national level, including East-West Rail, the Cambridge-Oxford Expressway as well as broader work on infrastructure such as digital infrastructure and utilities.

We are covered by two Local Enterprise Partnerships (LEPs); Buckinghamshire Thames Valley Local Enterprise Partnership (BTVLEP) and South East Midlands Local Enterprise Partnership (SEMLEP), who are supportive of the role that Aylesbury needs to play in meeting the growth needs of the district, the needs of the wider geography and the contribution to the sub-regional economy.

The area is unique in that we also have an existing local delivery vehicle, Buckinghamshire Advantage, which emerged from the previous MKSM Growth Area designation and is still in operation today. We will use this asset to complement the powers of the statutory authorities in order to move things forward, using it where appropriate to help resolve complex co-ordination challenges, in addition to using it to actively engage with developers and landowners.
Initially we will use the framework already established by the Aylesbury Vale Board of Buckinghamshire Advantage (Aylesbury Vale Advantage) to oversee the initiation of this Garden Town Programme.

The Aylesbury Vale Advantage Board, which is supported by BTVLEP, will ensure that the Garden Town Programme and Project Team delivers a comprehensive masterplan and infrastructure delivery plan. It will also ensure effective engagement and co-ordination with other supporting bodies and agencies eg SEMLEP, HCA and Government Departments. In doing so it will ensure key stakeholders and organisations locally are involved, including community representatives, developers, and landowners. The Board will also ensure that the needs of utilities providers, infrastructure providers, local employers and registered housing providers inform the masterplan and infrastructure delivery plan. AVDC will act as the accountable body for this programme.

**Aylesbury Garden Town Governance Arrangements**

![Diagram of governance arrangements]

Aylesbury Vale Advantage Board

- Aylesbury Vale District Council (Represented by the Leader Neil Blake)
- Buckinghamshire County Council (Represented by the Leader Martin Tett)

Aylesbury Garden Town Project Team

- Representatives from AVDC/BCC/Bucks TVLEP/SEMLEP and representatives from key stakeholders/organisations

Community Engagement
The Governance arrangement will be kept under review to ensure that it is fit for purpose and that it is adjusted to take into account any future opportunities to enhance the leverage that the Garden Town Programme can achieve in a local context.

The key element missing is the wider strategic government support to enable Aylesbury to achieve its full potential, particularly in relation to masterplanning, longer term strategic infrastructure planning and assistance with getting the scale of the ambition delivered over such a sustained period. This is where we hope the Garden Town programme can provide assistance. The revenue support would enable us to establish a ‘Garden Town team’ that would lead on the preparation of a masterplan. This would enable us to undertake more detailed planning for development at Aylesbury, to understand the challenges for new and existing residents, importantly undertake additional evidence studies, and produce a detailed infrastructure delivery plan. The team would be responsible for leading on specific delivery issues – working collaboratively to identify the issues and actions to resolve them.

A further work strand for the Garden Town team will be exploring how we will do things differently to achieve this level of growth; such as leveraging investment for infrastructure, opening up sites, and exploring collaborative funding.

A masterplan could also look at a longer term horizon than that currently envisaged in the draft local plan, as we know that Aylesbury is likely to have to grow even more in the next 50 years.
Community Engagement

Community and stakeholder engagement is also a key factor in delivering a successful strategy for Aylesbury. We have already started engaging with local communities through the Vale of Aylesbury Local Plan (VALP). The first consultation was undertaken on the Issues and Options stage in 2015. During summer 2016 we consulted on the draft VALP for the Vale which sets out the 'Vision' for Aylesbury Garden Town and the strategy for growth. This includes the allocation of new homes, regeneration and development of the town centre and a strategy for employment and other growth. During the draft plan consultation period (which ran between 7 July and 5 September 2016) a series of public exhibitions and meetings were held to engage parish and town councils and local communities and to encourage them to respond to the consultation draft plan.

Garden Town funding will allow the critically important masterplan and detailed delivery plan to be prepared. We intend for this would become a formal supplementary planning document (SPD) which all partners would sign up to.

Collaborative working and thorough community engagement is fundamentally important to the success of the plan for Aylesbury. We will develop a comprehensive community engagement strategy at the outset of the masterplanning process. This will involve the communities in developing the vision for specific areas, and their involvement in the design and delivery. The masterplan will also explore the options around community ownership, looking at models for this, and how this could link to longer term stewardship of community infrastructure such as allotments, green infrastructure and community facilities.

Developer and Stakeholder Forum

In addition to community engagement, we will also look to set up a developer and stakeholder forum to ensure involvement of developers, landowners and stakeholders (including service and utility providers). This will enable a cohesive approach to masterplanning and for any issues to be resolved early, as well as gaining important input into the masterplan and infrastructure and delivery plans.
The ‘Asks’
The ‘Asks’ – what support we require

Revenue Support

The set of ‘asks’ associated with this Expression Of Interest are primarily focused around the support we need to help ‘pump-prime’ the longer term masterplanning for Aylesbury Garden Town and the additional dedicated resource required for this work. The initial revenue support required from the Garden Towns programme over the next three years is set out below:

<table>
<thead>
<tr>
<th></th>
<th>2016/17*</th>
<th>2017/18</th>
<th>2018/19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staffing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joint Project Manager/Senior Planner</td>
<td>£28k</td>
<td>£90k</td>
<td>£94k</td>
</tr>
<tr>
<td>Senior Planner</td>
<td>£22k</td>
<td>£68k</td>
<td>£71k</td>
</tr>
<tr>
<td>Highways Planner</td>
<td>£22k</td>
<td>£68k</td>
<td>£71k</td>
</tr>
<tr>
<td>Technician/Apprentice</td>
<td>£13k</td>
<td>£42k</td>
<td>£44k</td>
</tr>
<tr>
<td>Masterplan</td>
<td>£350K</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supporting Studies</td>
<td>£375k</td>
<td>£450k</td>
<td>£420k</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£810K</strong></td>
<td><strong>£718k</strong></td>
<td><strong>£700k</strong></td>
</tr>
</tbody>
</table>

* The 2016/2017 staffing costs have been adjusted to reflect 4 months remaining of the financial year.

As previously highlighted, the key elements that will need to be progressed in the next couple of years will be pulling together the longer term masterplan for the area, looking at a much longer time frame than the local plan can, say a 50 year period, together with the detailed delivery and implementation plan in 5 year increments. The masterplan will set out a detailed framework for the growth of Aylesbury, and be accompanied by a number of supporting studies such as an update to the green infrastructure study, more detailed work on the Aylesbury Transport Strategy, flood risk assessment and other technical studies, and detailed infrastructure planning feeding into the delivery plan.
Capital Investment

In addition to this revenue support, we anticipate the need to consider the capital investment programme that will be required to assist with the ‘on the ground’ delivery of the Garden Towns programme for Aylesbury. This will seek to maximize the strong position established through contributions already secured from developers, build on any Local Growth Fund 3 (LGF3) funds and future contributions from local partners towards overall infrastructure requirement. We will also continue to explore innovative ways of recycling enabling funds, as has been the case with previous growth funding, in order to help facilitate and unlock growth potential. Successfully delivering the Garden Town will require investment in new infrastructure including transport, utility provision and other facilities. We will need to work effectively in partnership to secure that funding from recycled receipts, developer contributions, future rounds of the Local Growth Fund and central government capital programmes.

We are also keen to explore new funding and delivery models in partnership with the development industry, exploring the opportunities available to secure finance and investment for development through other funding sources such as bonds.

Additional Support

As well as the revenue funding, it is hoped that active support from key agencies such as ATLAS, HCA, DFT and DCLG will be forthcoming as part of the Garden Town process and also priority access to other funding streams. This will help ensure the Aylesbury Garden Town programme achieves its potential for the medium to long term as we progress with the development of the masterplan and its associated implementation plans.

We are also keen to discuss a range of freedoms, particularly in respect of planning, to allow us to devote time to delivering the agreed local plan rather than responding to the many speculative applications we are currently receiving.
Delivery and Implementation

The Masterplan

The Aylesbury Garden Town Policy within the emerging Vale of Aylesbury Local Plan sets out a higher level vision for growth at Aylesbury, however there is a need to establish more detailed principles for future delivery of sustainable urban extensions. Specifically how the proposals effectively integrate into Aylesbury’s existing urban edge needs to be assessed to ensure the best use is made of the land. The masterplanning document will set out the form and content of development and will set out the ‘framework’ within which development will take place. We have previously been forced to plan on a site by site basis, through various appeals and planning applications, however of fundamental importance for the future of the town is a more collaborative, cohesive and forward planned approach.

The key roles of the masterplan will be:

- Enable a more detailed design process that ensures we create sustainable communities and fully assesses and explores the bridging role that new communities will play between the growing town and existing communities, villages and countryside beyond. This will include detailed ‘place shaping’ principles to be delivered through the new development;

- Enable the benefits for the existing local community to be reviewed and ensure that the aspirations of local residents are considered at every opportunity through an iterative design process and full community engagement in the process;

- Set out more detailed development and place shaping principles for specific sites and how these relate to the wider vision for Aylesbury Garden Town;

- Produce a set of flexible guidelines which sets out a cohesive plan, but also allows for the changes and adaptations that will inevitably occur as the town is developed;
- Allow us to review matters such as opportunities for custom build sites and other modern methods of construction, development phasing, local stewardship (and community ownership models);

- Ensure important issues are effectively considered such as transport implications and impacts, flooding, access to employment, water supply, sewerage, landscaping, strategic green infrastructure, quality of environment, agricultural land, contaminated land, ecology, historic environment, utilities provision;

- Alongside additional supporting studies, provide a detailed infrastructure schedule to ensure that the required infrastructure is provided in a timely manner and comes forward when it is needed;

- Set out a cohesive delivery framework for the implementation, and assess the roles of different delivery bodies, economic and financial planning and models for funding and maintaining facilities;

- Allow viability to be assessed, working with service providers, developers and landowners to identify what actions are required, their costs and any potential difficulties and risks that will need to be addressed to ensure that the proposed development can start and necessary infrastructure is provided at the appropriate time to support the growth.

By gaining this dedicated resource, this work can be undertaken to enable a detailed and fully evidenced masterplan. We intend for this to become a formal supplementary planning document (SPD) moving forward, providing a detailed framework that builds on from the Aylesbury Garden Town Policy (S1) in the Vale of Aylesbury Local Plan (VALP).
Work programming

The first step after successfully achieving Garden Town status will be to confirm the governance structure (page 12). Following this we will recruit the additional staff and set up the working arrangements across the various stakeholders. This Garden Town team will be responsible for the work stream, studies and masterplanning work. The next priorities are set out below:

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Joint governance arrangements</td>
<td>To jointly manage the strategy and governance for the Aylesbury Garden Town initiative. This would include exploring the role of a delivery board (and a member level delivery vehicle between AVDC, BCC and the LEPs).</td>
</tr>
<tr>
<td>Commissioning and project management of technical studies</td>
<td>A number of technical studies will be required to support the delivery of the masterplan (some of which are set out in this table) these include flooding, transport, green infrastructure.</td>
</tr>
<tr>
<td>Supporting the programme (legacy) board</td>
<td>Leading on support for the legacy board which will have overall responsibility for delivery.</td>
</tr>
<tr>
<td>Exploring new funding and delivery models for development</td>
<td>Explore the range of options available to finance investment and assess different delivery models in partnership with the development industry, to find different approaches and ways to deliver this level of growth. This could include leveraging investment for infrastructure, exploring collaborative funding arrangements and ‘opening up’ sites.</td>
</tr>
<tr>
<td>A masterplan for Aylesbury Garden Town and Aylesbury town centre</td>
<td>Developing a set of high quality design principles to be applied to the Garden Town and a detailed ‘plan’ for development. To look at design principles for the town centre to include provision for a new bus station, cycle and car parking provision, walking and cycling within the town itself.</td>
</tr>
<tr>
<td>Aylesbury Garden Town transport strategy</td>
<td>To build upon work currently being carried out as part of the Aylesbury transport strategy. Funding to be considered based on further assessments to be undertaken as part of the current transport strategy work.</td>
</tr>
<tr>
<td>Community Forum</td>
<td>Leading on and engagement with communities including involvement in vision, design principles and exploring the possibilities for community ownership (i.e. longer term stewardship of assets).</td>
</tr>
<tr>
<td>Project</td>
<td>Description</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Developer and Stakeholder Forum</td>
<td>Leading on and engagement with developers, landowners and stakeholders (including infrastructure and utility providers).</td>
</tr>
<tr>
<td>Green Infrastructure strategy</td>
<td>To look at how future development can plan for green space and utilise existing green spaces through green infrastructure regeneration and enhancement. This will include investigating options for management and potential community ownership of this.</td>
</tr>
<tr>
<td>Energy feasibility study</td>
<td>To look at the local grid constraints which Aylesbury is currently facing, and understand new and innovative ways in which heat networks can be supported by CHP and smart grid technologies.</td>
</tr>
<tr>
<td>Health Impact Assessment</td>
<td>To support decision makers in assessing the health impacts of policies, plans and projects in diverse economic sectors using quantitative, qualitative and participatory techniques.</td>
</tr>
<tr>
<td>Reviewing impact on existing and future population</td>
<td>To assess the impacts of growth on the existing population, services and infrastructure. This will also assess the future population profile and the needs arising from this, such as the needs of young people, older people, working age people, and how we anticipate these to be met in terms of housing, jobs, health and wellbeing, services and infrastructure.</td>
</tr>
<tr>
<td>Waste Management assessment</td>
<td>To assess how waste can be minimised through major improvements in materials efficiency, encouraging the reuse of and reduction in the use of materials, effective waste management to reduce the quantity of material sent to landfill during the construction process, and looking at innovative ways to tackle waste management.</td>
</tr>
<tr>
<td>Produce a detailed infrastructure delivery plan</td>
<td>Develop an infrastructure delivery plan that fully assesses infrastructure needs and addresses issues of phasing and delivery.</td>
</tr>
</tbody>
</table>
The following flow chart sets out how the masterplanning supplementary planning document (SPD) will support the development of the Vale of Aylesbury Local Plan (VALP), and support the planning application stage which will enable faster delivery of homes on the ground.
Homes and Housing for everyone

Housing

Aylesbury’s housing requirements as detailed in the Vale of Aylesbury Local Plan (VALP), will be delivered through a combination of existing allocations and commitments, other ‘deliverable’ sites and VALP allocations. Together these will provide 15,845 dwellings to meet the overall requirements for homes in Aylesbury. The VALP allocations will consist of a combination of allocations made on previously-developed land and on greenfield sites on the edge of Aylesbury.

Taking forward past completions since 2013 (2,205 dwellings) and projected supply from existing allocated sites and other deliverable sites (5,419 dwellings), this leaves approximately 8,221 dwellings to be allocated in VALP.

Where possible development will be located at suitable previously-developed sites. A number of these dwellings can be accommodated in the existing Aylesbury urban area (including the town centre) on previously developed land.

These developments will seek to improve the quality of the urban environment through their positive redevelopment and regeneration. The remainder of Aylesbury’s housing development will be at linked and integrated sustainable urban extensions on greenfield sites around the town (see the housing and employment plan).

An important element of the new housing is the provision of affordable housing. VALP requires sites with over 11 dwellings to have 31% affordable homes. Aylesbury would therefore contribute over 2,000 affordable homes.

Aylesbury is well positioned being close to London, the Chilterns Area of Outstanding Natural Beauty and within easy reach of Milton Keynes and Oxford. The town centre has had recent investment with a new theatre, Waitrose store and Travelodge development and improved Canal Basin. Further development and regeneration is planned as part of the ‘Waterside North’ scheme, strengthening links to the town centre’s attractive historic area. These factors along with its highly regarded schools and lower cost of housing in comparison to some neighbouring areas, make it a sought after area for people to live and work and builders to build houses for.

From 2010 to 2015, 5,660 houses were built in Aylesbury Vale, which is 7.6 per cent of 2014 stock – the 5th fastest rate of house building of the 326 local authorities in England. At its peak delivery rate (2014-2015) completions were 1,419 dwellings.
The past delivery of housing in the Aylesbury area (which includes parts of neighbouring parishes which are within the built-up area of Aylesbury) is shown below. During the past 10 years the delivery of housing at Aylesbury has been continual and has performed strongly even during the recession years. There has been an average of 550 dwellings built each year over this period. At its peak in 2014/15 Aylesbury delivered 66% of the overall district growth.

<table>
<thead>
<tr>
<th>Year</th>
<th>Aylesbury net dwelling completions</th>
<th>Aylesbury Vale net dwelling completions</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>290</td>
<td>616</td>
</tr>
<tr>
<td>2007/08</td>
<td>539</td>
<td>822</td>
</tr>
<tr>
<td>2008/09</td>
<td>504</td>
<td>744</td>
</tr>
<tr>
<td>2009/10</td>
<td>492</td>
<td>795</td>
</tr>
<tr>
<td>2010/11</td>
<td>312</td>
<td>755</td>
</tr>
<tr>
<td>2011/12</td>
<td>583</td>
<td>1,103</td>
</tr>
<tr>
<td>2012/13</td>
<td>594</td>
<td>934</td>
</tr>
<tr>
<td>2013/14</td>
<td>545</td>
<td>990</td>
</tr>
<tr>
<td>2014/15</td>
<td>947</td>
<td>1,419</td>
</tr>
<tr>
<td>2015/16</td>
<td>692</td>
<td>1,191</td>
</tr>
</tbody>
</table>

Berryfields, a large urban extension of 3,235 dwellings on the edge of Aylesbury, has recently delivered 562 dwellings in a single year demonstrating the high building rates that can be delivered in the area and high demand for housing at Aylesbury. The sale offices at Berryfields are still reporting waiting lists with houses being bought off plot months in advance of completion even with this high level of supply. At the same time a smaller urban extension (1,037 dwellings) on the edge of Aylesbury, Buckingham Park, was also delivering housing completions.

Aylesbury is a hugely popular place to live and build, and is perfectly placed to accommodate future growth from across the district. Support from Garden Town process is key to achieving this in a sustainable and manageable way.
Accelerated delivery

Through the Garden Town proposal, an increase of 15,485 dwellings is proposed over the plan period. This would deliver an average of 792 dwellings a year, a significant increase in delivery for the town. The recent increased delivery rates (in the last two years) shows this to be achievable and deliverable.

The housing delivery will be largely through a number of major urban extensions. Berryfields is over half way through its completions and is currently timetabled to be built out by 2021. A second large urban extension of 2,450 at Aylesbury East is already under construction with the first completions expected later this year. Further large urban extensions which currently do not have planning permission are proposed as part of the Garden Garden Town Plan. These include 3,060 dwellings at Hampden Fields (south of Aylesbury), 1,401 at sites north of Stoke Mandeville and 1,398 at land between Oxford Road and Lower Road.

Delivering these urban extensions during the plan period, along with smaller brownfield sites within the existing built up area, is expected to significantly increase and accelerate the delivery of dwellings at Aylesbury. Support through the Garden Town process will enable detailed masterplanning work to commence quickly. This will enable staffing resources to do so, and allow us to work closely with developers to overcome issues such as delivery of strategic sites which are often constrained by long lead in times. By deploying additional resources, we will be able to accelerate delivery of housing on the ground earlier, and enable Aylesbury to continue to contribute housing at this accelerated rate of delivery. It will also enable a better end product and the ability for us to achieve a higher quality outcome and ‘join the dots’ between these developments more effectively.

It is clear there is a need for a step change. Over the past decade there has been 17% additional housing growth, and this is set to increase to 50% net additional housing growth over the period 2013-2033, which will require a significantly changed approach - it will not be delivered by continuing with the existing approach and level of resources. The chart sets out our expectations in terms of annual delivery rates and the consistently high annual levels of delivery needed to meet housing needs. Phasing and the challenge of delivery will be two key strands that will be reviewed through the masterplanning document.
Through garden town support we can accelerate delivery of homes ‘on the ground’. With the appropriate support and resources made available there is the potential to achieve a quicker start time on site and therefore an earlier contribution to housing need. As set out in the ‘Delivery’ section these resources would be focused around key areas to enable this to happen such as through accelerated engagement with landowners and promoters, accelerated preparation of the masterplanning.
The table below illustrates the two scenarios for delivery, with and without support through the Garden Town programme.

<table>
<thead>
<tr>
<th>Delivery timescales: Project stage</th>
<th>Existing timeframes (without Garden Town designation)</th>
<th>Accelerated timescales (with Garden Town designation)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Plan Submission</td>
<td>Spring 2017</td>
<td>-</td>
</tr>
<tr>
<td>Local Plan Examination</td>
<td>Summer 2017</td>
<td>-</td>
</tr>
<tr>
<td>Local Plan Adopted</td>
<td>Autumn/Winter 2017</td>
<td>-</td>
</tr>
<tr>
<td>Commence Masterplanning work on Garden Town</td>
<td>Autumn/Winter 2017</td>
<td>Autumn/Winter 2016</td>
</tr>
<tr>
<td>Comprehensive Masterplan Complete</td>
<td>Late 2018/early 2019</td>
<td>Mid 2017</td>
</tr>
<tr>
<td>Outline Planning Application</td>
<td>Early 2019</td>
<td>Autumn/Winter 2017</td>
</tr>
<tr>
<td>Submitted for sites</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outline Planning Permission Granted</td>
<td>Mid 2019</td>
<td>Early 2018</td>
</tr>
<tr>
<td>First Housing Completions</td>
<td>Late 2019</td>
<td>April 2018</td>
</tr>
</tbody>
</table>
Well Designed Homes & Places

Quality and Design

Quality and design is a key requirement of Garden Towns. Through development of the Aylesbury Garden Town the growth in Aylesbury should deliver a high quality of life in an attractive environment. The urban extensions and development within the town centre will need to adhere to a set of guiding principles, built around the concepts of sustainability but with quality and design at the forefront.

Appendix A sets out the guiding principles which cover four key areas including sustainable development, movement, community and Green Infrastructure.

Housing Mix

The growth at Aylesbury will deliver a range of house types, and designs. The emerging VALP (Policies H6 and H7) sets out requirements for housing mix and dwelling size informed by evidence in the Housing and Economic Development Needs Assessment (HEDNA). This also sets out requirements for housing for specific needs and housing for older people, as well as extra care provision. Policy H5 of VALP also sets out a requirement for self/custom build housing which helps provide different opportunities for housing and also offers opportunities for employment and skills training. We would create opportunities for small and medium size builders and custom build developers to create an offering that meets the needs of our growing community.
Proposed green infrastructure network
Proposed new garden communities
Proposed new employment
Aylesbury Enterprise Zone

Homes and Jobs
South of Aylesbury
Berryfields
Aylesbury East
Circus Fields
North of A41
South of A41
Woodlands
Hampden Fields
South of Aylesbury

Housing Employment Floorspace

<table>
<thead>
<tr>
<th>Completions between April 2013 - March 2016</th>
<th>Housing</th>
<th>Employment Floorspace</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berryfields</td>
<td>2,205 dwellings</td>
<td>37,400 sq m</td>
</tr>
<tr>
<td>Circus Fields</td>
<td>1,534 dwellings</td>
<td>37,400 sq m</td>
</tr>
<tr>
<td>Aylesbury East</td>
<td>2,450 dwellings</td>
<td>10,000 sq m</td>
</tr>
<tr>
<td>Woodlands</td>
<td>1,000 dwellings</td>
<td>150,000 sq m</td>
</tr>
<tr>
<td>North of A41</td>
<td>620 dwellings</td>
<td></td>
</tr>
<tr>
<td>South of A41</td>
<td>408 dwellings</td>
<td></td>
</tr>
<tr>
<td>Hampden Fields</td>
<td>3,060 dwellings</td>
<td>46,800 sq m</td>
</tr>
<tr>
<td>South of Aylesbury</td>
<td>2,800 dwellings</td>
<td></td>
</tr>
<tr>
<td>Aylesbury Urban Area VALP Allocations</td>
<td>347 dwellings</td>
<td></td>
</tr>
<tr>
<td>Aylesbury Urban Area Planning Permissions*</td>
<td>1,020 dwellings</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>15,517 dwellings</td>
<td></td>
</tr>
</tbody>
</table>

* This includes those in Stoke Mandeville, Weston Turville and Bierton

** This leaves a shortfall of 328 dwellings still to be allocated (the draft VALP total for Aylesbury is 15,845 dwellings)
Employment Opportunities

Aylesbury employment

The economic development strategy and vision for Aylesbury Garden Town will encourage the growth of Aylesbury as a thriving employment destination. Existing businesses will be supported and encouraged to grow and expand locally to provide a balance between jobs and homes. A mix of modern premises will be available, allowing business to expand or relocate within the Vale. Employment developments at Aylesbury alongside homes such as at Berryfields and Aylesbury East will have transformed the offer to businesses, with further opportunities at Woodlands. The designations of ‘Enterprise Zone’ status at Woodlands is an enormous boost to attract investment.

Through Garden Town status Aylesbury will become an exciting and dynamic inward investment business location. This will be supported by the role of the South East Midlands and Buckinghamshire Thames Valley Local Enterprise Partnerships.

Opportunities for higher value employment types, the potential to exploit the proximity to Oxford, Cambridge and Milton Keynes especially with the advent of East West Rail, and its excellent location close to the M40, M1 & M25, lying midway between London and Birmingham all make Aylesbury and the Vale a great place to invest and grow businesses.

The key employment challenges for Aylesbury are to:

- encourage economic growth to meet the forecast in jobs;
- deliver employment in the most sustainable locations to support and complement housing growth and produce mixed use developments which reduce the need to travel;
- provide strategic sites as well as encourage existing companies to remain and grow within the area;
- provide a diverse and flexible range of employment sites and premises for new and existing businesses, by maintaining a flexible supply of employment land and premises in Aylesbury;
- retain and improve high value employment sites by making the best use of existing stock and encouraging its refurbishment and renovation where necessary particularly where applications come forward that will maintain existing number of jobs on sites;
- encourage skills growth innovation with the provision of business-led skills, specifically to help grow the knowledge economy and manufacturing;
- retain highly qualified graduates and reduce the current levels of outward commuting;
- invest in strategic transport and broadband infrastructure to encourage more self employment in the knowledge based sectors, micro businesses and Small and Medium Enterprises (SMEs) that comprise up to 90% of the economic activity;
- support business to business and educational collaboration between growing businesses to encourage further growth and expansion; and
- ensure there is support and nurturing activities for new enterprises to encourage the growth of the economy.

**Enterprise zones**

The approval of Enterprise Zone status provides an enormous boost to help us grow our existing businesses and attract and accelerate new investment in three strategic sites and in key knowledge based manufacturing and technology sectors for the Vale, in which the UK is a global leader. Our application was one of only four new sites in the South East of England that has been approved and has helped to buck the trend of national investment into the “Northern Powerhouse.” This round was looking for rural Enterprise Zones.
The designation of an Enterprise Zone based around the existing £100m Arla complex takes advantage of existing infrastructure and supports the growth of sustainable employment location. There are three Aylesbury Vale Enterprise Zones (AVEZ), at Aylesbury, Westcott and Silverstone. The enterprise zone at ARLA is strategically placed at Aylesbury, on the A41 dual carriageway leading directly to the M25 near Watford to serve the London markets. Employment allocations will also be made alongside new housing developments to complement housing growth and allow creation of sustainable settlements where people have the opportunity to both live and work without the need to travel long distances.

The Woodlands Enterprise Zone on the A41 has an established base of companies, in sectors ranging from food research to hi-tech engineering and a rapidly expanding healthcare sector. The Woodlands site also builds on the wider health science strengths of Buckinghamshire and the work that is going on to create a healthy living new town, as part of the wider Woodlands scheme. The heritage and legacy of Stoke Mandeville as the home of the Paralympics Games alongside other Enterprise Zones at Westcott and Silverstone Park have led to new globally-significant Space, Automotive and Motorsports companies being attracted to the area.

**Future Provision**

The Garden Town masterplan and supporting evidence document will review provision of employment alongside housing. The development principles (set out in appendix A) highlight the need for provision of jobs alongside homes (AGT1) and the need to minimise the need to commute, encourage provision of live work units and improved connectivity (AGT5), local centres (which include provision of employment) will be located centrally to the new communities (AGT3 & 4). The Woodlands/ARLA Enterprise Zone will be connected to Aylesbury’s new communities via walking, cycling and bus links and along the canal, which will encourage sustainable travel modes.
The Natural Environment

Green Infrastructure Network

Aylesbury’s green infrastructure network and linkages will be enhanced to make stronger connections to the surrounding rural areas and enhance the offer of Aylesbury as a Garden Town. Strategic green infrastructure assets will be identified, retained and enhanced, including improving connectivity through the development of green corridors through the Vale of Aylesbury Local Plan and Garden Town status. Local open spaces will be protected and where possible connected to strategic green infrastructure networks.

The Buckinghamshire Green Infrastructure Delivery Plan (August 2013) was produced to further enhance the Buckinghamshire Green Infrastructure Strategy (2009) and the Aylesbury Vale Green Infrastructure Strategy (2011). It identified a long list of green infrastructure projects, many of which were focused around Aylesbury.

A number of specific projects relate to Aylesbury including Vale Park, Aylesbury Linear Park, Quarrenden Leas and the Regional Wetland Park. These proposals are part of the ‘County Green Infrastructure Priority Action Area 2’, called Aylesbury Environs. This area includes a number of countryside access gateways and links to the surrounding area namely the Waddesdon Estate (National Trust), Tring Reservoirs Complex/College Lake and Wendover Woods.

An example of what is being achieved - Regional Wetland Park

The strength of our commitment to green infrastructure is evidenced by a new 100 hectare wetland park with regional significance for tourism and wildlife that is planned in Aylesbury as part of the Aylesbury East development (Kingsbrook). It will form part of the regional network of wetland habitats for birds and create an attractive destination for residents and visitors to the Vale. A working group has been established with Royal Society for the Protection of Birds (RSPB), AVDC and Barratt’s Homes. RSPB will potentially manage the wetlands park as a reserve.
A phased site-wide ecological mitigation scheme will ensure regionally and potentially nationally significant net gains in biodiversity within each phase of development.

Lead organisation AVDC is working with the RSPB, Environment Agency, Berkshire Buckinghamshire and Oxfordshire Wildlife Trust, Tourism South East and Buckinghamshire & Milton Keynes Natural Environment Partnership.

Overall Kingsbrook’s green infrastructure (which will mean overall provision of 50% green space) will include orchards, hedgehog highways, newt ponds, tree-lined avenues, fruit trees in gardens, bat, owl and swift nesting boxes and nectar-rich planting for bees.

**Future Provision**

Garden Town guiding principles set out the proposed approach to green infrastructure provision (AGT24-AGT31). Through the Garden Town status these infrastructure projects can be supported and further work can be undertaken, through masterplanning, to ensure the growth of Aylesbury contributes to contribute significant levels of green infrastructure. This would be in a similar guise to Kingsbrook; with the provision of allotments, tree planting, community gardens, orchards and woodlands, enhanced links and access to the countryside and provision so play parks and spaces for recreation and sports/leisure. The existing green infrastructure network create the linear park around Aylesbury, however Garden Town status can help deliver the missing connections to the north east of the town; connecting Berryfields and the adjoining Riverside Walk to the Kingsbrook Wetland Park and the Canal Union Canal. Further provision of green infrastructure at Woodlands and Hampden Fields could then complete the link, connecting to the linear park to the south west of the town (which will provide a barrier to High Speed 2), and enhancing connections in and out of the town centre.
Aylesbury Linear Park Green Infrastructure Network

1. Extension of Linear Park - Links to River Thame and Strategic GI network including links to Quarrington Leas 100ha AON site to the north of town. Additional links to Grand Union Canal / Grand Union Triangle and Wendover Woods.

2. Settlement edge woodland connectivity to improve settlement setting and relationship to landscape, plus to link habitats, through Woodland Grant Scheme take up.

3. Wetland landscape enhancement to link Regional Wetland Park, College Lake and canal network.

4. Urban areas - 'Greening the town' Opportunity to retrofit SUDs with existing green spaces to improve their functionality and diversity, plus improve sense of place and urban biodiversity connectivity.
Aylesbury Garden Town – a centre for culture, recreation and shopping

Aylesbury as the county town of Buckinghamshire has long been the focus of new development in the district and will continue to be the main location for growth in its role as a Garden Town. This means that investment and development both inside and beyond the town centre boundary will to be necessary to meet the needs of the growing population of the town and district.

Aylesbury town centre is fortunate in having successfully retained its historic centre whilst accommodating significant modern developments. A major part of its attraction is the proximity of the ‘Old Town’, centred around St. Mary’s Church, to the main shopping area, and that within the shopping area there is a number of historic buildings and frontages which adds to its distinctiveness and character.

Recent years have seen significant investment in the town with the development of Aylesbury Waterside Theatre and a Waitrose store, and further development is planned as part of the Waterside North scheme. The town is reasonably well represented by national retailers and has a major department store. However, in order to compete successfully within the sub-region, Aylesbury needs to overcome the current challenges it faces including the recession, competition with other centres and out of town or internet shopping.

Aylesbury currently has a large potential catchment of 238,000 people within a twenty-five-minute drive time, and this is set to increase significantly in the coming years. Three quarters of this catchment are ‘affluent, aspirational and from the highest social profile groups in terms of lifestyle.’ In seeking to enhance Aylesbury’s role as county town and sub-regional shopping centre, the council has developed and approved the Aylesbury Town Centre Plan (2014) which was prepared working closely with Aylesbury Town Council and Buckinghamshire County Council. The Town Centre Plan sets out seven guiding principles for the future development of Aylesbury town centre.
Following the guiding principles the Town Centre Plan sets out the following strategic aims and vision for the town centre:

To enable Aylesbury to compete and succeed in the future we need to continue our work to reinvigorate the town centre. The Aylesbury Town Centre Plan contains the following vision for the town:

To be a high profile, sub-regional centre for entertainment and the arts, which has added a distinctive edge to its market town heritage.

To be a distinctive, ‘best in class’, modern market town, which is attractive, safe, sustainable and accessible.

To provide a quality, day and evening environment in terms of leisure, retail and food and drink, which attracts and brings together people of all ages and communities from within its enviable catchment.

(Aylesbury Town Centre Plan, 2014)

Retail Provision

Through the Vale of Aylesbury Local Plan, the policies map identifies a site between the Exchange Street car park and the Royal Mail sorting office (including Hampden House and Upper Hundreds car park) for mixed-use redevelopment based principally on retail uses with an element of residential and other town centre uses at an appropriate scale and location.

Elsewhere in the town centre, proposals for retail and other main town centre uses will be supported provided that they contribute positively to improving the quality of the town centre and delivering the vision and strategic aims for the town centre set out above. Proposals will have particular regard to enhancements to the built environment, improvements for pedestrian access and environmental enhancements to the public realm.
Residential development

Residential uses in Aylesbury town centre are mainly concentrated in the ‘Old Town’ area around St. Mary’s Church, extending along Church Street and Parsons Fee to Castle Street and Rickfords Hill and north from the church along Nelson Terrace, Granville Street and Ripon Street, and to the south west of the town in the Friarscroft area.

It is important to ensure that the residential role of the town centre is not lost so that Aylesbury continues and enhances its role as a vibrant and thriving town providing opportunities for social interaction. Providing more housing within and close to the town centre will contribute to meeting this aim. More housing in the town centre is sustainable; it will provide choice, a better balance of uses, accommodation for those who wish to be less reliant on the car, and increased activity outside peak periods. It will help provide a more attractive and safer town centre environment and add positively to the quality of the centre’s urban fabric. A number of sites within Aylesbury town centre are identified as being suitable or part suitable for housing development in the Housing and Economic Development Land Availability Assessment, and three of these are to be allocated for housing. These sites are identified on the proposals map. Two further sites in the town centre are identified as part suitable for housing (Royal Mail sorting office and Hampden House), but these form part of the site for town centre redevelopment identified above and are covered by policy D11 in the Vale of Aylesbury Local Plan.
Leisure Uses

Aylesbury town centre (which includes Vale Park, the canal basin and Aqua Vale swimming and fitness centre) provides the focus for much of the town’s leisure needs, and also serves a much wider catchment. The town centre also provides entertainment facilities such as Aylesbury Waterside theatre, a cinema complex, parks, restaurants, bars and nightclubs. The council recognises the essential role of such facilities in the town centre and will resist proposals that would result in the erosion of community facilities and services.

The plans also support the delivery of development and revival/growth of Aylesbury town centre and sets out a strategy for improving and contributing to delivery of the visions and aims set out in the policy.
Education

There is a high standard of education on offer to pupils of all ages and abilities in Aylesbury Vale, as well as a highly-skilled, well-educated workforce. Buckinghamshire has a selective ‘Grammer School’ system for secondary education. Aylesbury has three grammer schools within the town. There has been significant investment in Aylesbury’s education offer over the past few years, with redevelopment of Aylesbury College and its joint venture with Buckinghamshire University Technical College (UTC) in 2013. More recently University Campus Aylesbury Vale has opened (Autumn 2015).

An example of what is being achieved -

The Buckinghamshire University Technical College, an educational offering jointly led by Aylesbury College and Buckinghamshire New University opened in Aylesbury in 2013, specialising in IT and Specialist Construction. In partnership with a range of local companies, The Buckinghamshire UTC will be working with companies including Cisco, Research Machines, National Trust, Chilterns Conservation Board and Taylor Wimpey. These companies will play a major role, helping to shape the UTC curriculum and relate it to future jobs that match the needs of the local economy. In turn, students will acquire the skills and knowledge that employers are looking for.

Future Provision

A key element of the masterplan and its accompanying infrastructure schedule will be to assess need for education and new schools. The cohesive approach will enable the future growth and needs to be planned for. The development principle (AGT23) sets out the guiding principles for accommodating new school provision, which should be located at the heart of new communities, and integrated with sustainable transport routes.
Integrated and accessible transport network

**Aylesbury movement and transport strategy**

To continue to grow the town successfully in the long term, key transport issues need addressing including tackling congestion, managing demand, improving access, increasing active travel and enhancing public transport in Aylesbury. The district council and county council are developing a transport strategy for the Garden Town, the principles of which are seen as part of a balanced and integrated package of measures.

Initial work to set the framework for the transport strategy for Aylesbury has identified a series of six overarching strategic objectives to guide the growth of the town:-

- improve transport access and movement to the town centre;
- minimise the impact of future growth on traffic levels, congestion and air quality;
- make it easier and more accessible for active travel and the use of public transport;
- improve journey time reliability;
- improve accessibility to other urban centres and new growth areas;
- reduce the risk of death or injury on the transport network.

The strategy will build on previous and currently planned improvements to transport infrastructure. Aylesbury was designated a cycling demonstration town in 2008 and has a network of Gemstone Cycleways across the town. The initial work has identified a list of potential transport interventions for Aylesbury which will enable growth and meet the strategic objectives identified above. These will be based on:

- completing a series of outer link roads that will take traffic away from the town centre and allow public transport priority improvements to take place on the main radial roads closer to the town centre, improving public transport journey time reliability;
implement an overarching strategy to connect new developments, with each other, to key destinations and to the town centre by active travel and public transport;

consider new ways to redesign roads within central Aylesbury to ensure access for all;

undertake a parking study to understand current supply and demand in order to reassess parking provisions and controls;

complete gaps in cycling/walking network, particularly connections between the radial gemstone cycle network;

improve pedestrian crossing options where safety is an issue or where major roads act as a barrier to pedestrian movements, including the inner relief road around the town centre; and

ensuring a strategic approach is in place for providing sustainable transport access to all new development and ensuring good transport links are in place to all three rail stations around the town centre.

Future Provision

The transport strategy is still evolving and further detailed traffic modelling is being undertaken to establish priority for transport interventions and to identify the overall schedule of improvements required to support the growth of Aylesbury Garden Town. Through the Garden Town programme, resources can be allocated to ensure that key transport constraints (a key area for early intervention and priorities) can be overcome, and more detailed modelling that is required can be managed and delivered quickly to support the delivery of growth in and around Aylesbury. The future development principles AGT15-20 set out a need to prioritise walking and cycling connections and public transport, one element to be explored through the masterplan will be to extend the successful ‘rainbow bus routes’ into the new communities. AGT20 sets out required highway connections that need to be further explored through the masterplan.
Appendix A: Guiding principles for future development

AGT1
To create distinctive, sustainable, high quality, successful new places and communities, based around new local centres. Each development area will to be planned on the basis of a basic development Land Use Budget which will include the provision of:

1. 15,845 dwellings across Aylesbury Garden Town;
2. to deliver 31% affordable housing and make provision of starter homes, custom build and encourage modern methods of construction (MMC);
3. make provision of employment land, alongside homes, and support development of the enterprise zone at Woodlands/ARLA;
4. local centres and community facilities located to serve both new and existing populations (see AGT 3);
5. provide a minimum of 50% of land area for local and strategic Green Infrastructure across the Garden Town; and
6. all necessary infrastructure elements identified in the Infrastructure Schedule, including flood storage and mitigation measures to support development.

AGT2
High quality design is fundamental to the development of new places, which contributes to the creation of sustainable and mixed communities. Designs for new developments within the Garden Town will need to ensure that they:

1. are easily accessible and well connected to public transport and community facilities and are laid out so that all space is used efficiently, is safe and accessible;
2. promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture;
3. establish a palette of building details, and materials, having regard to the best characteristics of Aylesbury and the nearby villages and to integrate with, and complement, neighbouring developed areas in terms of scale, density, layout and access;
4. promote the continuity of street frontages (with outward facing perimeter blocks) and the enclosure of space by development which clearly defines private and public space;
5. take a design led approach to streets that are legible and are pedestrian and cycle friendly and have regard to air quality to create a clearly defined hierarchy of streets, well connected and provide for an accessible and permeable layout;
6. the provision of car parking that is integrated within a high quality public realm;
7. provide adaptability through development that can respond to changing social, technological and economic conditions; and
8. provide for the retention and/or re-establishment of biodiversity within residential environs.
To develop Local Centres to serve the new communities, and accessible from adjoining residential areas, which will include:

1. residential;
2. employment;
3. retail (of a floorspace to serve local needs only);
4. community facilities, including as appropriate; children centres, community centres, childcare facilities, adult learning, learning support units, waste recycling and leisure facilities (as detailed in the infrastructure schedule);
5. schools (as appropriate and as detailed in the infrastructure schedule);
6. health facilities (as appropriate and as detailed in the infrastructure schedule);
7. reservation of a site for worship;
8. facilities for police, fire and ambulance services (as appropriate and detailed in the infrastructure schedule).

The local centres are to be accessible by sustainable modes of transport and in particular located to be no more than 15 minutes walking time (about 1.0 km) from all new housing, unless some of these requirements can be met by existing facilities in surrounding areas.

All development in the Garden Town should help support and enhance the overall economic viability of Aylesbury. To further increase employment opportunities, developers should:

1. provide for live/work units in appropriate locations; and
2. ensure when utility services are installed that the infrastructure for Broadband internet/cable/ telecommunications connection for all buildings with capability of upgrading is included to assist in businesses to be run from the home now and in the future; and
3. include within the outline planning application a strategy for the location of telecommunications infrastructure including phone masts.
Areas will be developed with a range of densities. This will need to ensure:

1. each development area (as defined in the masterplan) will come forward with a range of densities and housing mix with a comprehensive range of housing size, type and tenure to include meeting the needs of an aging population and other specialist needs given the forecasts for demographic change (see Affordable Housing SPD).
2. densities should be mixed between low (10 – 25 dph), medium (25 – 50 dph), and high (50+ dph).
3. where areas abut existing development, these should be developed at the same or lower density as the existing development and be no higher than two storeys.
4. densities should generally be higher around public transport routes.
5. densities should be highest in and adjacent to local centres where this will not conflict with iii) above.
6. in accordance with best practice storey heights should be in the form of a 'pyramid' pattern throughout the development, meaning that the highest buildings are towards the centre and the lowest towards the edge.
7. specific areas will be identified to enable the provision of Custom Build (including an identified 'hub' at Woodlands). The masterplan will also explore other opportunities to create ‘hubs’ for modern methods of construction (MMC).

To provide for 31% of the total housing as Affordable Housing on the following basis:

1. to be “pepper potted” throughout the development, in clusters the maximum and minimum size of which will be agreed with the Local Planning Authority;
2. comprising homes for starter homes, social rent, shared ownership and other forms of intermediate tenure.
3. delivered with the Council’s RSL partners or an RSL approved by the Council;
4. to be developed in accordance with the design and quality standards of the HCA or other relevant agency, at the time of construction.
AGT8 Development areas should maximise the delivery of energy requirements for the growth arc to be provided on site or near site through decentralised and renewable or low carbon sources. Developments should secure at least 10% of their energy from decentralised and renewable or low carbon sources subject to feasibility or viability. Applications should set out the approach to be adopted for the contribution each phase will make to delivering this target, including the anticipated percentage contributions from relevant chosen technologies and/or sources. If a CHP energy centre(s) is proposed, the location should be specified in any application, along with details of any district heating and cooling network and any proposal for an Energy Service Company (ESCO).

AGT9 Sustainable construction techniques shall be employed to produce energy efficient buildings. Account should be taken of the requirement of the Building Regulations and the Code for Sustainable Homes by that period, subject to feasibility and viability.

AGT10 Layout and design of individual buildings requires a waste and recycling strategy (that where relevant conforms with the Council’s note on “Refuse and Recycling: a Guide for Dealer’s) to enable:
1. recycling at home, commercial, communal waste, composting and recycling points/facilities;
2. layouts designed to accommodate refuse collection vehicles; and
3. a sustainable water strategy that includes minimising use, recycles rain and grey water and has integrated sustainable drainage systems.

AGT11 Sustainable Water Management Strategies (SWMS) should be prepared in accordance with the Principles of Development set out by the Environment Agency (EA) and which will consider:
1. surface water drainage,
2. fluvial flood water storage, and
3. the associated Green Infrastructure, Ecological and Water Quality issues.

SWMS will be designed by the developers in liaison with the EA as an integral part of developing the proposals for the development areas prior to be included as part of the submission of any planning application.
AGT12 A programme of evaluation will be required to clarify the importance of sites for archaeological potential. Informed by the outcome of this evaluation, provision should be made for the preservation of important archaeological sites in-situ wherever reasonably practicable. Where this cannot be achieved an integrated programme of archaeological investigation, research and publication will be required in mitigation and should include opportunities for public involvement.

AGT13 Development proposals will need to take into account any significant impact on the setting of adjoining villages including Bierton and Weston Turville Conservation Areas.

AGT14 Throughout the development areas all existing overhead power lines should be undergrounded.

AGT15 A user hierarchy should be utilised throughout the design and delivery of the development for journeys made within and between the development areas and those between these & existing settlements, including to Aylesbury Town Centre. This should place pedestrians at the very top, followed by cyclists, public transport users, specialist service vehicles (e.g. emergency services, wastes etc), followed lastly by other motorised traffic. Consideration of user needs should take due account of disability discrimination requirements.

AGT16 Increase travel choices to reduce individual reliance on the private car and enable at least 60% of all journeys to, from, and within the growth arc to be made by cycle, on foot, by public transport, or by car sharing – a Travel Plan agreed with the County Council shall be developed for all development areas. In doing so local centres should be concentrated around transport nodes and connection points.
Dedicated routes for pedestrian and cyclists should be:-

1. direct, clear and safe routes;
2. built to no less than the minimum standard widths provided for by the Local Highways Authority and including where appropriate some shared use, occasional changes in carriageway surfacing and some wider footways;
3. segregated wherever possible;
4. link into the existing and proposed surrounding Gemstones Cycle network;
5. designed to accord with the principles of community safety including that of natural surveillance from the built development;

New public transport routes serving the garden town will extend into new development areas, these will build on the standards set and success of the Rainbow routes introduced into the existing Aylesbury urban area. Key elements will be: each development area (as defined in the masterplan) will come forward with a range of densities and housing mix with a comprehensive range of housing size, type and tenure to include meeting the needs of an aging population and other specialist needs given the forecasts for demographic change (see Affordable Housing SPD).

1. a 10-15 minute frequency of service throughout working day (Mon – Sat 7.00am – 6.00 pm);
2. services extended into evening to serve working needs as well as the night time leisure economy (Mon – Sat to midnight); at least twice hourly Sunday services, to serve the town centre retail and leisure economy;
3. services designed to link between key destinations within Aylesbury urban area which shall include town centre and other transport interchanges;
4. a walking distance of 250m - 400m from homes to bus stop;
5. bus stops to be designed along the same principles as those developed for the Aylesbury Public Transport Hub including shelter from the elements and facilities for real time passenger information and nearby cycle parking;
6. passenger Transport routes need to be designed to provide priority access to/from the public highway and not influenced by any general traffic congestion;
7. Provision of 1.7 ha park and ride site.
8. As part of the transport improvements required to support growth in the town Buckinghamshire County Council are looking to develop a series of Primary Public Transport Corridors (PPTCs). These PPTCs will include measures to improve and enhance bus operation and access and are currently proposed for the A413 Buckingham Road (partially implemented), A41 Bicester Road and A41 Tring Road. The transport improvements needed for the Growth Arc will require:
   a. the creation of a further PPTC along the A418 Bierton Road into Aylesbury; and
   b. extension of the proposed A41 Tring Road PPTC.
The road network within the development areas will be designed in conjunction with the walking and cycling routes, and will also design in:

1. on street parking facilities as well as allowing for the need for access by buses, refuse, delivery/removal vehicles etc.
2. controlling vehicle speeds naturally through the design of their streets, rather than rely on unsympathetic traffic-calming measures.
3. 20mph should be the design speed of residential streets. Where a straight and uninterrupted road link is designed it is unlikely to encourage vehicle speeds below what is desired, traffic-calming measures should be considered that either comprise physical features, changes in priority, street width, reducing forward visibility or through changing driver perception of the street.

Provision of integrated new multi-modal transport links between the growth areas and the existing urban area to both support and relieve existing communities. These will include a number of new highway schemes:

1. Eastern Link Road (ELR) the remainder of this link including the bridge across the canal and a link south to the A41. The section north of the canal including the Stocklake link (SL) to the town centre is under construction/committed.
2. Northern Link Road (NLR) between western link road and the A418 close to Hulcott crossroads;
3. Southern Link Road (SLR) and South Western Link Road (SWLR): from the A413, crossing the two railway lines to the south to a new junction onto the A418.
4. South East Link Road (SELR) : between the A41 & A413 Wendover Road; and
5. Link Road standards will be developed by BCC and will incorporate specific facilities for pedestrians/cyclists/buses as required.

The form, function and design of the Local Centres will be based on the following co-location principles:

1. improved accessibility - creates a convenient single point of access for users and reduces the need to travel if a number of services are provided in a single building. Operating a flexible use policy, with extended opening hours for school and health facilities for example, will also maximise the benefits of co-location for the wider community.
2. make the best use of available land and space - maximises space efficiencies as more services are provided in fewer buildings. This leads to reductions in costs while still maintaining organisational identity. Business and voluntary sector potential can be maximised when smaller organisations co-locate as cost (and therefore risk) is effectively shared.
3. improved service delivery - enables like-minded services to increase effectiveness by engaging in more integrated, joined up working patterns (including resource sharing) at a much earlier stage. Close working relationships are essential to delivering the right services in the right place at the right time.
4. proactive Management Regimes – which recognise the opportunities and challenges of managing co-located uses. Management regimes will need to be developed in tandem with multi use buildings to ensure that they support their intended use.
AGT22
AVDC puts a high priority on the reduction of crime, disorder and the fear of crime. All new developments should be designed in accordance with the principles contained within adopted supplementary planning guidance ‘Safety Through Design’. Developers will be encouraged to achieve the status of Secured by Design Award, especially through developing:

1. quality open spaces based on natural surveillance, well maintained planting and non reliance on CCTV;
2. all new development will have frontage onto the public realm to allow for natural surveillance and to enhance the perception of public safety within these areas;
3. safe walking/cycling routes/play areas all with natural surveillance from the built development.

AGT23
Where a developer is required to provide land to accommodate new school provision, BCC will require that the site include the following:

1. the site should be in the heart of the community so minimising transport use.
2. integrated into safe routes to school (i.e. primary school pupils do not have to cross a major road) and access to public or school transport.
3. close to other local community facilities, which pupils can visit as part of their learning and development.
4. any community use buildings on the site (e.g. children centres, community centres, health centres, childcare facilities, adult learning, learning support units, places of worship, leisure facilities etc.) where use is intended during the school day should have a separate access and adult and pupil facilities should not be shared.
5. ensure the size of the overall site is dependent on number/age range of pupils given for each individual school (in line with the latest size guidance from the DCSF) and any additional specially resourced or community facilities required.
6. boundaries to be of regular shape, particularly around playing field areas.
7. satisfactory road frontage to be provided compatible with the requirement for good “sight lines” to road access.
8. contours and undulations on the site will vary according to the topography of the area. A level site is recommended in order to minimise any requirement for earth shaping in order to accommodate buildings and playing fields.

AGT24
The design of developments will maximise opportunities for community cohesion through the provision of facilities such as community centres, sports fields and green spaces.
AGT25: Provide a minimum of 50% of land within the proposed growth areas as local and strategic green infrastructure which should be designed to be multifunctional, in the majority publicly accessible and maximise benefits such as wildlife, recreation and water management. This will include the land required to mitigate the ecological and flood risk impacts of development. Management regimes should be developed in tandem with the detailed development of the GI to ensure that they reflect the challenges and opportunities that this presents.

AGT26: The design and management of Green Infrastructure (GI) must take into account climate change and seek to mitigate this. This may include providing cooling effects through tree planting, reducing and attenuating surface water runoff and providing areas for flood retention and biodiversity.

AGA27: New GI will be planned to maximise linkages within and between developments and to green spaces beyond the development boundary, including pedestrian and cycleways. GI will include flood plains, buffer zones around linear features such as watercourses, hedgerows and canals, routes across barriers such as roads, woodlands, sports fields, wildlife habitats and areas for informal recreation including allotments.

AGA28: The design of new GI should allow for the protection, enhancement and creation of wildlife habitats to support target species and ensure that the development results in a net gain in biodiversity. In order to allow functionality as habitats in their own right and to enable permeability for wildlife, corridors/buffers should be of a width suitable for this purpose and managed for wildlife. SUDS and other flood mitigation schemes should be included within GI and designed to maximise their ecological value. The design life, maintenance and reliability of the SUDS systems shall be specified as part of the application proposals.
The design of new developments will:

1. avoid the creation of small, isolated areas of greenspace, which may have little value in terms of recreation or biodiversity.
2. reflect and enhance local character and distinctiveness through the selection of plant species and infrastructure e.g. the selection of native plant species which are appropriate to the Vale's habitats.
3. be a consistent standard throughout the site and appropriate to the setting.
4. take into account the needs of different designations such as archaeology, ecology and landscape in the masterplanning and detailing stages of new development.

To assess the distribution and location of new GI the Council will look to utilise the relevant criteria from the national benchmark ANGST requirements where appropriate and will use the Leisure Audit and national best practice to inform the type of provision. Further details are included within the Infrastructure Schedule.

Subject to the results of a survey and assessment there is a presumption of retention of rare and significant trees (including Black Poplars). Sensitive and appropriate management regimes for retention and planting of trees need to be established prior to any detailed internal layouts/design proposals being undertaken.