



haddenham business park, | **planning brief for expansion**
haddenham, nr. aylesbury | **of business park**

approved march 2005



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1.0 INTRODUCTION

- 1.1 This Planning Brief has been prepared on behalf of Landmatch Ltd by the Barton Willmore Planning Partnership based on an Illustrative Framework Plan by Vincent and Gorbing (ref. 7382/A100 Rev A). The Planning Brief relates to the proposed expansion of Haddenham Business Park to the west and east of the existing site and north of Thame Road (as defined on the adopted Proposals Map Part II, January 2004). The existing Haddenham Business Park and the Airfield are all in ownership of Landmatch Ltd (except for the land owned by McCormick).
- 1.2 The existing Business Park is now fully let and additional employment land is required to meet the identified future need for additional business floorspace. The expansion land allocated in the adopted Aylesbury Vale District Local Plan under policy HA.1 amounts to 5.85 hectares for employment use.
- 1.3 This Planning Brief has been prepared in light of the adoption of the Aylesbury Vale District Local Plan on 15th January 2004 to cover Aylesbury Vale District Council's proposals for employment use.
- 1.4 Aylesbury Vale District Council issued a draft version of this document for public consultation prior to its approval.

2.0 PURPOSE OF THE PLANNING BRIEF

The adopted Aylesbury Vale District Local Plan (January 2004)

- 2.1 Aylesbury Vale District Local Plan was subject to a Public Inquiry which ran from January 2000 to June 2001. The Part 1 of the Inspector's Report on the Inquiry was published in August 2002 and Part 2 of the Inspector's Report was published in February 2003. The Proposed Modifications document was published for public consultation in September 2003, and the Local Plan was formally adopted in January 2004.
- 2.2 This Planning Brief is prepared by Barton Willmore on behalf of Landmatch Ltd to assist Aylesbury Vale District Council in ensuring that a suitable and acceptable employment development is proposed which fully accords with the adopted Policy HA.1.
- 2.3 The Planning Brief is intended to provide the basis for the assessment of future planning applications for the expansion of the Haddenham Business Park.
- 2.4 In order to do this, the planning brief will examine in sections a number of issues relevant to the site and will include for example:

| Sections of Planning Brief | | Description |
|-----------------------------------|----------------------------------|---|
| 3.0 | Site Information. | Site Location, and surrounding area. |
| 4.0 | Site Description. | Accessibility, land uses, landscaping & townscape. |
| 5.0 | Site Constraints & Opportunities | Access, neighbouring land uses, landscaping & townscape |
| 6.0 | Planning Policy. | Sets out the appropriate planning policy. |
| 7.0 | Development Principles. | Form and layout of proposed development. |
| 8.0 | Conclusions. | |

3.0 SITE INFORMATION

- 3.1 The site is located to the north of Haddenham settlement identified as a larger settlement in the Rural Areas Development Strategy in paragraph 3.18 of the adopted Local Plan with a population of about 5,000 people making it one of the largest settlements in the Rural Area (see **APPENDIX 1**). It acts as a local centre for many small villages in the area and has a broad range of facilities. The settlement lies 7.5 kilometres (5 miles) south west of Aylesbury and some 9 kilometres (6 miles) from Junction 7 of the M40 motorway. The site adjoins The Haddenham and Thame Parkway Railway Station with frequent services to London and Birmingham. Access to the A418 is achieved via Thame Road. Haddenham is one of the best served villages in the rural area for buses both in their frequency of service and duration during the day.
- 3.2 Buckinghamshire has been one of the fastest growing Counties in Great Britain over the last ten years in terms of population and employment growth. Employment has grown by 42% over the last 10 years compared to a 28% growth rate for the Milton Keynes and South Midlands sub-region. The major growth areas are expected to be in the service, hi-tech and research and development sectors. New employment is expected to be concentrated in Aylesbury and a limited number of the large rural settlements including Haddenham, and seeks to reduce the high proportion of residents working outside the District, particularly in London and its fringe.

Past Trends in Housing and Employment in Aylesbury Vale

| | 1991-2001 |
|----------------------------|---------------------|
| Growth in dwellings | +7,500 dwellings |
| Growth in jobs | +23,920 jobs (+42%) |

Source: MKSM Final Report Table 2.1 and 5.1 and Appendix 4, Table 2.

- 3.3 Aylesbury Vale District competes for employment space enquiries with Milton Keynes, Hemel Hempstead, High Wycombe, Bicester, Princes Risborough, Oxford and Thame. Aylesbury has attracted relatively little commercial development in recent years due to access constraints.
- 3.4 Haddenham has been very successful in attracting large occupiers such as McCormick, an example of inward investment from Canada, and hi-tech companies such as I.T.

Solutions. It has the best access to the Motorway network of any of the identified employment sites in the District and so is well placed to serve the lucrative market that extends from west of London up the M40 Motorway corridor. Its success in attracting inward investment demonstrates that there is effective demand for new floorspace, as identified in the Aylesbury Vale Economic Background Paper prepared by Roger Tym and Partners, September 1997.

4.0 SITE DESCRIPTION

Existing Business Park

- 4.1 The existing Business Park excluding land owned by McCormick comprises approximately 20,544 square metres of commercial, high-tech and industrial floorspace as shown in the Illustrative Framework Plan by Vincent and Gorbing (ref. 7382/A100 Rev A) in **APPENDIX 2**. In addition to the above Business Park site, McCormick UK Ltd occupies a significant area of floorspace (100,000 square feet) and owns the land that they occupy. Landmatch Ltd owns the remainder of the Business Park and the airfield. There has not previously been an over-arching masterplan in place to ensure the best and most comprehensive use of the site. The existing Business Park therefore contains a range of 2 / 3 storey buildings, which have been located as a result of a number of ad hoc developments.
- 4.2 There are a number of attractive modern and recently constructed units within the Park. However, the presence of the older buildings and the current appearance of Pegasus House does somewhat detract from the overall current appearance of the park. Furthermore, the existing buildings on the site are not particularly well related to each other. This lack of proper planning has caused a range of problems with regard to access and servicing arrangements, the quality of urban design and landscaping and lack of commercial identity for the Park.

Proposed Site for New Development

- 4.3 The Business Park access road runs through the middle of the Business Park between Thame Road and Dollicott. The proposed new development areas lie to the north, west and east of the existing Business Park.

Plot A - Land North East of Business Park

- 4.4 Plot A is located to the north east of Haddenham Business Park (see **APPENDIX 2**) and is roughly rectangular in shape, and approximately 1.85 hectares in area. The site contains the broken up remains of the concrete floor slabs from the Second World War hangers. This area consists of invasive vegetation consisting of scrub and bushes as

seen in the Aerial Photographs in **APPENDIX 3**. This area is vacant and derelict and has not been in agricultural use for over 60 years.

Plots B to F - Land South West of Business Park

- 4.5 Plots B to F (see **APPENDIX 2**) total 3 hectares in area and comprise of land to the north of the existing Business Park access road to the south west of the existing Business Park. The site lies between the airfield to the north and a landscape buffer separating the Business Park from housing north of Thame Road.

Plots G and H - Land on Thame Road, West of Business Park Access Road

- 4.6 Plots G and H (see **APPENDIX 2**) comprise of 1 hectare with frontage onto Thame Road to the south. The plots would occupy a gateway site in relation to the station and the proposed new access from the A418 Aylesbury Road in conjunction with the most western point of Plot F and to visitors arriving from Haddenham and Thame Parkway Railway Station.

Adjoining Land Uses

- 4.7 The adjoining land-uses around the boundaries of the site include a railway station and transport interchange on the western boundary, the former Aylesbury and Thame Airfield on the northern boundary predominantly in agricultural use, the existing Haddenham Business Park on the eastern boundary, while on the southern boundary is residential development separated from the Business Park, by a substantial landscaped bund to mitigate the adverse impact of traffic on the Access Road.

The Existing Haddenham Business Park

- 4.8 The proposed expansion of Haddenham Business Park is considered to complement and enhance the existing Park, and bring about substantial economic and employment benefits. The proposed new access road linking the Park to the A418 will benefit both existing and future tenants alike as well as existing Haddenham residents by removing vehicular traffic for the Business Park from the village roads. Furthermore, the scale and location of future development will be carefully designed to ensure that there are no

negative impacts on existing businesses and neighbouring properties. The proposed extension will enable the internal layout of the existing Business Park to be rationalised. A comprehensive approach to future development is proposed which will ensure the future success and development of the Park.

Parkway Railway Station

- 4.9 The railway station provides a range of facilities complementing its function as a transport interchange, including a shop, space to accommodate some 250 cars, bus stops, and a taxi rank. The platform for the southbound rail services to London is close to the western boundary of the site. The main station complex and car parking is situated on the opposite side of the tracks on the northbound platform for services to Birmingham.

Former Aylesbury and Thame Airfield

- 4.10 The former Aylesbury and Thame Airfield adjoins the northern boundary and extends northwards to meet the A418. The northeast corner of the proposed development site is also the former Airfield site but with the remains of the concrete slabs from World War II hangers. The airfield is currently used by the Upward Bound Trust gliding club.

Accessibility

Pedestrians

- 4.11 The site is readily accessible by pedestrians with existing local facilities located in and around Banks Road. Planning permission has recently been granted for a new footpath from Thame Road to the existing railway station overbridge, which will provide a convenient walking route to the station for local residents and users of Haddenham Business Park. **APPENDIX 4** shows the distribution of jobs, shops, community facilities, and schools within walking / cycle distance from the site.

Rail

- 4.12 The site benefits from being afforded a high level of accessibility due to its location close to Haddenham and Thame Parkway Station. The station has recently been upgraded with an enlarged car park, shop, and bus/rail interchange and recycling facilities.

Buses

- 4.13 There is a good bus service serving Haddenham. Some 75 buses per weekday operate in Haddenham. Two routes directly serve the site, route 260 and 280, running to Aylesbury and Oxford past the frontage of the site along Thame Road. The proposed site is therefore one of the best served by bus services in the rural area.

Cycling

- 4.14 The site lies to the north of Thame Road which has been identified by Sustrans as a Proposed Route between Aylesbury and Thame. The route identified passes along Thame Road to Station Road.

Highway Network

- 4.15 The site benefits from lying close to the national strategic motorway network. Junction 7 of the M40 Motorway is within 9 km and is linked to Haddenham Business Park by the A418 Aylesbury Road and Thame Road. This accessibility to the national / European road network provides a business advantage for those businesses located on the Business Park seeking access to the strategic road network.

5.0 SITE CONSTRAINTS AND OPPORTUNITIES

CONSTRAINTS

Landscape

- 5.1 The Airfield possesses a relatively open character of grass and arable land. The existing Business Park is seen in the context of Haddenham because of its location on the northern edge of the settlement. However it is visible from some sections of the A418 Aylesbury Road and an enhancement of the existing hedgerow adjoining the A418 would mitigate the visual impact of new development in association with existing boundary treatment along the northern boundary of the Business Park. Each area in terms of its position in the landscape is considered in turn below.

The existing Business Park

- 5.2 The existing Business Park has a variety of building types and sizes within it and improvements can be made on the boundaries of the site to minimise the visual impact from the countryside, particularly from the north. The site has shared access and fragmented ownership, which has made it difficult to give the site a clear marketing identity. Consideration is needed to examine ways in which the common areas of the Park can be improved, including additional external lighting, increased levels of security and new signage. As part of the proposed expansion plan for the Business Park, an opportunity arises to redevelop or refurbish existing buildings within the site.

Plot A - North East of Business Park

- 5.3 This area forms the north-eastern extension to Haddenham Business Park. The present development has an open northern boundary with direct views of the units in this area. The airfield perimeter road marks the proposed extension's northern boundary, while mature hedges and trees define its southern and eastern boundaries. See Illustrative Framework Plan in **APPENDIX 2**.

- 5.4 To remove the present raw edge and screen the proposed development the existing landscaping buffer north of the existing Business Park would be extended eastwards to “contain” Plot A along the line of the Airfield perimeter road.
- 5.5 The Local Plan Inspector confirmed that the proposed extension of the existing Business Park would not have an unacceptably adverse effect on existing birdlife habitat.

Plots B to F - South West of Business Park

- 5.6 Plots B to F lie to the north of the business service road. The proposed plots have the same depth from the service road as the existing Business Park, to the northeast. The existing units in this area are now significantly screened from view by the maturing landscaping provided on their northern boundary.
- 5.7 The proposed development viewed from the north would be viewed alongside the adjoining Business Park, which is just visible behind the maturing landscaping. The proposed development would continue the existing landscaping buffer to the north of the Business Park westwards along the proposed northern boundary, which given time to establish, will also screen the extension to the Business Park.

Plots G and H - Land on Thame Road, West of Business Park Access Road

- 5.8 The land north of Thame Road comprises the open farmland of Aylesbury and Thame Airfield, with a network of perimeter roads, interspersed with rough grassed areas and the building used by the gliding club who currently use the airfield. The site is screened from Thame Road by a mature Hawthorne hedge.

Highways

- 5.9 The level of traffic generation attracted to the Business Park is a matter of concern to local residents, although there is little evidence to suggest that this has increased in recent years. Furthermore, the new access road constructed in 1995 removed a substantial volume of traffic from Haddenham.

- 5.10 Thame Road presently has traffic calming measures, which give priority to oncoming vehicles travelling east along the road before they approach the entrance to the access road to Haddenham Business Park.
- 5.11 The eastern entrance to Haddenham Business Park is gained through streets that are fronted by residential properties. This is not an ideal situation given the restrictive width of the roads, the tight radius corners and the lack of pavements in places for pedestrians. This area is designated as a Conservation Area. This entrance to Haddenham Business Park should be more lightly trafficked than it is at present and hence Local Plan policy HA.1 requires its closure (within three months of the new link road from being brought into use) to all but emergency traffic, cyclists and pedestrians.
- 5.12 The proposed new link road from the A418 to Haddenham Business Park would significantly reduce the vehicular movements along Thame Road for journeys to and from the Business Park, and it would also provide a more convenient and better quality vehicular linkage than the existing routes, which often cause congestion in the village. The proposed development will have to safeguard an appropriate route for the provision of this link within its layout.

OPPORTUNITIES

Improvements in design and environmental quality

- 5.13 The expansion of the existing Business Park will facilitate considerable improvements in the design and environmental quality of the area, with a co-ordinated landscape scheme and design consistent throughout the expansion area. Furthermore, highways and other improvements will improve the quality of amenity levels enjoyed by Haddenham residents.

Highway Improvements

- 5.14 The proposed development provides the opportunity to construct a link road to the A418, which would serve to divert significant levels of traffic movements associated with the Business Park and the proposed development from Thame Road, and routes through Haddenham.

Pedestrian and Cyclists

- 5.15 The accessibility of the site for pedestrian and cyclist users provides the opportunity for convenient cycle and pedestrian routes to destinations within and outside of the site. Local Plan policy HA.1 requires the provision of segregated cycle/footpath links from the site to the station and the village.

Public Transport

- 5.16 Existing bus stops on Thame Road provide access to public transport services. An equitable contribution will be sought towards the revenue costs during the first three years after the occupation of the first unit for public transport bus services in Haddenham in accordance with Policy HA.1 of the adopted Local Plan.
- 5.17 The site provides the opportunity of locating land uses which potentially generate the highest level of trip rates by private car close to the station and bus interchange, facilitating the modal shift of trips to foot, cycle, rail, and bus. The main element of office uses, Class B1, is therefore proposed nearest to the railway station in Plots G and H, while a mix of B1 offices, B2 general industrial and B8 general distribution uses which generate lower trips by private car should be located to the north adjoining the existing Business Park and in Plot A. The larger occupiers would be located in Plot A. This land use distribution would help facilitate in meeting the targets for journeys to work provided in The Integrated Transport Strategy for Buckinghamshire (July 1995).

Improved Marketing of Haddenham Business Park

- 5.18 The expansion of Haddenham Business Park provides an exciting opportunity to improve the profile and commercial attractiveness that Haddenham Business Park already benefits from. This will lead to increased levels of employment in Haddenham that will then have knock-on economic benefits to the surrounding area. Improved signage and directions are also proposed for the Business Park as part of the proposals.

6.0 LOCAL PLANNING POLICY

- 6.1 The adopted Aylesbury Vale District Local Plan (January 2004) advises that the “*Council will seek to exploit the potential of land adjacent to the existing Haddenham Business Park site to meet strategic employment needs. An allocation of 5.85 ha is proposed for office, industrial and distribution uses west and east of Haddenham Business Park and north of Thame Road*” (paragraph 8.6).
- 6.2 As such, the site to which this Planning Brief relates is defined on the adopted Proposals Map and is to be secured through Policy HA.1 of the adopted Local Plan as set out below:

Policy HA.1

“The Council proposes that a 5.85 ha site west and east of Haddenham Business Park and north of Thame Road (as defined on the Proposals Map) be developed for employment uses in accordance with the following principles:

- a) Any development shall be against the background of a planning brief which shall be subject to public consultation and approval as Supplementary Planning Guidance;**
- b) Vehicular access shall be provided northward direct to and include a junction with the A418. The alignment will follow that shown on the Proposals Map. The vehicular access shall be constructed and made available for use prior to the occupation of no more than 2 ha of the land hereby allocated for development. Within three months of the new access being brought into use, the existing access to Dollicott shall be permanently closed to all but emergency traffic, cyclists and pedestrians;**
- c) The main estate road within the development shall be aligned, designed and constructed to provide a direct link to the Haddenham Business Park;**
- d) An equitable contribution will be sought towards the revenue costs during the first three years after the occupation of the first unit for public transport bus services in Haddenham;**
- e) Segregated cycle/footpath links shall be provided to link the site to the station and the village;**
- f) The visual impact of the development when seen from the countryside, the A418 and Thame Road shall be minimised by**

taking account of the topography of the site; a landscaping scheme shall safeguard, as far as possible, important natural features, including trees and hedges on the Thame Road frontage, and shall provide a substantial landscaping belt on the northern boundary of the site; and

g) Adequate provision shall be made for foul and surface water drainage; any surface water balancing shall be fully integrated into the landscaping scheme”.

6.3 There are a number of other relevant adopted Local Plan policies with regard to this allocated site. The relevant policies with regard to employment development are as follows;

Policy GP.8

“Planning permission will not be granted where the proposed development would unreasonably harm any aspect of the amenity of nearby residents when considered against the benefits arising from the proposal. Where planning permission is granted, the Council will use conditions or planning obligations to ensure that any potential adverse impacts on neighbours are eliminated or appropriately controlled.”

Policy GP.16

“In deciding applications for employment development the Council will aim to secure a close correlation between the location of homes, jobs and skills. The location of employment uses must be consistent with the availability of services, including public transport and highway capacity. Employment development proposals must be consistent with the need to safeguard the environment of towns, villages and the countryside.”

Policy GP.18

“Proposals for employment development will not be permitted where:

- a) they would be incompatible with nearby uses and utilities;
- or
- b) the effects of activities or processes undertaken or associated traffic would be harmful to the amenity, health or safety of occupants of nearby land uses”.

Policy GP.19

“Employment development permitted in the countryside or adjacent to the built-up areas of settlements will be expected to provide extensive landscaping to mitigate any adverse visual effects. Planning conditions will be applied or obligations sought to secure those objectives.”

- 6.4 Development proposals will also be required to be assessed against the following policies concerning transport implications;

Policy GP.20

“The Council will take the following key factors into account in assessing the transport implications of development proposals:

- a. The need to reduce car usage;**
- b. The need to promote the availability and use of convenient and safe public transport, cycling and walking opportunities;**
- c. The need to reduce car parking associated with new development, and in town centres;**
- d. The need for traffic management measures to improve environmental standards; and**
- e. The need to create better and safer conditions for all road users.”**

Policy GP.21

“In considering the highway aspects of planning applications the Council will have regard to:

- a. The need to secure public transport links and improvements related to the development;**
- b. The need for safe and convenient access for road users, including cyclists, pedestrians and disabled persons;**
- c. The adequacy of the highway network involved;**
- d. The requisite level of car parking;**
- e. The contents of any associated travel plan; and**
- f. The satisfactory design and layout of any proposed road system.**

In appropriate cases the Council will secure the above benefits by means of planning conditions or obligations. These considerations are elaborated in subsequent policies.”

Policy GP.22

“In granting permission for development likely to impact upon the transport system the Council will impose conditions or seek planning obligations including, where appropriate, financial contributions by developers, to secure the provision or improvement of relevant public transport facilities, cycle and footways, and other transport infrastructure.”

- 6.5 The Council expects a high standard of design in development proposals and will be assessed as below;

Policy GP.35

“The design of new development proposals should respect and complement:

- a. The physical characteristics of the site and the surroundings;**
- b. The building tradition, ordering, form and materials of the locality;**
- c. The historic scale and context of the setting;**
- d. The natural qualities and features of the area; and**
- e. The effect on important public views and skylines.”**

6.6 Also relevant to this allocated site are the Local Plan policies concerning landscaping. A landscaping scheme will be submitted in accordance with Policy HA.1 (f) of the adopted Local Plan.

Policy GP.38

“Applications for new development schemes should include landscaping proposals designed to help buildings fit in with and complement their surroundings, and conserve existing natural and other features of value as far as possible. Hard landscaping should incorporate materials appropriate to the character of the locality. New planting should be with predominantly native species. Conditions will be attached to relevant planning permissions to require the submission of landscaping schemes and implementation of the approved arrangements.”

Policy GP.39

“In considering applications for development affecting trees or hedges the Council will:

- a. Require a survey of the site and the trees and hedges concerned;**
- b. Serve tree preservation orders to protect trees with public amenity value; and**
- c. Impose conditions on planning permissions to ensure the retention or replacement of trees and hedgerows of amenity, landscape or wildlife importance, and their protection during construction.”**

6.7 Furthermore, Local Plan policy requires the protection of the amenities of existing occupiers as below;

Policy GP.95

“In dealing with all planning proposals the Council will have regard to the protection of the amenities of existing occupiers. Development that exacerbates any adverse effects of existing uses will not be permitted.”

Policy GP.97

“Proposals for uses or operations that generate high levels of noise should be located away from noise-sensitive uses such as houses, hospitals and schools and valued amenity areas. In dealing with applications for development that involves noisy activities, the Council will seek the avoidance of any disturbing effect on amenities and environmental qualities. Where permission is granted, conditions will be imposed, or planning obligations sought, to regulate the noise characteristics of the proposal.”

7.0 DEVELOPMENT PRINCIPLES

- 7.1 This section will draw together the information presented in the preceding sections to set out a broad framework, which will cover the design of the proposed development, including its proposed land uses, form of buildings, access arrangements, and landscaping. This section will consider the form and nature of the broad land uses that make up the proposed development as shown on the Illustrative Framework Plan (**APPENDIX 2**).
- 7.2 The following section will provide guidance upon the treatment of the extensions to Haddenham Business Park at Plots A to H, Land North East, Land to the South West of Business Park and Land on Thame Road, West of Business Park Access Road as illustrated on the Vincent and Gorbing Illustrative Framework Plan (**APPENDIX 2**).

Land Uses

- 7.3 Apart from Pegasus House, the smallest sub-unit in single occupation within the Business Park is currently 280 square metres (3,000 square feet), which reflects the previous success of the Business Park in attracting larger occupiers. However this leads to a deficiency in terms of the smaller occupiers which are the most active market sector for employment uses in this area. It is therefore intended to cater for these businesses by providing a range of smaller units, which could if required be combined to cater for larger requirements and for the expansion of existing local occupiers i.e. Small and Medium Enterprises (SME's).
- 7.4 The existing stock of commercial buildings on the site are used for office, manufacturing and warehousing uses. In September 2003 the proportional split between uses was approximately as follows:

| Primary Use | Proportion | Total Floor Area |
|--------------------------|-------------|-----------------------------|
| Offices (Class B1) | 51% | 10,481m ² |
| Manufacturing (Class B2) | 26% | 5,241m ² |
| Warehousing (Class B8) | 24% | 4,822 m ² |
| Total | 100% | 20,544 m² |

7.5 The proposed development would therefore provide a mix of B1, B2 and B8 uses. The following main principles have been incorporated into a master plan for the site although they are not intended to be overly prescriptive at this stage in the development process:

- a. **A proposed roundabout and link road to the A418;**
- b. **At the entrance to the Business Park there will be an enhanced strategic landscaping incorporating a SUDS scheme;**
- c. **The profile of the new gateway to be enhanced by adjacent high quality, good value office buildings;**
- d. **The access road within the Business Park is to be enhanced by structured landscaping with car parking fronting the buildings;**
- e. **Where practical all service yards are to be set at the rear or side of buildings and suitably screened;**
- f. **New signage graphics and lighting is to be fully coordinated and integrated with the strategic landscaping;**
- g. **The ability to provide a variety of individual plot sizes and building types within the use classes of B1, B2 and B8.**

Access to the A418

7.6 A new access road is proposed as shown on the adopted Proposals Map Part II, which is allocated under policy HA.1 of the adopted Aylesbury Vale District Local Plan. The Local Plan Inspector considered that the location of this proposed new access road was the most suitable and recommended its formal allocation on the Proposals Map as shown within the adopted Local Plan. The proposed access road that would serve Plot A to the north east of the Business Park extends the existing access road eastwards from Pegasus House. This could allow new development to have frontages onto the new access road and will require the redevelopment of Unit 1 adjacent to Plot A.

7.7 The proposed access road would link Haddenham Business Park and the allocated sites direct to and including a junction with the A418 to the north. This would be aligned as indicated on the proposals map and measure approximately 0.85 hectares in area. The purpose of this road is to direct traffic, as far as practicable and especially HGVs, away from the village. The proposed new link road would be 7.3 metres wide, with a 2 metre footpath on one side, and would include the provision of a 3 metre wide cycle / footpath to the station along part of its length. A SUDs feature is proposed on the inside

of the bend of the proposed new link road where ground levels are lowest (see paragraphs 7.39 – 7.41 for further information on Drainage).

Dollicot Entrance

- 7.8 The new access road would be constructed and made available according to the phasing scheme stated in paragraphs 7.9 to 7.11 below. Furthermore, within 3 months of the new access being brought into use, the existing access to Dollicott will be permanently closed to all but emergency traffic, cyclists and pedestrians (see **APPENDIX 7**).

Phasing

- 7.9 Clause b) of Local Plan policy HA.1 requires the proposed access road to the A418 to be constructed and open to traffic prior to the occupation of no more than 2 ha of the land allocated for development.
- 7.10 Ideally the development should be phased such that the plots nearest the existing units on the business park (plots A and B) are the first to be completed and occupied, followed by plots C to F, and then plots G and H. Early development of plot A would prioritise the use of derelict/previously developed land and minimise the immediate impact of new development on the locality.
- 7.11 There may be exceptional circumstances, for example where there is a strong economic development case for releasing other plots first in order to secure a major employment opportunity, where the phasing requirement may be waived, dependent on proof of the exceptional circumstances being provided. In such circumstances, there will be a requirement that the proposed access road to the A418 should be constructed and open to traffic before any development is occupied. There will also be a requirement for demonstration of the mechanism by which provision of the road will be secured.

Design

Current Position

- 7.12 The present units upon the Business Park consist predominately of two storey units. The McCormick buildings include 3 storey buildings.
- 7.13 It is therefore evident that the existing Business Park includes units with a range of heights, and viewed from a distance to the north these do not appear overly dominant or incongruous features in the landscape as their impact is mitigated by landscape treatment and they are seen against the backdrop of the settlement of Haddenham.
- 7.14 There is no uniform material used throughout the park. The design and materials of the units reflect their uses such that:
- B1(a) offices are formed predominately from orange brick; while
 - The B1(b), B1(c), B2 and B8 units consist of a red brick panelling to the ground floor lintel level with a dark green steel clad structure continuing from first floor and roof level.
- 7.15 The areas allocated for expansion of the Business Park are located on the edge of Haddenham village, and therefore the design and visual appearance of the expanded development are crucial, particularly with regard to long distance views from the North. It is therefore important that the design of the proposed extension areas is in accordance with an overall design strategy with the aim of enhancing the design quality relative to the current position.

Design Considerations Reflected in Illustrative Framework Plan

- 7.16 Plot A is a rectangular shaped plot to the north east of the existing Haddenham Business Park. Consequently it is anticipated that this area will accommodate the larger occupiers of the Business Park. There is currently a substantial existing mature hedgerow on the eastern boundary of the site. A landscaped buffer to supplement the existing tall hedgerow will form the southern boundary of this development area.

- 7.17 It is considered that the units for Plots A to F should be located in a manner that allow for the creation of larger units by combining adjoining buildings, with potentially further expansion space provided to the side or rear of such groups of units.
- 7.18 Plots B to F to the north of the Haddenham Business Park Access Road will require the formation of an access directly off the Business Park service road. As far as possible the number of accesses made off the service road should be minimised in order to improve the visual appearance of the estate and reduce the dominance of road space in the overall layout.
- 7.19 Another facet of the linear nature of the site is that the total depth of developable area north of the Business Park service road is a minimum of 70m, which limits the size of occupier that can be accommodated. Accordingly the optimum arrangement for utilising the development area would likely be to arrange the units so that they front onto the service park road. This reflects the existing development where the existing units have access and front directly onto the Business Park service road.
- 7.20 A substantial landscape buffer is proposed on the outside of this northern boundary to the site. The Local Plan Inspector in paragraph 9.2.19 of his Part 2 report advised:
- “that neither the width of the tree belt nor the requisite 70m plot depth for development should be compromised”.**
- 7.21 This area would provide the opportunity for arranging a combination of small to medium sized units from 200 to 2,000 square metres (2,152 to 21,520 square feet). In addition, as part of sensible, flexible design, groups of smaller units could be combined to form larger units in order to increase the ability of the accommodation to respond to changing market requirements. They would, therefore, be suitable for industrial (B2) or high technology research and development (B1). This also complements the existing uses in the Business Park.
- 7.22 The proposed land use for plots G and H would be for Headquarters office uses (B1), which would allow for the provision of a flexible form of office development, possibly a single unit with a floor area of 1,394 square metres (15,000 square feet) which would

benefit from the sites accessibility and visibility adjacent Haddenham and Thame Parkway station and at the proposed new entrance to the Business Park.

- 7.23 Plots G and H will be the gateway site to the proposed development. Accordingly development proposals should address the primary frontages of the site i.e. Thame Road and the proposed access road from the A418.
- 7.24 In terms of building heights, the height of buildings on plots A to F should normally be restricted to 12m maximum. On plots G and H a more flexible approach will be adopted, potentially with a mix of building heights.

Haddenham Business Park Design Guide

- 7.25 The Council expects a high standard of design in development proposals, and it will therefore be necessary for schemes to comply with policy GP.35 of the adopted Local Plan as advised in paragraph 6.5 above
- 7.26 In considering the detailed design of buildings and materials from which they are to be constructed regard is to be paid to relevant Local Plan policies. In order to enhance the quality of design in the Business Park, and to secure a consistent and attractive approach, one of the key proposals in the Brief is to agree a more detailed Design Guide for the Business Park. This would be used to help determine any detailed planning applications.
- 7.27 A requirement of this Brief, therefore, is the preparation of a separate “**Haddenham Business Park Design Guide**”, which will be approved by the Council before the approval of any reserved matters planning applications on the site. A draft copy of this Design Guide will be submitted to the Council prior to the submission of reserved matters planning applications.
- 7.28 It is envisaged that the Design Guide will incorporate guidance on the following topics (please note that this list is not exhaustive).
- **Buildings and structures (with reference to the District Council’s “Sustainable Construction Advisory Guide”)**
 - **Design principles/materials/colours**

- **Landscaping (indicative species, sizes and planting densities for: external boundary planting, central spine road, new access road, plot treatment)**
- **Car Parking and servicing**
- **Cycle/footpath links/cycle parking facilities**
- **Signage and lighting (including lighting of the new access road and the junction with the A418)**
- **Designing out crime (with reference to the ODPM guidance “Safer Places”)**

7.29 The Design Guide, typically by way of sample illustrative material (plans and sections), will give guidance on the range of design solutions that might be appropriate for the Business Park. The Design Guide will also outline what types of design solutions might not normally be acceptable, although there will be some flexibility. The intention is that the Design Guide acts as a sensible tool for guiding the design process of both individual buildings and the park as a whole. Whilst the Design Guide will be a material consideration in the determination of planning applications, it is not intended to be overly prescriptive.

Cycle / Footpath links

7.30 A cycle/footpath link will be provided through the Business Park to the Dollicott entrance. A segregated 3 metre wide cycle / footpath link shall be provided to link the proposed western extension of the Business Park to the station as part of the expansion proposals. The Business Park lies close to the proposed Sustrans route between Aylesbury and Thame which passes along Thame Road. The Council supports this proposed route.

Car Parking and Servicing

7.31 The internal arrangements for each plot with respect to car parking and service areas for delivery vehicles is controlled by the Aylesbury Vale District Local Plan Supplementary Planning Guidance 1 – Parking Guidelines, which were adopted by the Council in April 2002. Details of the Aylesbury Adopted Car Parking Standards are provided at **APPENDIX 5**.

7.32 Within each unit plot an area to the front of the units adjoining the boundary to the service road might be utilised for car parking, while a clear forecourt area directly in front of the units will be retained for the manoeuvring of service and delivery vehicles. As

indicated above, the design of the car parking will be addressed in more detail at the Design Guide stage.

Landscaping

- 7.33 A landscaping scheme complying with Policy HA.1 of the adopted Aylesbury Vale District Local Plan will be required. The proposed landscape principles are set out in the Illustrative Framework Plan in **APPENDIX 2**.
- 7.34 For Plot A North East of the Business Park, a landscape buffer will run north eastwards up along northern boundary and join with the existing mature hedges on the area's eastern and southern boundary which will be reinforced with further planting.
- 7.35 For Plots B to F, a landscaping buffer will be provided to the rear of the northern boundary, and will be implemented at an early stage in the development of the site. This landscaping buffer will extend westwards around the proposed infiltration basin towards the railway line and join with the existing landscaping buffer to the rear of the existing units on the Business Park, to the east. This infiltration basin to the north of the link road will be constructed to deal with surface water drainage and provide a sustainable drainage regime. Foul water drainage will be directed to the nearest public sewer. Any future planning application will be expected to be accompanied by a Drainage Strategy report which sets out how surface water will be disposed off from the site as well as foul drainage. This report will be prepared in discussion with Thames Water and the Environment Agency.
- 7.36 For Plots B to H appropriate landscaping to the front and side of the units is also required, so as to reduce the visual impact of the car parking and service areas immediately to the front of the units and adjacent to the Business Park Service Road.
- 7.37 There are no proposals at this stage for the land between the railway and the link road. This area of land will be managed as it is currently in the same way as the remainder of the airfield.
- 7.38 With reference to any proposed landscaping scheme and any proposals that may affect the existing trees and hedgerows upon the site, regard should be paid to policy GP.39

of the adopted Aylesbury Vale District Local Plan as detailed in paragraph 6.6, and to BS5837 "Guide for trees in relation to construction". Further details on landscaping design and management will be contained in the separate Design Guide, which will be approved by the Council prior to the submission of any reserved matters planning applications.

Drainage

7.39 Development proposals will be expected to incorporate a Sustainable Urban Drainage strategy (SUDs). The principle behind SUDs is that the existing hydrological regime is unaltered by the development. This typically involves controlling the rate and quantity of surface water that discharges from the site using infiltration basins, swales and soakaways.

7.40 Detailed design of the SUDs network will be agreed with the Local Planning Authority in conjunction with the Environment Agency and Thames Water. The design parameters of the SUDs must ensure that:

- **An extreme 1:100 year storm event can be accommodated**
- **No soakaways penetrate into the water table**
- **Appropriate pollution prevention measures are incorporated**

7.41 A SUDs approach for the Haddenham Business Park might include the features shown in the plan at **APPENDIX 6**.

Requirement for additional surveys / studies

7.42 Prior to the submission of the first reserved matters planning application, appropriate surveys will be carried out which address the issues of contaminated land, acoustic impact, ecological impact and hydrological impact. The latter is required to ensure that changes in the local water regime do not adversely impact upon Snakemoor Local Nature Reserve.

8.0 CONCLUSIONS

- 8.1 This planning brief has been prepared in association with Aylesbury Vale District Council, and has been subject to public consultation.
- 8.2 The Planning Brief is designed to provide developers, Members and Officers of the Council a guideline upon the form of development that is sought and is appropriate for the extension to Haddenham Business Park.
- 8.3 The Planning Brief has been approved by the Council, and its contents act as a material consideration that the Council can consider when dealing with planning applications for the proposed development at Haddenham Business Park.
- 8.4 Details of key contacts and useful information are provided at **APPENDIX 8**.
- 8.5 Further information or queries relating to the content of the Planning Brief can be addressed to Forward Plans Group, Aylesbury Vale District Council, 66 High Street, Aylesbury, Buckinghamshire, HP20 1SD.



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