



JAKE COLLINGE PLANNING CONSULTANCY

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Louise St John Howe

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Dear Ms St John Howe

#### **Vale of Aylesbury Local Plan – HAD007**

I write with reference to the above in connection with the recent Hearing Sessions and, more particularly, the session held on 17 July 2018 in connection with HAD007. As agent for the current planning application (17/02280) on the larger part of HAD007 I attended the Hearing Sessions and have since been in correspondence with Aylesbury Vale District Council regarding the matters discussed. As a result, the Council have suggested it would be appropriate to inform you of the clarification that has been provided to the District Council.

#### *Site Area:*

The text on Page 122 of the draft VALP refers to the area of HAD007, as depicted on the Policies Map, as being 10 hectares. However, that is not correct. In this regard, when HAD007 was first identified as an allocation in the 2016 draft VALP it had an area of approximately 10 hectares. However, in the 2017 draft VALP, which is subject to the on-going examination, the northern boundary of the allocation was moved further northwards (at the western end by approximately 75.0m) such that the area of the site depicted on the 2017 Policies Map (and excluding the 'nib' of HAD007 that extends southwards towards Townsend Green) is actually a little over 13 hectares. Unfortunately, this change in the site area was not picked-up in the related text. Nevertheless, I would suggest - in the context of the discussion at the Hearing Session in respect of site capacity – that this information in respect of the corrected site area is significant.

The District Council have acknowledged this matter and advised that the alteration will be picked up in a minor modification to the Plan.

#### *Connectivity:*

Whilst the matters discussed at the Hearing Session in respect of connectivity were noted, it was apparent that – whilst the Council's Development Management Team are aware, their Policy colleagues were not – that there are retained rights (including pedestrian and cycle) to access the recent development on Dollicott from the land to the north thereof (i.e. HAD007) – at the western end of HAD007. This route, which I do not believe was made evident at the Hearing Session, provides direct access on to Dollicott and, in turn, on to Thame Road – to both the village centre and rail station. This route, insofar as it relates to access to the rail station, would not be materially different to a route (from

HAD007) via the airfield. Again, the availability of this route is significant in the context of the discussion at the Hearing Session concerning connectivity in sustainability terms

### *Planning Application*

The current planning application has been the subject of a recent review meeting with the Council's Planning Team, including all related technical consultees. The result has been a request (from the Council) that the density of development be 'graded' across the site, with an increase in the density on the western third to reflect the relationship to surrounding development and the fact that this section of the site is subject to fewer landscape, heritage and technical constraints. The scheme, following this meeting, has undergone a thorough review by the consultant team and, as a result, we will shortly be formally submitting revisions to the current application that increases the proposed number of units on the site to approximately 270 dwellings.

I hope this is helpful in clarifying matters and can confirm that a copy of this letter has been sent to the District Council.

Yours Sincerely



**Jake Collinge** BSc (Hons) DipTP MRTPI