



AVDC Core Strategy Evidence Paper

**North East Aylesbury Vale Strategic
Development Area (SDA)**

March 2009

7. CONCLUSIONS

7.1 Table 7.1, below, summarises the evaluation undertaken in the previous section.

Table 7.1: Assessment Of Sites Against All Criteria

	Site A: North A421	Site B: Salden Chase	Site C: West of Newton Leys
Place-shaping Principles			
Provide a long term defensible boundary to the western edge of Milton Keynes	Site has the ability to do this; however, it does this by locating development very close to Whaddon.	Site has the ability to do this with clear well defined boundaries achievable on all sides.	Site boundaries based on agricultural field boundaries and small woodland may not be strong enough features to provide a robust long term boundary and could attract future development.
Recognise that, whilst being totally within Aylesbury Vale, the development will use some facilities in Milton Keynes, given its proximity.	Site is well-related to the Milton Keynes urban area and can be expected to contribute to some strategic transport and green infrastructure, but does not have the same potential as Site B to support a station on east-west rail.	Site is well-related to the Milton Keynes urban area and can be expected to contribute to strategic transport and green infrastructure.	Site is well-related to the Milton Keynes urban area but does not have the same potential as Site B to contribute to strategic infrastructure.
Ensure the long term retention of Newton Longville as a separate community with a unique identity, and protect Newton Longville and other communities (in particular Whaddon Mursley and Far Bletchley) from direct and indirect negative impacts	The site protects Newton Longville, although it is likely to generate significant impacts for Whaddon. There are also likely to be traffic issues for villages to the south.	The site protects Newton Longville, although there are some issues in relation to transport and traffic issues.	This site brings development close to Newton Longville and may open up future development opportunities around the village; hence it is unlikely to provide long term protection as a separate settlement.
To be deliverable in one allocation to maximise speed of delivery, delivery of infrastructure and minimize disruption and delay	This site is too small to deliver the growth in one location. Approximate maximum on this site is 3000 units.	The site can provide the required level of housing along with associated infrastructure.	The site can provide the required level of housing along with associated infrastructure albeit at a cost to the long term integrity of Newton Longville.
Encourage developers to meet the expectation that minimum national / regional sustainable construction standards will be exceeded for residential and non-residential buildings	Council will take the necessary steps to ensure that the principles of sustainable development are addressed at the masterplanning stage, including ensuring that appropriate standards of sustainable construction are met	Council will take the necessary steps to ensure that the principles of sustainable development are addressed at the masterplanning stage, including ensuring that appropriate standards of sustainable construction are met	Council will take the necessary steps to ensure that the principles of sustainable development are addressed at the masterplanning stage, including ensuring that appropriate standards of sustainable construction are met
Provide a sustainable and strategic approach to flood mitigation	The site is not affected by fluvial flooding but further work is required to enable the foul water	The site is not affected by fluvial flooding but further work is required to enable the foul water drainage	The northern part of the site is within Flood Zone 3 and further evidence of flood risk is required.

	Site A: North A421	Site B: Salden Chase	Site C: West of Newton Leys
and urban drainage, linked to multifunctional green infrastructure, to control surface water flows and flooding.	drainage options to be evaluated	options to be evaluated	Further work is required to enable the foul water drainage options to be evaluated
Other Criteria			
Land suitability assessment	The Land Suitability Assessment concluded that the site was an area where development is possible without major constraints or issues.	The Land Suitability Assessment concluded that the site has very few constraints	The Land Suitability Assessment concluded that land between the east-west rail link and the London-Birmingham rail line, within which Site C lies, contained relatively few constraints; however, potential coalescence of Newton Longville with Milton Keynes was a major constraint
Landscape impact	Features relating to distinctive heritage of Whaddon Chase are still characteristic of the area, including islands of ancient woodland	The landscape is of less notable quality than that to the north of the A421 Thrift Wood and Broadway Wood are prominent features providing a suitable 'natural' boundary to the north	The character is influenced by the suburban edge of Milton Keynes and overall the condition of the landscape is judged as moderate.
Ecology	There are no statutory sites of nature conservation within the site. Although there are three non-statutory sites there is no evidence to suggest there are any overriding ecological constraints preventing development.	There are no statutory or non-statutory nature conservation designations within the site and no evidence to suggest there are any overriding ecological constraints preventing development.	It is not known whether a comprehensive ecological assessment has been carried out and therefore whether development would lead to significant adverse effects on any known protected species or ecological features of value.
Archaeology and cultural heritage	It is likely that the impact of the scheme on any archaeology could be mitigated using appropriate strategies and management plans. Scheme design will need to ensure protection of the scheduled ancient monument to the north of the site and mitigate any impact on the Conservation Area of Whaddon	A consultants' study concluded that it is unlikely that any as yet unrecorded remains that may be present will prejudice the principle of development although further survey work may be required.	The site contains archaeological notification areas but it is not known whether an archaeological assessment of the site has been carried out. In the absence of such an assessment survey work will be required. Scheme design will need to mitigate any impact on the Conservation Area of Newton Longville.
Contribution to green infrastructure	There is potential to continue the Loughton Brook Linear Park through the site. Development could facilitate reinstatement of Whaddon Chase as a community park/	There is potential to continuing the Loughton Brook Linear Park through the site and extend it through a wildlife corridor connecting Thrift Wood with Salden Wood to provide a 'natural'	In contrast to sites A and B the Land Suitability Analysis did not allocate a high 'greenspace potential' score to any part of Site C, although proposals by the site's promoters illustrate

	Site A: North A421	Site B: Salden Chase	Site C: West of Newton Leys
	woodland	defensible boundary along the western edge of the site.	potential for structural landscaping in the form of linear parks alongside the streams
Transport and accessibility	There is direct access to the A421 and from an extension of Grid Roads H6 and H7. Development can support improvements to the proposed east-west bus rapid transit route supported by a Park and Ride site within the development area on the A421. However, Site A is some distance from the east-west rail link, a station for which would be required outside of the site.	There is direct access to the A421 and from an extension of the grid road system. Development can support improvements to the proposed east-west bus rapid transit route and the site would be an appropriate location for a Park and Ride facility to serve the A421 corridor. It could also accommodate the proposed new railway station.	Access can be provided both to the A4146 to the south and to Bletchley Road to the north east, improving connections with and providing an alternative route for vehicles heading south and avoiding Newton Longville. However, the site is unable to provide a Park and Ride facility in the A421 corridor and would not be well connected to the proposed bus rapid transit route. The centre of the site would be some distance from a station on the east-west rail link, even if it were to be provided within the site.
Utilities and services	A water main runs through the western extent of the site and an oil pipeline follows the eastern boundary. Low voltage overhead electricity lines can potentially be undergrounded. None of these features represent constraints on development.	Two oil pipelines and a high voltage overhead electricity line pass through the site. None of these features represent constraints on development of the site although they will be an influence on site layout.	An oil pipeline and two gas pipelines pass through the site to the north of Newton Longville. Although these may constrain site layout, this area lies within a flood zone which may in itself be a constraint in this location.

- 7.2 It is considered that the evaluation confirms the initial high-level assessment against the draft place-shaping principles set out in Section 5 of this paper, and further evaluation against other potential constraints criteria support the conclusion that Site B – Salden Chase – is the most appropriate location for the North-East Aylesbury Vale SDA. A Land Suitability Assessment undertaken for MK2031 identified it as the least constrained area, and it particularly has potential to make an important contribution to the Milton Keynes linear park system and the achievement of the North-East Aylesbury Vale SDA transport strategy.
- 7.3 A Sustainability Appraisal (SA)¹⁶ of the three sites has also been undertaken. This evaluates the three sites (Site A, Site B and Site C) against the 17 SA objectives; these include delivery of housing, impact on climate change, mitigation of flooding and provision of business and employment. The SA scores the sites against the objectives ranging from a major negative impact to a minor negative impact. As can be seen in the below summary table Site B scores the best overall with the least number of major negative impacts and the highest number of positive impacts (both major and minor).

¹⁶ Aylesbury Vale Submission Core Strategy Interim SA – North East Aylesbury Vale Growth Options March 2009

Table 7.2: Summary table of the SA results and impact of the three sites against the 17 SA objectives.

Objective	Site A	Site B	Site C
1. Housing.	+	++	++
2. Crime and Safety.	0	0	0
3. Access to Services.	-	+	+
4. Community Identity.	-	-	-
5. Health and Equalities.	+	+	+
6. Transport and Travel.	-	-	-
7. Water and Climate Change Adaption.	-	-	-
8. Biodiversity.	-	-	-
9. Green Infrastructure.	++	+	0
10. Landscape and Heritage.	--	-	0
11. Energy and Climate Change.	-	-	--
12. Waste.	-	-	-
13. Land use efficiency.	--	--	--
14. Flooding.	+?	+?	--
15. Business.	+	+	++
16. Economy.	+	+	+
17. Skills.	?	?	?

Key to Table 1. Impact of growth option is likely to be:

++ Major positive impact	? Uncertain
+ Minor positive impact	- Minor negative impact
0 Neutral	-- Major negative impact

- 7.4 As a result of these appraisals the AVDC Core Strategy allocates an area between the A421 and the disused Oxford to Bletchley railway (Site B in this paper) for the development of 5390 dwellings and necessary services, infrastructure and facilities to meet the requirements of the SEP.
- 7.5 It is intended that the detail for this development will be taken forward in the Master Plan SPD which will set out:
- the detailed boundary of the SDA;
 - how the setting of Newton Longville will be protected;
 - how the development can be integrated with Milton Keynes;
 - how the transport challenges for the site can be addressed;
 - the required necessary infrastructure; and
 - a detailed consideration as to further master planning requirements.
- 7.6 It is recognised in the Core Strategy place-shaping principles (see para. 5.3) that the expansion of Milton Keynes into Aylesbury Vale is a sustainable urban extension of the city. The acceptance, role and benefits of joint working between local authorities are established through national, regional and sub-regional policy guidance, not least being PPS12. AVDC has therefore entered into a Memorandum of Understanding with Milton Keynes Council, Bucks County Council, Milton Keynes Partnership and Aylesbury Vale Advantage which sets out the joint working arrangements to support and implement development in the SDA to secure:
- delivery of the required 5390 new homes in a timely manner;

- the maximum potential from developer contributions and other funding;
- the timely identification and delivery of infrastructure needs;
- completion of joint projects to accelerate delivery of growth and infrastructure;
and
- appropriate and timely decision making.

The Memorandum includes a proposed timetable for the submission of DPDs which was current as at September 2008. A copy of the Memorandum is included as Appendix B.