

# Aylesbury Garden Town

**Masterplan**  
July 2020





# Foreword

The next 30 years is an exciting new era for Aylesbury as it grows into a Garden Town.

It is three years since Aylesbury was awarded Garden Town status and given a once in a lifetime opportunity to improve the lives of our community. Since then we've been drawing up plans for the way the town will evolve over the next few decades, through listening and engaging with the many different groups that make Aylesbury the great place that it is. We've heard from residents and local businesses, as well as stakeholders, community groups and partners - and we've used that feedback to shape our Masterplan which builds on Aylesbury's heritage and strengths and looks to its future opportunities as a Garden Town.

Our Masterplan expands on the published 2050 Vision for Aylesbury Garden Town and explains in more detail how we propose to create an Aylesbury that is designed for everyone. This Town-wide Masterplan has inclusion and accessibility at its heart and proposes a wide range of both small and large projects and initiatives that will help make Aylesbury a greener and more prosperous place where everyone can enjoy a high quality of life.

The current global pandemic has brought sharply into focus how important our local communities are, and how much we value green spaces, active travel and access to local services and healthcare. The Masterplan focuses on these elements and on regenerating our town centre. It is an important document which will help shape our recovery from this unprecedented challenge.

We feel that we have set high but achievable expectations of what a Garden Town for Aylesbury should be and working closely with our partners we look forward to delivering this ambitious project over the next few years.



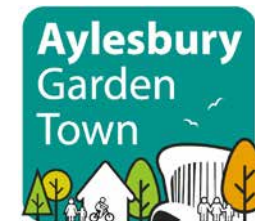
A handwritten signature in black ink, appearing to read 'Bill Chapple', written over a horizontal line.

Cllr BILL CHAPPLE OBE  
Chair Aylesbury Garden Town  
Partnership





# Aylesbury Garden Town Masterplan July 2020



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### Disclaimer:

The Aylesbury Garden Town Masterplan looks at the County Town of Aylesbury for the next 30 years so it takes into account emerging Government projects which are currently being discussed.

These have not gone through any local consultation or planning process; this means that the local authority has yet to make an opinion on them so there is no implication that the local authority has agreed or endorsed them in any way.

# Executive summary

Designation as a Garden Town heralds a new era for Aylesbury which will have a positive and lasting impact. This is a transformational opportunity for Aylesbury to become greener, more resilient and more successful for the benefit of existing and future residents and the environment.

Garden Town status opens up new avenues for funding and investment to improve the town's environment, movement network and economy. It sets a high benchmark for the design and sustainability of new neighbourhoods, community facilities and infrastructure. As a pioneer of the next generation of Garden Towns, Aylesbury is a pilot project for the wider application of Garden City principles across the local authority area and the UK.

Aylesbury was awarded Garden Town status by the Government in January 2017, following an expression of interest made by Aylesbury Vale District Council (AVDC), Buckinghamshire County Council (BCC), the Buckinghamshire Local Enterprise Partnership (Bucks LEP), South East Midlands Local Enterprise Partnership (SEMLEP) and Homes England.

In April 2020, the new unitary authority of Buckinghamshire Council was formed, replacing the previous two-tier structure of Buckinghamshire County Council and the district councils of Aylesbury Vale, Chiltern, South Bucks and Wycombe, with one single Council. Following the establishment of the new Buckinghamshire Council a review of the Local Enterprise Partnership (LEP) boundaries was undertaken and Buckinghamshire is now partnered with one LEP, the Buckinghamshire Local Enterprise Partnership (Bucks LEP).

The Aylesbury Garden Town (AGT) project will be taken forward by the new unitary authority, alongside Bucks LEP and Homes England.

## 2050 Vision

The AGT Partnership has set an ambitious and transformational vision for Aylesbury Garden Town to be an exemplar in inclusivity and accessibility building on the town's proud history as the Birthplace of the Paralympic Movement.

## Role of the Masterplan

The AGT Masterplan, which has been developed through extensive consultation with stakeholders and local residents, explains how the AGT Vision will be delivered through a comprehensive and co-ordinated town-wide plan. Aylesbury is not a New Town, it will deliver in excess of 16,000 new homes by growing and transforming the existing town. The AGT Masterplan is therefore town-wide covering both the existing built up area of Aylesbury including the town centre and the residential and employment development sites at the edge of Aylesbury identified in the Vale of Aylesbury Local Plan (VALP).

The Masterplan is an advisory and guidance framework. It supports and provides further guidance in relation to the Policies contained within the Vale of Aylesbury Local Plan (VALP) covering the period to 2033, in particular Policy D1 Delivering Aylesbury Garden Town. It also looks beyond the 2033 VALP period, and identifies further opportunities and aspirations, setting clear ambitions and an identity for the Garden Town to 2050.

The Masterplan informs wider local authority decision making, defines wider place aspirations beyond the Local Plan and acts as a promotional document for future funding bids. Once approved by the local authority, the Masterplan will carry weight as a material consideration for future decision making.

Each chapter of the Masterplan deals with a different aspect of the Vision, including green and blue infrastructure, movement, economic and social objectives, local centres, sustainability and neighbourhood design. The ambition and objectives under each aspect of the Vision are explored and a range of projects identified for delivery during the VALP period to 2033 and in the longer term. The Masterplan layers are interrelated and form a composite spatial plan showing how Aylesbury will evolve as a Garden Town to 2033 and beyond.

## Garden Town key projects

The masterplanning process has identified 8 key projects which have the potential to be truly transformative in delivering the objectives of the Vision and are to be prioritised for delivery and investment.

## Masterplan targets

Aylesbury's performance as an exemplary Garden Town will be measured through the delivery of high quality living and working environments in new neighbourhoods and through improvements to the existing urban area. The Masterplan includes a number of targets which push for higher standards in key areas:

- 50% of land to become new public green infrastructure in new garden communities;
- delivery of biodiversity net gains (a minimum of 10%), rising to a net gain of 20% in the longer term within new garden communities;
- by 2050 at least 50% of trips originating in the Garden Town will be made by sustainable modes; and
- the Garden Town will contribute to the national and local greenhouse gas emission reduction targets.

## Supporting documents

The Masterplan is accompanied by the AGT 2050 Vision brochure, and will be accompanied by the AGT Framework and Infrastructure SPD. The latter provides details of the phasing and delivery of AGT projects during the VALP period to 2033 and lists the further technical work required to develop the proposals including feasibility and design studies, and anticipated delivery timescales for physical infrastructure and development.

A detailed Executive Summary has been also been produced as a separate document. The Executive Summary can be downloaded on the AGT website.

The 2050 Vision, the Executive Summary and the Masterplan documents are being approved by the new Buckinghamshire Council (established on 1 April 2020) in June 2020.





# 1.0 A new era for Aylesbury

## 1.1 Background to the Garden Town Project

Aylesbury was awarded Garden Town status by the Government in January 2017. The Government's Garden Communities Prospectus, August 2018<sup>1</sup>, describes what being a Garden Town means:

*"We want to see vibrant, mixed-use, communities where people can live, work, and play for generations to come – communities which view themselves as the conservation areas of the future. Each will be holistically planned, self-sustaining, and characterful."*

Designation as a Garden Town heralds a new era for Aylesbury which will have a positive and lasting impact. Aylesbury will deliver in excess of 16,000 new homes by growing and transforming the existing town, rather than creating a New Town.

This is a transformational opportunity for Aylesbury to become greener, more resilient and more successful, for the benefit of existing and future residents and the environment. It is a once in a generation opportunity to look with a fresh pair of eyes at Aylesbury's strengths and its weaknesses and develop a strategy to create a great living environment for all ages and abilities.

Garden Town status opens up new avenues for a conversation with Government and outside investment, to improve the town's environment, movement network and economy. It sets a high benchmark for the design and sustainability of new neighbourhoods, community facilities and infrastructure.

Until April 2020, the Aylesbury Garden Town (AGT) project was led by a Partnership comprising Aylesbury Vale District Council (AVDC), Buckinghamshire County Council (BCC), the Buckinghamshire and Thames Valley Local Enterprise Partnership (BTVLEP), South East Midlands Local Enterprise Partnership (SEMLEP) and Homes England. Following the establishment of the new Buckinghamshire Council on 1 April 2020, a review of the LEP boundaries was undertaken and Buckinghamshire is now partnered with one LEP, the Buckinghamshire Local Enterprise Partnership (Bucks LEP).

The Garden Town project is now being led by a Partnership comprising Buckinghamshire Council (BC), the Buckinghamshire Local Enterprise Partnership (Bucks LEP), and Homes England.

<sup>1</sup> Garden Communities, Ministry of Housing, Communities and Local Government, August 2018

## 1.2 Purpose and status of the Masterplan

The Aylesbury Garden Town Masterplan is an important and necessary piece of planning to capitalise on Aylesbury's Garden Town status.

The Masterplan sets out a comprehensive and co-ordinated town-wide masterplan which considers Aylesbury as a whole: the existing urban area, the proposed garden communities at its edge, and the town's local and regional context.

It sets out a vision and principles for Aylesbury and includes projects identified within the Vale of Aylesbury Local Plan (VALP) allocations to 2033. It also looks beyond the 2033 VALP period, and identifies further opportunities and aspirations, setting clear ambitions and an identity for the Garden Town to 2050.

The Masterplan is an advisory and guidance framework. It supports and provides further guidance in relation to the Policies contained within the Vale of Aylesbury Local Plan (VALP) covering the period to 2033, in particular Policy D1 Delivering Aylesbury Garden Town, supporting site specific policies and Aylesbury Town Centre policies D8 and D9.

It informs wider local authority decision making, defines wider place aspirations beyond the Local Plan and acts as a promotional document for future funding bids. Once approved by the local authority, the Masterplan will carry weight as a material consideration for future decision making. Drawings contained within the Masterplan are conceptual and illustrative and will be used to inform future detailed proposals.

To accompany the Masterplan, an AGT Framework and Infrastructure Supplementary Planning Document (SPD) is being prepared to detail the Garden Town phasing and delivery requirements to 2033. The Masterplan and the AGT Framework and Infrastructure SPD are being developed alongside other SPD documents which are proposed in the VALP which include:

- Aylesbury Vale Design SPD; and
- a site specific SPD for AGT1.

## 1.0 | A new era for Aylesbury

### 1.3 Masterplanning process

Alan Baxter Ltd, together with Prior & Partners, Hatch Regeneris, Cushman and Wakefield and Soundings, were appointed by the AGT Partnership in preparing the Garden Town Masterplan. The outputs of the masterplanning process include:

- i. a comprehensive baseline review of Aylesbury Garden Town on which to develop the Masterplan;
- ii. stakeholder and public consultation to understand issues and opportunities;
- iii. a 2050 vision for the Garden Town which builds on the VALP AGT Vision to 2033;
- iv. a comprehensive Masterplan framework to co-ordinate growth and regeneration across the Garden Town to 2033 and beyond (this document);
- v. a supporting AGT Framework and Infrastructure Supplementary Planning Document (SPD) to 2033.

The Masterplan has been informed by stakeholder and public consultation during 2018-2020. A summary of findings is provided in the Appendix.

Consultation on the draft Masterplan commenced in January 2020 and the Masterplan will be approved by Buckinghamshire Council in June 2020.

Following approval of the Masterplan and adoption of the Vale of Aylesbury Local Plan a supporting AGT Framework and Infrastructure Supplementary Planning Document (SPD) to 2033 will be produced.

### 1.4 Aylesbury Garden Town location

Aylesbury Garden Town is a town-wide initiative covering both the existing built up area of Aylesbury including the town centre and the residential and employment development sites at the edge of Aylesbury identified in the Vale of Aylesbury Local Plan (VALP).

Aylesbury is the county town of Buckinghamshire and is located approximately 41 miles north west of London, 20 miles east of Oxford and 15 miles south of Milton Keynes. It is located within the area covered by Bucks LEP. At the start of the project it also fell in an area covered by SEMLEP. Both form part of the Oxford-Cambridge Arc which is a focus for economic development and growth. Aylesbury has a resident population of around 82,000<sup>2</sup>.

Fig 1. 1 identifies a core study area for the Masterplan. The Garden Town programme will have wider positive impacts: improvements to sustainable movement and green infrastructure networks will connect Aylesbury Garden Town to communities in surrounding villages and towns and provide wider environmental benefits; major new employment space and investment in homes and the town centre will attract new people to Aylesbury and have a strong economic relationship to the wider Arc.

As a pioneer of the next generation of Garden Towns, Aylesbury is a pilot project for the wider application of Garden City principles across the local authority area, and the UK.

<sup>2</sup>Source: ONS Mid-year Population Estimates, 2016

-  Vale of Aylesbury Local Plan allocated sites
-  Chilterns Area of Outstanding Natural Beauty
-  Metropolitan Green Belt
-  Proposed High Speed 2

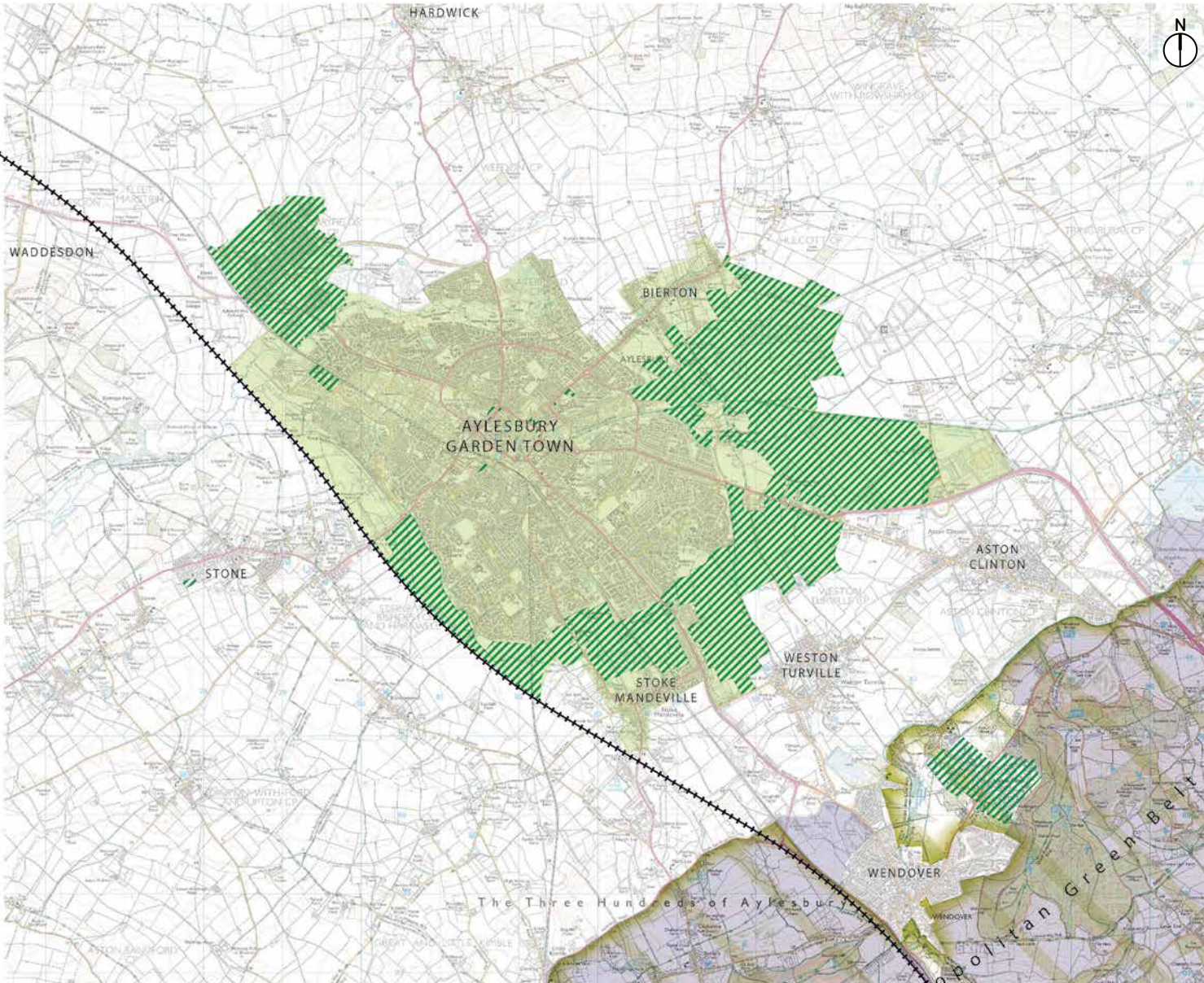


Fig 1. 1: Garden Town location

## 1.0 | A new era for Aylesbury

### 1.5 Addressing global and local challenges

The Masterplan is a long-term strategy, which responds to local and global issues affecting Aylesbury.

#### Climate emergency

In response to national and local commitments in addressing the climate emergency, Aylesbury Garden Town will contribute to greenhouse gas emission reductions by integrating sustainability into all aspects of the Masterplan.

For example, the Masterplan sets new targets for a shift to sustainable modes of travel; it provides jobs and facilities in accessible locations; it increases tree cover and biodiversity by investment in green spaces and habitat; and it supports the delivery of infrastructure innovations and energy efficient homes.

#### Covid-19

The global pandemic has created significant challenges for Aylesbury's residents and businesses. At the same time, it has increased our awareness of the importance of access to green spaces and nature, high quality living environments and active travel for our health and wellbeing. It has heightened our sense of community through collective action to support the vulnerable.

The delivery of projects identified in the Masterplan will help Aylesbury's communities to recover from and build on the positives that have emerged from this unprecedented challenge. Investment in green spaces, new accessible active travel routes, town centre regeneration and the creation of high quality new neighbourhoods with local community hubs, will support Aylesbury's recovery and its future resilience.

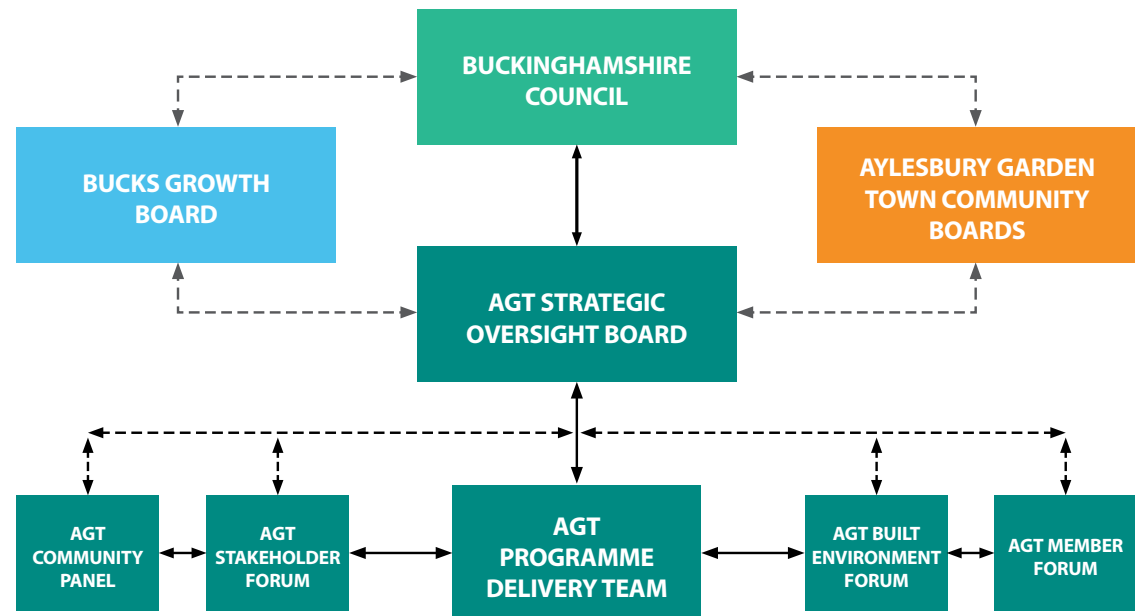


## 1.6 Review of Governance

The existing Aylesbury Garden Town governance structure has been revised to reflect the new unitary authority arrangements and to align with the Garden Town Programme’s future priorities.

Over recent months and in the lead up to the creation of Buckinghamshire Council, the Aylesbury Garden Town Delivery Board has been reviewing the overall governance and delivery structures for the Aylesbury Garden Town project. This review is timely, given the progress being made with the Garden Town Masterplan and a focus on its delivery going forward. In January this year, the AGT Board endorsed a draft governance structure and approach for recommendation to the new Buckinghamshire Council for approval and subsequent implementation.

The diagram below shows how the evolved structure positions the AGT Strategic Oversight Board to deliver the overall programme alongside decision makers and key stakeholders. This will provide for a greater focus on programme delivery, with increased community involvement, to reflect the important role of Town and Parish Councils in delivering services and the establishment of the Community Boards.



## 1.0 | A new era for Aylesbury

### 1.7 2050 Vision

Building on the existing strengths of Aylesbury and the opportunities for future transformation as a Garden Town, the AGT Partnership has agreed a long-term vision for Aylesbury to 2050. This is summarised overleaf and explained in more detail in the accompanying Aylesbury Garden Town Vision document.

Aylesbury has a strong heritage and history as the Birthplace of the Paralympic Movement. This important legacy of inclusion is an essential part of the future for Aylesbury and forms a core element of the 2050 Vision. Through the proposals outlined in the Masterplan and the wider Garden Town Programme, the AGT Partnership looks to embed this as a strong community value.

The Vision and Masterplan seek to achieve an Aylesbury which is designed for everyone and which serves the broadest cross section of the population. Inclusion sits at the centre of the planning and decision-making process for the Garden Town. This means working towards the principle that good design works for everyone, giving equal access and opportunities to everyone where possible.

In achieving the objectives of the Vision, the ambition would be to see Aylesbury emerge as an exemplar town in its approach to inclusion. This ongoing process will be an evolution over time, an ongoing dialogue with the community, to, at every opportunity, prioritise building and creating a welcome environment for all people in society.

The Vision provides the overall direction to the Masterplan. The Masterplan proposals outlined in this document aim to deliver the Vision and explain the projects and principles which are to be taken forward during the VALP period to 2033 and in the longer term to 2050.

## 2050 Vision

**Aylesbury Garden Town is the County Town of Buckinghamshire.**

**Building on the town's proud history as the Birthplace of the Paralympic Movement, it is internationally renowned as an inclusive place, enabling people and communities to reach their full potential.**

**It is an innovator in health and wellbeing, public service and sustainable travel.**

**The historic town centre is the vibrant heart of Aylesbury Garden Town, a thriving community and commercial hub, full of life, interaction and culture.**

**Green, healthy, productive and accessible, Aylesbury Garden Town is simply a great place to be.**

PUTTING THE TOWN CENTRE  
FIRST



ECONOMY AND BUSINESS: AN  
INNOVATION AND INVESTMENT HUB



A GREEN AND HEALTHY  
GARDEN TOWN



AYLESBURY  
ON THE MOVE



DISTINCTIVE  
GARDEN COMMUNITIES



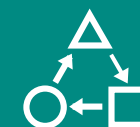
THE HIGHEST QUALITY OF LIFE  
FOR ALL



SMART AND  
SUSTAINABLE



INTEGRATED  
DELIVERY



### 1.8 Masterplan components

The Masterplan is a comprehensive plan, made up of a series of interrelated layers, each of which deals with a different aspect of the Vision. Each chapter of this report explains a different layer of the Masterplan.

The first six chapters deal with the core land use elements of the Garden Town, including employment, housing, local centres and green infrastructure and the movement network that connects everything together. The Masterplan explains where these components of the Garden Town should be located and provides guidance on how they should be designed and implemented.

Together these spatial layers create an overall picture of future land use.

#### **Chapter 3.0 Economy and business: an innovation and investment hub**

Aylesbury will be a prime location for investment and job creation in Buckinghamshire. It will capitalise on its position within the Oxford-Cambridge Arc to grow jobs and businesses, attracting investment due to its high quality business and living environment.

#### **Chapter 4.0 Aylesbury Central Area: putting the town centre first**

In 2033 Aylesbury Town Centre will be a thriving community and commercial heart. It will be a destination, a place to live and a place of exchange, commerce, and leisure, that goes beyond just retail.

#### **Chapter 5.0 Supporting the highest quality of life for all**

In 2033 Aylesbury Garden Town will support the highest quality of life for its diverse population, through the provision of accessible local centres and neighbourhood hubs with community facilities that meet the needs of all.

#### **Chapter 6.0 A green and healthy Garden Town**

A web of green and blue infrastructure provides the 'garden' in Garden Town. As a result of the Garden Town project, Aylesbury's communities are better connected to the countryside and the Chiltern Hills. The town's waterways have been revealed and naturalised, streets are greener and outdoor spaces are more accessible, biodiverse and active.

#### **Chapter 7.0 Aylesbury on the move**

In 2033 people choose to walk, cycle, or use public transport for everyday journeys within Aylesbury, because it is easy to navigate and has an integrated and inclusive transport system. Residents benefit from active lifestyles and streets are people-friendly places. By 2050 at least 50% of trips originating in the Garden Town will be made by sustainable modes.

#### **Chapter 8.0 Distinctive Garden Communities**

Aylesbury will be a showcase for new approaches to housing delivery and design. Garden communities, each with a distinctive design character, will provide varied, beautiful neighbourhoods that Aylesbury's residents are proud to call home.



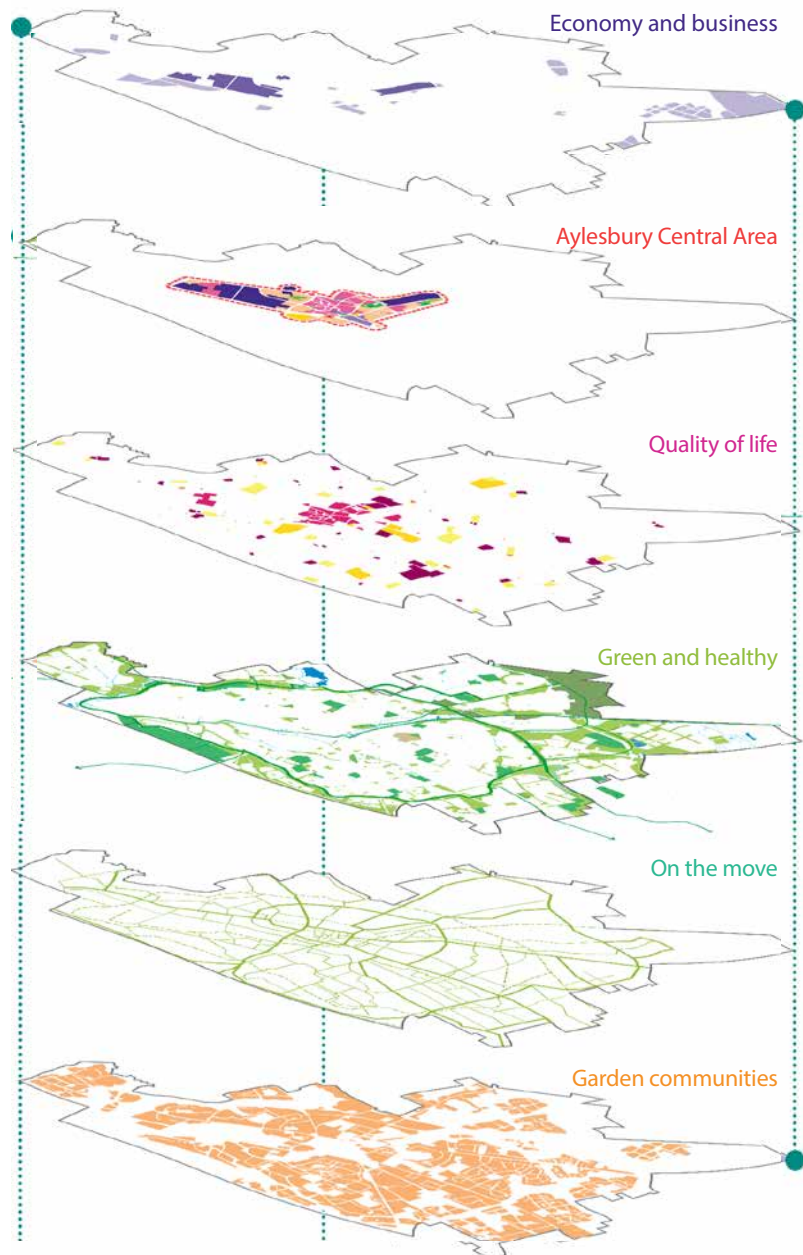


Fig 1. 2: Masterplan layers

The last two chapters are focused on delivery.

**Chapter 9.0 A smart and sustainable Garden Town**

In 2033 technology will be used to help make Aylesbury a better, more resilient and sustainable place. By 2050 Aylesbury’s integrated data services will make life easier for residents and ensure access to local and strategic services.

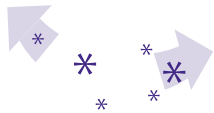
**Chapter 10.0 Integrated delivery of the Garden Town**

Aylesbury will be delivered with long-term ambition and sustained partnerships between the community, public and private sectors. Expectations placed upon delivery partners will be increased, but the returns will be greater. Aylesbury Garden Town will be an aspirational place to develop, work and live.

## 1.9 Garden Town Key Projects

The Masterplan process has identified a wide range of physical projects and supporting economic and social initiatives, which together will support Aylesbury's evolution as a Garden Town.

Of these, there are 8 key projects which have the potential to be truly transformative in delivering the objectives of the Vision and are to be prioritised for delivery and investment:



### Places for business

The creation of new employment space to capitalise on Aylesbury's location within the Oxford-Cambridge Arc. (Chapter 3.0)



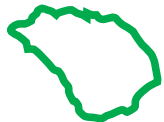
### The Central Area

The regeneration and expansion of the town centre, and the creation of new employment led, waterside neighbourhoods adjacent to the Canal and Bear Brook, will create a revitalised historic heart to the Garden Town. (Chapter 4.0)



### Local centres network

Delivering a connected network of local centres and neighbourhood hubs within walking distance of all residents, will improve access to local services for all. (Chapter 5.0)



### The Aylesbury Gardenway

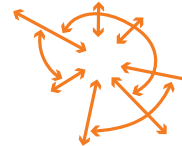
Encircling Aylesbury, this orbital park of linked green and blue spaces, gardens, parks and natural and heritage areas, will become a focus for Aylesbury's communities and an accessible route for active travel. (Chapter 6.0)

Across all projects there is an emphasis on making Aylesbury an accessible and inclusive place, building on its legacy as the Birthplace of the Paralympics.



### Aylesbury's waterways

The opening up and naturalisation of Aylesbury's forgotten brooks and waterways, will reconnect Aylesbury's communities with its hidden blue infrastructure. (Chapter 6.0)



### Connected Aylesbury

The creation of a comprehensive walking, cycling and wheelchair accessible network will encourage healthy active travel choices and reduce car dependence. It will be easy to choose sustainable modes of transport for daily journeys. (Chapter 7.0)



### Healthy streets






A fully orbital outer link road delivered in parallel with public transport and active travel enhancements which take advantage of reductions in through traffic and create attractive, healthy streets for people in Aylesbury's neighbourhoods and town centre. (Chapter 7.0)



### Distinctive garden communities

The creation of new neighbourhoods at the edge of Aylesbury, which embody the Garden Town Vision and deliver exemplary living environments. (Chapter 8.0)

8 key Garden Town projects

-  Places for business
-  The Central Area
-  Local centres network
-  The Aylesbury Gardenway
-  Aylesbury's waterways
-  Connected Aylesbury
-  Healthy streets
-  Distinctive garden communities

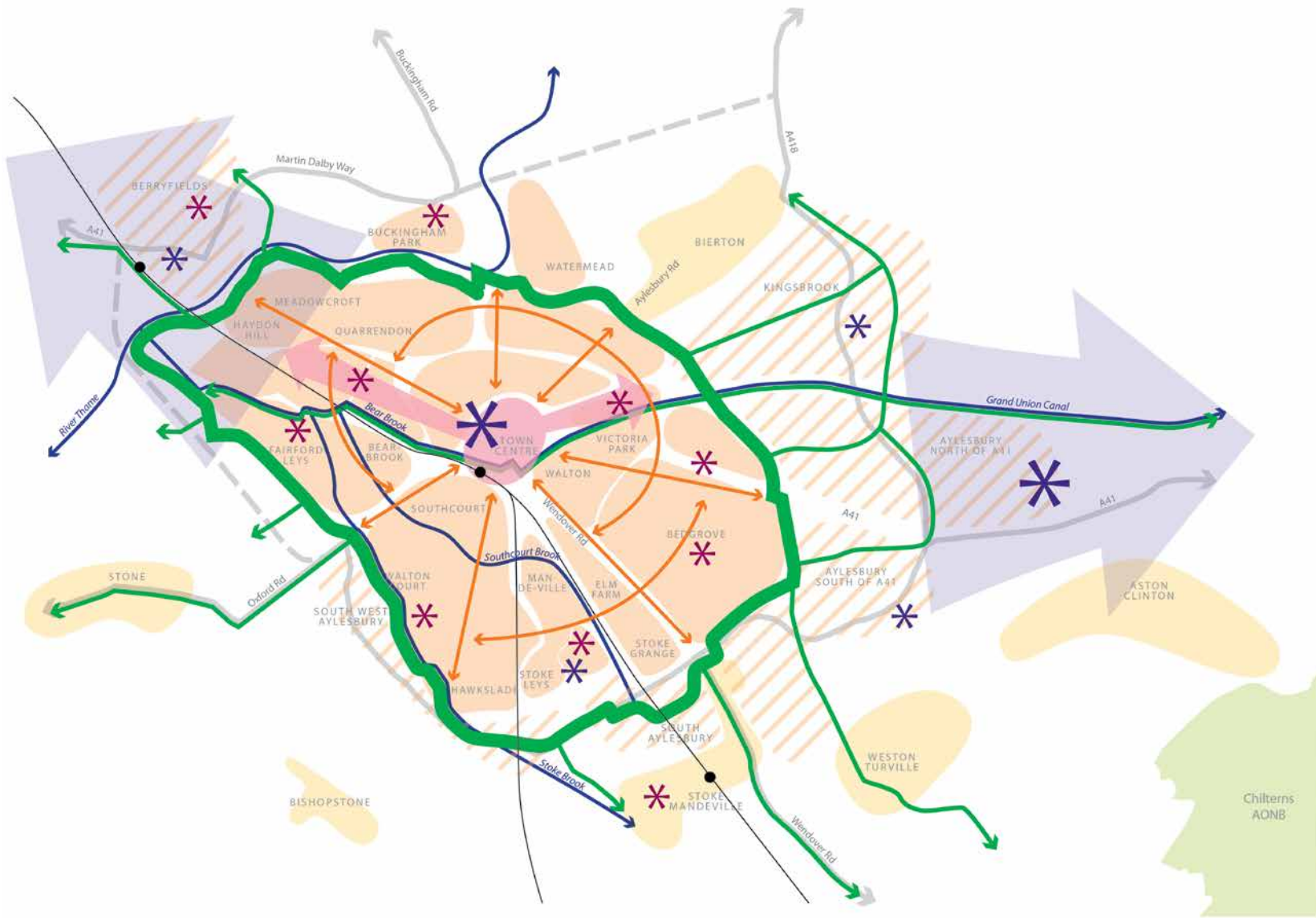


Fig 1. 3: Aylesbury Garden Town Concept Plan

## 1.0 | A new era for Aylesbury

### 1.10 2050 Land Use Plan

By 2050 the Garden Town will have evolved and developed, with new garden communities created and the town centre expanded and reconnected to its surrounding neighbourhoods. Fig 1. 4: Indicative land use plan at 2050 gives an indicative picture of the pattern of land uses across the Garden Town in 2050.

This is based on our current understanding and the AGT Masterplan proposals presented in this document and will evolve over time in response to changing needs.

Land use arrangements indicated for sites D-AGT1 South Aylesbury and D-AGT2 South West Aylesbury are illustrative only, and subject to site specific masterplanning.



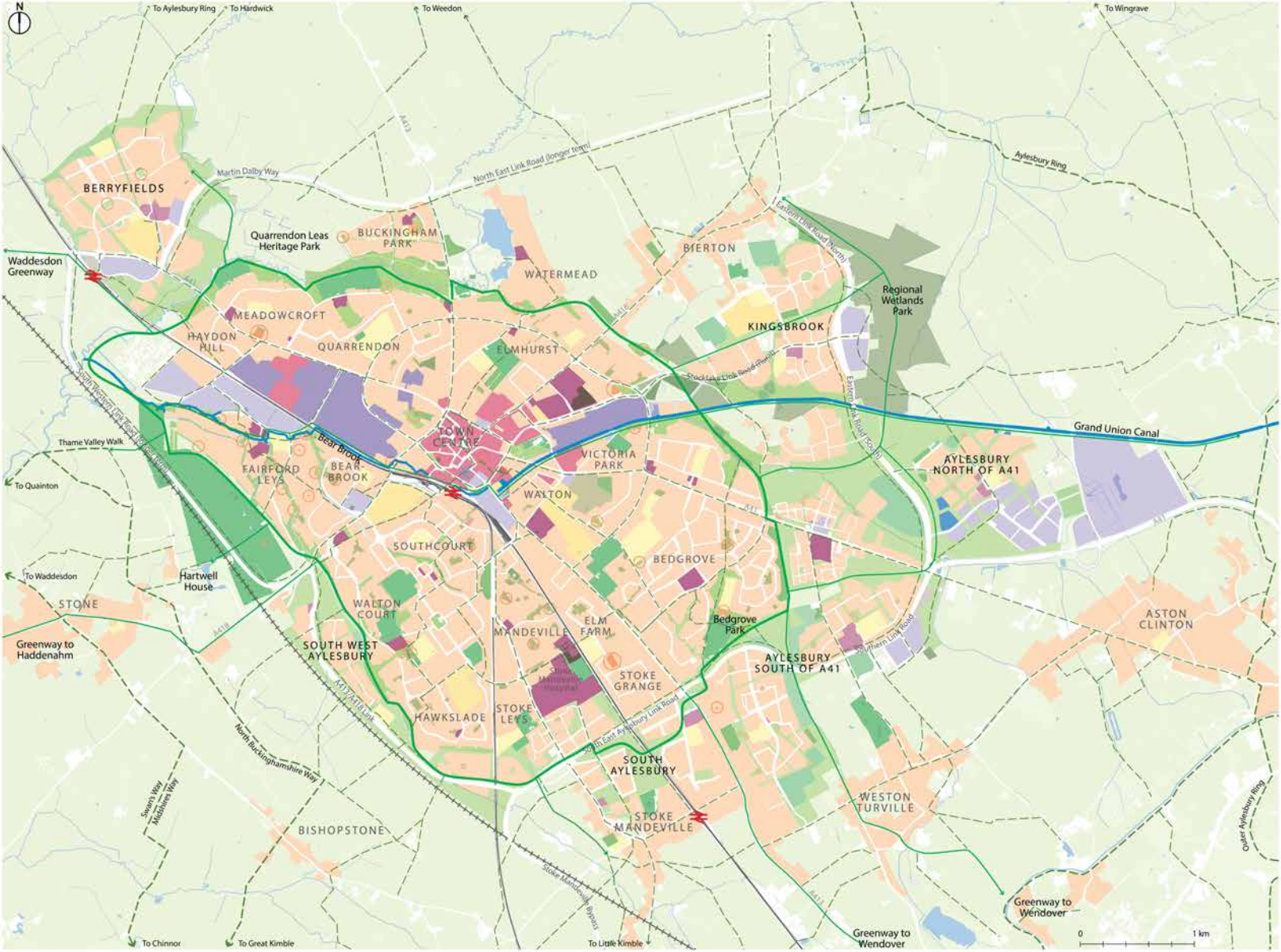


Fig 1. 4: Indicative land use plan at 2050

## 1.0 | A new era for Aylesbury

### 1.11 How to use this document

Chapter 2 provides a summary of Aylesbury today which is the starting point for thinking about how Aylesbury might change in future.

Chapter 3 to 10 each explore a different Masterplan topic area and start with a summary of relevant policy and key issues and challenges to be addressed. The Masterplan proposals are then outlined as follows:



Ambition and objectives: explaining what the Masterplan seeks to achieve.



Proposals, guidance and Garden Town projects to deliver the vision and objectives.



Action plan summarising the key projects under each topic area, delivery partners and timescales.

A comprehensive review of Aylesbury's current socio-economic and physical character is contained within the Aylesbury Garden Town Evidence Base Synthesis Report, 2019. The findings and the wider VALP evidence base have directly informed the AGT Vision and Masterplan proposals.

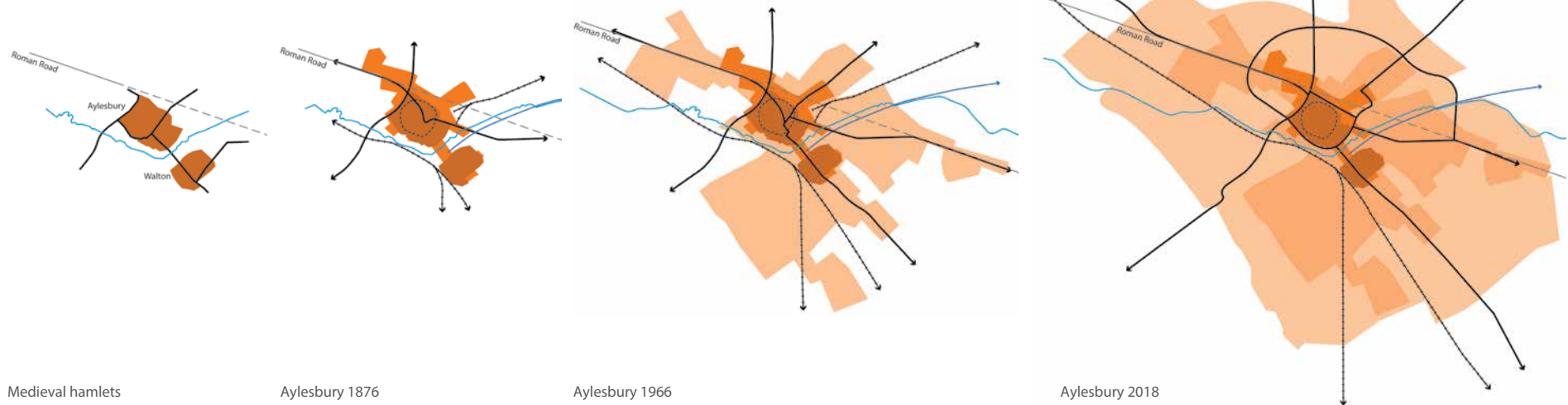
# 2.0 Aylesbury today

## 2.1 Aylesbury's people and places

### Evolution of Aylesbury

Aylesbury has a long history of habitation dating back to the Iron Age. The Romans built Akeman Street which follows much of the present day A41 route and considerable Roman artefacts have been found on the outskirts of Aylesbury. The medieval settlement of Aylesbury was comprised of two hamlets: Aylesbury, occupying the land to the north of the Bear Brook, around St Mary's Church and Walton to the south. There is mention of a market at Aylesbury in the 13th century.

The town grew gradually fuelled by small scale industry and the arrival of the canal and then railways during the 19th century, but it was during the second half of the 20th century that rapid expansion took place. To meet the needs of London's overspill population, new residential suburbs were built ringing the town.



## 2.0 | Aylesbury today

Today Aylesbury has:



### **A young and diverse population**

Aylesbury's resident population of 82,000 is relatively young with a higher proportion of residents aged 44 or under than the AVDC (former district geography) and national average and a large working age population. It is also more ethnically diverse, with a significant number of residents from an Asian background.



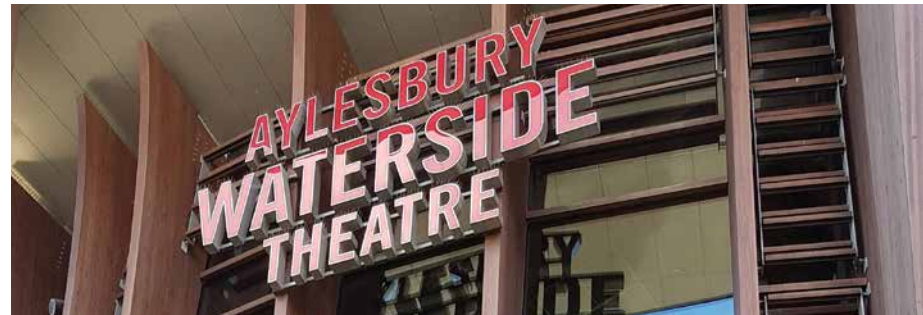
### **Global and regional significance**

Aylesbury is Buckinghamshire's County town. It is the Birthplace of the Paralympic Movement. Stoke Mandeville Stadium and the Guttman Centre, the national centre for disability sports and the National Spinal Injuries Centre at Stoke Mandeville Hospital continue this legacy and are a key aspect of the town's cultural identity. Aylesbury is also known, among other things, for its music heritage, excellent grammar schools and the University Campus Aylesbury Vale (UCAV).



### **A historic market town core**

Aylesbury's heritage is a key aspect of its character. The town contains three Conservation Areas, numerous listed buildings with many concentrated in the historic core around St Mary's Church, and significant archaeology including Quarrendon Leas Scheduled Monument. However, the centre's old town is hidden from view and encircled by an inner ring road which limits walkig and cycling access to residential suburbs and the canal.



### **A growing cultural offering**

Aylesbury's town centre sits at the heart of the Garden Town. The Town has a growing nightlife and cultural scene and is the home to the Bucks County Museum, Waterside Theatre and Friar's Square Shopping Centre, Hale Leys Shopping Centre and the Queen's Park Arts Centre and Limelight Theatre. It continues to hold popular weekly markets in Market Square.





**Suburban communities**

The majority of Aylesbury's residents live in suburbs built in the 20th century, served by small local centres. The neighbourhoods vary in character but generally reflect the era in which they were built rather than being distinctively 'of Aylesbury'. The lower density, winding layouts of many estates encourage travel by car. The most recent residential neighbourhoods at Kingsbrook have focused on creating green space for the enjoyment of residents and wildlife.



**Employment growth**

The public sector are significant employers. AVDC (now BC) and ARLA have recently created new employment space within the town and significant new employment space is planned at Woodlands which is designated an Enterprise Zone. However, there are significant areas close to the town centre of low grade, light industrial estates. Although the town has high economic activity rates, a low proportion of residents hold high-value occupations. ONS Census, 2011 indicates a net outflow of 2,000 commuters every day to locations including Wycombe and London.



**Traffic**

Aylesbury grew at the junction of routes including the A41. Today an inner ring road closely encircles the town centre, but traffic congestion remains a significant problem affecting journeys by car, public transport and creating a poor environment for active travel. Private car ownership is 1.5 vehicles per household which is higher than the national average of 1.2. The town is served by two railway stations, with a journey time to London of around one hour.



**A close relationship to the Chilterns Area of Outstanding Natural Beauty**

Aylesbury sits just outside the Metropolitan Green Belt, to the north west of the Chilterns ridge which forms a backdrop to views from the town. It is linked to the national canal network by the Aylesbury Arm of the Grand Union Canal.

## 2.2 Growth of the Garden Town

Over the next 14 years, Aylesbury Garden Town will be the focus for the majority of the former Aylesbury Vale District’s growth and is to deliver 16,398 new homes by 2033, of which 7,810 homes are allocated on sites identified in the VALP. Development is to be in accordance with the vision for Aylesbury Garden Town set out in the VALP, the guidance contained within the Masterplan (this document) the AGT Framework and Infrastructure SPD and the Aylesbury Vale Design SPD.

Full details of the planning status, proposals and development trajectory for sites across Aylesbury (correct at January 2019) are provided in the AGT Evidence Base Synthesis Report.

The major housing growth together with significant new employment space within the Garden Town will be delivered at six large allocated sites at the edge of the built up area:

Site name	Area	Homes	Employment space
D-AGT 1: South Aylesbury	95 ha	around 1000	0
D-AGT 2: South West Aylesbury	113 ha	around 1550	0
D-AGT 3: Aylesbury north of the A41	254 ha	around 1660	102800 sqm
D-AGT 4: Aylesbury south of the A41	225 ha	around 3310	60000 sqm
D-AGT 5: Berryfields	195 ha	around 3254	9000 sqm
D-AGT 6: Kingsbrook	307 ha	around 2450	10000 sqm

Summary of major site allocations

The major site allocations comprise a number of smaller land parcels in multiple ownerships. There are a considerable number of planning consents in place and construction has commenced, most significantly at Berryfields and Kingsbrook. In these areas the influence of the Garden Town Masterplan will be more limited.

The table (below left) and Fig 2. 1 overleaf provide a summary of the status of the major site allocations at July 2019.

### Infrastructure delivery

AVDC (now BC) has prepared an Infrastructure Delivery Plan (IDP), 2017 to provide an assessment of the key infrastructure requirements to support planned new development over the time period of the VALP. It provides an overview of infrastructure requirements, for both physical (road, buses, telecommunications etc), social (community facilities, schools, libraries etc) and green/blue infrastructure (open spaces, flood alleviation etc). The IDP is a ‘live’ document and is periodically updated to reflect changing circumstances of schemes and development proposals/allocations.

Fig 2. 1 provides details of the planning status of the Link Road, one of the key IDP projects.

- Reserved matters approved / construction commenced and / or completed
- Outline application / development parameters approved / pending
- No application submitted
- Link road constructed (solid line)
- Link road detailed design fix (long dash)
- Link road outline consent (short dash)
- Link road consulted on (dot dash)
- Link road fully flexible, subject to physical constraints (dotted)



Fig 2. 1: Aylesbury Garden Town Site Allocations - status at July 2019

## 2.0 | Aylesbury today

### 2.3 Garden Town planning context

The Masterplan is prepared in the context of adopted and emerging National and Local Planning Policy and the VALP evidence base.

#### National policy

*National Planning Policy Framework (NPPF), Revised 2019*

National Planning Policy commits to Garden City Principles as a starting point for delivering a new generation of highly sustainable places.

*Garden Communities Toolkit, September 2019*

Provides information on how to plan, design and develop a new garden community.

#### Local policy

*Vale of Aylesbury Local Plan 2013-2033 (VALP), Submission Draft 2017*

The Proposed Submission Draft VALP covering the former district of Aylesbury Vale was submitted for examination in February 2018. Policy D1 addresses delivery of Aylesbury Garden Town and includes a Vision for the Garden Town:

*By 2033, it will have grown and be an inclusive, innovative and forward-looking Garden Town that meets the needs and aspirations of existing and new residents, businesses and visitors. Aylesbury Garden Town will be a key hub, a place to visit, with public transport and interchange offering a diverse choice of travel modes, and a recognised centre for investment and growth providing new jobs and opportunities for all.*

Other policies of direct relevance to AGT include:

S2 Spatial strategy for growth; S8 Neighbourhood plans; D-AGT South Aylesbury; D-AGT2 South west Aylesbury; D-AGT3 Aylesbury north of A41; D-AGT4 Aylesbury south of A41; D-AGT5 Berryfields; D-AGT6 Kingsbrook (and a number of policies dealing with smaller Aylesbury site allocations); D5 Provision of employment land; D6 Town, village and local centres to support new and existing communities; D7 Town centre redevelopment; D8 Aylesbury town centre; D9 Housing in Aylesbury Town Centre; H1 Affordable housing; H5 Self/custom build housing; H6 Housing mix; H7 Dwelling sizes; E1 Protection of key employment sites; T1 Delivering the sustainable transport vision; T4 Delivering transport in new development; BE1 Heritage assets; BE2 Design of new development; NE1 Biodiversity and

geodiversity; NE2 River and stream corridors; NE3 The Chilterns AONB and setting; C3 Renewable Energy; I1 Green infrastructure; I2 Sports and recreation; I3 Community facilities and assets of community value; I4 Flooding.

The Inspector's Interim Findings in August 2018 offered an early conclusion that the VALP is capable of being made sound but will require a series of modifications. To support VALP the Aylesbury Transport Strategy was published in 2017 by BCC and AVDC and provides the transport strategy for Aylesbury Town.

Once the final VALP is adopted (anticipated 2020) this Masterplan will be reviewed to ensure it is fully compliant/up to date in regard to its policies.

#### *Adopted SPD and guidance*

Including the 2014 Aylesbury Town Centre Plan.

#### *Neighbourhood Plans*

A number of Neighbourhood Plans are progressing in proximity to Aylesbury and are of relevance to development of the Masterplan.

Neighbourhood plans in progress

- Bierton with Broughton CP
- Halton CP
- Stoke Mandeville CP

Neighbourhood plans 'made'

- Buckland CP
- Aston Clinton CP
- Weston Turville CP
- Wendover CP

## 2.4 TCPA Garden City Principles

Aylesbury is one of three Garden Towns announced in 2017 alongside Taunton and Harlow and Gilston and is part of a much wider programme of Garden Communities – including Garden Towns, Garden Villages and the Garden City at Ebbsfleet. The programme seeks to evoke a number of principles that were prevalent in the British Garden Cities movement a century ago that led to places such as Welwyn and Letchworth Garden Cities and inspired the new towns of the mid-20th century.

This 21st century programme has been informed by work undertaken by the Town and Country Planning Association (TCPA) over the past decade. This is articulated in their “Garden City Principles” which set a framework that new garden communities should accord to. These principles are referenced in the National Planning Policy Framework (NPPF) and form the starting point for the development of the Masterplan for Aylesbury Garden Town.

*“The Garden City Principles are a distillation of the key elements that have made the Garden City model of development so successful, articulated for a 21st century context. Taken together, the principles form an indivisible and interlocking framework for the delivery of high-quality places.” TCPA*

Subsequent chapters of the AGT Masterplan explore how these principles, together with local authority objectives, can be delivered at Aylesbury Garden Town.

*“A Garden City is a holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. The Garden City Principles are an indivisible and interlocking framework for their delivery, and include:*

- *land value capture for the benefit of the community;*
- *strong vision, leadership and community engagement;*
- *community ownership of land and long-term stewardship of assets;*
- *mixed-tenure homes and housing types that are genuinely affordable;*
- *a wide range of local jobs in the Garden City within easy commuting distance of homes;*
- *beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food;*
- *development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience;*
- *strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods; and*
- *integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport”.*

TCPA Garden City Principles



Derwenthorpe York  
Credit: TCPA

## 3.0 Economy and business: An innovation and investment hub

### 3.1 Introduction

An important measure of success for Garden Cities and Towns according to the TCPA is “a wide range of jobs within easy commuting distance of homes”.

To deliver this, the conditions for innovation, investment and job creation will need to be set within the Garden Town.

The Garden Town designation provides an opportunity to re-imagine the economic future of Aylesbury and understand how it can capitalise on long-term opportunities, in particular the strategic location within the Oxford – Cambridge Arc, to ensure long-term competitiveness and prosperity and to become a great place for all types of employment including self-employment, home-workers, and small and start-up businesses.

It is important to understand how Aylesbury could grow in terms of employment and what the potential growth sectors could be. The Garden Town provides the opportunity to create the conditions for new ideas.

This section focuses on how the economy of the Garden Town can be supported by capitalising on the numerous opportunities that exist. It considers:

- long-term opportunities as part of a business network;
- defining the locations for economic growth;
- enabling the long-term transformation and regeneration of existing employment sites to support greater jobs intensity; and
- creating the conditions for enterprise and innovation.

#### Policy context

The **VALP** is informed by the 2015 **Buckinghamshire Housing and Economic Development Needs Assessment** (HEDNA) which identifies an oversupply of employment land in Aylesbury Vale compared with estimated need to 2033, with a surplus of around 300,000 sqm total B use class land. However, the wider Functional Economic Market Area (FEMA), which includes Wycombe, Chiltern and South Buckinghamshire, is not projected to be able to meet employment

floorspace requirements, indicating a shortage of office and warehousing floorspace and a surplus of industrial land. In this context, Aylesbury Vale’s surplus will help make up the shortfall nearby.

The **VALP** recognises the need to continue to provide land and premises suitable in type and scale, meeting employment needs locally, reducing journeys to work and promoting economic growth and social inclusion. To do so, the draft VALP proposes the following policies:

**Policy S2** identifies the need for 27 hectares of employment across the district as well as some additional provision to contribute to the employment needs of the wider economic market area.

**Policy D1** states that provision will be made for employment within the enterprise zones and at identified employment sites across the town in line with Policy E1 and allocations AGT3, AGT4, AGT5 and AGT6.

**Policy D6** supports employment development in sustainable locations including:

- Through the intensification or extension of existing premises; and
- Through the appropriate re-use or replacement of an existing building.

**Policy D7** supports proposals for commercial and office development within Aylesbury town centre where they retain or enhance the town centre’s character, vitality and viability; sustain or enhance a diversity of town centre uses; and are accessible by public transport and active travel.

**Policy D8** – identifies the need to invest and redevelop the town centre to encourage businesses and further investment in Aylesbury.

**Policy E1** sets out criteria for the protection of the following key employment sites within Aylesbury Garden Town (AGT):

- Triangle Business Park, Stoke Mandeville;
- Gatehouse Industrial Area;
- Rabans Lane/Coldharbour Industrial Area; and
- Arla/Woodlands Enterprise Zone.

### 3.0 | Economy and business: an innovation and investment hub

#### Economic context

Aylesbury has a number of economic strengths. It benefits from being well positioned in close proximity to London and within the Oxford-Cambridge Arc and plays an important role in the Buckinghamshire Local Enterprise Partnership (Bucks LEP). It has an existing Enterprise Zone at Woodlands.

#### The Aylesbury Vale Economic Development Strategy

The 2016 Aylesbury Vale Economic Development Strategy proposes six key principles for enabling economic growth across Aylesbury.

- Building a thriving enterprise culture which encourages businesses to start up and grow within the Vale and which improves entrepreneurial education.
- Encouraging business retention and growth through enhanced access to finance, expert advice, suitable premises and locations.
- Enabling a competitive knowledge-based economy which encourages innovation and knowledge transfer linking with Universities, innovation centres and research organisations.
- Developing a 'niche' offer for Aylesbury Vale as well as targeting inward investment to support local sectors.
- Providing enabling infrastructure including road, rail, and superfast broadband.
- Growing the local workforce by retaining skilled workers, ensuring current and future skills are appropriate, helping young people into work, and offering young people alternative vocational career paths.

#### The Oxford-Cambridge Arc

Aylesbury is well positioned within the Oxford-Cambridge Arc, a priority initiative for UK Government. Analysis prepared for the National Infrastructure Commission suggested that transformational growth is possible in the Arc.

In a scenario where the Arc's housing needs are better met and in which proposed east-west road and rail links succeed in bringing distinct sub regional economies closer together – the area could support a further 700,000 jobs by 2050, increasing gross value added (GVA) by £163bn. The Arc is important in positioning the UK on an international stage for world-leading production clusters in high-skilled sectors including life sciences, aerospace, advanced manufacturing, transport, energy, creative and digital.

The proposed links—the East-West Rail and Oxford-Cambridge Expressway—are set to pass through the north of Aylesbury Vale District (Fig 3.1). East-West Rail will

link Milton Keynes to London Marylebone via Aylesbury, positioning the town to capture the economic growth enabled by this infrastructure.

Aylesbury Garden Town features in the Economic Vision for the Arc as a location for a "Living Lab to test development of digital health, mobility and social care solutions to provide a framework for healthy new towns and communities across the Arc..." a promising opportunity for the trialling of locally-developed advanced technologies, such as CAVs, 5G internet and digital home healthcare support. This will draw on local expertise such as the UK's National Spinal Injuries Centre at Stoke Mandeville Hospital.

#### Local Enterprise Partnerships

UK Government's Industrial Strategy sets out a long-term plan to boost the productivity and earning power of people throughout the UK backed by Local Enterprise Partnerships (LEPs).

Aylesbury Garden Town was formerly covered by the Buckinghamshire Local Economic Partnership and the South East Midlands Local Enterprise Partnerships (BTVLEP and SEMLEP). Following the establishment of the new Buckinghamshire Council on 1 April 2020, a review of the LEP boundaries was undertaken and Buckinghamshire is now partnered with one LEP, Buckinghamshire Local Enterprise Partnership (Bucks LEP). Both BTVLEP and SEMLEP were responsible for producing Local Industrial Strategies (LIS).

BTVLEP identified a number of key assets including medical technologies, exploiting the international status of Stoke Mandeville Hospital and its status as Birthplace of the Paralympic Movement. BTVLEP also made specific reference to Aylesbury Garden Town as a location for a "Living Lab" to test the application of new technologies to provide further care directly in people's homes and to advance the use of technology within clinical settings to support remote monitoring and virtual consultation.

Meanwhile SEMLEP identified a number of key priorities including the need to tackle the shortage of good quality employment premises and space, particularly for smaller, expanding businesses and to position the area as the central place to commercialise new technology, bringing in and generating more of the innovation, research and development strengths of the universities and businesses within the Oxford-Cambridge Arc.

The AGT Masterplan therefore aims to go beyond the delivery of housing growth, recognising the importance of supporting long-term economic growth and productivity within Aylesbury, and creating the conditions to support jobs creation and productivity growth.



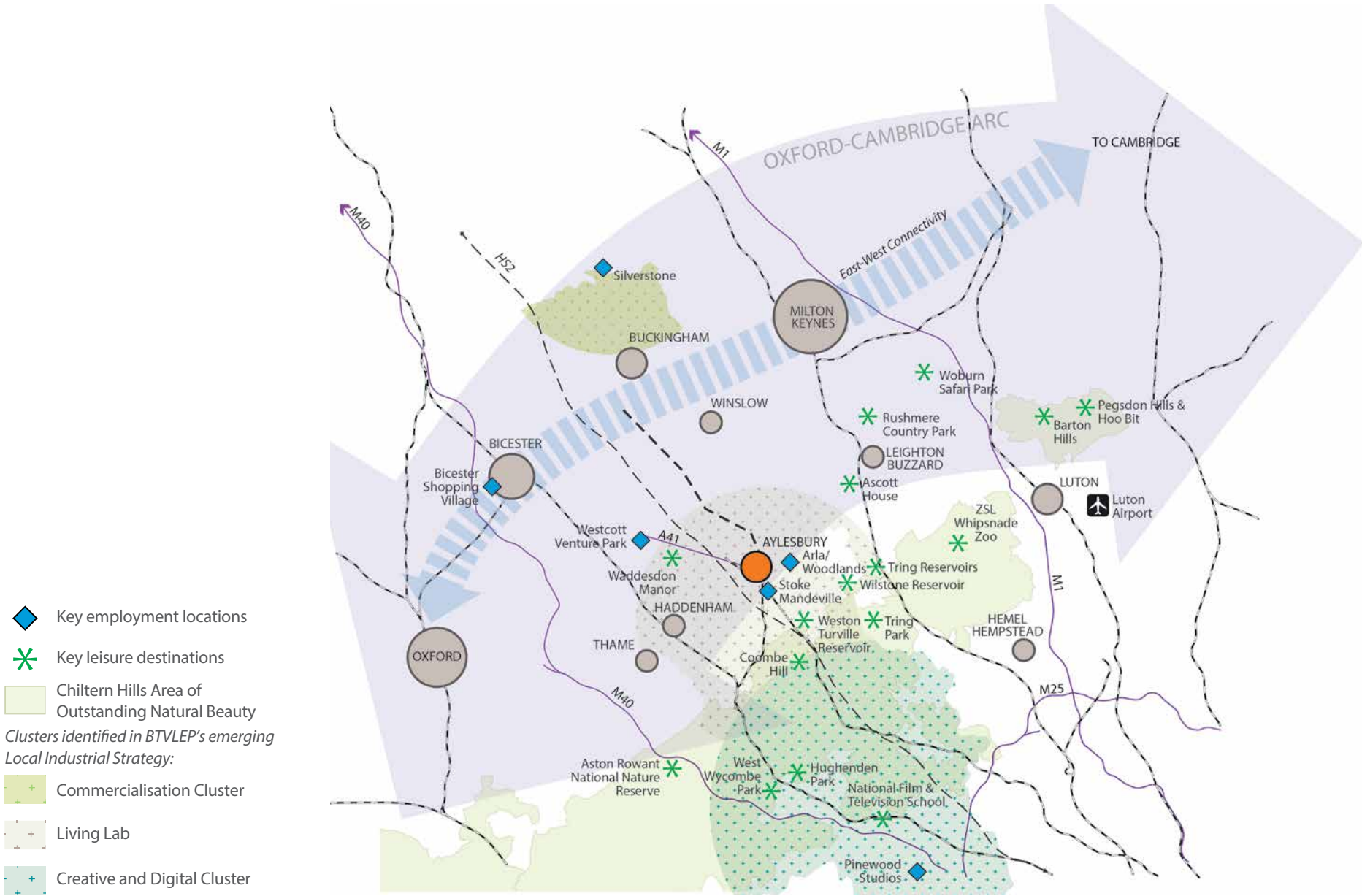


Fig 3.1: Economic context

### 3.0 | Economy and business: an innovation and investment hub

#### Challenges and opportunities

In 2017 there were some 39,000 jobs in Aylesbury, including 4,000 that had been created since 2012<sup>1</sup>.

In addition, Aylesbury has good levels of business growth with a 36% growth in new businesses during the same period<sup>2</sup>.

Aylesbury has a broad range of sectors in particular public sector (public admin, education and health), business support services and retail.

Aylesbury has a substantial amount of existing employment land within its central area, including the key employment sites of Rabans Lane Industrial Area and Gatehouse Industrial Area. As per VALP Policy E1, these and other central employment sites should be safeguarded and, in some cases, may provide opportunities for greater intensification of economic activities and supporting land uses. In addition there are a number of major employment allocations around the town.

The VALP has a number of employment allocations on the edge of the town, notably at Woodlands/Arla EZ at Woodlands, and at Hampden Fields, Berryfields, and Kingsbrook.

At present there is no specific economic strategy for Aylesbury Garden Town considering the role of existing employment areas, town centre and relationship to the Enterprise Zone. Aylesbury does however benefit from work undertaken by the 2016 Aylesbury Vale Economic Development Strategy which highlights the need to support local skills, enterprise and knowledge transfer between businesses, universities and research centres, as well as a need for enabling infrastructure and inward investment into local sector strengths. Aylesbury also features in the LEPs strategies, which note the opportunity Stoke Mandeville Hospital creates as an existing economic asset.



The largest sector in terms of employment is public admin, education and health. Other large sectors in terms of employment include business support services and retail.



Aylesbury has a strategic location within the Oxford - Cambridge Arc and is very near Westcott Venture Park EZ, a centre for excellence in modern space propulsion technologies.



Large employment land allocations within VALP are predominantly in out of centre locations. The Woodlands Enterprise Zone will provide good quality modern accommodation targeted to businesses in the agri-food and human health sectors.



Aylesbury is the location for two higher education campuses centered around research, innovation and education. Both are tech focused and benefit from high levels of direct employer engagement, presenting an opportunity to align employment growth with education and skills training.



Low density, low rise light industrial uses are located to the north west and east of the town centre. They have a high proportion of surface-level car parking and poor quality public realm. Stocklake has a negative influence on the setting of the canal.



High levels of out-community for work, with a new outflow of 2000 people from Aylesbury every day



Bucks LEP has the largest number of home workers in the country. 3,000 Aylesbury residents work from home.



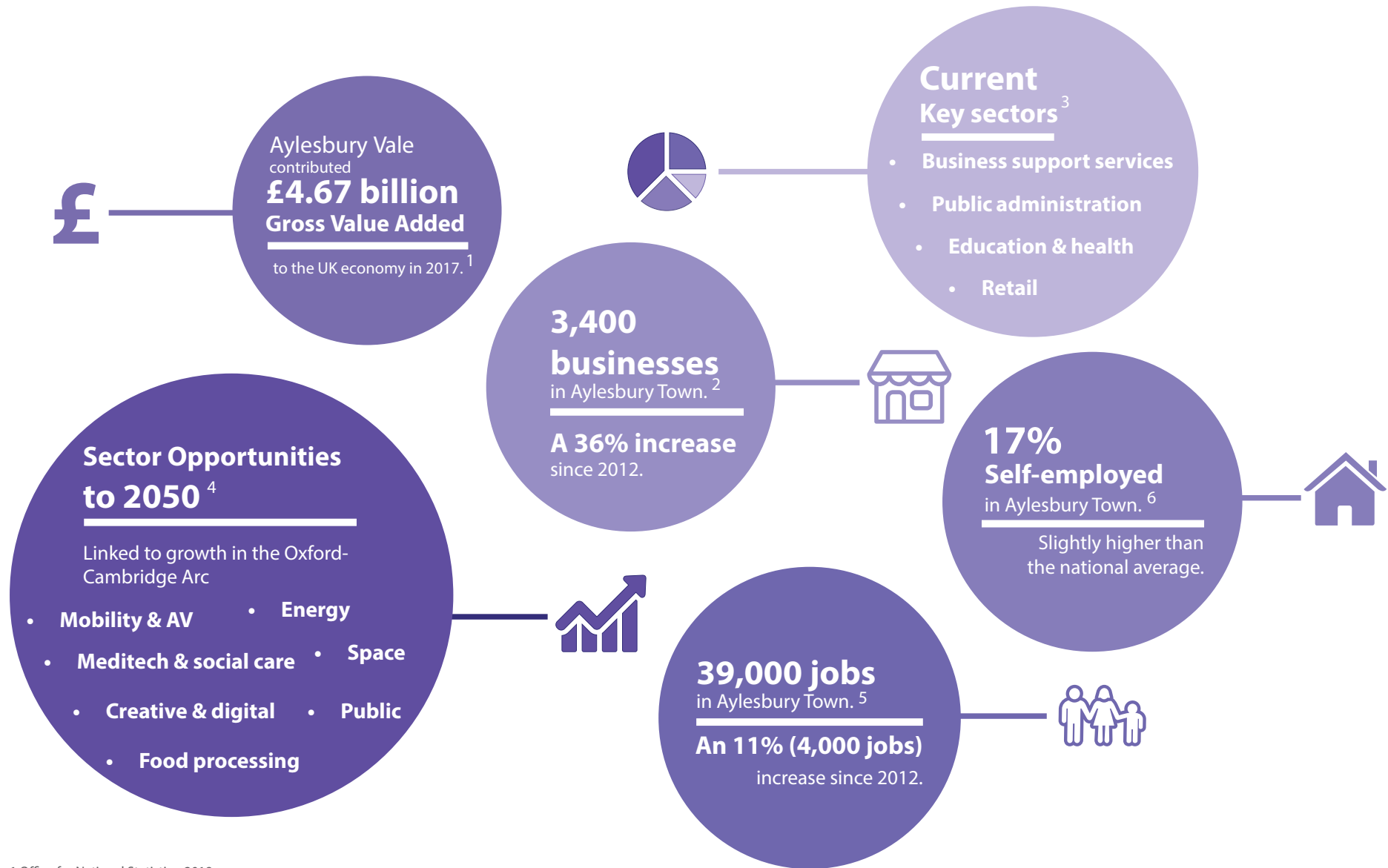
The town centre office market is poor, with several vacant premises now outdated and being converted to residential use. Out of town retail and office space is in competition with town centre



Existing connectivity does not support demand for large logistics or distribution warehouses

1 Business Register and Employment Survey, 2011, 2016

2 UK Business Count, 2012, 2017



1 Office for National Statistics, 2018

2 UK Business Count, 2012, 2017

3 BRES 2011, 2016, UK Business Count, 2012, 2017

4 Emerging Local Industrial Strategy Evidence base and Prospects

5 BRES, 2011, 2016

6 Annual Population Survey, 2018



## Ambition and objectives

### 3.2 Ambition

**Aylesbury will be a prime location for investment and job creation in Buckinghamshire.**

**It will capitalise on its position within the Oxford-Cambridge Arc to grow jobs and businesses attracting investment due to its high quality business and living environment.**

### 3.3 Objectives

- 
- To have capitalised on existing and emerging economic sectoral opportunities.
- 
- To have created new jobs commensurate to population growth.
- 
- To make the most of existing employment land and allocations and to have intensified economic activity.
- 
- To have successfully facilitated inward investment building on opportunities created by the Garden Town designation, Enterprise Zone and the Oxford-Cambridge Arc.
- 
- To have ensured job growth is inclusive and future proofed with AGT being early adopters of infrastructure to support home working, small businesses, business start-ups and data/tech-based jobs.
- 
- To have supported aspirations to establish AGT as a “living lab”.
-

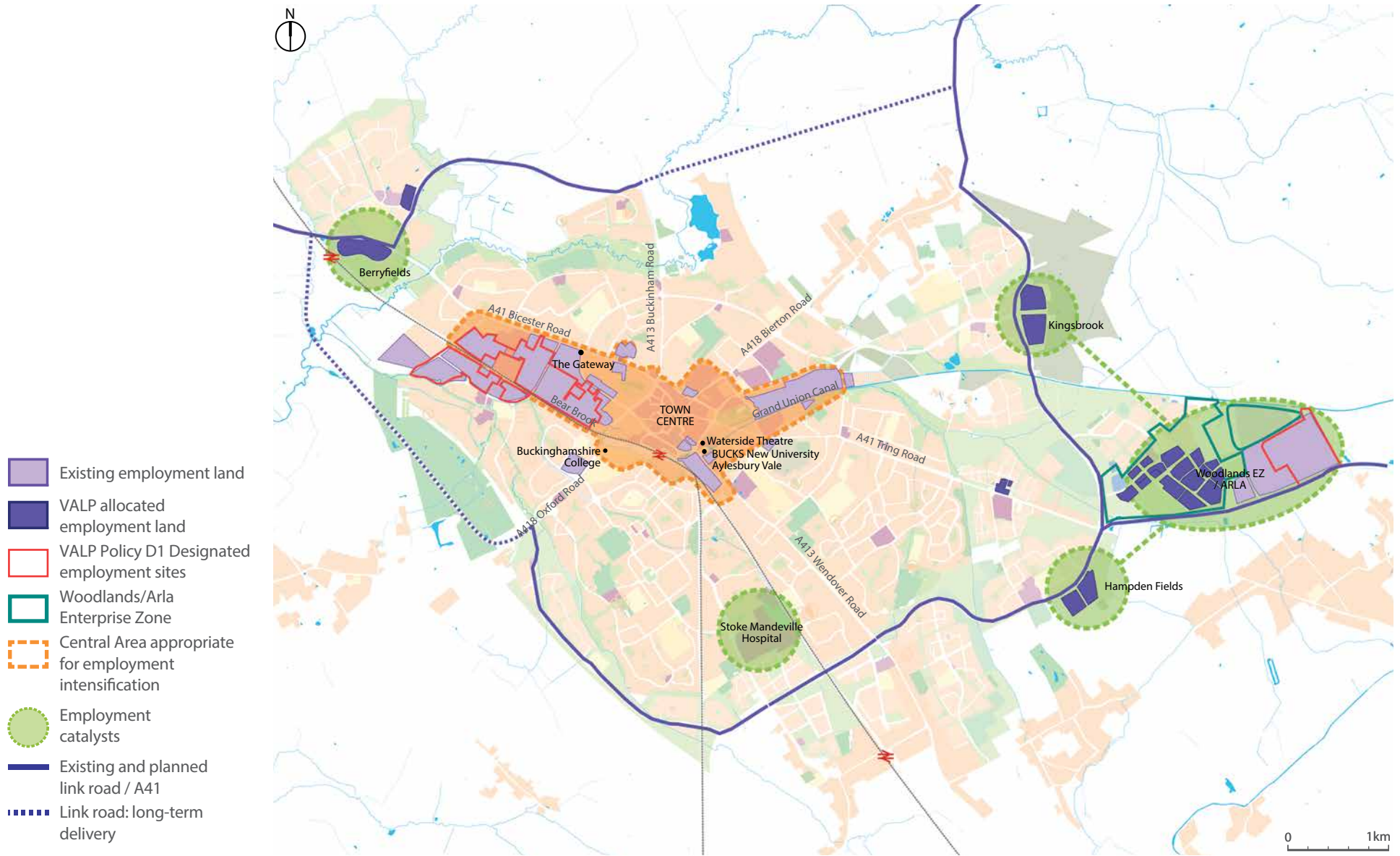


Fig 3.2: Economic opportunities

## ➔ Proposals for economy and business

### 3.4 Positioning Aylesbury as part of the Oxford-Cambridge Arc business network

The Oxford-Cambridge Arc Corridor Economic Vision, and Local Industrial Strategies highlight a number of economic specialisms and sectoral opportunities that Aylesbury Garden Town should be ready to capitalise upon:

**Living Lab** – Aylesbury Garden Town has a major opportunity, identified by the LEP to act as a trailblazer for new technologies around mobility, energy, health and urban data. This status should assist in positioning Aylesbury as a place to invest, and to attract new business and workforce.

**Meditech** – linked to the existing facilities at Stoke Mandeville the opportunity exists to support innovation in digital health and social care and advanced artificial intelligence (AI) for the health sector.

**Space** – with supply chain opportunities given Aylesbury's close proximity to Westcott Venture Park.

**Energy and high-performance engineering** – providing the opportunity to pilot energy and high performance engineering solutions within the Garden Town linked to Westcott Venture Park and Silverstone Technology Cluster.

**Creative industries** – capitalising on proximity to Pinewood Studios and the surrounding media cluster

**Food processing** – building on the Arla cluster within the Woodlands Enterprise Zone.

**Mobility** – Aylesbury as a potential demonstrator town for new mobility solutions, linked to businesses and research ongoing in the Arc, particularly at Cranfield University and autonomous vehicle piloting in Milton Keynes.

**Public sector** - the continued role of Aylesbury as a county town/civic hub will provide an ongoing anchor for the Garden Town's economy.

In realising these and other opportunities, the following conditions need to be met.

- **A supportive public sector** - AGT partners must play a supporting role in facilitating the conditions for growth and investment.
- **Availability** - ensuring sufficient employment land and an appropriate range of premises.
- **Connectivity** - improving connectivity including the best possible broadband, and transport connectivity with a particular focus along the A41 corridor linking Aylesbury town centre with the Westcott Venture Park, and Woodlands Enterprise Zone.
- **Data-driven** – ensuring the right data is collected and analysed to support economic opportunities.
- **A high quality of life** – delivering an attractive place for business and workers through the successful implementation of the Garden Town Masterplan.



Pinewood Studios

- **Services** – The business support and financial and professional service sectors are current and growing strengths in Aylesbury. With growth and diversification of Aylesbury's economy, support services must continue to expand in tandem.

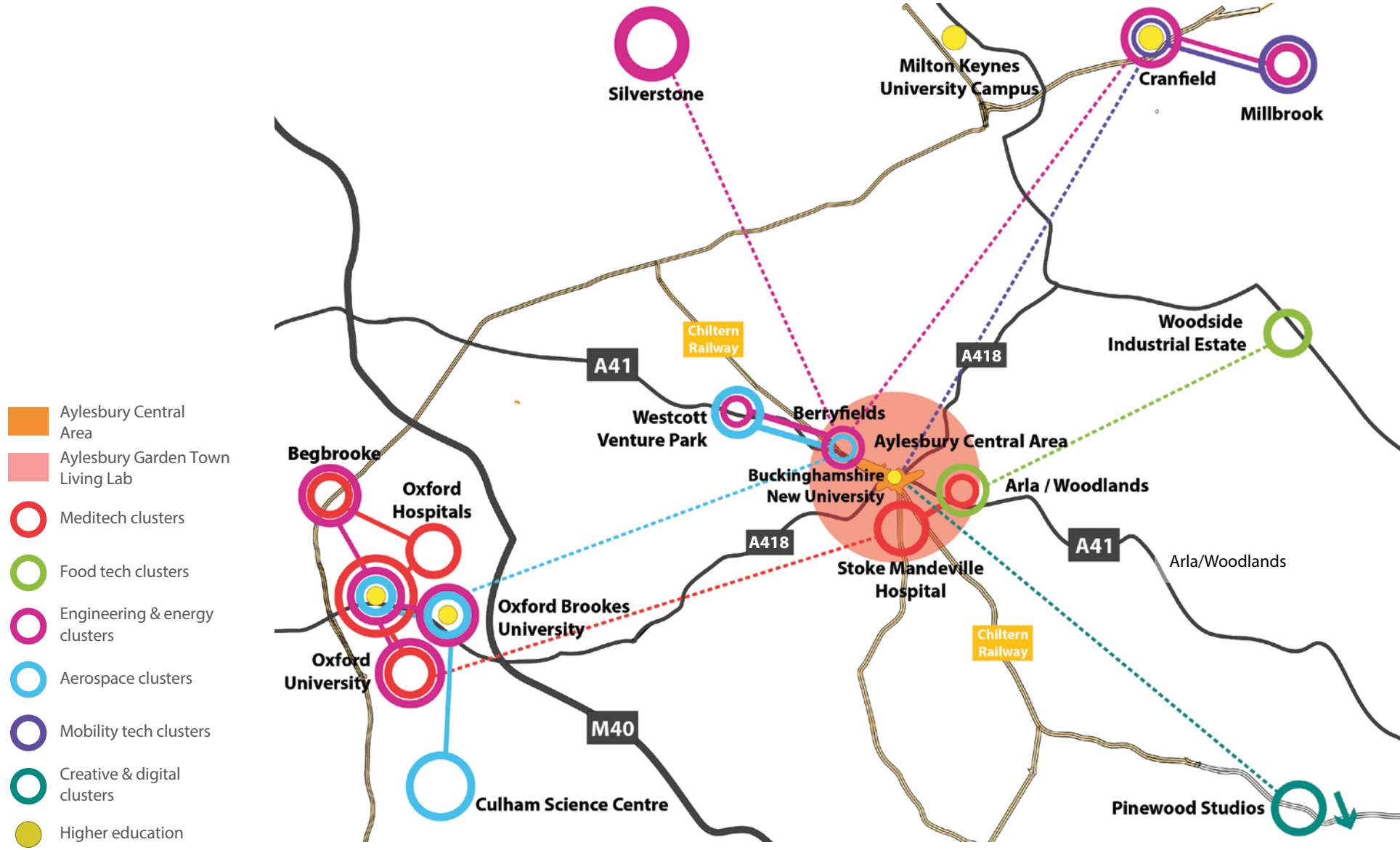


Fig 3.3: Economic cluster relationships

### 3.0 | Economy and business: an innovation and investment hub

#### 3.5 Places for business

There are four priority employment locations within AGT that could act as catalysts to drive job growth and wider economic specialisms and long-term opportunities.

- **Central Area** – the town centre and surrounding industrial estates provide a primary opportunity for long-term transformation and employment intensification to 2050. The Central Area is home to employment space for the public sector, business support and financial services, which have opportunities to grow with Aylesbury's population and economy. Further work will be required to define a strategy to achieve this led by AGT, to define opportunities and approaches to development, in partnership with land owners and occupiers. See chapter 4.0 for details.
- **Stoke Mandeville Hospital and Stadium** - the UK's national spinal injuries centre and birthplace of the Paralympic Movement provides the opportunity for long-term catalytic growth with an economic cluster specialising in med-tech, digital health and advanced AI sectors. This is defined in the BTVLEP LIS as "a leading med-tech adoption accelerator" (p.11) Housing growth in Aylesbury Garden Town also presents an opportunity for Aylesbury to support this ambition as a health and social care "Living Lab."
- **Berryfields** - there is a substantial area allocated for employment at AGT-5 that has yet to be delivered. The opportunity exists here for a new employment cluster making the most of

proximity to Aylesbury Vale Parkway Station and eventual linkages to Oxford-Cambridge Arc East-West Rail as well as regional road connections.

There is a potential relationship to nearby Westcott Space Cluster, which has been identified in the emerging Buckinghamshire LIS as the centre of the County's upstream space sector and which could see significant investment in facilities, research, and collaboration with nearby universities in the coming years. In the longer term, the design of the link road to the southwest of Berryfields should consider opportunities to facilitate the creation of additional employment land around the station.

- **Arla / Woodlands Enterprise Zone, Kingsbrook and Hampden Fields** - this cluster of existing and emerging employment space, strategically located on the A41 and proposed link road, presents an opportunity to further develop the agri-business and health specialism catalyzed in the area by Arla Foods. Allocated employment space in this location includes:
  - 102,800 m<sup>2</sup> in AGT-3 Woodlands,
  - 69,000 m<sup>2</sup> in AGT-4 Hampden Fields, and
  - 100,000 m<sup>2</sup> in AGT-6 Kingsbrook.

Each of these locations benefit from their connectivity to complimentary locations outside the Garden Town – in particular Westcott Venture Park linked by the A41, and improvements to the rail network brought about by East-West rail investment.



Large offices in a mixed-use setting



Large industrial / warehouse units / yards in an outer employment area.  
Credit: Sivatech



Small offices in a fine grain mixed-use setting



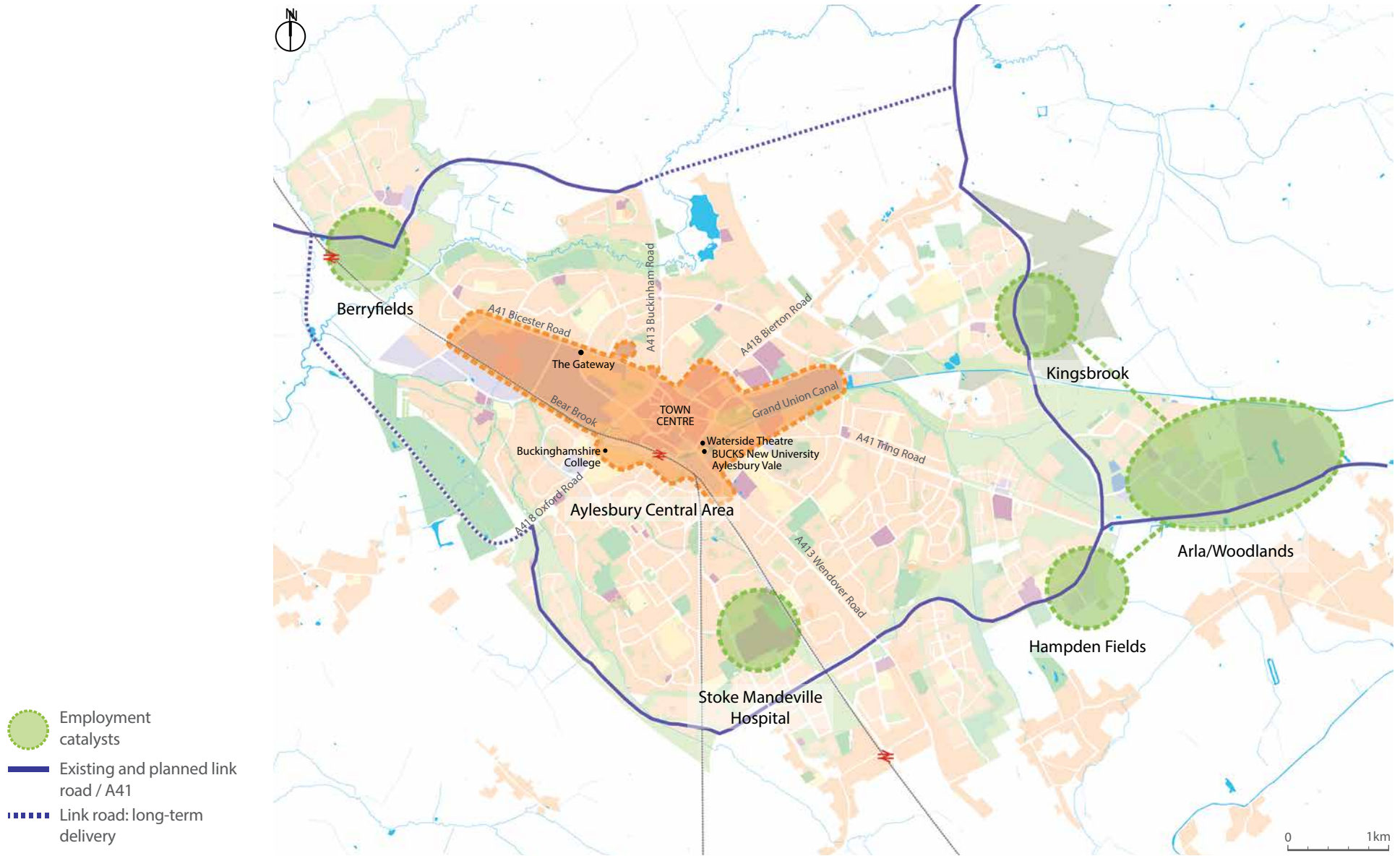


Fig 3.4: Employment catalysts

#### 3.6 Intensifying employment in Central Aylesbury

Investment in the outer link roads will change movement patterns in Aylesbury and the character of the town centre. The potential exists as part of a joined up strategy to capitalise on this to enhance employment use patterns and create new opportunities in the town centre.

The AGT Masterplan proposes that employment uses requiring significant vehicle and HGV traffic should be located near the new link road and A41 so as to minimise vehicle circulation in the town centre.

The opportunity then exists to encourage employment uses befitting a walkable, fine grain, mixed environment in the accessible town centre and surrounding Central Area (see Chapter 4.0).

This could mean a gradual transfer of light industrial areas within the Central Area, especially those at Stocklake Road, to new, modernised spaces in VALP-allocated sites. Central Area sites could then be redeveloped to include more flexible and finer grain office spaces within mixed-use communities.

This transition has begun in Gatehouse and Rabans Lane Industrial Areas with the allocation of AYL115 in Rabans Lane for housing development and with the office-based employment and housing mix emerging around the Gateway.



Regus shared workspace



Affordable, meanwhile workspace - International House, LB Lambeth/3Space

#### 3.7 Supporting the conditions for start-ups and small businesses

The 2016 Aylesbury Vale Economic Development Strategy highlights the need to encourage businesses to start up and grow within the Vale. The former BTVLEP geography has the largest number of home workers of any other LEP area in the Country, and Aylesbury has a 17% self-employment rate. There is an opportunity to provide flexible office hubs within the town centre and Local Centres to help small businesses, start-ups, and home-based businesses grow, increase Aylesbury's attraction as a work destination, and capture this demographic to benefit the vitality of the town centre.

The provision of suitable premises is fundamental to supporting new and small businesses and to ensure that the benefits of economic growth are local and inclusive. Flexible office hubs and business incubators can provide support and training, access to shared and affordable spaces and resources, and networking and idea-sharing opportunities to small businesses, home-workers and self-employed residents.

Furthermore, the modernisation of existing employment space to provide variety and availability of smaller, good quality office space is crucial to supporting smaller businesses.

In addition to existing measures directly providing flexible work spaces, advice services, information, funding, and employment and skills policies (such as hot desking available at the Gateway and in collaboration with business support providers like Buckinghamshire Business First), Aylesbury

Garden Town should explore opportunities in the Central Area and in local centres to develop small, flexible and shared work places. This should include partnership opportunities with educational and business support networks such as the LEP, Buckinghamshire Business First network, or the Aylesbury Town Centre Partnership, as is being championed at the emerging University Campus Aylesbury Vale Digital Innovation Hub. Partnership opportunities with existing flexible office space providers such as Office Group, WeWork or Second Home should also be explored.

In addition, a meanwhile use strategy should be developed to explore ways third sector providers such as 3Space could work with the local authority to provide start-up spaces as a meanwhile use in buildings awaiting redevelopment.

With ever-changing working habits and sector expansion and contraction in the UK, employment spaces should be designed to be flexible and capable of adapting to new businesses and workplace trends. Flexible employment space design includes the ability for a building to support multiple functions without altering its architecture, through features such as the position and scale of entrances, multi-use spaces, open plan offices, large floor-to-ceiling heights and high-capacity service voids. It also includes a building's ability to change through new construction, planning for convertibility at the design stage so that later interventions and costs are minimised.

The forthcoming District Design Guide SPD will provide detailed design guidance for commercial spaces.

### **Business Incubator: The University Campus Aylesbury Vale Innovation Hub**

UCAV has established a Digital Innovation Hub on its campus to support business innovation and growth in Aylesbury and Buckinghamshire.

The Hub is supported by £1.3 million in funding from Bucks LEP to support its goals of business prosperity and skills training in the region. It is set to become a centre for start-up businesses in the digital sector, providing facilities such as a cyber-security suite and virtual reality engineering design studio, which individual businesses may not have been able to access.

This space will allow small and early-stage businesses to access advice, support and incubation spaces; access business-to-business networks and education-partnerships such as apprentices and skills development; and enjoy use of the wider facilities and opportunities often beyond the reach of smaller firms.



## Action plan

### 3.8 Action plan

Actions to support the delivery of economy and business objectives in AGT include:

Project	Location	Description	Delivery Partners	Time Frame
Economic Sectors and Specialisms Study	AGT-wide	An economic sectors study is recommended to better understand sectors likely to expand in Aylesbury, and how the Garden Town can best plan to accommodate them. This should explore how opportunities presented by the Oxford-Cambridge Arc, along with existing and future economic strengths can be harnessed to create jobs growth in the Garden Town.	Local authority, LEP	Short Term (2020-2023)
Investment Strategy	AGT-wide	An investment strategy should be prepared to set out the public sector's role in facilitating investment through the promotion of Aylesbury as a place for business investment (through production of branding and marketing collateral), as well as providing support to potential investors in finding land and premises.	Local authority, LEP	Short Term (2020-2023)
Innovative Employment Space	AGT-wide	Further studies and initiatives to: <ul style="list-style-type: none"> <li>explore opportunities for flexible town centre working space;</li> <li>leverage the Enterprise Zone status and associated benefits, such as retention of business rates, to help forward fund infrastructure /create a development platform to build momentum behind creating employment clusters;</li> <li>ensure that development within the Enterprise Zone reflects the overall ambition in terms of quantum, character and type of development as established within the AGT Masterplan; and</li> <li>prioritise development within the Enterprise Zone so that it might act as an anchor for employment development in Woodlands, Kingsbrook and Hampden Fields as they deliver.</li> </ul>	Local authority, LEP, Developers	Short Term (2020-2023)
Meanwhile Use Strategy	AGT-wide	Meanwhile uses are now widely understood as a key tactic towards promoting activity and vibrancy and challenging established pre- conceptions of development areas. AGT should work in collaboration with providers to consider the strategic promotion of interim uses, both in the short/medium term on development sites, and in the longer term within the wider public realm.	Local authority, LEP Developers	Short Term (2020-2023)

# 4.0 Aylesbury Central Area: Putting the town centre first

## 4.1 Introduction

At the heart of the Garden Town will be an improved and expanded town centre surrounded by revitalised mixed use neighbourhoods which together form the 'Aylesbury Central Area'.

Aylesbury town centre has evolved over centuries of history. In order to support continued population growth, economic prosperity and quality of life it is important that the town centre continues to evolve, and that the wider Central Area is enhanced.

This section provides guidance and principles to support and deliver an improved Central Area. This must capitalise on the town's historic assets, keep pace with change and growth, and ensure the town centre is an environment which is inclusive, welcoming, safe and accessible. The Aylesbury Garden Town (AGT) Masterplan proposes a joined-up approach to the wider central part of Aylesbury, beyond the defined town centre boundary, capitalising on opportunities for new homes, employment and community infrastructure.

### Policy context

**VALP Policy D6 Town, Village and Local Centres** states that *"Within [the town centre] development proposals for retail, leisure, commercial, office, tourism, cultural, community and residential development will be supported where they:*

- *retain or enhance the town centre's historic character and appearance, vitality and viability;*
- *sustain or enhance diverse town centre uses and customer choice incorporating residential*

*accommodation above ground floor level where possible; and*

- *are readily accessible by public transport, walking and cycling."*

**Policy D7, Town Centre Redevelopment and Policy D8, Aylesbury Town Centre** support the delivery of development and regeneration in Aylesbury town centre in line with the vision and objectives established in the 2014 Aylesbury Town Centre Plan. The latter is a non-statutory document whose purpose is to set a vision, guiding principles, strategic aims, and action plan for the town centre.

It presents seven guiding principles for the future development of Aylesbury town centre and identifies nine action plan areas (Fig 4.1).

- Position the town correctly by providing a complementary, credible experience to nearby centres and be a 'best in class' regional centre.
- Being different, with a USP based in reality.
- Offering what the 'market' is looking for to capitalise on its catchment, increasing retail offerings for the mid/upper market.
- Encourage social interaction by delivering integrated mixed uses including housing and quality public space throughout the town centre.

- Build community spirit through welcoming events and activities.
- Take a strategic connected, 'whole town' approach, especially in terms of green infrastructure and signage.
- Appeal to all users including families, young professionals, students, college and university leavers, empty nesters and older people.

The VALP policies map identifies an area for the Aylesbury transport hub, allocated for mixed use redevelopment including co-locating the bus and railway station, provision of new residential units, public realm improvements, connectivity improvements, and new open spaces. Friarage Road may need to be rerouted to accommodate the new development.



Fig 4.1: Map of Aylesbury town centre, showing the nine key action plan areas (Source: Aylesbury Town Centre Plan, 2014)

## 4.0 | Aylesbury Central Area

### Challenges and opportunities

Aylesbury town centre has developed from an Anglo Saxon hilltop settlement and historic market town into a modern town centre supporting a catchment of over 250,000 within a 25 minute drive time. The inner ring road was constructed in the 1970s, routing traffic out of the heart of the town centre. This had the negative impact of creating a barrier between the town centre and surrounding suburbs and creates a poor first impression for visitors to the town arriving by road or rail.

The town centre was remodelled with construction of Friars Square shopping centre in 1967 (later rebuilt in 1990) and construction of the 12 storey County Hall in 1966. Despite these interventions much of the medieval street pattern within the ring road still exists.

The growth in housing that has begun in recent years with the delivery of AGT-5, and which is set to continue over the coming decades as identified within the VALP, is placing additional pressure on the town centre. It is important that the town centre can support this growing population, and can adapt and change over time.

In addition, current structural change in the retail sector, brought about by new technology and its impact on shopping patterns, means that creative solutions need to be found to ensure the town centre remains vibrant and viable.

The surrounding industrial and residential areas also provide opportunities for long-term transformation with some locations already being redeveloped for higher density housing schemes. It will be important that this is done in a managed way that supports job creation and the provision of services as well as homes built to high standards of design.

There are opportunities to green the existing central areas and the town/market squares and look at opportunities for green connections. There is a high concentration of watercourses which flow through and around the town centre. The watercourses and their floodplains will influence the location of and type of redevelopment and improvements. Well-designed open spaces and river corridors can provide a more natural focal point in developed areas, and interaction with natural areas has been linked with benefits to mental and physical health.



The historic town centre and its medieval street pattern are well preserved. Aylesbury has been the centre of civic life for Buckinghamshire since the Victorian era - a major factor underpinning the town centre economy.



Arts and cultural attractions, including the Waterside Theatre, Bucks County Museum, Roald Dahl Children's Gallery and seasonal festivals, contribute to Aylesbury town centre's status as a destination.



Recent and proposed public realm investment, including The Exchange, Market Square and Kingsbury, Cambridge Street, and Waterside South, are enhancing the town centre environment.



Grand Union Canal and Bear Brook waterways are positive environmental assets but are difficult to access.



Recent residential development around The Gateway is of poor design quality with highways-led design, parking issues, a lack of street trees and green spaces, and poor overall street composition and architecture.



Poor quality urban areas on the edge of the centre impact on key arrival points, especially the arrival experience from the bus and train stations.



A four-lane ring road creates a barrier to the town centre and a negative character at its edges. Large number of roundabouts with significant land take and pedestrian underpasses/complex crossing arrangements.



Edge of centre retail parks provide poor quality environments surrounding the town centre and encourage car use.



Traffic and tired public realm affect the tertiary shopping streets. This is exemplified along Buckingham & Cambridge Streets.

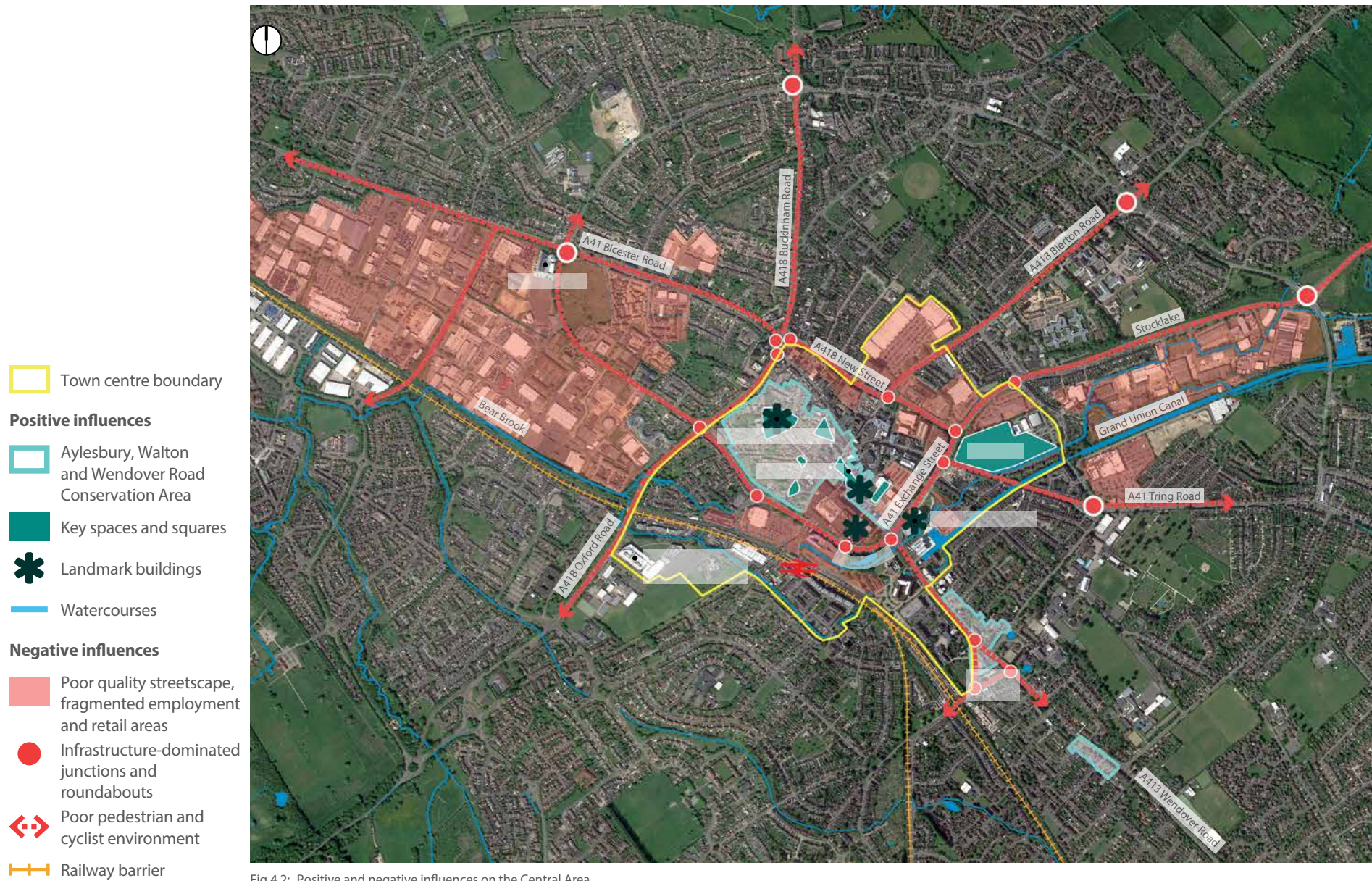


Fig 4.2: Positive and negative influences on the Central Area



## Ambition and objectives

### 4.2 Ambition

**In 2033 Aylesbury town centre will be a thriving community and commercial heart. It will be a destination, a place to live and a place of exchange, commerce, and leisure that goes beyond just retail.**

**The Garden Town will be supported by a greater mix of use and activities across a wider Central Area supporting long-term population and economic growth.**

### 4.3 Objectives

- 
- Continue and strengthen Aylesbury town centre's role as Buckinghamshire's county town and civic centre.
- 
- Create a town centre which is exemplary for its inclusive public realm that is safe, well-designed and accessible for all.
- 
- Create an attractive arrival experience and first impression of the town centre.
- 
- Retain and increase public sector employment within the town centre.
- 
- Deliver new development which is sensitive to Aylesbury's historic street pattern, scale and townscape.
- 
- Conserve and enhance Aylesbury's heritage streets, spaces and buildings.
- 
- Deliver an increased mix of uses which create activity day and night.
- 
- Respond positively to changing patterns of retail and leisure.
- 
- Increase access to Aylesbury's waterways within the town centre and deliver increased levels of biodiversity.
-



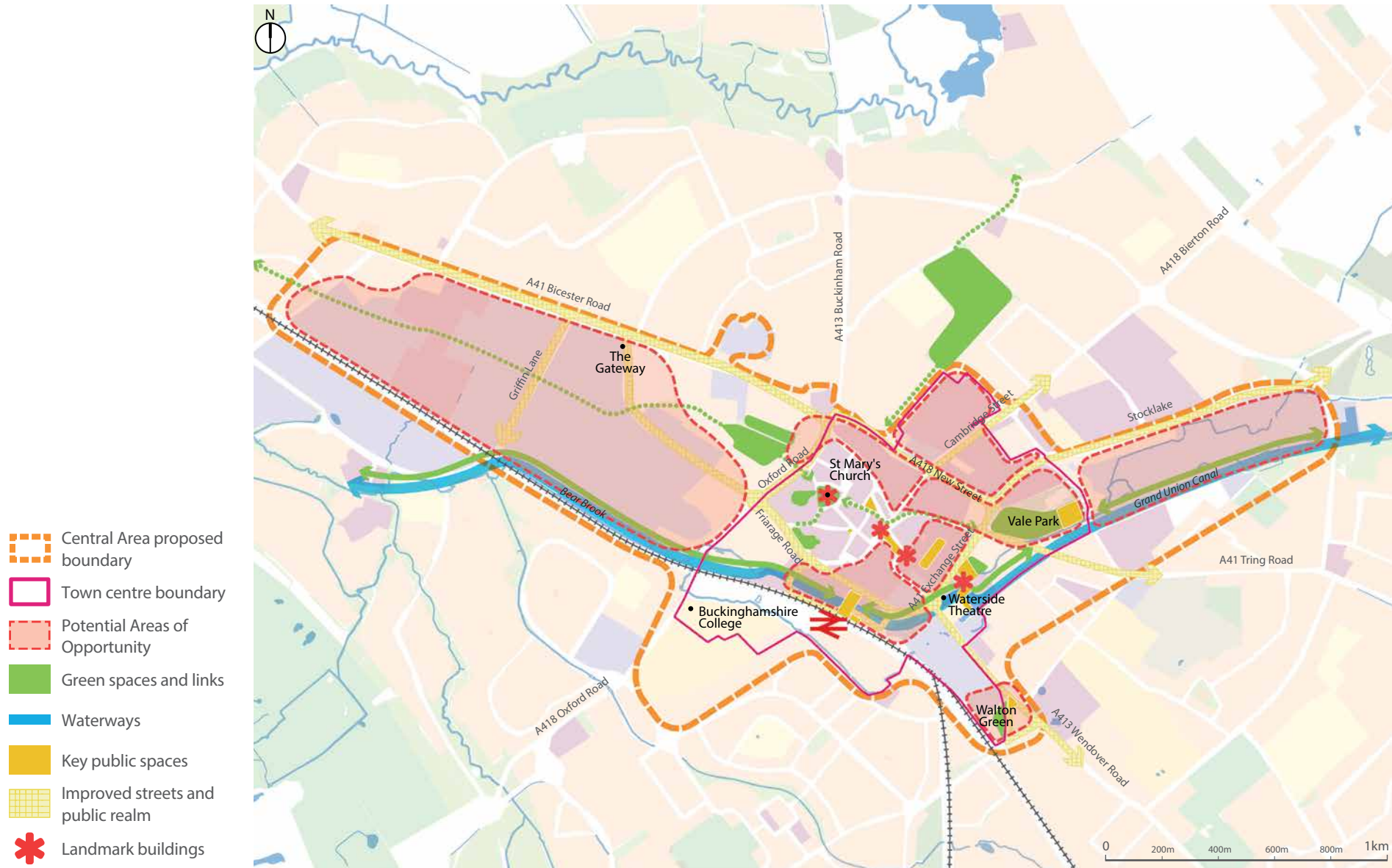


Fig 4.3: Aylesbury Central Area - Long-term Opportunities

## Proposals for Aylesbury Central Area

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### 4.4 Aylesbury Central Area

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Aylesbury town centre has been subject to a range of successful regeneration projects over recent years guided by the Town Centre Plan. The AGT Masterplan proposes that this focus continues, but that a joined-up strategy is developed for the wider Central Area, which encompasses the town centre as well as areas beyond the current boundary that are likely to come forward for re-development and regeneration in the period to 2033 and beyond and that may support the long-term growth of the town.

This anticipates additional requirement for jobs and services brought about through the growth of the town, and a longer-term approach to encourage a mix of uses throughout the area.

The Masterplan therefore proposes to consider the wider Aylesbury Central Area as a zone of intervention. The proposed Central Area comprises:

- Existing employment areas in Gatehouse and Rabans Lane industrial areas as well as Stocklake Road that may come under increasing pressure for redevelopment;
- The existing retail-led town centre;
- Emerging areas of change in Waterside South and The Exchange;
- The Grand Union Canal; and
- Walton Street Gyrotory.

Within the Central Area a holistic approach is proposed that considers long-term opportunities for employment, cultural, civic, and retail spaces.

In addition, the impact of highways infrastructure needs to be addressed to realise a healthier, more people friendly place that benefits from a more accessible, connected, greener environment.

This will encourage town centre redevelopment to have a ripple effect on the positive regeneration of surrounding communities and support the long-term containment of jobs growth within the Garden Town.

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### 4.5 Areas of opportunity within the Central Area

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Building on the existing Town Centre Plan, a series of strategic opportunity areas within the Central Area have been identified. These areas have the potential for transformative development and improvement to support the long-term growth and delivery of the Garden Town. The proposed Central Area Strategy will provide further analysis, feasibility and guidance to understand opportunities and long-term interventions within these zones. These areas are shown in Fig 4.4 and discussed over the following pages.

Within the opportunity areas, number of potential development opportunity sites are identified within

the 2014 Town Centre Plan and VALP. The Masterplan includes these opportunities, alongside other potential sites that may come forward in the longer term to 2033 and beyond. This includes a number of edge-of-centre supermarkets and retail sites that may be affected by long-term change in retail or which are currently encouraging car-based access with substantial areas of surface car parking.

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### 4.6 Design principles for the Central Area

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The following principles should be applied across the Central Area:

#### **Heritage & character**

Aylesbury's Conservation Areas, identity as a market town, and heritage assets within the Central Area are an important part of the town centre's USP, but they are hidden by 20th century development and highways.

Across the Central Area opportunities should be taken to conserve and enhance the historic character of the town centre. Development should be of an appropriate scale, massing and design to complement and reveal the fine grained streets of the historic core and should reinstate historic street patterns and connections where possible.

Heritage interpretation material, potentially linked with Buckinghamshire County Museum, should be incorporated in the design of public spaces and public art.

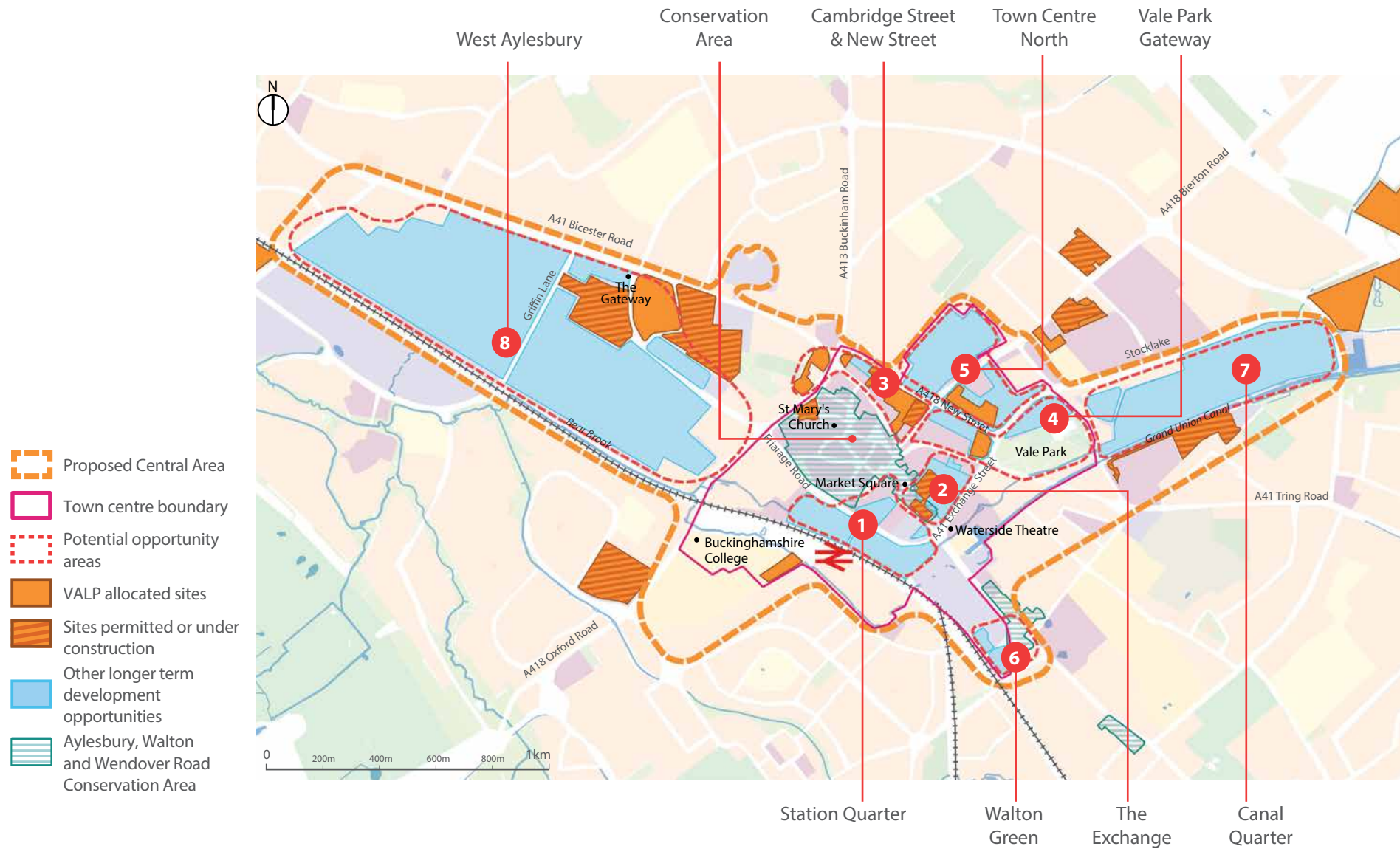


Fig 4.4: Aylesbury Central Area: Proposed opportunity areas

## 4.0 | Aylesbury Central Area

### **Green and blue infrastructure**

Enhancing green infrastructure is key to transforming the character and attractiveness of the Garden Town town centre. GI supports biodiversity, and climate change resilience and assists in reducing air pollution, and provides attractive spaces for people to relax and spend time in.

Opportunities should be explored across the town centre to introduce street trees, green roofs and walls, new green spaces of a range of scales and types, including infrastructure for wildlife and for sustainable drainage.

Particular opportunities exist to enhance and reveal existing blue infrastructure including Bear Brook and the Canal creating a green corridor which connects Vale Park, the Canal and Bear Brook to the south and west of the town centre.

### **A mix of uses with a focus on job creation**

Changing consumer behaviour and employment patterns driven by technology are changing the nature of retail and commercial functions of high streets and town centres across the UK. User experience in stores, online integration, closing chains and vacant units are increasingly posing challenges to town centre health. The Masterplan proposes interventions to adapt and strengthen Aylesbury town centre.

Aylesbury town centre's retail offer is currently dominated by national multiple retail and food offerings. In the face of online and out of centre retail options, Aylesbury town centre will need to continue to diversify with increasing independent cultural, civic, social and leisure experiences, becoming a destination for Aylesbury and wider Buckinghamshire residents alike.

Aylesbury town centre should therefore strive to support a range of new employment opportunities, supported by a range of community facilities that

would also generate jobs in a central location. This may include health, arts, education, entertainment, leisure, food and drink, office and retail uses.

New development in the town centre should seek to create active ground floor frontages, with a particular focus on New Street, Exchange Street, and Friarage Road.

### **Residential**

Providing more housing within and close to the town centre is sustainable as it increases footfall and demand in the centre, enables a greater balance of uses, increases town centre activity outside of peak periods, and promotes a lifestyle that does not rely on the car. It can help provide a more vibrant and safer town centre. VALP Policy D9 supports residential development in the town centre, either as flats above shops, office conversions, and subsidiary parts of town centre redevelopment. A number of sites have been identified as suitable.

### **Inclusive design**

There is an opportunity for AGT to become an exemplar town for accessibility building on the town's links to the Paralympics. This should include initiatives to ensure that all public realm and building design provide universal access.

Aylesbury's Central Area should be an environment that can be used by all people regardless of their age, size or ability—including consideration for mobility, dexterity, sensory, communication, and learning disabilities—where movement is easy for all residents and visitors and where everyone feels welcome and safe. Further details of the approach to inclusive design is provided in Chapter 8.0.

### **Healthy streets**

As a wider objective of AGT, all development should seek to promote healthier streets and reduce dependence on car travel. The dominance of

highways and surface car parking within the town centre should be reduced, meanwhile co-location of uses should be considered that reduce the need to travel by car. Healthy streets are further detailed in chapter 7.0.

### **Addressing the Ring Road barrier**

The planned Aylesbury Orbital Link Roads will reduce through-traffic in the town centre. This presents an opportunity to downgrade the ring road from a major through route into a local one, removing a major barrier into the town centre and enabling a mixed-use town centre character to grow beyond the ring road. This will enable better connections and sustainable movement between the town centre and its surrounding neighbourhoods.

The character of the ring road is currently car-dominated. A dual carriageway, often lined with fencing, is not conducive to pedestrian movement, hinders the town centre's footfall potential and severs the natural and cultural amenities clustered around the Waterside Theatre, Aylesbury Vale University Campus, and Union Canal from the town centre.

Major interventions to the ring road could reconnect the town centre and its surrounding neighbourhoods. A detailed study of town centre movement enhancements is required as part of a further Central Area Masterplan. Opportunities to explore include:

- Reducing the road from dual to single carriageway, made possible by expected traffic reductions resulting from the new link road, would enable pavement widening and public realm improvements along its edges, creating a active, fronted street.
- Reducing vehicle access or introducing a shared street intervention at certain key points could further prioritise pedestrian movement at key gateways into the town centre.

-  Town centre boundary
-  Aylesbury, Walton and Wendover Road Conservation Area
-  Employment-led mixed use neighbourhoods
-  Mixed-use town centre
-  Mixed-use local centre / community facilities
-  Residential-led mixed use neighbourhoods
-  Public green space
-  Key public spaces
-  Key frontages
-  Key active travel desire lines
-  Proposed Gardenway
-  Waterways
-  Opportunity for improved streets and public realm
-  Implementation of sustainable drainage systems
-  Landmark buildings

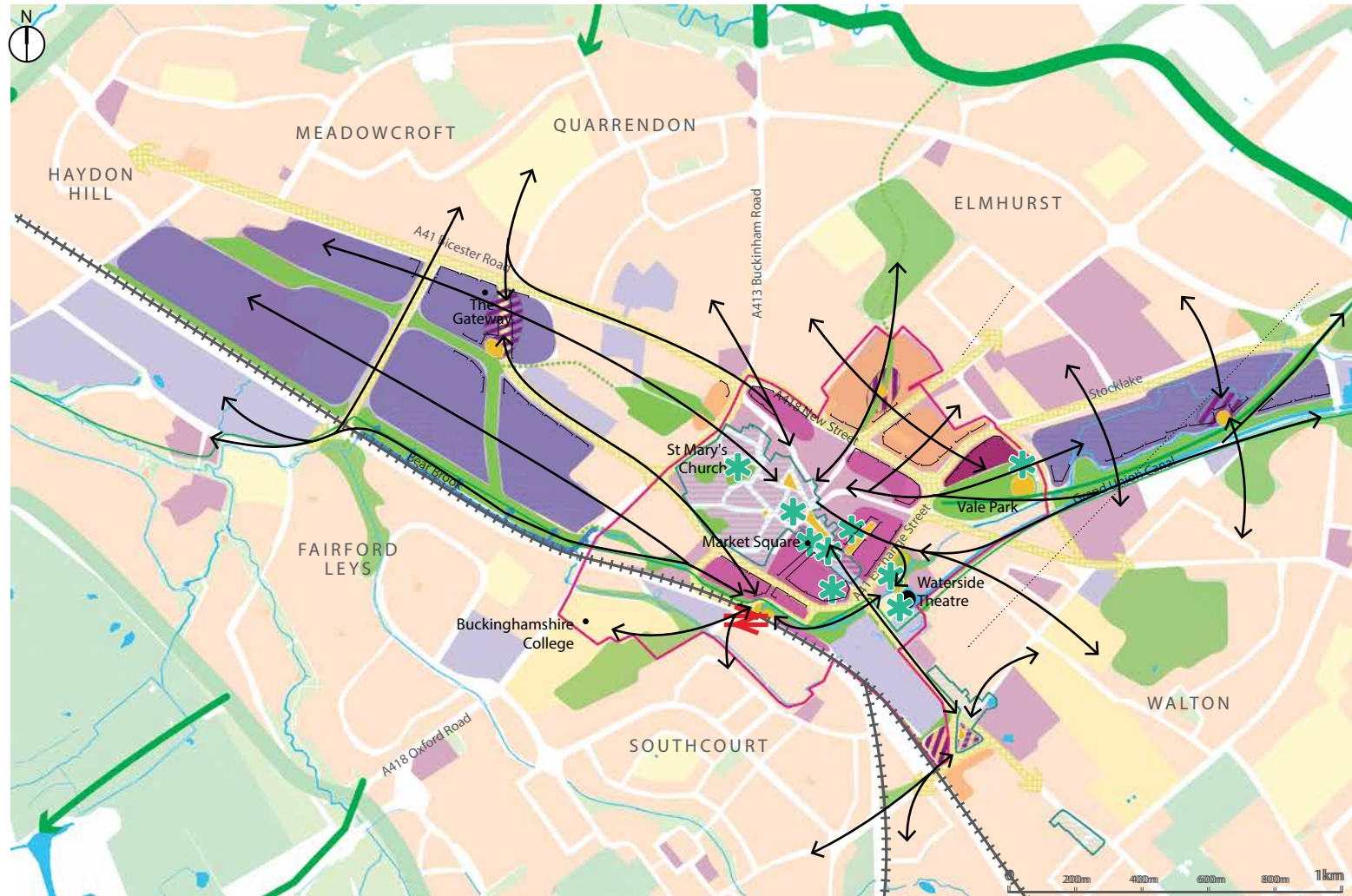


Fig 4.5: Town centre transformation opportunities

## 4.7 Design principles for areas of opportunity

This section provides initial site specific principles for town centre areas of opportunity. Further development and design briefs would be required to guide the development of these sites as part of the Central Area Strategy.

The opportunities presented in this section absorb existing proposals and allocations for the town centre, but also identify further opportunity areas and aspirations beyond the VALP period (up to 2033), setting ambitions for the Central Area to 2050.

### Station Quarter

This area is a prime gateway currently occupied by Morrisons and associated surface parking, Friars Square multi-storey car park, Aylesbury Station, Friars Square shopping centre and bus station, County Hall, library and surface parking as well as a small green space around Bear Brook. It falls within the 2014 Town Centre Plan's Gateway South Action Plan which aims to improve the railway and bus stations as key arrival points and improve their connection with the rest of the town centre.

#### Existing development and allocations

The VALP policy map identifies this area for the Aylesbury transport hub, a comprehensive mixed-use redevelopment which could include co-locating the bus and railway stations, providing new residential units, public realm improvements, connectivity improvements, and open space.

#### Further longer term development opportunities

- Morrisons supermarket - reconfiguration or redevelopment.

- Friars Square shopping centre and car park - reconfiguration.

#### Design opportunities

- Integrate retail, commercial, community, and residential uses in a highly sustainable location.
- Introduce a station arrival public space.
- Introduce active ground floor uses along key desire lines, especially linking the station with the town centre.
- Improve the pedestrian environment in the Friars Square underpass.
- Improve pedestrian accessibility across Friarage Road at grade.
- Reconfigure car parking to reduce land take and increase active frontage.
- Review ways to enhance the bus station environment through interventions, reconfiguration, or relocation.
- Strengthen and make publicly accessible the green link along Bear Brook towards Aylesbury West and the Grand Union Canal.
- Reintroduce a street configuration and building heights that respect the historic scale and grain of the town centre.
- Create a frontage onto the A41 and Walton Street junction which defines the street edge and provides a positive arrival point from the south.
- Seek to deculvert watercourses and create ecological networks along river corridors as and when opportunities arise.

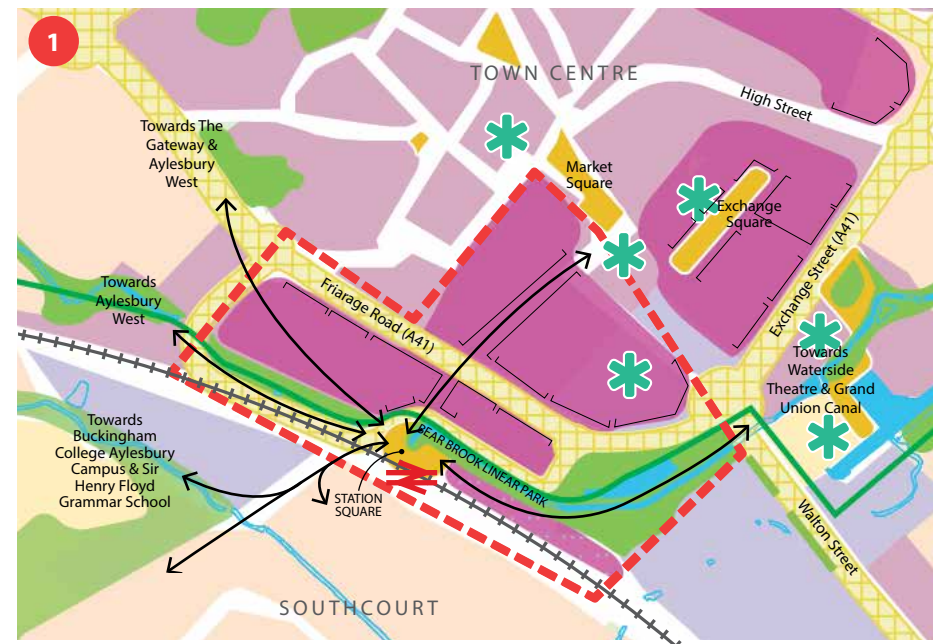
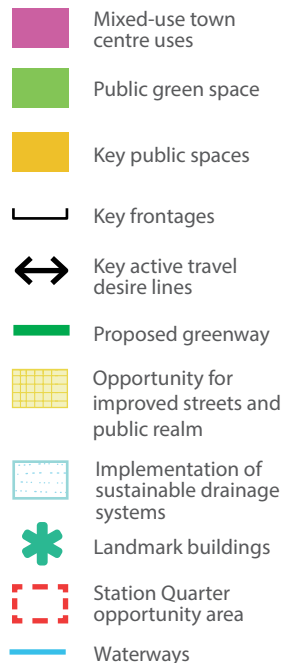


Fig 4.6: Station Quarter indicative opportunities



Fig 4.7: This illustrative artist's impression of the Station Quarter shows one way in which the area could be regenerated

## 4.0 | Aylesbury Central Area

### The Exchange

Waterside North and South are already transforming into a cultural hub. Later phases of the scheme will continue to add quality public spaces and civic and community uses into the town centre and enhance town centre linkages with the Grand Union Canal and Bear Brook.

The area is identified in the VALP policy map for town centre redevelopment and falls within the Waterside North Action Plan which aims to enhance the retail, food and beverage, and housing offer in the town centre, strengthen links and help rejuvenate neighbouring areas.

#### Existing development and allocations

- The Exchange, a mixed-use development introducing a new public space and commercial, retail, food and beverage, and residential uses into the town centre.

#### Further longer term development opportunities

- The Odeon.
- Exchange Street Car Park.

#### Design opportunities

- Continue to introduce mixed, culture- and leisure-led town centre uses, drawing on the presence of Waterside Theatre, Buckingham New University and The Exchange in the area.

- Infill surface parking with buildings and public space.
- Introduce ground level frontages to Exchange Street and boulevard tree planting.
- Mitigate steep level change between Exchange Street and Hale Leys.
- Improve pedestrian links across Exchange Street to Waterside Theatre and Grand Union Canal, and to Cambridge Street.
- Review ways to enhance the environment and pedestrian permeability of Hale Leys, through enhancement or redevelopment.



A leisure and culture-led mixed use scheme with a high-quality public realm, The Scene Walthams



Fig 4.8: The Exchange indicative opportunities





Fig 4.9: This illustrative artist's impression of The Exchange shows one way in which the area could be regenerated - view to the south west

## 4.0 | Aylesbury Central Area

### 3 Cambridge Street & New Street

With its eastern edge facing the historic town centre and its western edge facing the traffic-heavy ring road, this area has the potential to increase pedestrian permeability between the town centre and the neighbourhoods to its north, and reintroduce a fine grain building structure into the historic street pattern.

The area is partially identified in the VALP policies map for town centre redevelopment. It falls within the Waterside North Action Plan as well as the Cambridge Street, Buckingham Street and New Street Action Plan, which aim to improve the continuity of active frontages along Cambridge Street; reduce the dominance of the car; and integrate the area more fully into the town centre.

#### Existing development and allocations

- VALP allocations AYL056, AYL058 and AYL059.
- Recent residential development at Cambridge Place.

#### Further longer term development opportunities

- Wilko, Upper Hundreds Car Park.
- Car dealership and surface car parking on New Street at Cambridge Place.

#### Design opportunities

- Improve public realm and pedestrian accessibility across Upper Hundreds Way and New Street.
- Improve pedestrian accessibility at the A418 junctions so as to integrate the town centre with the neighbourhoods to the north.
- Consider pedestrianisation of Cambridge Street to the south of New Street.



Retail-led mixed scheme that rejuvenated Exeter's city centre conservation area, Princesshay, Exeter. Source Chapman Taylor 2018

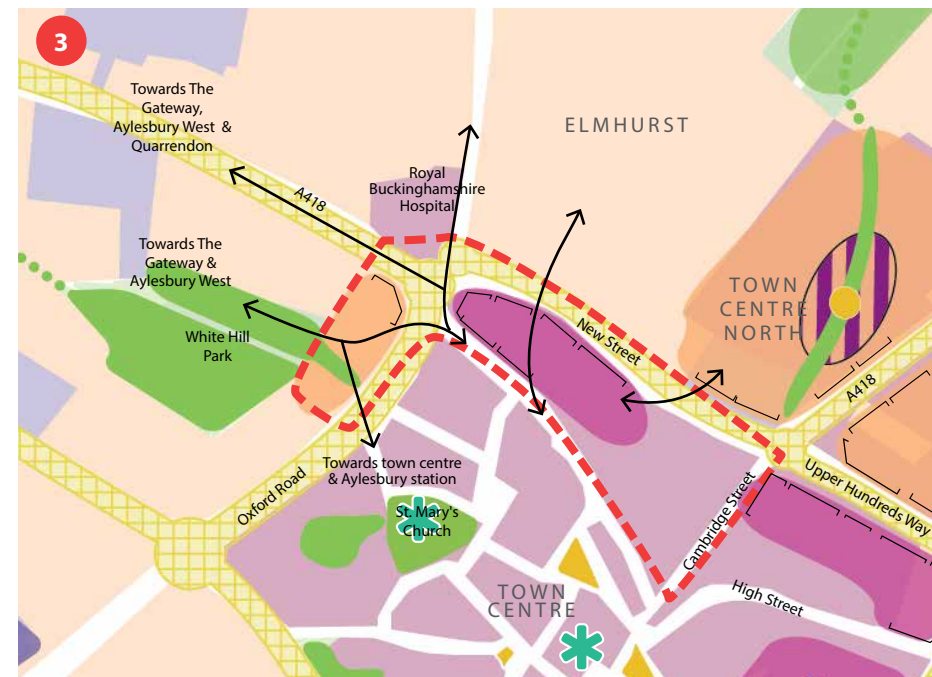


Fig 4.10: Cambridge Street and New Street indicative opportunities

## Vale Park Gateway

Big box retail and surface car parking to the north of Vale Park have the potential to transform into a leisure and community space-led neighbourhood that capitalises on existing community assets in Vale Park, Waterside South, and the Grand Union Canal. As with other long-term transformation opportunities, the potential to make more efficient use of land should be explored, removing surface car parking and intensifying built form within a fine-grained street network.

The area falls within the Vale Park and Grand Union Canal Action Plan, which aims to increase the connectivity between these two assets and the wider town.

### Existing development and allocations

- Hampden House (D-AYL063).

### Further longer term development opportunities

- Vale Retail Park (not expected at present to come forward for development).
- Potential reconfiguration of car parking at Aqua Vale Swimming and Fitness Centre.
- Review opportunities to naturalise the Bear Brook through Vale Park (where it is currently 'channelised') and potentially create some wetland areas, and channel rainfall in to wetland areas within the park.

### Design opportunities

- Introduce active frontage along Vale Park Drive.
- Improve pedestrian accessibility across Vale Park Drive.
- Introduce co-located wellness uses associated with Aqua Vale Swimming and Fitness Centre.
- Break site into finer grain blocks.
- Increase intensity and mix of uses within site to include commercial, community and residential uses.
- Introduce public space complementary to both Vale Park and the leisure centre.

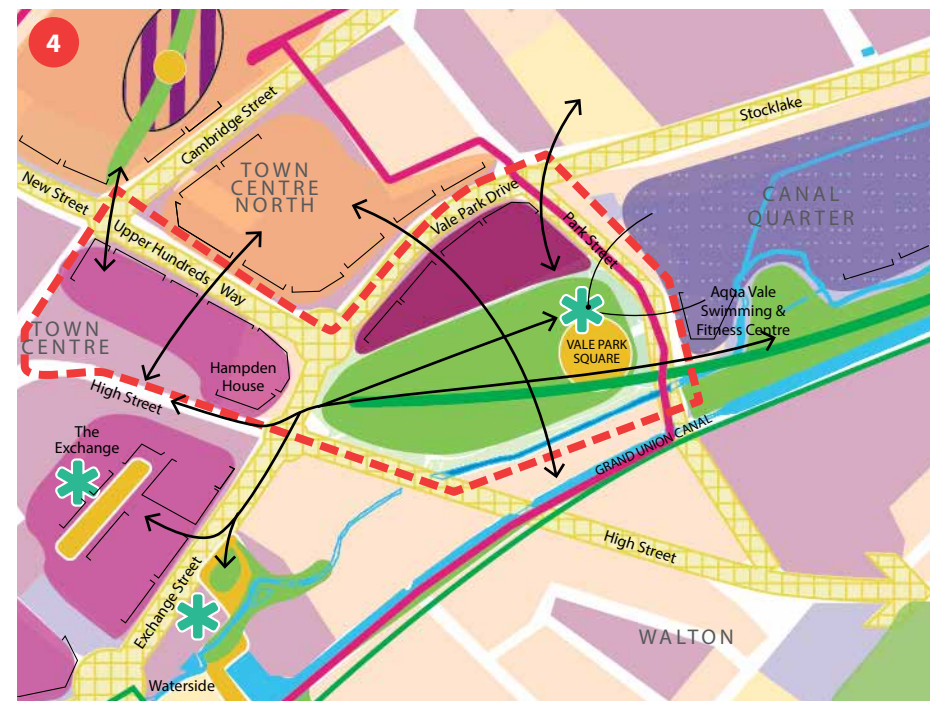
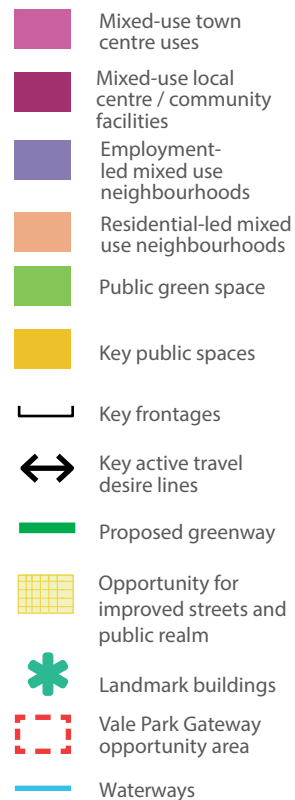


Fig 4.11: Vale Park Gateway indicative opportunities

## 4.0 | Aylesbury Central Area

### Town Centre North

This area is currently occupied by low intensity retail and employment uses with large amounts of surface car parking. Its northern area falls within the Cambridge Street, Buckingham Street and New Street Action Plan and sits adjacent to the Waterside South Action Plan, which aims to break down the concrete barrier of the inner ring road and improve links between the inner town centre to Waterside Theatre, Vale Park and retail parks.

#### Existing development and allocations

- VALP housing allocation AYL052.

#### Further longer term development opportunities

- Royal Mail Sorting Office, B&Q, Aldi and associated surface parking.
- Aylesbury Shopping Park, a relatively new edge-of-centre retail park with a large area of surface car parking. This site also includes the Telephone Exchange. Not expected to come forward for development at present.

#### Design opportunities

- Improve pedestrian accessibility across Upper Hundreds Way and Vale Park Drive.
- Introduce active frontages onto Upper Hundreds Way and Vale Park Drive.
- Break sites into finer grain blocks and integrate with surrounding residential and town centre street layout.
- Extend New Street and Cambridge Street retail frontages.
- Improve existing frontages along Cambridge Street.



A quiet, residential-led mixed neighbourhood centred around intimate public spaces, Altrincham. Source Place North West 2018

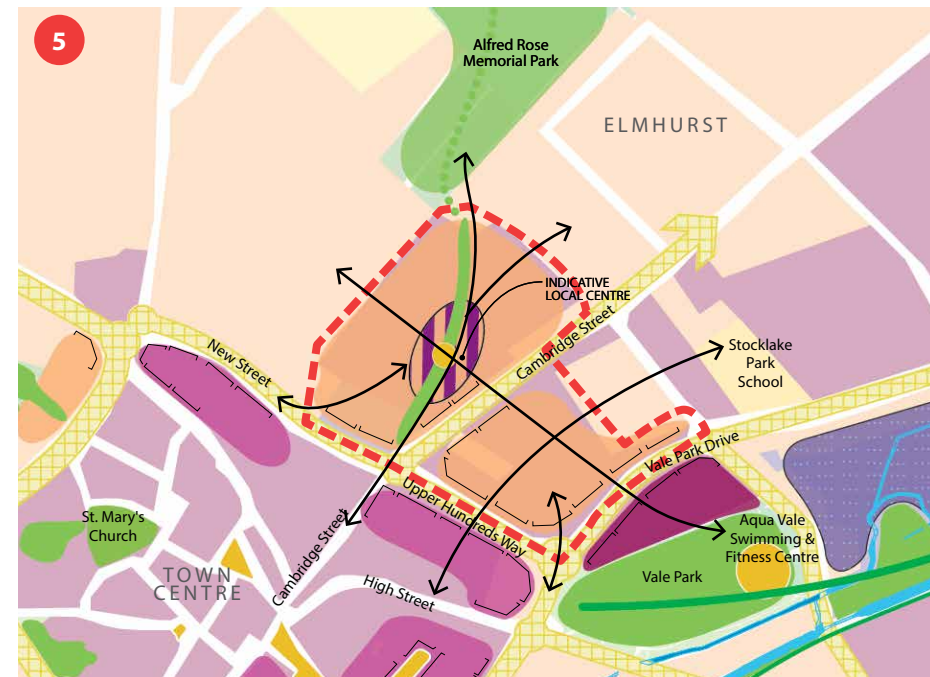
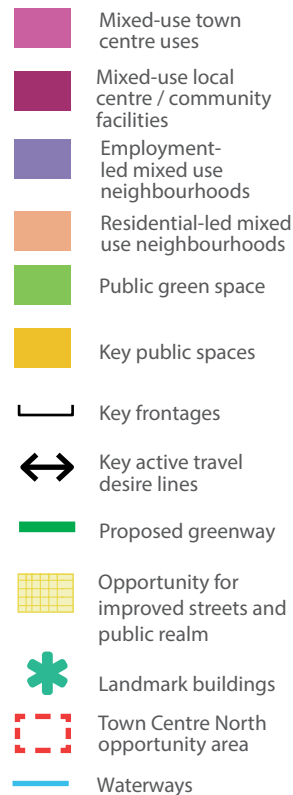


Fig 4.12: Town Centre North indicative opportunities

**6 Walton Green**

The Walton Green gyratory (the intersection of Walton Street/Walton Road/Wendover Road/Stoke Road) provides a poor gateway to the town despite the presence of a number of historic buildings dating from the 17th and 18th century when Walton was a hamlet outside Aylesbury, and its designation as a Conservation Area. Walton Green is now an island site, separated by the gyratory system, with an area of surface parking in the centre. A substantial development opportunity site exists to the west between Walton Green and the gyratory. Significant potential exists in this area to regenerate and enhance the heritage townscape, and intensify activities, particularly if much of the through traffic could be removed from either side of the gyratory.

**Longer term development opportunities**

- Land to the west of Walton Street.
- Surface car park to the east of Walton Street.

**Design opportunities**

- Retain and enhance the Conservation Area and reflect the historic grain and street pattern of Walton.
- Increase pedestrian accessibility across Walton Street into Walton Green.
- Introduce new public space.
- Retain and intensify community, retail, and food and beverage uses.
- Infill development of an appropriate height and massing in relation to the scale of the retained historic townscape.

- Protect new development from the acoustic and visual impacts of the railway.
- Improve pedestrian accessibility across the railway.
- Improve employment sites on Stoke Road.



Reclamation of a busy road to rejuvenate a historic streetscape, New Road, Brighton

- Mixed-use local centre / community facilities
- Residential-led mixed use neighbourhoods
- Public green space
- Key public spaces
- ┌└┘ Key frontages
- ↔ Key active travel desire lines
- Proposed greenway
- Opportunity for improved streets and public realm
- ▭ Walton Green opportunity area
- ▭ Aylesbury, Walton and Wendover Road Conservation Area

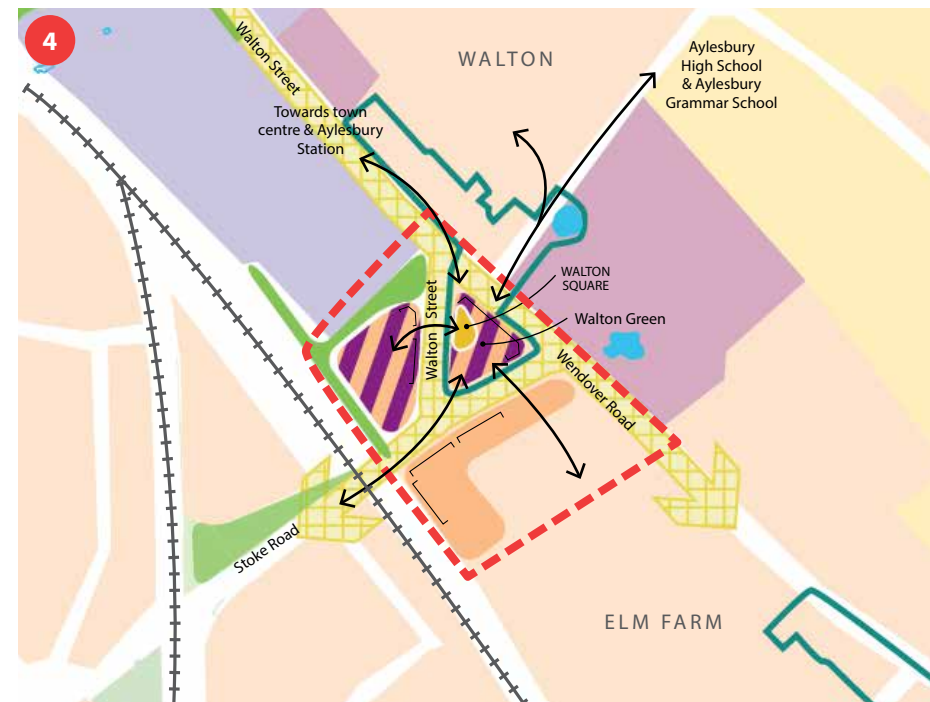


Fig 4.13: Walton Green indicative opportunities

## 4.0 | Aylesbury Central Area

### Canal Quarter

Employment areas off Stocklake Road have the long-term potential to intensify into an employment-led, mixed-use, water-front neighbourhood centred around the place and leisure opportunities at Circus Field Basin, Grand Union Canal and Vale Park. The area falls within the Vale Park and Grand Union Canal Action Plan.

#### Longer term development opportunities

- Redevelopment of industrial sites south of Stocklake Road.

#### Design opportunities

- Retain and intensify employment uses within a mixed-use, urban neighbourhood incorporating canalside residential uses.
- Safeguard and enhance the ecological value of brooks and the canal.
- Create pedestrian routes, parks and public spaces along the north of Grand Union Canal.
- Enhance linkages across the Canal to the existing towpath, town centre, and neighbourhoods to the south.
- Create public green spaces which integrate with surrounding network at Vale Park, Victoria Park, Haddington Way Park, and emerging Kingsbrook Canalside Park and Wetlands.
- Break site into finer grain blocks and integrate with surrounding street layout.
- Improve pedestrian accessibility across Stocklake Road.
- Enhance linkages with Circus Field Basin, Aqua Vale Swimming and Fitness Centre.

- Seek opportunities to deculvert watercourses and create ecological networks along river corridors as and when opportunities arise. There are a number of culvert reaches in this area which fragment watercourses and their corridors.



A residential-led mixed neighbourhood celebrated for sustainable design and interaction with water, Hammarby Sjöstad, Stockholm

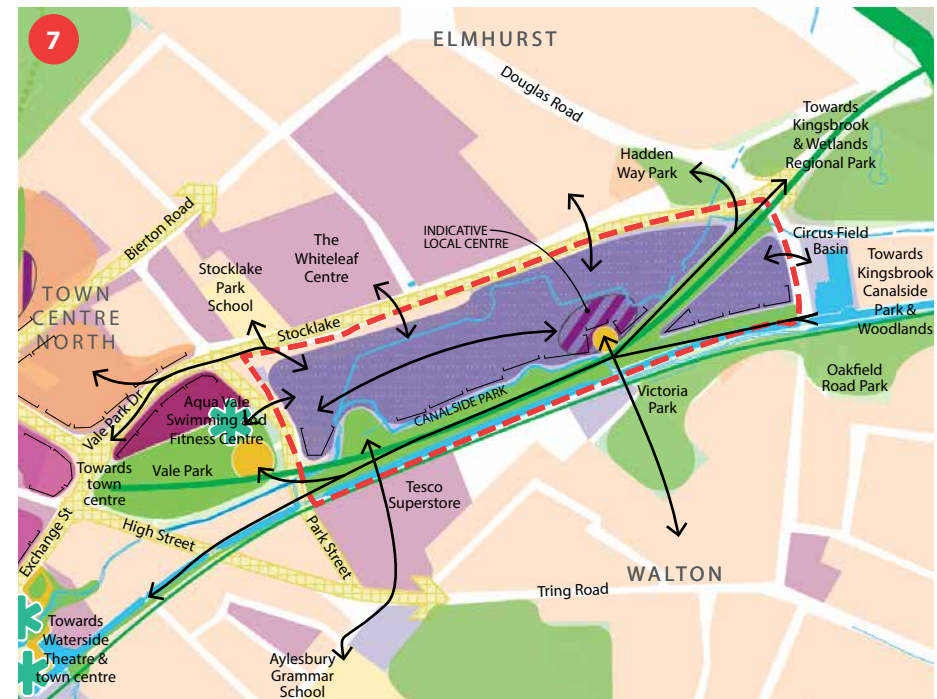


Fig 4.14: Canal Quarter indicative opportunities

**8 West Aylesbury**

Much of this area was developed during the post-war era when Aylesbury was a London expansion town, with a focus on light-industrial activities. Recent development has, however, begun to transition the area by intensifying economic activity such as the recent Gateway Building or introducing purely residential schemes on former industrial plots.

Much of the area is identified in the VALP policies map as employment sites. A longer term-planned approach to employment-led mixed use transformation would help to revitalise this area over the long-term, would support the regeneration of the Central Area, and provide space for more jobs, more homes, and an improved public realm.

**Existing allocations**

- Gatehouse Industrial Area.
- AYL076 and AYL028.
- The Gateway building and nearby residential development.

**Further longer term development opportunities**

- Redevelopment of existing low density industrial sites.

**Design opportunities**

- A long-term approach to employment-led transformation with opportunities for mixed residential and community uses where these are compatible and appropriate.
- Introduce a finer grain block structure.

- Bear Brook runs along the south-western edge of the area. There is an opportunity to naturalise the waterway and increase access to it so that it can become an attractive part of the area's character.
- Introduce green links, pedestrian and cycle routes to increase permeability across the site and into the town centre.



Residential-led mixed use neighbourhood which places nature and people at its core, Quartier Vauban, Freiburg

- Employment-led mixed use neighbourhoods
- Mixed-use local centre / community facilities
- Public green space
- Key public spaces
- Key frontages
- Key active travel desire lines
- Proposed greenway
- Opportunity for improved streets and public realm
- Opportunity to naturalise and enhance Bear Brook as a social & ecological asset
- Implementation of sustainable drainage systems
- West Aylesbury opportunity area
- Waterways

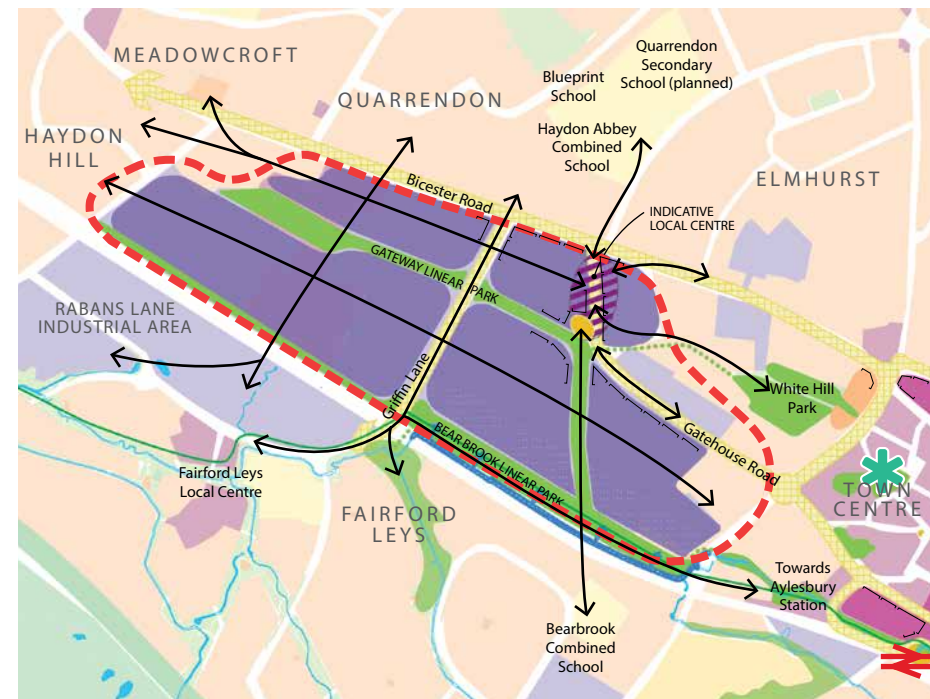


Fig 4.15: West Aylesbury indicative opportunities

### 4.8 Enhancing town centre public realm and historic character

An important factor in encouraging long-term investment and activity will be enhancement of the town centre environment and public realm while capitalising on heritage assets.

#### Enhanced streets and public spaces

A primary objective for Aylesbury Garden Town is the enhancement of the street environment to create people friendly, accessible and healthy streets. There are a number of opportunities to support this in the town centre.

Much of the town centre edges today are dominated by big box retail and surface parking. This urban form creates a movement barrier into the town centre itself, limiting its commercial potential and reinforcing car-based access.

Fine grain streets and spaces prevail in the town centre's historic areas and render a place permeable to pedestrians and cyclists, promoting active travel. This must be reflected as sites come forward for development.

















It will be important to ensure that new development is at a scale that respects the context of the historic town centre, with a focus on low-rise development complemented by people-focused streets and spaces.

In addition active frontages should be encouraged to support activity and movement along main routes and desire lines.

There is funding committed to public realm enhancements in Kingsbury and Market Square. Other opportunities include:

- Enhancing the setting of the historic Kings Head public house.

- Pedestrianisation of the stretch of Cambridge Street running from the top of Market Square to New Street and additional environmental enhancements to encourage independent shops.

-  Town Centre boundary
-  Aylesbury, Walton and Wendover Road Conservation Area
-  Employment-led mixed use neighbourhoods
-  Mixed-use town centre
-  Mixed-use local centre / community facilities
-  Residential-led mixed use neighbourhoods
-  Public green space
-  Key public spaces
-  Key frontages
-  Key active travel desire lines
-  Proposed greenway
-  Opportunity for improved streets and public realm
-  Implementation of sustainable drainage systems
-  Landmark buildings
-  Station Quarter opportunity area
-  Waterways

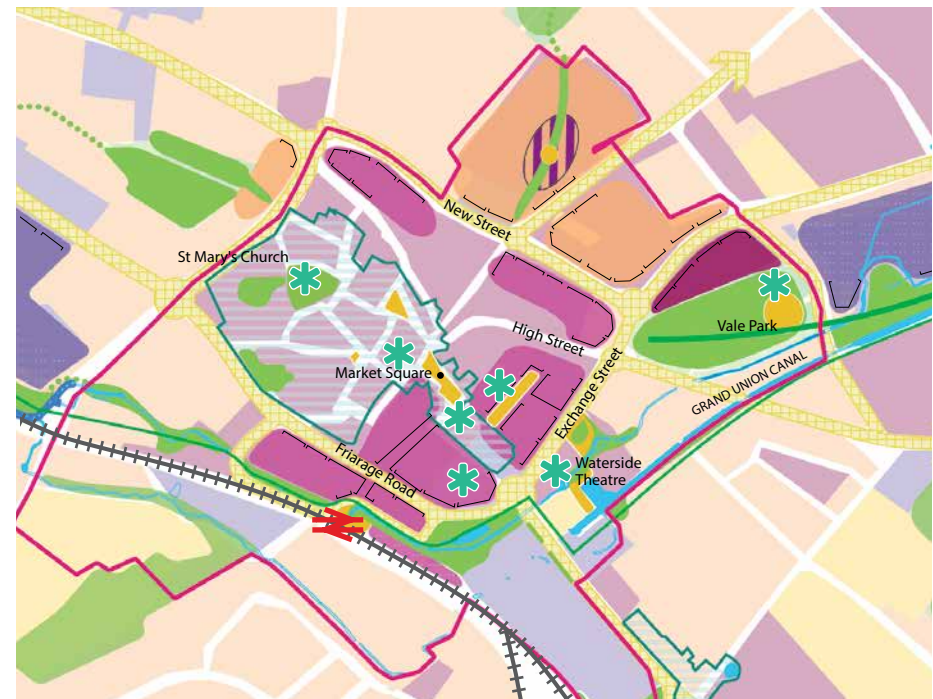


Fig 4.16: Public realm opportunities





Fig 4.17: This illustrative artist's impression of The Exchange shows one way in which the area could be regenerated - view to the north east



# Action Plan

## 4.9 Action plan

Project	Location	Description	Delivery Partners	Time Frame
AGT Central Area Strategy and Town Centre Masterplan	Central Area	The update of the existing Aylesbury Town Centre Masterplan should be done in conjunction with a Central Area Strategy. This Strategy should sit alongside a Central Area Movement Strategy, detailed in chapter 7.0, which includes a detailed study of town centre road and movement enhancements. This would sit below the Aylesbury Transport Strategy, developing the set of town centre transport improvements identified therein.	Local authority, Town Centre Partnership	Short Term (2020 – 2023)
Cultural Strategy	Central Area	Build on the existing focus for arts and cultural activities that create a source of vitality, add value to AGT’s community and attract residential and commercial development at pace. Seek to attract further cultural anchors, which have been proven to shift perceptions of places. Underpin regeneration and other socio-economic improvements appropriate to the scale of opportunity at AGT.	Local authority	Short Term (2020 – 2023)
Development Briefs	Central Area	Briefs for sites that fall within transformation zones in accordance with the high-level design principles outlined in the AGT Masterplan.	Local authority	Short - Medium Term (2020 – 2029)

# 5.0

## Supporting the highest quality of life for all

### 5.1 Introduction

The provision of services and jobs in accessible locations is fundamental to delivering the objectives of the Masterplan. This will assist in meeting a number of Aylesbury Garden Town's (AGT) long-term objectives - in particular ensuring residents benefit from a range of facilities that raise their quality of life.

This section provides guidance and principles to support and deliver high quality services and employment opportunities for residents, through a cohesive network of centres across the Garden Town, alongside the focus on Aylesbury town centre and the surrounding Central Area.

Community services and facilities will be reinforced through co-ordination and co-location, as part of this accessible network of service centres.

#### Policy context

**VALP Policy AGT 1** Delivering Aylesbury Garden Town states:

"New garden communities should be designed to be easily accessible and create sociable, vibrant and walkable neighbourhoods with equality of access for all to a range of community service and facilities including health, education, retail, culture, community meeting spaces, multifunctional open space, sports and leisure facilities and well connected to public transport".

**VALP Policy D6** Town, Village and Local Centres supports new and existing centres and states:

"Within defined development proposals for retail, leisure, commercial, office, tourism, cultural, community and residential development will be supported where they:

- retain or enhance the town centre's historic character and appearance, vitality and viability;
- sustain or enhance diverse town centre uses and customer choice incorporating residential accommodation above ground floor level where possible;
- are readily accessible by public transport, walking and cycling."

In local and village centres, proposals for services and local community facilities will be supported, which are of an appropriate scale and do not compromise the character of the area and functionality of the centre.

The Policy also makes provision for new local centres at:

- Woodlands (AGT3), College Road (800 sq m comparison, 1,200 sq m);
- Berryfields (AGT5) (400 sq m comparison, 910 sq m convenience);
- Hampden Fields (AGT4) (1050 sq m comparison, 1050 sq m convenience);
- Policy D1 also requires a new Local Centre at South Aylesbury (AGT1).

**VALP** evidence base includes the **AVDC Homelessness Strategy (2019-2022)** which outlines four key priorities:

- to prevent and reduce homelessness and rough sleeping;
- to continue to facilitate and maximise the supply of affordable housing;
- to respond to the ongoing challenges of welfare reform;
- to contribute to the improvement of health and wellbeing services for people at risk of homelessness.

The **2015 Aylesbury Vale Retail Study** provides the VALP evidence base for retail space requirements. It concludes that there is limited capacity for convenience retail in Aylesbury in the short and medium term until 2029, but an opportunity to grow the comparison shopping in the medium term, as of 2024, to capture spending currently being lost to Milton Keynes.

**The 2016 Aylesbury town centres Health and Outlook Assessment** reviews the performance of four local centres across Aylesbury (Fairford Leys, Walton Court, Parton Road, and Jansel Square, recently redeveloped) and provides recommendations for their improved performance. These recommendations often include an enhanced public realm and a diversified service offering, that introduces events and evening facilities and activities to the centre.

## 5.0 | Quality of life

### Challenges and opportunities

Fig 5.1 illustrates the distribution of current and VALP proposed centres and community facilities within Aylesbury. This illustrates a catchment analysis showing proximity of homes within approximate five, ten, fifteen and twenty minute walking isochrones. This demonstrates that there are some gaps in provision (based solely on an analysis of accessibility) within the existing urban area which could be addressed. There is also a need to provide new facilities in accessible locations within the proposed Garden Communities.

Other challenges and opportunities include:

- Aylesbury has a diverse population in terms of age and ethnicity. The town currently has some communities that fall within the 30% most deprived communities in the country - something that long-term investment and growth should assist in addressing.
- The VALP makes provision for town, village and local centres. There is no category for lower level neighbourhood hubs.
- Aylesbury has a range of educational establishments including three OFSTED “outstanding” rated state-funded Grammar Schools.
- Buckingham College Campus at Aylesbury provides alternative option from the age of 16, as well as further education and higher education opportunities. The Campus was relaunched in 2008 and offers apprenticeships alongside specialist workshops for learning and commercial businesses run on the site.
- There is current and future pressure for school spaces, and BC are currently planning a number of school expansions.
- Aylesbury benefits from higher education institutions at Bucks New University, Aylesbury Campus and the University of Bedfordshire, Buckinghamshire Campus.
- Stoke Mandeville Hospital provides a major asset for Aylesbury as an acute health care facility for Buckinghamshire.
- Strong cultural, recreational and shopping facilities should be provided in walkable, vibrant, and sociable neighbourhoods. Enabling participation in creativity and culture, as part of everyone’s lives, on their doorsteps (eg: choirs, orchestras, workshops, dance classes). This will be more important during and following the current pandemic.



Aylesbury has a range of educational establishments including three OFSTED “outstanding” rated state-funded Grammar Schools.



Stoke Mandeville is the birthplace of the Paralympic Movement and is home to the Stoke Mandeville Stadium.



Stoke Mandeville Hospital, managed by Bucks Healthcare NHS Trust operates as the National Spinal Injuries Centre, The Royal Buckinghamshire Hospital, private centre for rehabilitation and specialist nursing, is located at the edge of the town centre.



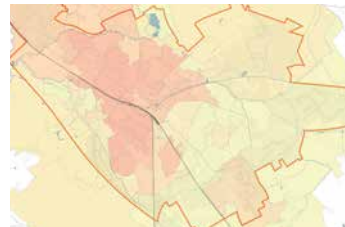
Aylesbury has many affluent areas with very little deprivation; eleven Lower Super Output Areas are in the 10% least deprived areas in the country.



Many of Aylesbury’s neighbourhoods fall within a 10-minute walking distance to local centres



There are areas of Aylesbury Garden Town that are not able to access services and facilities within a short walking distance of their homes.



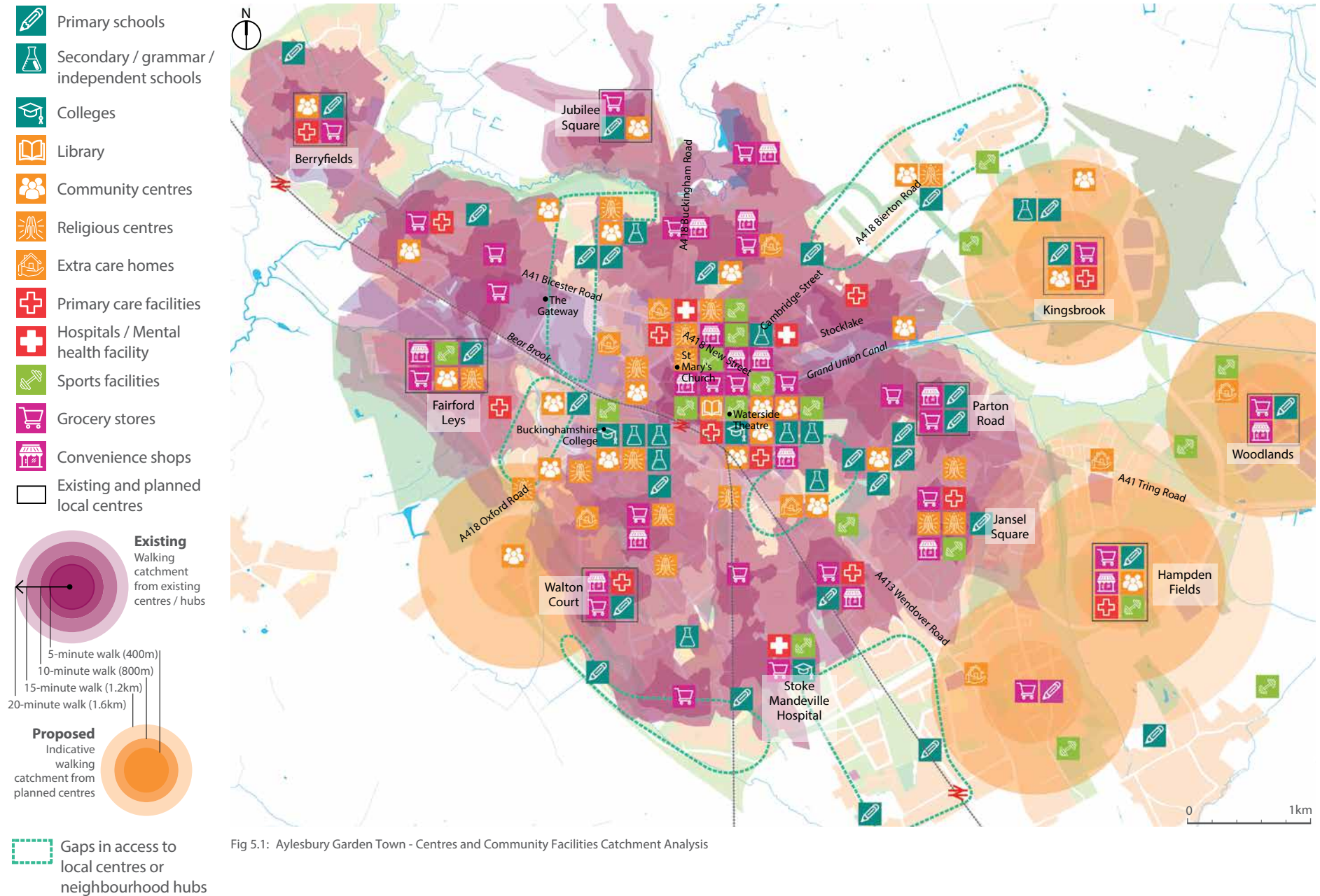
Of the 47 Lower Super Output Areas (LSOAs) in Aylesbury Garden Town nine of them fall in the 30% most deprived areas in the country. Of the deprivation domains, there is the most deprivation in terms of barriers to housing and services. There were 20 rough sleepers in Aylesbury Vale and 206 homeless applications made to AVDC in 2017, a decline from 2013 but with a rise in applications in priority need.



Aylesbury benefits from higher education institutions at Bucks New University, Aylesbury Campus and the University of Bedfordshire, Buckinghamshire Campus.



There is a projected increase in both the population aged 65 or above and Aylesbury’s younger population.





## Ambition and objectives

### 5.2 Ambition

**In 2033 Aylesbury Garden Town will support the highest quality of life for its diverse population through the provision of accessible local centres and neighbourhood hubs with community facilities that meet the needs of all.**

### 5.3 Objectives

- 
- The residential population of Aylesbury Garden Town will all live within a ten minute walk of town, local centres or neighbourhood hubs.
- 
- The location of services and centres will promote active and healthy lifestyles through well designed infrastructure that makes it easy to access by walking, cycling and public transport. Assessment of the walking catchments to local, natural green spaces should also be undertaken.
- 
- Aylesbury's role and reputation as a centre for education excellence will be maintained and strengthened. People in Aylesbury will have access to a range of education opportunities, both academic and vocational.
- 
- As a result of Garden Town growth and regeneration, the difference in available opportunities between the most affluent and less well-off communities will be narrowed.
- 
- The Garden Town will be supported by the timely delivery of new social infrastructure to support housing and employment development.
- 
- The design and development of new communities and infrastructure will maximise opportunities for community cohesion through shared access and use.
- 
- Centres and community facilities will be accessible to all, reflecting the legacy of Stoke Mandeville and the Paralympic Movement.
- 
- To ensure those who want to make Aylesbury Garden Town their home are supported and empowered to do so.
- 
- To incorporate facilities for inclusive accommodation for vulnerable people requiring support, with links to social enterprise within centres.
- 
- Provide opportunities for residents to be creative and to access cultural activities.
-

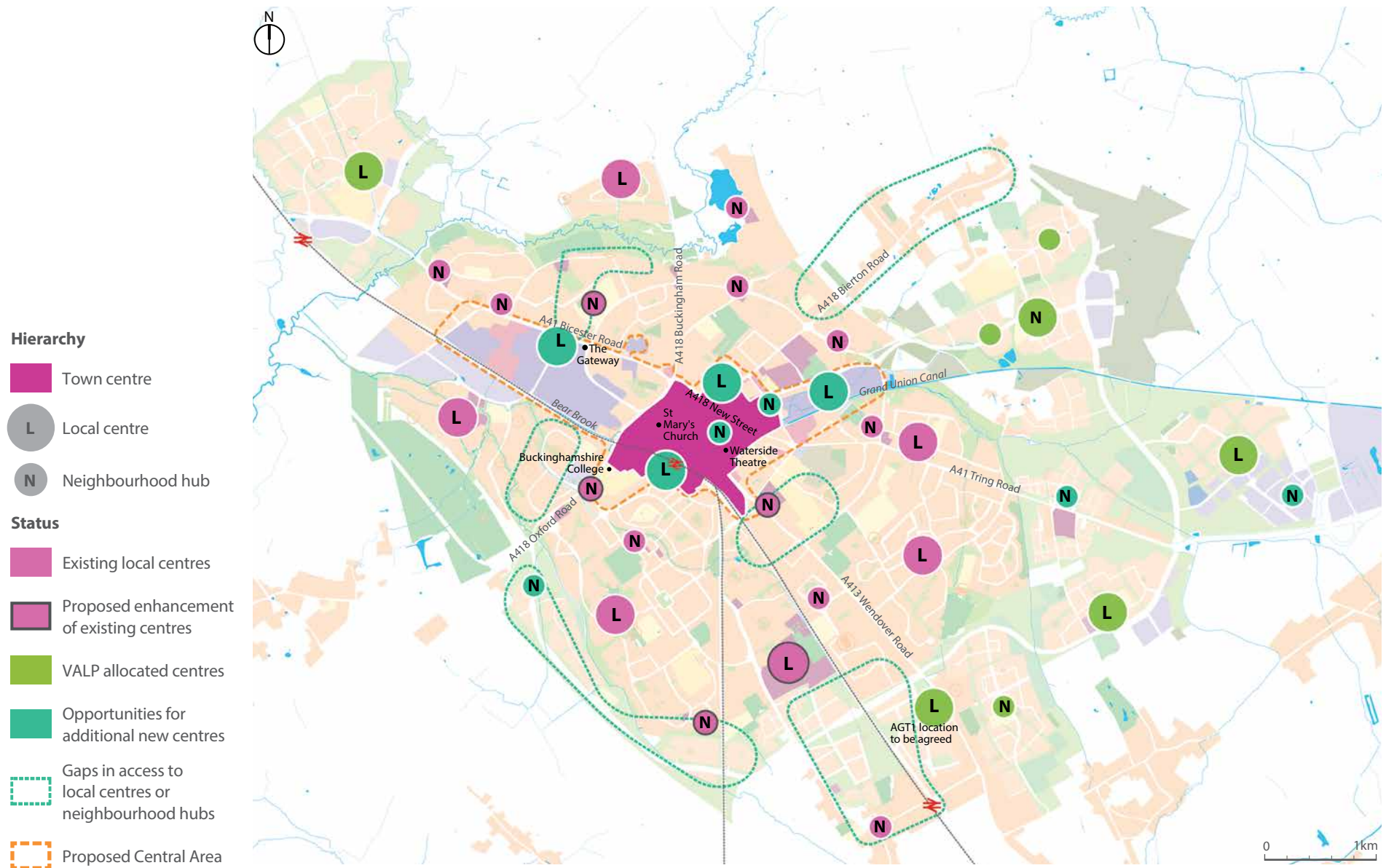


Fig 5.2: Aylesbury Town 2050- Proposed Network of Centres (indicative)

# Proposals for supporting the highest quality of life for all

## 5.4 Garden Town centres hierarchy

The AGT Masterplan defines a hierarchy of town and local centres and neighbourhood hubs, to support equitable access to services and facilities. This supports a sustainable distribution of land uses that seeks to ensure that all homes are in walking distance to a neighbourhood hub, as a minimum. Fig 5.3 illustrates the types of centres and facilities within each type of centre, within ideal proximity to home. The walking catchments represent a desirable distance between homes and centres, acting as guidelines for locating centres and services, where possible.

This approach builds upon VALP policies for the town centre and local centres. A new category is proposed in the form of neighbourhood hubs providing small clusters of day-to-day facilities.

Centres will include a variety of land uses including educational and childcare provision, shops, pubs, community centres and open space, depending upon size. The configuration of centres should respond to specific local needs, or build on existing facilities. Centres must also integrate both employment and residential activities.

Basic services should be co-located in neighbourhood hubs. More diverse offerings including comparison retail and cultural destinations should co-locate in larger local centres, or the town centre.

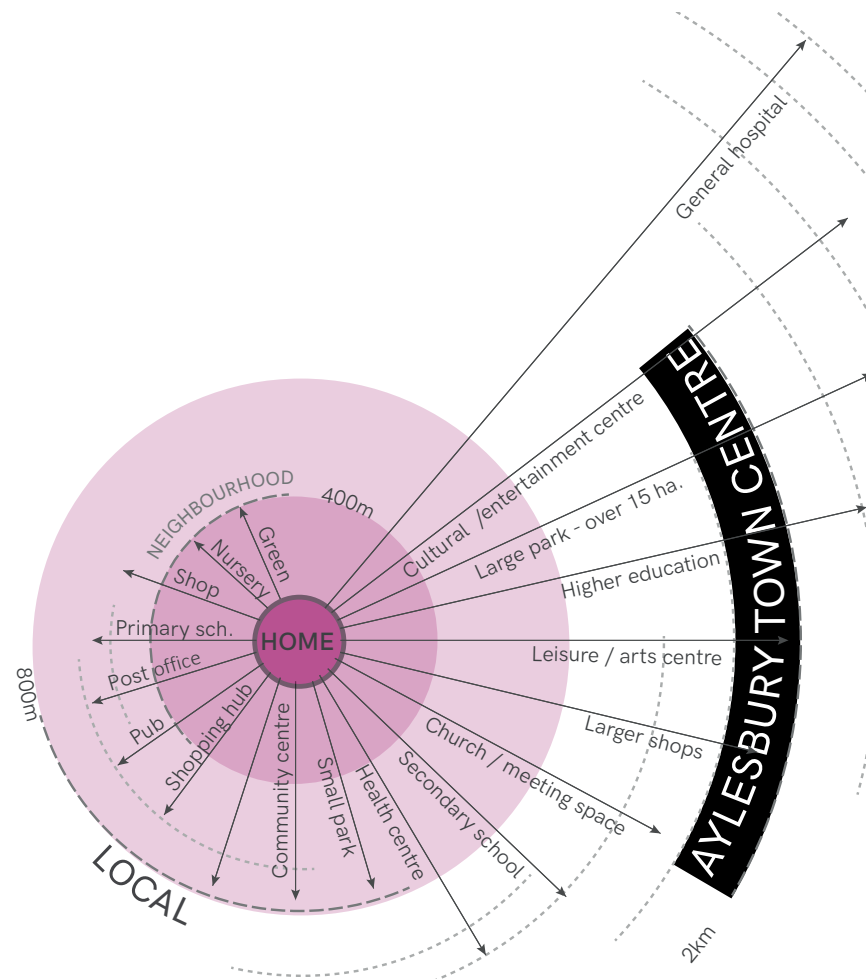


Fig 5.3: Principles for the AGT Centres Hierarchy

**AGT centres network**  
The town centre will remain the core focus for employment, leisure and commerce with a range of anchor destinations. The local centres and neighbourhood hubs are strategically-located in areas of high accessibility to facilitate the creation of walkable neighbourhoods and equitable access.



# Typical uses within the hierarchy of centres

## AYLESBURY TOWN CENTRE



The Exchange, town centre

### The heart of the Garden Town

A destination for entertainment, events and public services for AGT and the sub-region. Appropriate uses include (VALP Policy D6):

- retail (convenience & comparison)
- leisure
- commercial
- office
- tourism
- cultural facilities
- community facilities
- residential

The own centre will be a point of interchange for public transport (including rail and bus) providing links to the national network.

## LOCAL CENTRES



Jubilee Square, Buckingham Park

### Hubs of community life

800m from every home (approx. 10-15 minute walk)

Quality places which offer essential facilities and businesses (VALP Policy D6) such as:

- retail (convenience)
- non-retail services such as banks as post offices
- small leisure spaces such as cafés and pubs
- community facilities
- primary & secondary schools
- extra care facilities
- parks / play area
- employment space

Local centres will be served by multiple bus routes and include hubs for future transport such as cycle/scooter hire points.

Existing Centres (2016 Local Centres Health and Outlook Assessment) include:

- Fairford Leys
- Walton Court
- Jansel Square
- Parton Road
- Jubilee Square

## NEIGHBOURHOOD HUBS



Elm Farm Road neighbourhood hub

### A focus for daily life

400m from every home (approx. 5-10 minute walk)

Small clusters of essential services integrated into neighbourhoods and providing a local focus for social interaction:

- small scale retail (convenience)
- community facilities
- primary schools and nurseries
- pub / cafe
- local parks / play area
- homeworker hub and/or
- community concierge: a centralized hub which co-locates daily mobility and convenience needs such as:
  - parcel collection points
  - bus stop
  - cycle hub and repairs
  - future mobility options, including car clubs and demand responsive transport and Mobility as a Service (MaaS) collection points

Access to green and blue infrastructure will also have health benefits and improve quality of life. Provision of services within the town centre, local centres and neighbourhood hubs should be located close to these networks to improve access.

### 5.5 Local centres

In accordance with the AGT centres hierarchy, Fig 5.4 indicates existing local centres and opportunities for new larger centres.

Opportunities identified in this section are based on an analysis of existing accessibility to local centres and neighbourhood hubs in Aylesbury and on the premise of creating walkable neighbourhoods. Further assessment of the demand for and viability of identified opportunities, should be conducted as part of the AGT Centres Strategy.

#### Existing local centres

Four local centres have been identified within the Aylesbury Local Centres Health and Outlook Study (2016), these are as follows:

##### **Fairford Leys**

This centre developed as part of the Fairford Leys community. It comprises a mix of shops around a small square and on the roads leading to the square. The centre is anchored by a small Co-op, a church and the Fairford Leys Centre.

##### **Walton Court**

Walton Court is a compact local centre supporting Southcourt and other communities to the south west of Aylesbury. The centre has been recently redeveloped and now comprises a number of retail units with residential above. The centre is anchored by a small convenience sized Co-op with Post Office counter and a very small Boots. Adjacent to the centre is the Healthy Living Centre and Ashmead

Combined Primary School and a nursery, which act as community anchors.

##### **Jansel Square**

Jansel Square is an established local centre serving communities in the south east of Aylesbury. It operates from two parades of shops (with residential above) and is bordered by a Sainsbury's Local and an established pub, the Buckinghamshire Yeoman. It is further anchored by nearby community facilities including two churches and Bedgrove Infant and Junior schools.

##### **Parton Road**

Parton Road local centre is located off the A41 to the east of Aylesbury town centre. It is a traditional parade with three blocks of retail and Broughton Junior School as a community anchor. The centre includes 12 shops and is anchored by a Budgens convenience store. It has a selection of convenience stores, service providers and three food and beverage outlets.

In addition, the following local centres have been recently developed as part of new communities:

##### **Jubilee Square**

Located in Buckingham Park, this centre comprises a mix of shops, community centre and Church of England Primary School.

##### **Berryfields**

This local centre is to be developed and currently includes the Aylesbury Vale Academy.

The Garden Town will seek to ensure that all existing local centres are protected and enhanced through development. This may include restrictions on change of use and support for ongoing environmental/public realm schemes.

#### Proposed local centres

The VALP proposes the following new local centres with new garden communities to support housing allocations to 2033:

- **Aylesbury south of A41**
- **Aylesbury North of A41 (Woodlands)**
- **Kingsbrook, and**
- **South Aylesbury\***

#### Longer term opportunities

The spatial analysis undertaken as part of the Masterplan has identified some gaps in provision of local centres, based upon walking catchments. To remedy this it is recommended that new local centres are established in the longer term in the potential locations set out in Fig 5.4. These have been selected based upon the presence of retail and/or community facilities. These could be subject to future consolidation and regeneration initiatives. This includes potential new local centres as part of Central Area transformation, with potential for local centres as part of regenerated neighbourhoods at **Aylesbury West, Station Quarter, Town Centre North, Canal Quarter**. These local centres would support residential growth in the Central Area as it transitions towards mixed-use neighbourhoods. They would provide clusters of shops, services, and facilities for residents amidst the wider town centre uses which, higher in the hierarchy, provide a greater diversity of uses and service all of Aylesbury and surrounding areas.

In addition there is an opportunity for a formalised local centre to incorporate **Stoke Mandeville Hospital and Stadium**.

*\*The location for the local centre is to be tested through the site specific SPD for D-AGT 1. Also see Section 8.9.*

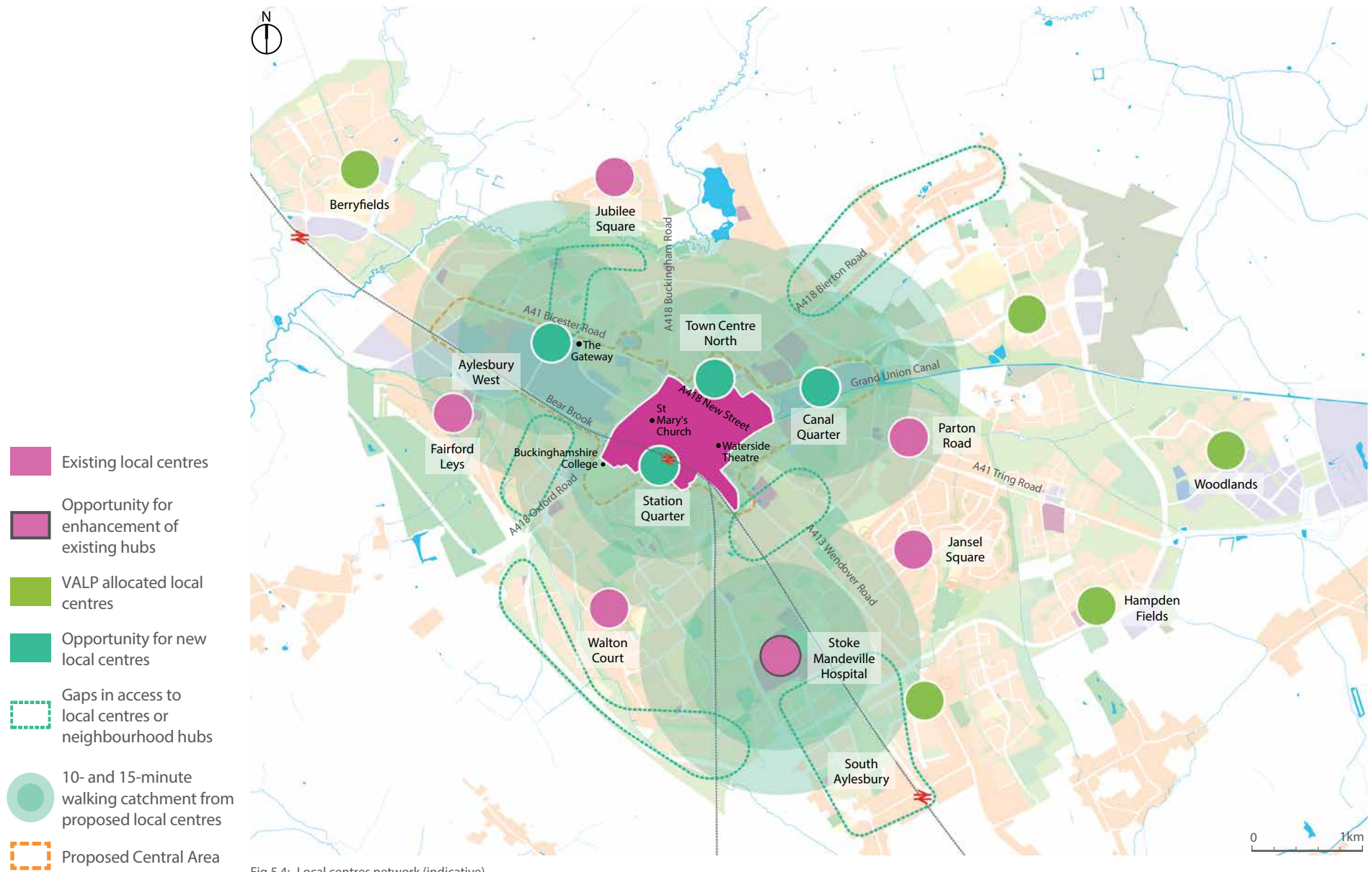


Fig 5.4: Local centres network (indicative)

### 5.6 Neighbourhood hubs

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There is no formal designation for neighbourhood hubs within Aylesbury at present.

The AGT Masterplan recommends that a network of neighbourhood hubs is defined and reinforced, in order to ensure day-to-day service provision for all residents.

In many instances these centres exist at present, but could be subject to a greater degree of formalisation and support.

Potential locations for existing neighbourhood hubs are shown on Fig 5.5. These are clusters of facilities typically including school, retail health services e.g. pharmacy, dentist and/or small scale retail.

The catchment analysis has identified a number of potential gaps in terms of walkable centres. The AGT Masterplan identifies opportunities for enhanced or new neighbourhood hubs to fill these gaps, within the existing urban area and new development (potentially to augment and formalise proposed standalone community facilities). Further feasibility studies are required to test opportunities, funding and timing for delivery.

Potential locations for new neighbourhood hubs are shown in Fig 5.5 and include:

- Quarrendon School and youth centre cluster
- Oxford Road school and college cluster
- Hawkslade Farm, to serve southern AGT-2
- Aston Clinton Road and New Road, new neighbourhood including extra care homes
- Woodlands employment area

Opportunities for neighbourhood hubs are also identified within the town centre opportunity areas (see Chapter 4). As the town centre transitions into mixed-use neighbourhoods, neighbourhood hubs are recommended to support this residential growth. They would act as focal points for the daily life of locals amidst the wider town centre uses which serve all of Aylesbury and surrounding areas. These potential hubs include:

- Waterside North
- Vale Park, and
- Walton Green.

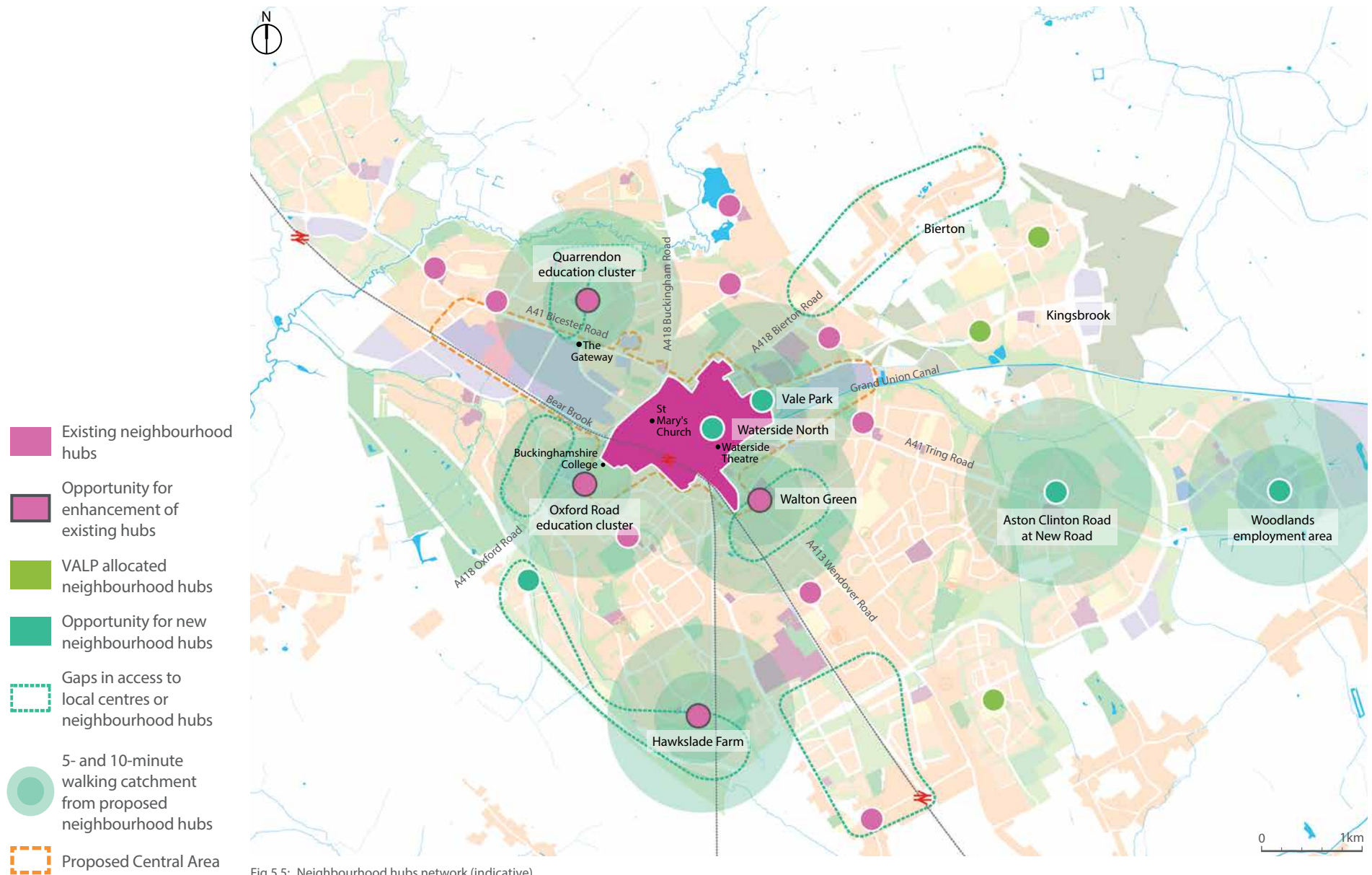






Fig 5.5: Neighbourhood hubs network (indicative)

## 5.7 Education

Delivery of AGT will maintain and strengthen Aylesbury's role and reputation as a centre for education diversity and excellence. People in Aylesbury will have access to excellent education opportunities, both academically and vocationally. Proposed education projects to 2033 are shown in Fig 5.6. These will form the basis of enhanced activity centres.

### Education partnerships

Partnerships between university campuses, colleges and businesses and targeted growth sectors in Aylesbury, including the co-created courses, apprenticeships and research projects, could help capture local talent into Aylesbury's workforce and bolster growth and innovation in the local economy.

-  Primary schools
-  Secondary / grammar / independent schools
-  Colleges
-  Proposed education facilities (IDP)

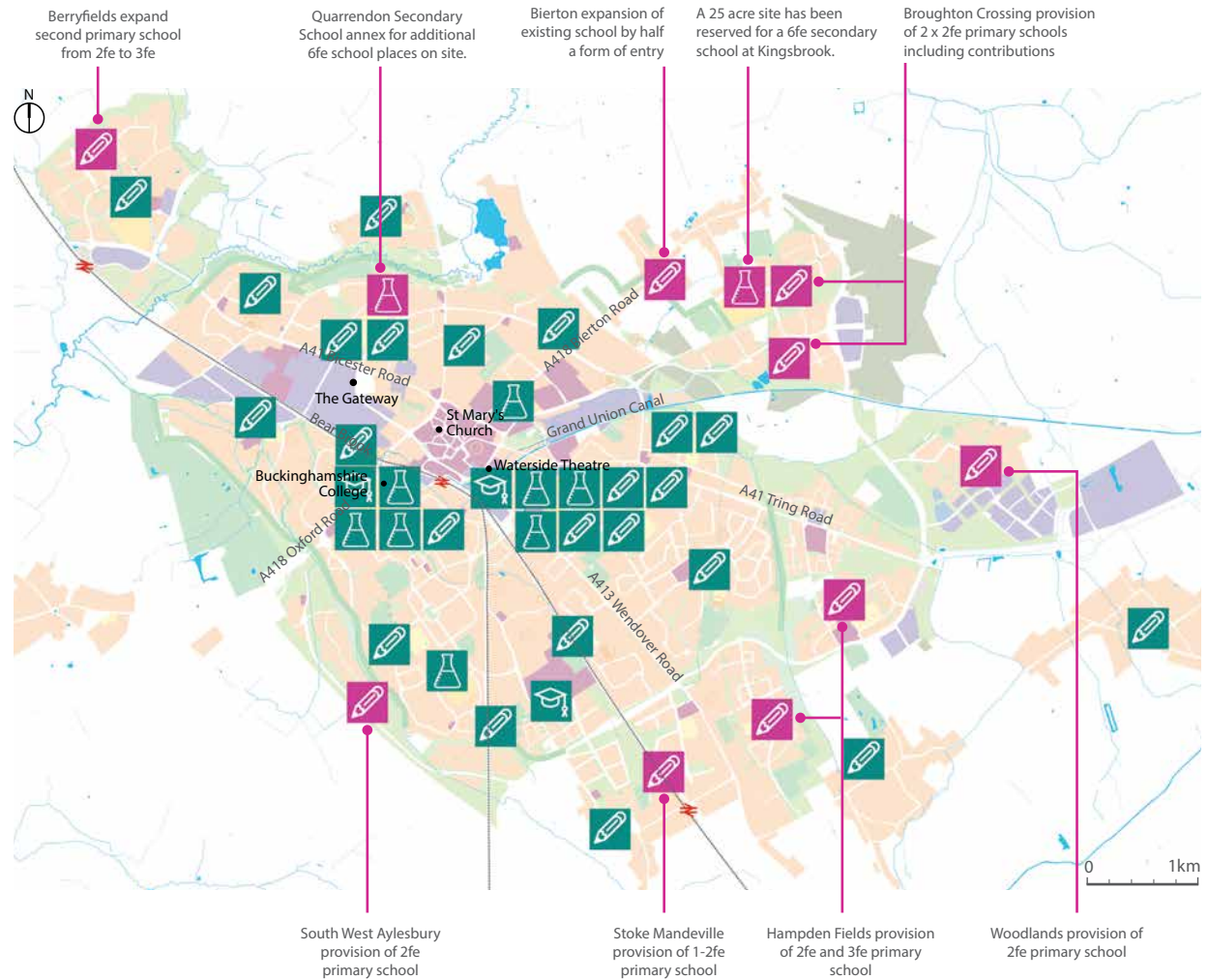


Fig 5.6: Existing and proposed education facilities

## 5.8 Health services

AGT will support measures and initiatives that strengthen the quality of life for new and existing residents of the district, address pockets of deprivation and health inequalities, especially within Aylesbury town and improve access to services and facilities across the district as a whole.

Proposed health projects to support delivery of the Garden Town are shown in Fig 5.7.

A potential model for future health services provision is the Integrated Health and Care Centre. These Centres will co-locate several primary, secondary, community and mental health services into a single facility, improving accessibility to high quality care and tending to people’s complex and intersecting care needs, with a single service. They are Centres for preventative care, out of hospital services and care packages for people who are vulnerable, require regular support, or have complex care needs. By offering preventative and integrated treatment, Centres serve to keep patients out of hospital and alleviate pressure on emergency services.

A multi-disciplinary team of social care and health professionals is coordinated under a single system; a Centre might have nurses, occupational therapists, physiotherapists, social care workers, housing officers and mental health workers. Additional services on site might include GP services, special clinics, pharmacies, rehabilitation facilities, outpatient services and education and outreach programmes such as smoking cessation, NHS Health Checks or lifestyle hubs. Existing Centres operating across the country are delivered by partnerships between the NHS, local council, housing and the voluntary sector. A suitable location is being explored at Hampden Fields for a new Health and Care Centre.

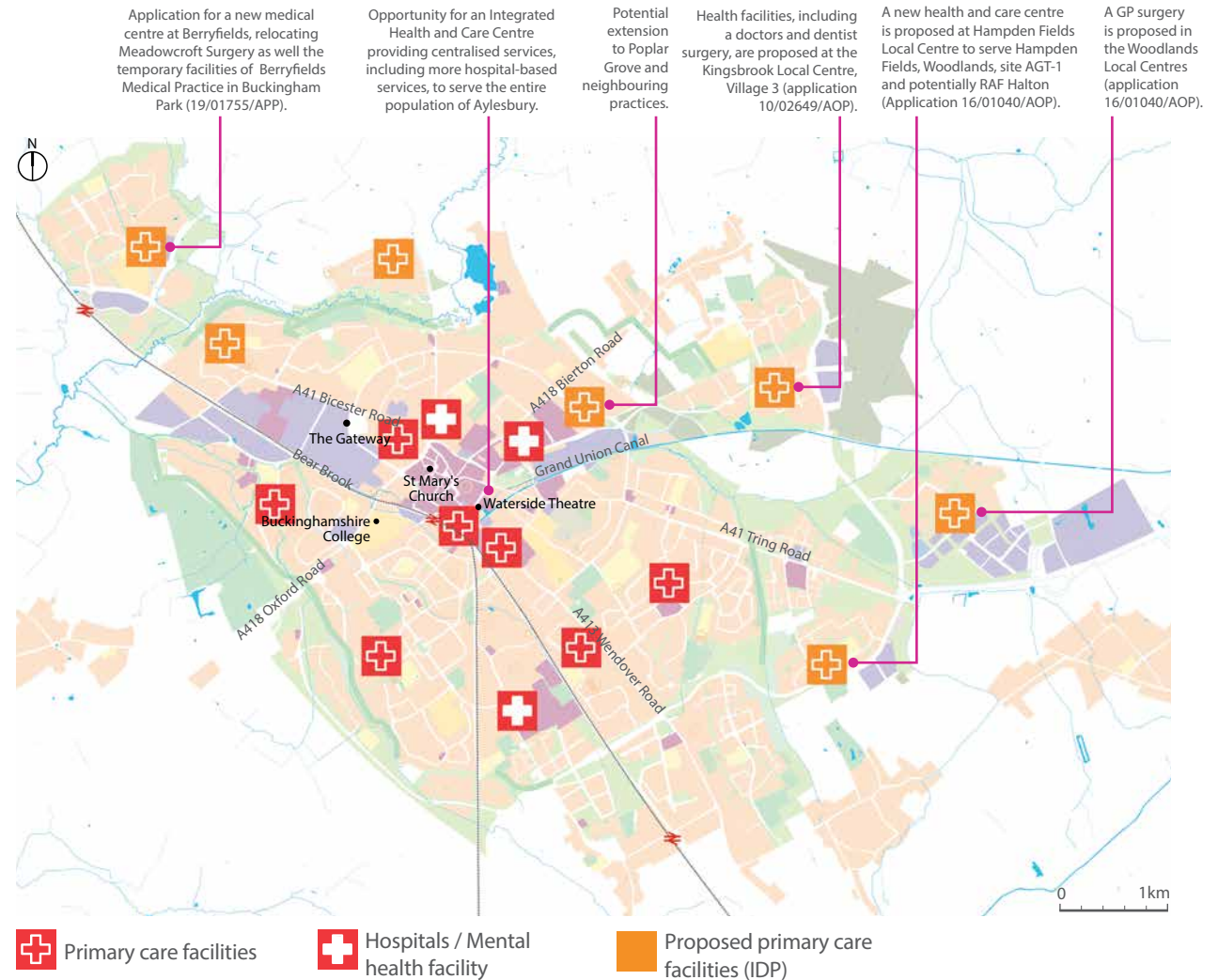


Fig 5.7: Existing and proposed health facilities

## 5.0 | Quality of life

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### 5.9 Reducing the risk of homelessness

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The Garden Town presents an opportunity to reduce homelessness and to provide facilities for those at risk from homelessness, including people with specific needs such as learning difficulties, mental health problems, physical disability, or those receiving social care.

The AGT Masterplan seeks to support the priorities of the AVDC Homelessness Strategy, primarily by supporting the provision of affordable housing supply as detailed in Chapter 8, section 8.13.

In addition the AGT Masterplan advocates the creation of supported living accommodation as part of centres within Garden Communities where they can benefit from close proximity to other services. This may include dedicated facilities for people with learning disabilities, mental health, homelessness hostels, children's homes and care homes. Where possible, connections with social enterprise organisations should be encouraged in the community, to offer skills training and work placements to vulnerable people, as part of co-located centres.





# Action Plan

## 5.10 Action plan

The following actions support delivery of the highest quality of life for all:

Project	Location	Description	Delivery Partners	Time Frame
AGT Centres Strategy	AGT-wide	<p>Further analysis to identify and designate local centres and neighbourhood hubs (through future policy) across the Garden Town with accompanying strategy to consider:</p> <ul style="list-style-type: none"> <li>• ongoing "health-checks" of centres given changing retail climate; and</li> <li>• requirement for targeted interventions in the longer term within centres to bring forward wider AGT principles.</li> </ul>	AGT Partnership Local authority	Short Term
Primary Education	AGT-wide	<ul style="list-style-type: none"> <li>• Berryfields - expand second school from 2fe to 3fe primary school.</li> <li>• Bierton - expansion of existing school by half a form of entry.</li> <li>• Broughton Crossing - provision of 2 x 2fe primary schools including contributions.</li> <li>• Hampden Fields – provision of 2fe and 3fe primary school.</li> <li>• Woodlands – provision of 2fe school.</li> <li>• South West Aylesbury (1550 homes) - provision of 2fe school.</li> <li>• Stoke Mandeville - provision of 1-2fe school.</li> <li>• Shortfall in Aylesbury housing (1000+ homes) – expansion of existing schools by 2fe (e.g. Haydon Abbey, Elmhurst).</li> </ul>	Local authority	Short - Medium Term (2018 – 2028)
Secondary Education	AGT-wide	<ul style="list-style-type: none"> <li>• Quarrendon Secondary School annex - to provide additional 6fe school places on site.</li> <li>• Kingsbrook development - (25 acre site has been reserved) 6fe secondary school.</li> </ul>	Local authority	Short - Medium Term (2018 – 2028)
Extra Care Facilities	AGT-4, AGT-3, Aston Clinton	<ul style="list-style-type: none"> <li>• Hampden Fields - 60 bed care home/extra care facility.</li> <li>• Woodlands - 60 unit mixed tenure scheme.</li> <li>• Aston Clinton MDA - 80 unit mixed tenure scheme.</li> </ul>	Developers, Local authority	Short Term (2018 – 2023)

## 5.0 | Quality of life

Project	Location	Description	Delivery Partners	Time Frame
Residential Care	AGT-wide	<ul style="list-style-type: none"> <li>Developable site allocation(s)/areas of search to meet 6-10 years [on adoption of VALP (203 units) of VALP C2 requirements.</li> </ul>	Local authority, Developers	Medium Term (2024 – 2028)
Emergency Services	Central Area, AGT-3	<ul style="list-style-type: none"> <li>Adaptations and alterations at Aylesbury Police Station.</li> <li>East Aylesbury Touch down Office.</li> </ul>	Thames Valley Police	Short Term (2018 – 2023)
Community Centre	AGT-1, AGT-6	<ul style="list-style-type: none"> <li>Kingsbrook site to serve a number of AGT sites.</li> <li>Discussions to take place with landowners of AGT 1 regarding site opportunities for community facilities.</li> </ul>	Developers Local authority	Tbc
Leisure Facility	AGT-3	<ul style="list-style-type: none"> <li>3,500sqm leisure facility at Woodlands.</li> <li>Develop service provision outside of town centre through small community venues or outreach provision delivered by a small and fit for purpose vehicle.</li> </ul>	Developer	Tbc
Primary Care	AGT-wide	<ul style="list-style-type: none"> <li>Consolidated community facility to serve the population of Aylesbury.</li> <li>Berryfields Medical Centre requires a new purpose built primary care health centre on the Berryfields site to replace existing temporary as well as Meadowcroft Surgery. CCG in discussion with AVDC regarding site and premises lease options.</li> <li>A new primary care health centre is proposed at Hampden Fields Local Centre (Application 16/01040/AOP).</li> <li>Health facilities, including a doctors and dentist surgery, are proposed in the Kingsbrook Local Centre, Village 3 (application 10/02649/AOP).</li> <li>A doctor's surgery is proposed in the Woodlands Local Centre (application 16/01040/AOP).</li> <li>Potential extension to Poplar Grove and neighbouring practices.</li> </ul>	NHS Buckinghamshire CCG Local authority	Short Term (2018 - 2023)
Housing and facilities for vulnerable people		Explore opportunities, in conjunction with the AVDC Housing and Homelessness Strategy 2019-2022, to provide housing and support facilities aligned with the strategy's action plan, in the town and local centres. Opportunities for temporary accommodation, 'housing first type,' end of pathway and high risk accommodation, and different models of affordable housing, and specialised GP and mental health services should be considered.	Developers, Local authority	Short Term (2018 - 2023)

## 6.0 A green and healthy Garden Town

### 6.1 Introduction

The provision of a connected network of multi-functional blue and green infrastructure (GI) is at the heart of what being a Garden Town means for Aylesbury. GI has many different functions for people and wildlife – recreational, movement, relaxation and wellbeing, sports, biodiversity, climate resilience, food growing and flood management.

GI within the urban environment is an important aspect of ‘Garden Town’ character with leafy streets, plentiful outside space and a high quality public realm. This chapter provides details of proposals for strategic and local scale GI forming a web of green and blue spaces across Aylesbury.

#### Relevant policy and guidance

**A Green Future: Our 25 Year Plan to Improve the Environment, HM Government, 2018** sets out the Government’s commitment to developing national green infrastructure standards, including embedding a ‘net environmental gain’ principle for development both locally and nationally.

The **TCPA’s Garden City principles** place green infrastructure at the heart of their vision:

- “Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.”

The **TCPA’s Practical Guides for Creating New Communities, Guide 7: Planning for Green and Prosperous Places, 2018** includes a detailed guidance in relation to GI provision and design, which is directly relevant to Aylesbury, and should be referred to alongside the Masterplan.

#### VALP describes green infrastructure as follows:

*“Green infrastructure is a strategically planned network of high quality multi-functional green spaces in both urban and rural areas as well as associated features such as trees, hedgerows, ponds, waterways, green roofs and green walls. It is designed, developed and managed to meet the environmental, social and economic needs of communities and wildlife.”*

**Policy D1 Delivering Aylesbury Garden Town (AGT)** includes a requirement for a minimum of 50% land within the proposed garden communities to be provided as local and strategic green infrastructure which should be designed to be multifunctional, accessible, and maximise benefits such as wildlife, recreation and water management.

**Policy I1 Green infrastructure** includes a requirement for biodiversity mitigation which, where warranted, should result in a net gain in biodiversity on all sites (linked with Policy NE1).

**Policy I2 Sports and recreation** encourages partnership working to ensure that sufficient quantity and quality of, and convenient access to, sport and recreation provision.

**Policy NE9 Trees, hedgerows and woodlands** requires development to seek to enhance and expand the district’s tree and woodland resource, including native black poplars.

**Policy NE1 Biodiversity and geodiversity** requires the protection and enhancement of biodiversity, geodiversity and the natural environment including a net gain in biodiversity on all sites.

**Policy NE2 River and Stream Corridors** requires development proposals to ensure they do not adversely impact on the function and setting of any watercourse and its associated corridors. Opportunities for deculverting should be activity pursued. A Watercourse Advice Note is being prepared to guide future planning applications.

#### The role of the Buckinghamshire Natural Environment Partnership (NEP)

The NEP work alongside Buckinghamshire Council and other partners to develop a Vision to highlight the importance of the natural environment, and linking

## 6.0 | A green and healthy Garden Town

environmental objectives with social and economic goals. The Bucks Biodiversity Action Plan (BAP) is currently being revised by the NEP and identifies the key principles and goals that planning decisions must take account of. The BAP aims to retain, protect and where possible enhance biodiversity. The Masterplan will contribute towards its targets.

### Challenges and opportunities

Aylesbury has an extensive network of waterways, footpaths and local parks, however many of these are isolated or of degraded quality. County and District GI strategies have identified potential interventions to enhance green infrastructure, and opportunities have been taken to deliver aspects of these strategies through site planning applications. The Masterplan presents an opportunity to take a more holistic view of GI across the town, to support the delivery of joined up GI networks. Key issues include:

- A long standing ambition for an orbital 'linear park' surrounding Aylesbury, and potential to define this through the Masterplan.
- Lack of existing radial green infrastructure (GI) routes. Potential to strengthen linear routes to address GI shortfalls.
- Limited access to the Grand Union Canal and the Bear Brook and its tributaries, many of which are culverted. Opportunity to naturalise and daylight hidden watercourses and integrate with wider blue-green infrastructure.
- Negative impact of highways infrastructure (particularly within the town centre) on accessibility to green infrastructure.
- Importance of views south to the Chiltern Escarpment to the character of the town.
- Opportunities for biodiversity enhancements linked to major growth and HS2.
- Flood risk from the River Thames and its tributaries leading to a requirement for flood storage. VALP allocated sites include provision for the necessary flood attenuation.



View towards Chilterns from the town centre



Bear Brook adjacent to the 'Blue Leanie' office block



Grand Union Canal provides a leisure route towards the Chilterns



St Mary's churchyard is an important green space within the urban town centre.



Street trees within the town centre create an attractive environment and shade in Summer



The canal marina provides a high quality setting for recent residential development



Aylesbury Golf Course is a large green space which will be fragmented by the route of HS2



The quality and functionality of green spaces within residential neighbourhoods varies



Martin Dalby Way forms part of the orbital Link Road, but has a harsh highways character without street trees or landscaping

**Existing green infrastructure**

- Public green space
- Allotments or Community Growing Spaces
- Playing fields and other sports facilities
- Buckinghamshire & Milton Keynes Environmental Records Centre (BMERC) Habitats
- Area of Attractive Landscape
- Designated Local Landscape
- Play facilities
- Gemstone Cycleways
- Stoke Mandeville Way
- Public Rights of Way
- Round Aylesbury Walk
- Aylesbury Ring Walk
- Constructed Waddesdon Greenway

**Proposed green infrastructure (VALP and other existing proposals)**

- Aylesbury Linear Park (indicative alignment as shown in VALP)
- Proposed 'Grand Union Triangle' Cycleway
- Aspirational active travel routes

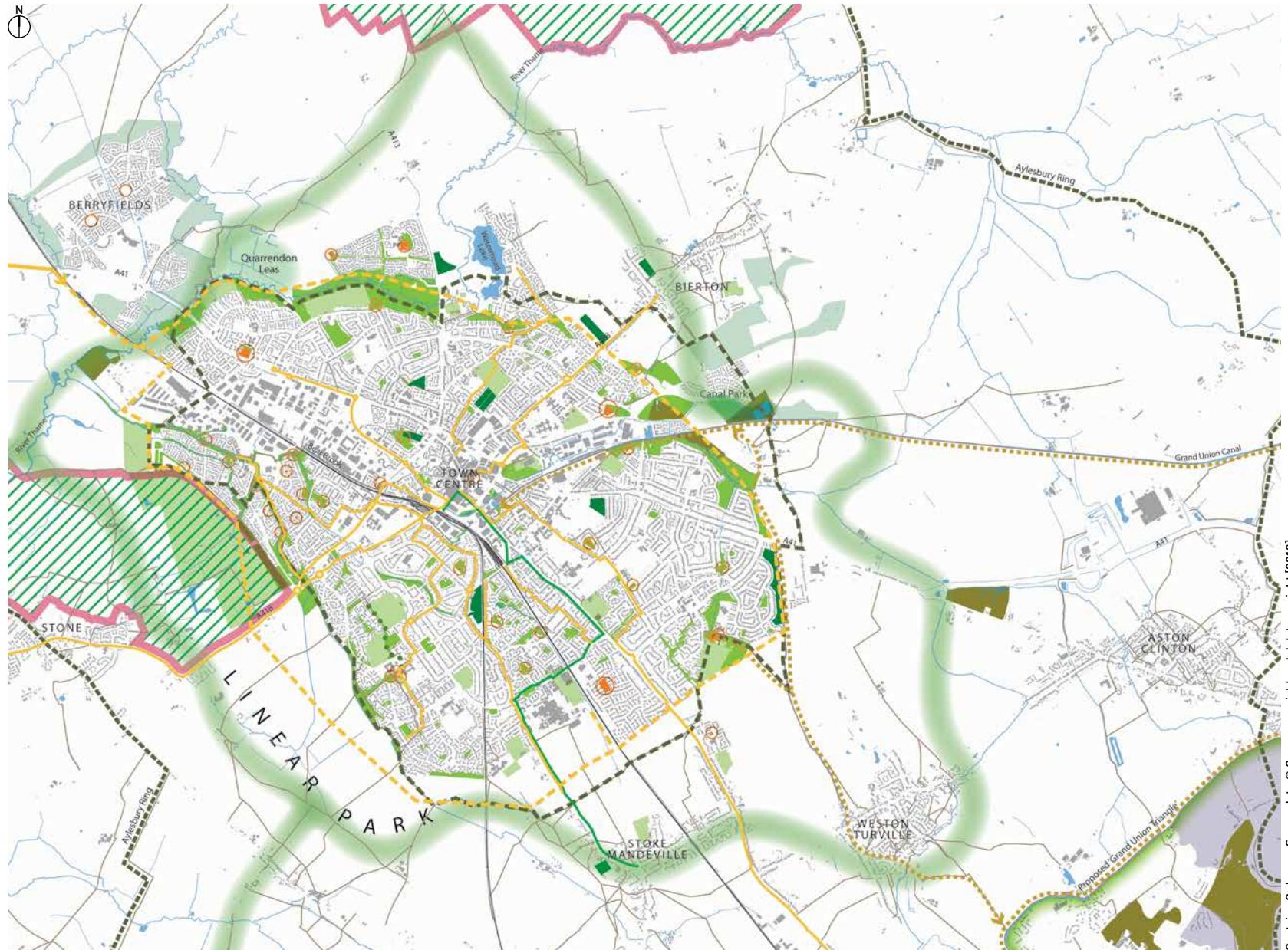


Fig 6.1: Existing green infrastructure

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## Ambition and objectives

### 6.2 Ambition

**A web of green and blue infrastructure provides the ‘garden’ in Garden Town. As a result of the Garden Town project Aylesbury’s communities are better connected to the countryside and the Chiltern Hills.**

**The town’s waterways have been revealed and naturalised, streets are greener and outdoor spaces are more accessible, biodiverse and active.**

### 6.3 Objectives

- 
- Deliver the VALP policy requirements for 50% of the site area of new garden communities to comprise green infrastructure and delivery of biodiversity net gains for all new development across the Masterplan area, with expectations of a 10% gain, aspiring to a 20% gain wherever possible.
- 
- Deliver quality green infrastructure (not just quantity), creating an interconnected and multi-functional network of green and blue infrastructure, backed by a long-term management/community stewardship strategy.
- 
- Support active lifestyles and good physical and mental health by making it easier for all of Aylesbury’s residents of all ages and abilities to access clean air, natural areas and food growing, sports and leisure opportunities within the town and the wider landscape.
- 
- Integrate green infrastructure with the town’s movement network for active travel in line with the principles of inclusive design.
- 
- Support the objectives of conserving and enhancing the Chilterns AONB and strengthen Aylesbury’s position as a gateway to the AONB.
- 
- Deliver the long held ambition for an orbital park surrounding Aylesbury.
- 
- Address shortfalls in green infrastructure within the existing built up area.
- 
- Naturalise and make better use of existing green and blue assets including the Canal and brooks, and historic landscapes.
- 
- Deliver sustainable drainage features across the Garden Town to support health and wellbeing and improved local water quality.
- 
- Conserve and enhance biodiversity landscape and consider the recreational value of watercourses (and their associated corridors) through good design. Seek opportunities for deculverting where appropriate.
-

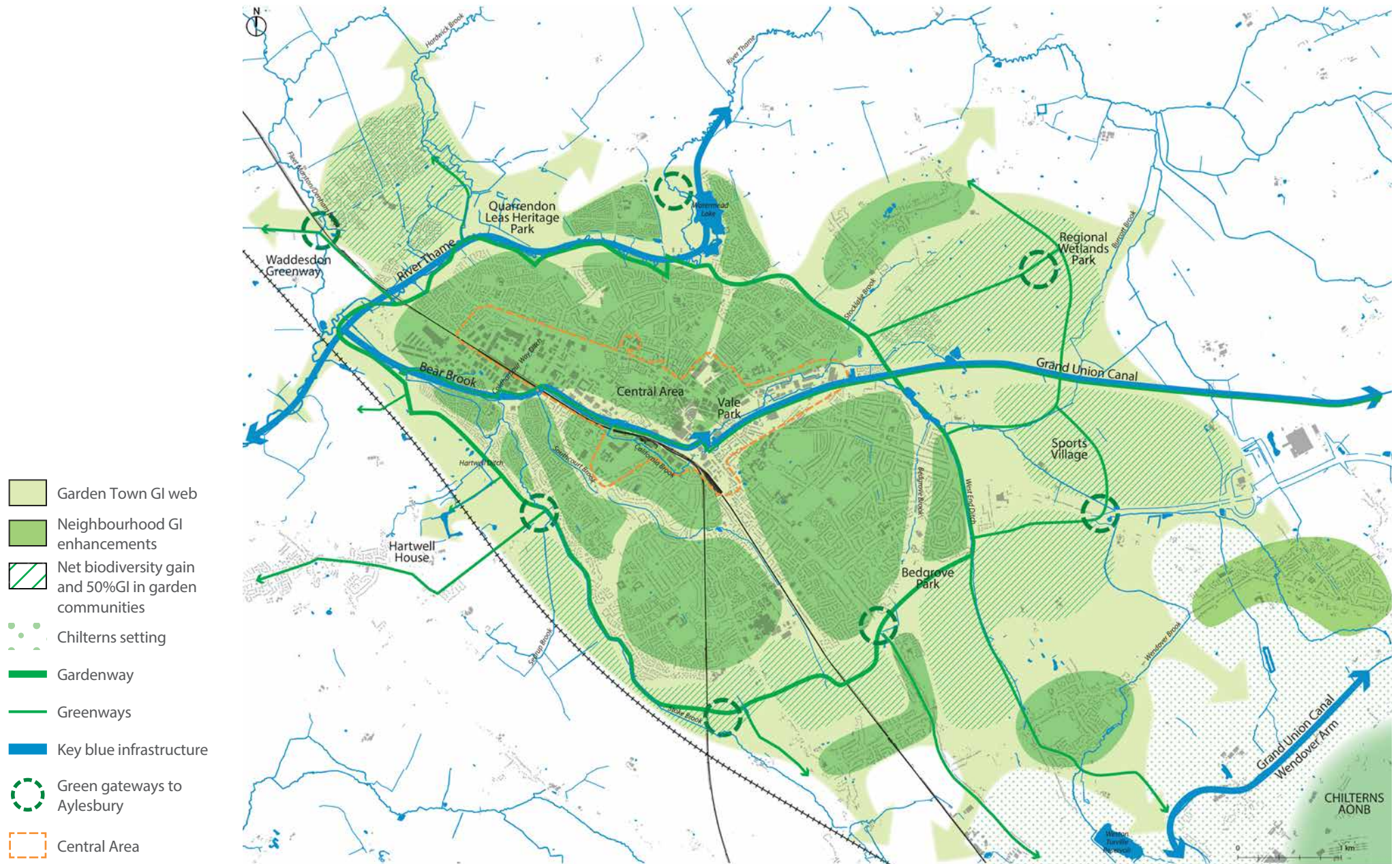


Fig 6.2: Green infrastructure concept

## Proposals for a green and healthy Garden Town

### 6.4 A connected GI network

Green infrastructure (GI), which includes both green and blue infrastructure, will be planned to adhere to the Buckinghamshire and Milton Keynes Natural Environment Partnership's (NEP's) Vision and Principles for the Improvement of GI in Buckinghamshire and Milton Keynes.

GI needs to:

- be planned early and strategically to deliver a range of 'ecosystem services' (the benefits to people and wildlife obtained from our ecosystems).
- be integrated with the rest of the town plan including movement networks and built development, economic and health strategies, utilities and flood risk management.
- be well designed and serve a purpose for both wildlife and people.
- be connected to create a web of GI throughout Aylesbury.
- have a long-term management and maintenance strategy.
- be connected to create a web of GI throughout Aylesbury at all spatial scales, and linking to neighbouring areas beyond.

- be recognised as being as important and necessary as built and social infrastructure for the health and wellbeing of the Aylesbury economy, environment and society.

The priority for Aylesbury Garden Town is to create a connected network of green and blue infrastructure which allows for enhanced and universal recreational access and provides linkages for wildlife dispersal. This can be delivered through a range of GI typologies from parks and wildlife corridors, private gardens, green roofs, street trees and allotments which all provide linkages and a range of ecosystem services. Within new garden communities VALP requires 50% public green and blue infrastructure. Section 6.8 provides further details.

#### Biodiversity net gain

The VALP requires delivery of biodiversity net gains for all new development across the Masterplan area, with expectations of a 10% gain, aspiring to a 20% gain wherever possible, compared with a pre-development baseline, to support the principles of the Government's 25 year Environment Plan principles and to be in line with NEP's regional targets.

Biodiversity net gain should be assessed using a Biodiversity Impact Assessment Calculator based on that described in the DEFRA Biodiversity Offsetting guidance, or a suitably amended version and follow guidance from the NEP on Biodiversity Accounting. The principles of the mitigation hierarchy should be followed, where there is potential impact on biodiversity arising from development:

- i. avoid impacts;

- ii. minimize or mitigate impacts, and
- iii. compensate and enhance (on-site first then off-site if other options have been exhausted).

#### Natural Capital Assessment

The Masterplan's GI proposals provide a high level vision for increasing the quality, quantity and connectedness of GI across the Garden Town. A detailed study based on Natural England's Natural Capital approach is required to inform the type and location.

The recommended first step in taking forward the GI proposals is to undertake a detailed review of current GI including both blue and green infrastructure across the Garden Town. The study should assess:

- i. the existing assets i.e. what currently exists and where (GI type, quality and quantity);
- ii. the nature of the ecosystem services already provided (e.g. clean air and water, slowing the flow of water, carbon reduction, wildlife, energy, protection from hazards, recreation, tourism, economy, health and wellbeing etc);
- iii. risks to those assets and ecosystem services;
- iv. demand v supply of those services based on existing and predicted growth in locations across the town;
- v. the optimal locations for habitats to maximise the benefits to both wildlife and people; and
- vi. design opportunities in response to the location of proposed GI and existing natural features.



The study will inform the creation of a network of GI which creates the right scales and types of GI in the right locations across the town to meet existing and future needs. It should refer to the Local Natural Capital Assessment which is being undertaken for the Oxford-Cambridge Arc.

The Natural Capital Assessment should seek to preserve and enhance priority habitats such as deciduous woodland, good quality semi-improved grassland and traditional orchards (all found within or adjacent to Aylesbury).

### Green Infrastructure Strategy

Establishing how GI will be managed and maintained is critical to its long-term success.

Based on the Natural Capital Assessment, and informed by feasibility studies relating to individual projects, a GI Strategy for Aylesbury Garden Town should be produced as a priority.

This should include an assessment of the likely maintenance costs of green and blue infrastructure over time and how they will be funded.

It should give details of governance arrangements including community led governance, to ensure that GI is delivered and maintained in a co-ordinated way, ideally through an overall co-ordinating body.

The strategy should be informed by the Waterway Naturalisation Study (see Section 6.6) and link to the work of the NEP, the Environment Agency and other GI partners.



## 6.0 | A green and healthy Garden Town

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### 6.5 Aylesbury 'Gardenway'

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Aylesbury Gardenway is one of the Garden Town's key transformative projects. It aims to have a positive and lasting impact on the quality of life of Aylesbury's residents, by creating a high quality ring of parks, gardens, brooks, natural areas and woodlands around the town.

The Gardenway will become a focus for local residents and engage them in its management. It will encourage outdoor play, sports and leisure and be a haven for wildlife.

The ambition to create a linear park of connected green spaces surrounding Aylesbury was established in the Buckinghamshire GI Strategy, 2009. Since the original concept, the route of HS2 and location of garden communities has been confirmed. Sections of the park are to be delivered by sites AGT2 and Kingsbrook.

The Masterplan baseline analysis also identified a number of existing and proposed orbital GI / walking and cycling routes which are located within or at the edge of the built up area of Aylesbury.

The Masterplan refines the original concept and identifies an indicative route for the orbital park called the 'Gardenway' which is related closely to the urban area and proposed major sites, and reflects the alignment of HS2.

The Gardenway will deliver a fully connected green and blue infrastructure corridor which encircles the town. It will connect local parks, woodlands, play grounds, community gardens, natural areas, waterways and heritage sites and new local green spaces which provide points of interest along the route including:

- Roman Park at Berryfields;
- Thame Valley Park;
- Quarrendon Leas Scheduled Monument;
- Watermead Lakes;
- Bierton heritage assets;
- Regional wetlands park at Kingsbrook;
- Grand Union Canal Arm, canal marina and proposed Kingsbrook Canalside Park;
- Broughton heritage assets including a moated site;
- Heritage assets near Aston Clinton;
- Bedgrove Park;
- Potential/proposed Park north of Stoke Mandeville;
- Hall End heritage assets;
- Stoke Brook walk;
- Hartwell House;
- brooks and waterways; and
- connection to Waddesdon Greenway and proposed Greenway to Wendover.

A network of secondary Greenway routes connected to the Gardenway is identified. These connect the Gardenway to the town centre, the wider countryside and surrounding villages and form part of the proposed town-wide active travel network.



Fig 6.3: Aylesbury Gardenway illustrative concept sketch

## 6.0 | A green and healthy Garden Town

Fig 6.4 illustrates an indicative potential route for the Gardenway, using sections of the existing Round Aylesbury footpath and existing public green spaces where possible.

Fig 6.4 also identifies gaps in the Gardenway route where there are opportunities to create new sections of public footpath/cycleway and new areas of publicly accessible green space through targeted investment and community involvement:

- Additional public green space providing a buffer to Berton village.
- A potential canalside leisure opportunity to the south of the canal the AGT3 site allocation.
- Additional public green space to the north-west of Fairford Leys, east of HS2. In this area the Gardenway and design of the South Western Link Road should be carefully co-ordinated to avoid highways impact on GI including the existing golf course and Thames Valley Park. Fig 6.4 shows an indicative alignment for this section of the Link Road and Gardenway.
- Potential creation of a new park 'Stoke Mandeville Park' which connects the Stadium, Hospital and Village across site AGT1 and provides opportunities for the route to be used for Paralympic training.
- New connections including footpath to the south of Watermead, new footbridges to Quarrendon and new pedestrian / cycle road crossings.

Wherever possible the Gardenway should be routed to avoid running immediately alongside the Link Road (where increased levels of noise will be apparent) but instead take advantage of existing green and blue assets including Stoke Brook and Bedgrove Park.

The Gardenway will create an 18km (approx.) route for walking, cycling, running, sports and recreation and wherever possible will be designed to be fully accessible for cycles and wheelchair users. It will connect into the town-wide active travel network defined through the Local Cycling and Walking Infrastructure Plan (see Section 7.9) allowing easy access from existing and proposed neighbourhoods and providing access towards the town centre. It will also connect with routes to surrounding towns and villages and the countryside.

Parts of the green infrastructure network, and The Gardenway in particular should be prioritised for wildlife habitat over recreational use and human (and dog) access so that biodiversity can thrive. For example, areas could be set aside as nature reserves including roadside nature reserves, and protected by buffer zones.

A simple palette of high quality wayfinding signage and street furniture should be created to brand the Gardenway within the whole-town active travel network.

Detailed design and feasibility work is required to develop the concept and route.



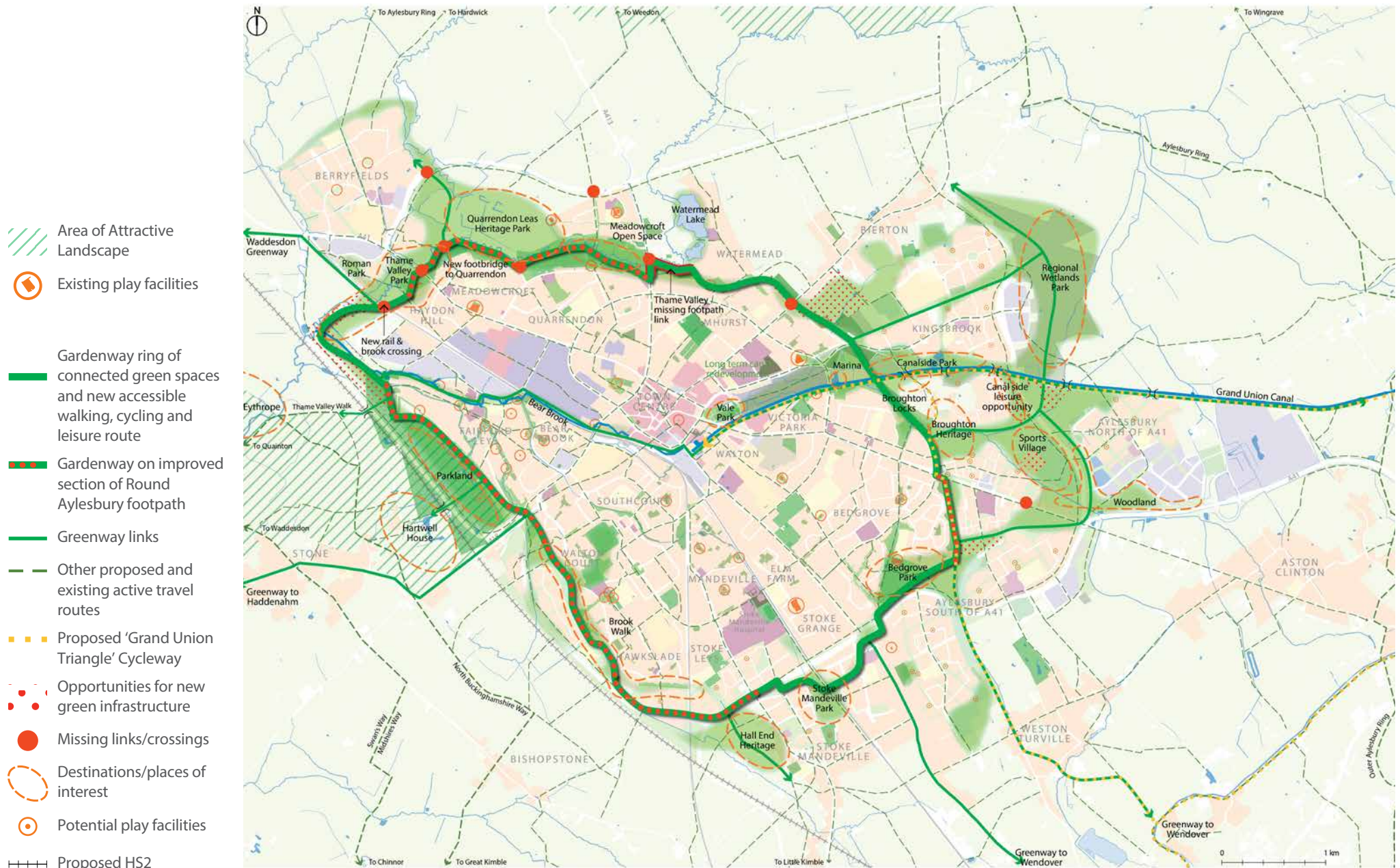


Fig 6.4: Aylesbury Gardenway, indicative alignment

### 6.6 Aylesbury waterways

Aylesbury is crossed by a network of brooks and smaller watercourses and the River Thames Valley runs to the south of Berryfields. These waterways together with the Aylesbury Arm of the Grand Union Canal are an important, yet often hidden, part of Aylesbury's landscape character. Sections of the brooks are culverted and in many locations development backs on, limiting the opportunity for access.

Fig 6.5 highlights the key blue / green corridors running across Aylesbury which have opportunity for enhancement through the Garden Town programme for biodiversity, access, recreation and flood mitigation benefits. These corridors provide important connections between the proposed Gardenway, existing neighbourhoods and the town centre.

A detailed review of the town's watercourses is required in conjunction with the EA, to test the feasibility of de-culverting and naturalising sections of the brooks (for example on the section of Bedgrove Brook through Bedgrove Park) to increase public access and support biodiversity, while considering flood alleviation. Policy NE2 River and Stream Corridors sets out that development proposals must not have an adverse impact on the function or setting of any watercourse and associated corridors, A Watercourse Advice Note is being prepared between the Council and the Environment Agency and will be a guide future planning applications.

The River Thames Catchment Plan should also be referred to. The Thames Catchment Partnership play a key role in partnership working, community days and recruiting volunteers.

#### Town Centre waterways

Within the town centre hinterland water has the potential to play a significant role in transforming perceptions and establishing a positive character. The following opportunities are to be explored through the proposed Central Area Masterplan:

- The recent development at Waterside South has created a square adjacent to the Canal basin which hosts the annual Waterside festival. There is potential to create linkages between this space and the route of the Bear Brook to the west, where it runs to the south of County Tower and to the west of the rail station.
- River restoration/naturalisation of Bear Brook between Friars Square car park and Gatehouse Way business parks.
- In the east there is an opportunity to improve pedestrian connectivity between Vale Park and the Canal and Bear Brook.
- De-culverting and naturalising the hidden watercourses through Broadfields in Aylesbury West, Anglo Business Park, and Brunel Gate business park.
- In the longer term, the transition of the Rabans Lane and Stocklake light industrial areas to mixed use neighbourhoods could have a strong waterside character, creating frontage onto the waterways and allowing greater access.

The Water Framework Directive should be used to inform and prioritise work for brooks in the centre of Aylesbury.

#### Grand Union Canal triangle

The Aylesbury Arm of the Grand Union Canal is an important recreational route and GI corridor that

runs from the basin in the centre of the town to Marsworth Junction where it connects with the Main Canal to Birmingham and London and provides access to the Wendover Arm. A towpath runs along its length and is currently undergoing improvements funded by S106 developer contributions. The Wendover Arm is currently being restored.

The Garden Town Masterplan supports the continuing programme of enhancements to the canal towpath with the aim of creating a 'Grand Union Canal triangle' for walking and cycling via the Wendover Arm, footpaths around Weston Turville and the Garden Town Gardenway.

#### Sustainable Drainage Systems (SuDS)

SuDS features slow the movement of rainwater run-off from urban areas to watercourses using natural landscape features, where possible. They reduce flood risk and provide multiple GI benefits including recreation and biodiversity and can play a key role in placemaking.

There are opportunities for SuDs across the Garden Town as an integral feature of the GI web:

- Incorporation of SuDS features within existing and proposed green spaces including the Garden Town Gardenway.
- Use of permeable paving for all new walkways and cycleways.
- Multi-functional use of SuDs including for example, play areas which are used as storage basins for flood events.
- Strategic flood mitigation design to consider opportunities for recreation and biodiversity gain through the creation of waterbodies and wetlands.

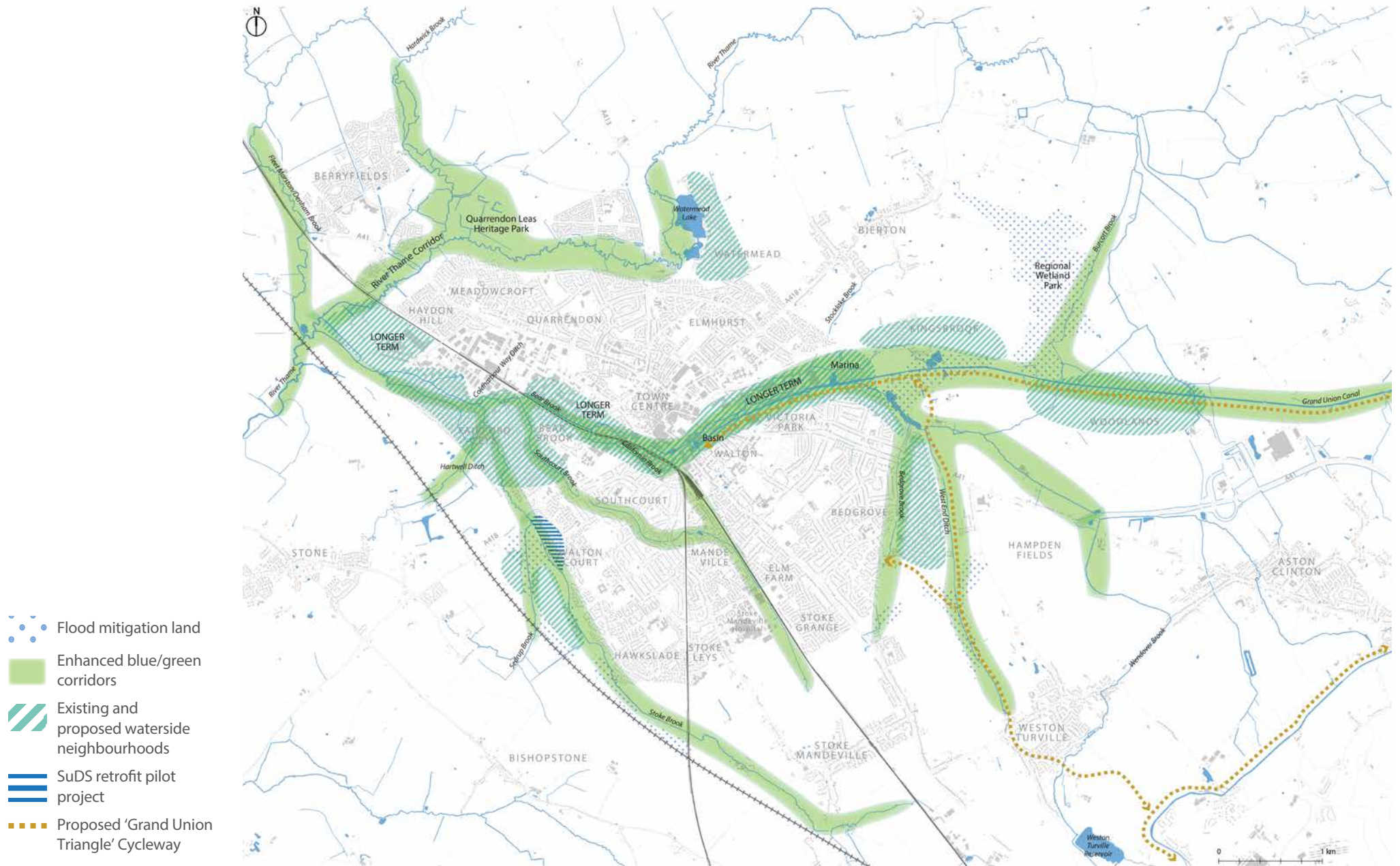


Fig 6.5: Aylesbury waterways

## 6.0 | A green and healthy Garden Town

- In the detail – for example, using boulevard tree pits to provide surface water drainage from highways, or rain gardens to collect water from roofs.
- Retrofitting SuDs to existing urban areas – this is being piloted at Willows / Walton Court and could be rolled out across the Garden Town, with a particular focus within the Central Area, public realm and publicly owned buildings, and the greening of residential areas.

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## 6.7 Gateway to the Vale and Chilterns

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The Gardenway will connect with existing footpaths, bridleways and towpaths including the Grand Union Canal which link the town into the surrounding countryside. Where necessary funding for improvements to these external routes should be sought to encourage increased active travel to access leisure destinations including:

- Waddesdon village and Manor via the Waddesdon Greenway;
- new Greenway route linking Aylesbury with Wendover;
- Hartwell House;
- the Aylesbury Ring and Outer Aylesbury Ring long distance footpaths;
- Wilstone Reservoir;
- Green Park outdoor activity centre;
- sports facilities at RAF Halton; and

- Chilterns Area of Outstanding Natural Beauty (AONB) including visitor attractions at:
  - Wendover Woods
  - Coombe Hill
  - The Ridgeway
  - Tring Park
  - Tring Reservoirs / Marsworth, and
  - The Ashridge Estate.

Initiatives to support access to the countryside and the use of green infrastructure in the town by active travel and wheelchair should be promoted for example: guided taster rides from Aylesbury into the Chilterns, heritage walking trails or tours, or family activity days.

The visibility of the Chilterns ridge from the southern part of the Aylesbury, and vice versa the town's visibility from the ridge presents opportunities for creating a distinctive character at the town's edge for example:

- Minimising the visual impact of new development and infrastructure on views from the Chilterns e.g. using woodland planting, green roofs, appropriate scale and massing and site topography to blend development with the landscape.
- Capturing views to the Chilterns in new development through the creation of vistas along carefully oriented streets and public spaces.



Hartwell House (source: National Trust)



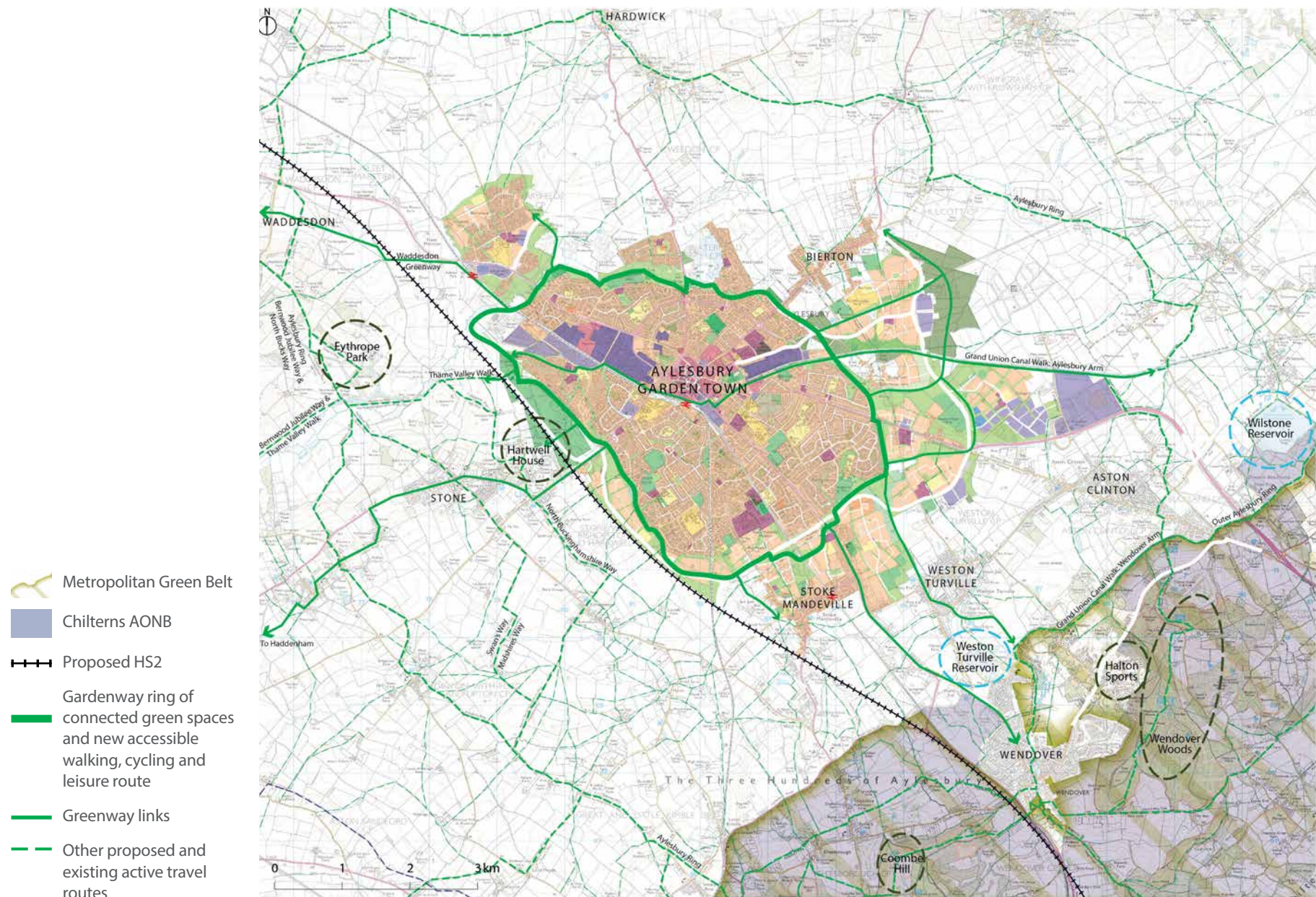


Fig 6.6: Green infrastructure context

### 6.8 Garden Communities

GI provision is an area in which Aylesbury intends to be a national exemplar.

The VALP Policy D1 requires each of the new garden communities on the edge of Aylesbury to deliver 50% green infrastructure. This is to be calculated on an area basis and include all elements of public green and blue infrastructure including but not limited to flood mitigation land, wildlife habitat, watercourses, sports and parkland. It does not include private green space such as private front and back gardens.

This is an ambitious target, which goes beyond the 50% public and private green infrastructure recommended by the TCPA.



SuDS features at Berryfields

In designing GI:

- Existing GI cues from the site and beyond should be identified early so that opportunities to retain and enhance them, and to identify possibilities to maximise biodiversity and habitat gains and improve connectivity, are taken.
- Fragmented green space and spaces with limited GI function 'space left over after planning' should be avoided.
- GI such as woodland planting can be effective in minimizing the visual impact of infrastructure, such as HS2 and highways and deliver habitat and drainage functions. However, GI with a recreation function should not be located where the visual impact, noise or air pollution arising from infrastructure compromises its attractiveness to end users. The proportion of different types of green infrastructure to be accommodated within each site should be informed by the Natural Capital approach outlined above, recognising that different types of green space such as sports provision provide ecosystem services more geared towards recreation than wildlife and other benefits.
- The landscape design of each site should be responsive to the particular opportunities and context of each site, and form part the distinctive vision for placemaking. For example, sites to the south of the town should create an appropriate setting for development considering visual impact and views towards the Chilterns AONB.
- Site heritage and archaeology should be considered and reflected in GI and public art for example: the Roman Park at Berryfields which reflects the site's location on a Roman Road through play equipment and interpretation material.

- Opportunities should be taken to introduce SuDS features where possible as an integral part of landscape and public realm design.

Streets, buildings and private gardens can play an important role in providing additional GI features and linkages. The NEP has created a list of ways in which biodiversity can be enhanced within the built environment (Vision and Principles for the Improvement of GI in Buckinghamshire and Milton Keynes) which includes:

- planting of fruit trees and wildflower turf in private back gardens, planted front gardens and hedgerow boundaries;
- green roofs and walls on garages and public buildings;
- built in bird, bat boxes and log piles;
- street trees;
- wildflower rich road verges and edges to sports pitches with less frequent mowing regime in pollinator season;
- removal of arisings. This helps to maintain low fertility required by native wildflower species, and is in line with best practice guidance;
- careful selection of shrubs to maximise berries and flowers;
- sustainable drainage;
- hedgerow, wetland, woodland and grassland habitat creation; and
- allotments.

Many of the features listed above are private and as such do not count towards the VALP Policy D1 requirement for public green space, but provide additional GI and biodiversity benefits.

### Kingsbrook ecology exemplar

The Kingsbrook development (D-AGT6) provides a positive example of how landscape design can help to create a distinctive character. Over 60% of the site is set aside as open space for wildlife and people. Partnership working with the RSPB has led to the incorporation of features to encourage wildlife throughout the development including:

- creation of a regional wetland park of 100ha in addition to the 50% GI on site;
- swift nest boxes and bat roost boxes;
- planting of fruit trees in 50% of private back gardens;
- sustainable drainage; and
- a range of habitats including wildflower grassland, ponds, meadow, orchards and hedges.



## 6.0 | A green and healthy Garden Town

### 6.9 Trees Please

Taking forward an AVDC GI Strategy Priority Project, 'trees please' is a town-wide tree planting initiative. Tree planting will be highly visible and positive sign of Aylesbury's transition to a greener, Garden Town. Particular opportunities exist to plant Black Poplar, a rare species which is native to Aylesbury.

Opportunities within the Garden Town programme include:

- boulevard tree planting on strategic highways infrastructure including the proposed link roads (wherever possible);
- tree planting on existing streets including radial routes and the town centre ring road to assist in shifting the character from highways to people friendly street;
- tree planting within the town centre as part of street pedestrianisation and public realm enhancements;
- the creation of 'green gateways' with high quality landscape design, woodland and boulevard planting at the main arrival points into AGT (see Fig 6.7) including the Woodlands roundabout;
- Green Streets - street tree planting working with local community groups to improve the appearance and biodiversity of local neighbourhood green spaces and streets; and
- incorporating tree planting into the sustainable drainage system e.g. tree pits should be integrated with the SuDS network.

There is a need to ensure the correct species of

trees are selected and placement is very important. Native trees should be planted except in exceptional circumstances.

### 6.10 Greening Aylesbury

Within existing residential neighbourhoods, employment areas and the town centre, the Garden Town promotes enhancements to green infrastructure to create localised networks for biodiversity and community gain as part of the overall GI web. In line with Garden City principles there is an opportunity for communities to become more involved in the design governance and management of their local green spaces supported by the AGT partnership. Opportunities for enhancement of existing spaces or the creation of new green infrastructure should be explored in partnership with local communities and businesses and could include:

- introduction of green walls and roofs on garages and public buildings;
- creation of pocket play spaces, simple seating areas and planting, or community food growing on underused plots and leftover spaces;
- introduction of bee hives, bat and bird boxes and other wildlife features within the urban area;
- community food growing linked to food education and healthy eating projects. A pilot project in Quarrendon is developing a Community Garden led by local residents;
- investment in play facilities, sports, signage and interpretation facilities to encourage greater use of existing spaces
- improved footpaths and cycleways (to be

delivered through the LCWIP project, see Section 7.9).

- initiatives to encourage outdoor activity such as forest schools and play schemes, local garden festival or show or walking for health; and
- new green spaces as part of the Garden Town Gardenway.
- maximising the use of street trees and planting for pollinators to green and wider road verges.

This is to be supported by a review of the existing quality and functionality of green spaces across the town to identify opportunities for enhancement, building on the quality audit of Green Spaces undertaken in 2016 by AVDC.



Seaforth Green Streets (source: Mersey Forest)



Greener Grangetown, Cardiff (source: Greener Grangetown)

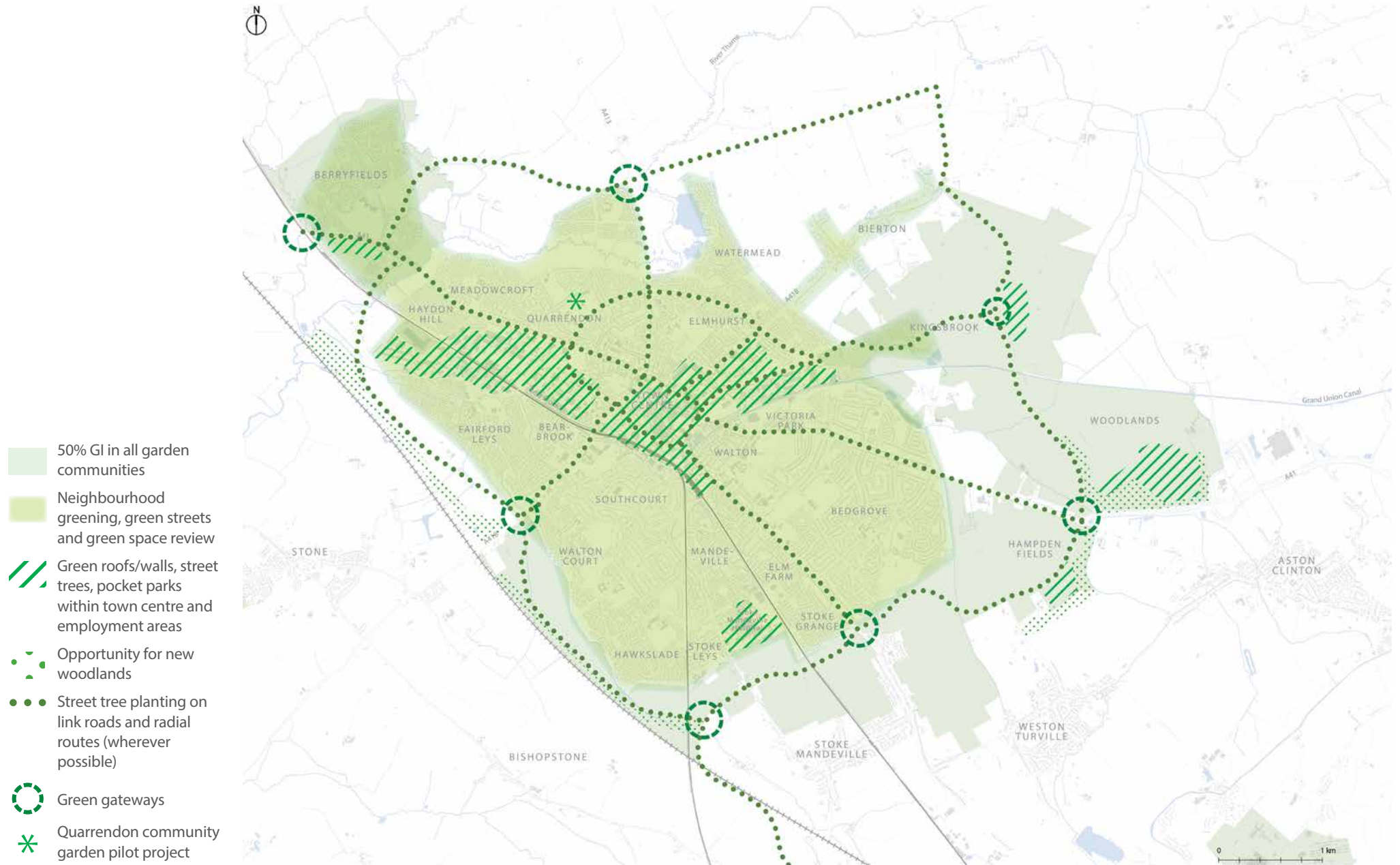


Fig 6.7: Greening Aylesbury



## Action Plan

### 6.11 Action plan

In addition to the proposals included within the IDP the following actions are identified to deliver a green and healthy Garden Town:

Project	Location	Description	Delivery Partners	Time Frame
Natural Capital Assessment	AGT-wide	An assessment of the town's existing GI to inform the creation of the most appropriate types, scales and location of new GI.	Local authority / NEP	Short Term (2020 – 2023)
Green infrastructure strategy	AGT-wide	A detailed strategy for the provision of the GI across AGT, including details of delivery partners, funding, long-term maintenance and governance structures.	Local authority / NEP / Developers	Short Term (2020 – 2023)
Gardenway	Proposed Gardenway route	Feasibility study assessing the best route and delivery options for the Gardenway and secondary Greenways. Delivery of the complete Gardenway route including new green spaces, crossings and missing links in the route.	Local authority / landowners	Short Term (2020-2023) Medium Term (2024-2029)
Watercourse naturalisation	AGT-wide	Feasibility study into opportunities for waterway de-culverting, naturalisation and increased recreational access. Delivery of project.	Local authority / EA	Short - medium Term(2020-2029)
Active use of GI	AGT-wide	AGT organised tours, trails and activity days to support the use of GI for leisure, active travel.	Local authority	Short Term (2020-2023)
Trees please	AGT-wide	Green gateways, street tree planting, Green Streets.	Local authority / Developers	Short-Medium Term (2020-2029) in line with infrastructure delivery
Greening Aylesbury	AGT-wide	Green infrastructure and community food growing projects with Aylesbury's existing neighbourhoods.	Local authority / community groups	Short-Long-term (2020-2033)
GI delivery at AGT garden communities	AGT1-6	Delivery of strategic and local scale public GI to cover at least 50% of the site area, integrated into the town-wide GI network, including elements of the Garden Town Gardenway (Linear Park).	Developers / Local authority / RSPB	Short-Long-term (2020-2033) in line with site delivery
Gateway to the Chilterns and the Vale	Aylesbury hinterland	Enhancements to longer distance footpaths providing connections to the surrounding countryside and Chilterns.	Local authority / Chilterns	Medium Term (2024-2029)

# 7.0 Aylesbury on the move

## 7.1 Introduction

The role of transport and connectivity is fundamental to how towns and cities are formed and how they work on a day-to-day basis. How we prioritise different forms of movement can have dramatic impacts on the structure and accessibility of places and affect health and wellbeing, the environment, community cohesion, access to opportunities and quality of life.

For Aylesbury to achieve its aspirations as a Garden Town, a key focus is creating connected, inclusive and sustainable places by prioritising movement on foot, by bicycle and by public transport for all ages and abilities, and by concentrating development in locations that provide the greatest accessibility by these modes.

The ambitions of this section are linked to those above in the 'Green and Healthy Garden Town' with opportunities to improve access to green and blue corridors to enable more sustainable movement and to positively benefit health and wellbeing.

## 7.2 Relevant policy and guidance

The **TCPA** emphasises the importance of accessibility, walkability and sustainable movement within their nine **Garden City Principles**, which include:

- a wide range of local jobs in the Garden City within easy commuting distance of homes;
- strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods;
- integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport; and
- their guidance on Garden City design and masterplanning reinforces the need for ease of movement and connectivity, and for the creation of walkable neighbourhoods, noting:
  - A Garden City's design must enable at least 50% of trips originating in the Garden City to be made by non-car means, with a goal to increase this over time to at least 60%.

- Public transport nodes and neighbourhood facilities should be a short walk (no more than 10 minutes) away from every home. Homes should be within 800 metres of schools for children under the age of 11.
- New Garden Cities should provide a sustainable urban structure of walkable neighbourhoods based around a network of mixed-use town and local centres in which residents can meet most of their day-to-day needs.

The **VALP** establishes a sustainable transport vision for Aylesbury Vale, with a people-orientated transport hierarchy that promotes modes which minimise environmental impact and promote social inclusion. The spatial vision focuses on making provision for transportation improvements for both new and existing communities and notes that the creation of an improved highway network will allow for a more pedestrian and cycle friendly town centre in Aylesbury which will provide for increased modal choice to transport such as rail and bus.

The **Aylesbury Transport Strategy** sets out the improvements needed to support the planned growth of the town between 2016 and 2033, including addressing current issues on the transport network. It focuses on Aylesbury town centre and its immediate urban area, but also justifies the interventions required to facilitate growth in the Aylesbury Garden Town (AGT), with the objective that new development minimises the need to travel by private car, with more people choosing to walk, cycle or use public transport.

## 7.0 | Aylesbury on the move

### Challenges and opportunities

Movement around Aylesbury is predominantly by private car, but the town's scale and location on the rail network creates an opportunity for the Garden Town to target greater travel by non-car modes.

#### Traffic

- Census 2011 shows that only 26% of residents of the town travel to work by non-car means (compared to 28% for the South East as a whole).
- Traffic congestion on radial routes and within the town centre is consistently highlighted by consultees as a key issue. This affects vehicle journey times and contributes to a poor quality pedestrian experience.

#### Public transport

- Two rail stations at Aylesbury and Aylesbury Parkway provide regular services into London. A third station provides a service to London from the village of Stoke Mandeville.
- The proposed northern-extension of the rail line to Milton Keynes will provide a connection into the east-west rail route and to services north.
- Bus service coverage is good, however reliability and journey times are affected by traffic congestion.

- The bus station is well-located within the town centre but is a poor quality environment.

#### Active travel

- Aylesbury's topography, size and existing network of Gemstone Cycleways support the potential for cycling to become a key mode of travel within the town, however the quality of existing routes is inconsistent.
- The canal provides a strong active travel route between Woodlands / Kingsbrook and the town centre.
- The town centre ring road hems in the town centre and creates a barrier to easy pedestrian and cycle movement into the centre from surrounding areas.



Poor pedestrian environment as a result of highways dominance



Town centre ring road



Centrally located bus station





\*Adapted from figures 3.15 and 3.16 of the Aylesbury Transport Strategy – 'Link Stress in the AM and PM Peak'

Fig 7.1: Aylesbury existing highway network



## Ambition and objectives

### 7.3 Ambition











**In 2033 people choose to walk, cycle, or use public transport for everyday journeys within Aylesbury, because it is easy to navigate and has an integrated and inclusive transport system. Residents benefit from active lifestyles and streets are people-friendly places. By 2050 at least 50% of trips originating in the Garden Town will be made by sustainable modes\*.**

\*Annual average trips by main mode of travel (as defined by the National Travel Survey), with "sustainable modes" comprising "Walk" (over 50 yards), "Bicycle", "Bus" (London, local and non-local), "Rail" (underground and surface), "Other public transport" (air, ferries and light rail), and "Car Passengers (Sharing)" (commuters sharing car journeys to work).

### 7.4 Objectives

- 
- Promote healthier streets, improved air quality and reduced noise, and reduce dependence on car travel for journeys within the town.
- 
- Take full advantage of the opportunities offered by East-West Rail to improve regional travel connections.
- 
- Provide a connected town-wide network of active travel routes serving commuting, leisure and daily travel needs for all ages and abilities.
- 
- Increase proportion of active travel in daily trips to improve personal activity levels and health at all ages.
- 
- Provide an improved public transport system which is accessible and attractive to all ages and abilities.
- 
- Ensure strong connectivity between the proposed garden communities on the edge of Aylesbury and the existing town and town centre.
- 
- Ensure transport infrastructure contributes to making good places.
- 
- Create a resilient transport network which can adapt to future trends in technology and accommodate changes in travel behaviour.
- 
- Be an exemplar of inclusive transport, both in the provision of appropriate infrastructure and in digital application development.
-



-  Strategic through traffic
-  Reduce through traffic in town centre
-  Gardenway
-  Greenway links
-  Strategic cycle routes\*
-  Local cycle routes\*
-  Park + Ride
-  Bus station
-  Train station
-  Proposed HS2 route

\* Routes identified in LCWIP study (June 2019) and other emerging schemes under development

Fig 7.2: Movement vision

# Proposals for Aylesbury on the move

## 7.5 Changing behaviour

### Why change?

The long-term commitment to enable at least 50% of journeys by sustainable modes is an important overarching objective of the AGT Masterplan. It informs decisions made on a wide range of topics including the location of services and employment, the design of new green infrastructure and neighbourhoods, and the design of the movement networks themselves.

The global pandemic in 2020, created a huge change in behaviour and highlighted the importance of active travel for both health and wellbeing benefits. There is an opportunity to harness this change to deliver the objectives of the Masterplan. The reasons for promoting a significant shift away from car-based urbanism towards active and sustainable modes of travel are multiple and include:

### Health benefits

- Physical inactivity directly contributes to 1 in 6 deaths in the UK (Lee IM, et al. (2012)). Encouraging active travel increases physical activity and in doing so promotes reduced obesity and increased health and mental wellbeing in the Aylesbury population.
- Outdoor air pollution is estimated to contribute to 40,000 deaths a year in the UK (Royal College of Physicians, 2016). Reducing car travel and

reducing polluting vehicles, has a positive impact on levels of air borne pollutants experienced by residents and visitors.

### Place benefits

- Roads which are designed for the car first are generally poor quality environments for people to spend time in. By redesigning roads as streets, which consider the needs of pedestrians first, we encourage street based activity, social-interaction and economic vitality.
- Reducing the dominance of highways around the town centre will enable stronger integration with surrounding neighbourhoods, increasing opportunities to access local services and retail.

### Social inclusion benefits

- 40% of jobseekers say that a lack of personal transport, or poor public transport, is a key barrier preventing them from getting a job (Pteg (2015) Ticket to Thrive: The role of urban public transport in tackling unemployment). Providing accessible, affordable public transport and active travel infrastructure overcomes this.
- Places that are overly reliant on travel by car at the expense of more sustainable modes can lead to issues of isolation and lack of independence for those that do not have access to or cannot afford to own a car, particularly the old and the young.

### Movement investment benefits

- A shift towards sustainable modes makes more efficient use of existing infrastructure and urban space.

- Studies repeatedly show that investment in non-motorised modes of transport like active travel allow city leaders to do more with less, with benefit-cost ratios (BCRs) in the range of 5:1 to 35.5:1 (DfT, 2014). By contrast, the average BCR for local road schemes has been calculated at approximately 4.23:1 (Dodgson, 2009).



### How are we going to change?

The size and distribution of residential and employment areas within Aylesbury combined with its relatively flat topography are conducive towards supporting a sustainable transport network focused on active travel.

The majority of residential areas are situated within 3.5km / 45min walk / 15min cycle of the town centre.

To achieve a step-change in the way people move around Aylesbury, the Masterplan focuses on making it easy to choose active and sustainable travel choices for local journeys. There are four key strategies to deliver this:

- providing high quality, integrated walking, cycling and public transport networks;

- providing targeted support for behavioural change for daily journeys including local journeys to work and travel to school;
- creating an outer link road which provides an alternative route for strategic through-traffic and HGVs, taking some of this traffic off the town centre streets and radial routes and releasing space for sustainable modes; and
- allowing flexibility within infrastructure for future transport technologies which support the aims of the Masterplan.

## 7.6 Living Lab: innovation and future mobility

Aylesbury Garden Town will be a Garden Town ‘living lab’, a centre of innovation and a venue for testing new ways of transport, using data and collaboration with the private sector to make life easier for residents and businesses. The living lab will use technology to improve all means of mobility for a town, while generating open data for businesses and organisations to use in further innovation, not just in transport but in communications, power generation and other areas open to technology, while reducing costs and lowering environmental impacts.

### Fairford Leys

Aylesbury Garden Town has been awarded £4.4 million to develop a smart, connected community in Fairford Leys, working with researchers and business. This will test ground-breaking technological solutions, including SMART energy solutions such as kinetic energy recovery from roads and printed and extruded street furniture to reduce the cost of installation and maintenance of new and accessible infrastructure. These and other innovative measures will reduce the maintenance and operation cost to the council of transport infrastructure.

### Mobility as a service (MaaS)

To support the aim of making it easy to travel by sustainable modes, there is an opportunity for the Aylesbury urban area to be an exemplar in Mobility as a Service (MaaS). This is an online integrated travel service that enables users to access information, plan

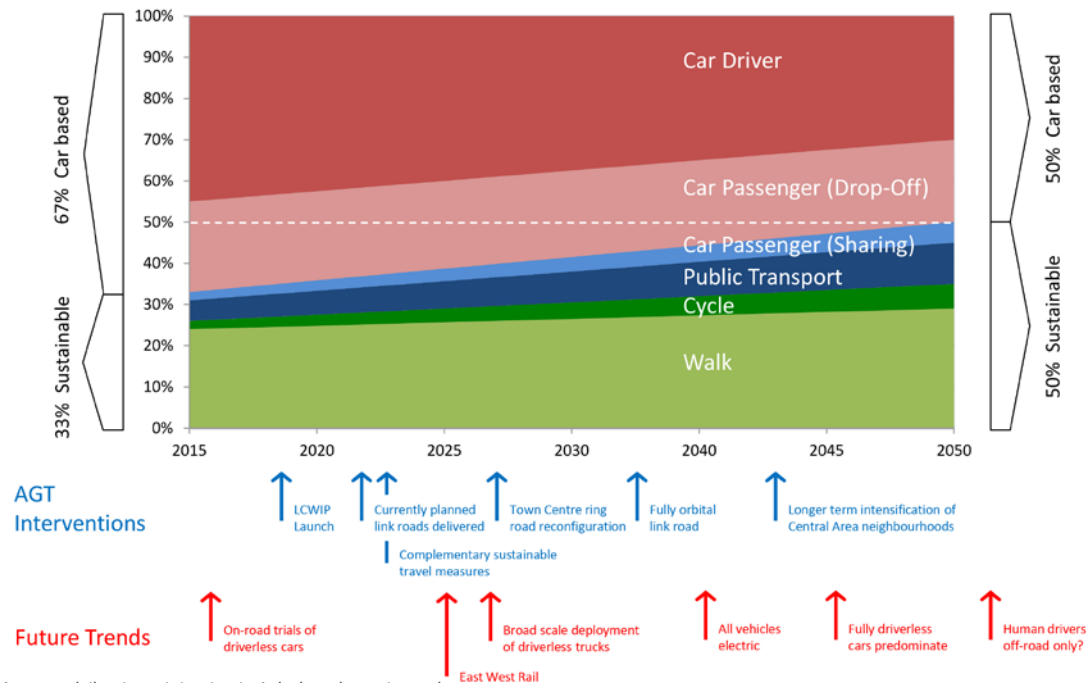


Fig 7.3: Average daily trips originating in Aylesbury by main mode

## 7.0 | Aylesbury on the move

and pay for journeys, and get real-time information on, a range of public and private transport options.

Features of MaaS include:

- the flexibility to plan intermodal journeys (providing combinations of different transport modes: car-sharing, car rental, rail, bus, bike-sharing, taxi-sharing, e-scooters and other future modes) using real-time information; and
- a single payment portal on personal devices, whereby users can pay as they go or else buy a 'service bundle' or subscription in advance, and a booking system incorporating the entire end-to-end journey stages.

### E-bikes and E-bike hire

Improvements in battery technology are making electric bikes (also known as e-bikes or pedelecs) an increasingly affordable, reliant and efficient way of getting around. E-bike sales rose from 5% of the UK bike market in 2015 to 12% in 2016, and continue to grow. While a number of public e-bike hire schemes (like Lime and Uber Jump) have appeared on the streets of UK towns and cities in recent years. E-bikes make longer cycle journeys possible, and are especially convenient encouraging cycling in hilly places and amongst less able users. They will play an increasingly important role in offering an attractive alternative to the car, and helping to achieve more sustainable mode share targets.

## 7.7 Place and movement

Aylesbury Garden Town will adopt a "Place and Movement" approach to prioritising the development of roads and streets. This approach acknowledges that roads and streets are used both as movement corridors and as places to spend time and provides a simple framework for managing the trade-offs between these functions. It allows for interventions in each location to be prioritised in an appropriate way based on a simple and verifiable means of consideration.

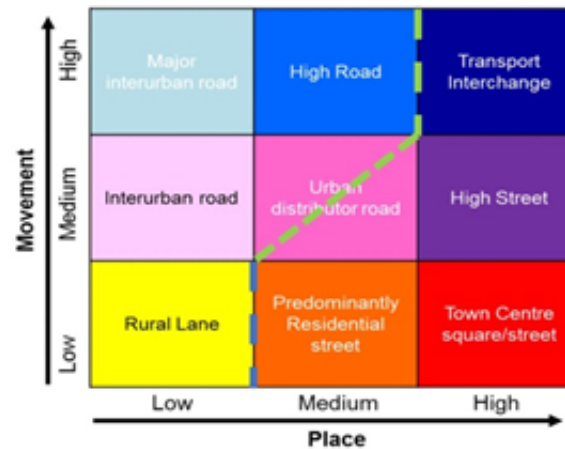


Fig 7.4: A street hierarchy based on place and movement (source: Hertfordshire CC)

Schemes can enhance a road within an existing category or move it from one category to another, when appropriate and in line with a change in its function.

### Aylesbury orbital link roads

A package of outer link roads was identified as part of the Aylesbury Transport Strategy, which was published in 2017. The link roads are intended to fulfil a number of strategic transport functions:

- Interurban roads with potential inclusions in the strategic Major Road Network (subject to further assessment by the Department for Transport).
- Reducing the amount of through traffic in the town centre by providing an alternative, direct orbital route around town.
- Provide sufficient road capacity and connectivity into key areas of development around Aylesbury, to support planning approval for these growth areas.

The link roads will operate as 40mph roads and are being designed either as dual carriageways from the outset or with the provision to safeguard for dual carriageways. This is in anticipation of growth within Aylesbury and in the surrounding region. While these roads have a predominantly 'movement' function and would sit as 'major interurban roads' according to the Fig 7.4, they will have an effect on the quality of 'place' in their vicinity. Plans for the roads will therefore consider local context in the design including existing landscapes and townscape, safety of pedestrians and cyclists, and proposed development sites, so as to minimise negative impacts and create a positive relationship between the road and the surrounding area as far as reasonably possible and incorporate comprehensive landscaping wherever possible to soften the visual impact of the highways, support biodiversity and help mitigate air quality impacts.

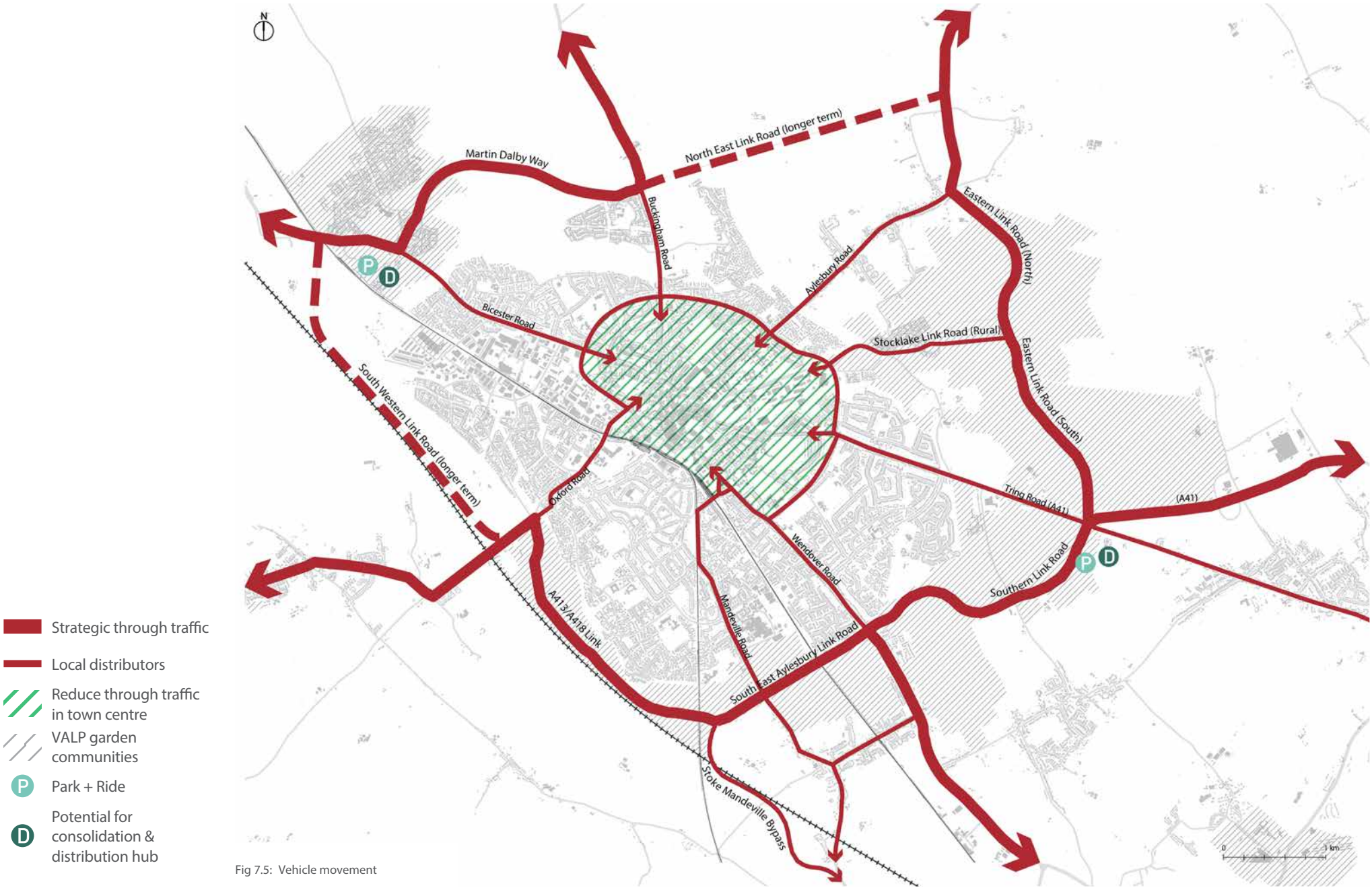


Fig 7.5: Vehicle movement

## 7.0 | Aylesbury on the move

The orbital link roads will have a positive function on other highways in Aylesbury. By reducing the level of traffic on these roads, the link roads will enable radial roads and ring roads to reduce their role in traffic movement and adjust more towards street-based 'place' functions, for pedestrians and cyclists. The aspirational sections of the link road should be delivered as a priority, to enable a full bypass for through traffic. Feasibility studies where routes have not been clearly identified should be completed to identify the most appropriate routing and identify opportunities for including high quality, segregated footways and cycleways. These should seek to minimise the impact of the highway on green infrastructure and consider associated development opportunities. For example, the South Western Link Road could minimise impact on the proposed Gardenway by aligning closely to HS2.

### The Healthy Streets Approach

The Healthy Streets Approach is an approach to assessing the appropriateness of an intervention to improve a street in a town, developed by Transport for London and now used widely. It uses a number of indicators for which a design should aim. The indicators are chosen based on scientific evidence for measures that improve health, reduce inequalities and encourage people to walk and cycle.

These state that new measures on a street should aim to:

- be open to pedestrians from all walks of life;
- provide infrastructure that is easy to cross;
- offer shade and shelter;
- offer places to stop and rest;
- not be too noisy;
- encourage people to walk, cycle or take public

transport;

- make people feel safe;
- offer things to see and do;
- allow people to feel relaxed; and
- have clean air.

Aylesbury Garden Town will adopt the Healthy Streets Approach principles for the design of streets within the town.

### Town Centre movement

Using the priorities of Healthy Streets, providing direct access to the town centre from surrounding neighbourhoods will be a priority. The VALP and AGT objective of reducing town centre traffic by delivery of the outer link roads to allow alternative routes for strategic through-traffic gives an opportunity to reconfigure the town centre inner ring road, reduce the space occupied by carriageway and junctions, and replace existing underpasses and indirect crossings with direct surface level crossings, widened pavements, landscaping and improved public realm. There should be consolidation of car parks to release development sites and create public spaces and reduce vehicle movements. Such measures could include:

- redesign of the inner ring road and roundabouts to create a people friendly environment, with street frontage, trees, surface level crossings and land released for development;
- prioritising active travel into and across the town centre streets;
- introduction of bus priority routes and bus routes;
- potential closure of sections of street or

movement restrictions to remove through routes while enabling necessary access;

- consolidation of car parks to release development sites and reduce vehicle movements;
- increased pedestrian priority on the historic street network, for example on Cambridge Street, where pavements are narrow and parking and traffic dominate to the detriment of local businesses.

A detailed study is required as part of the Central Area Masterplan to provide a detailed strategy to maximise the benefits arising from delivery of the outer link roads, while ensuring access to facilities and retail is not prevented for those who are accessing the town centre.

### Healthy streets neighbourhoods

Within existing neighbourhoods AGT will work with local community representatives to identify opportunities for public realm and connectivity enhancements to remove local barriers to active travel, particularly to local centres and public transport stops. New developments should be arranged to encourage walking to local centres and neighbourhood hubs, where daily needs like corner shops, services and primary schools are within a 5-10 minute walk of homes. A range of measures will be taken to discourage through-traffic and prioritise active travel. Such measures could include pedestrian priority crossings, modal filters (gateways on street that allow only pedestrians, cycles and emergency vehicles through), timed road closures outside schools and local parades/ markets, and home zones (where planting and seating in the road allows space for residents to sit or play outside their homes and slow-moving cars are allowed in 'as guests').





Fig 7.6: 10 Healthy Streets Indicators (source: Healthy Streets for London)

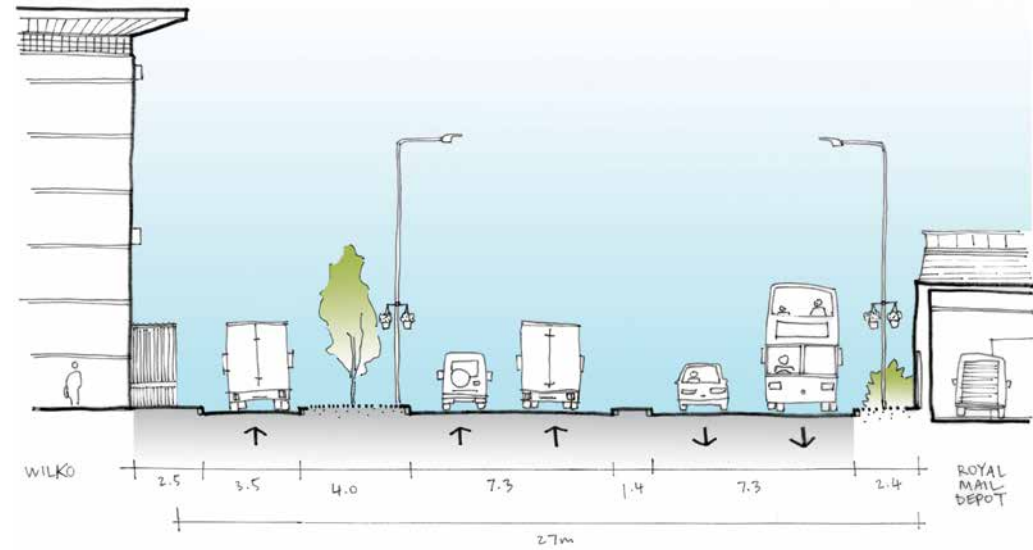


Fig 7.7: Upper Hundreds Way - existing street

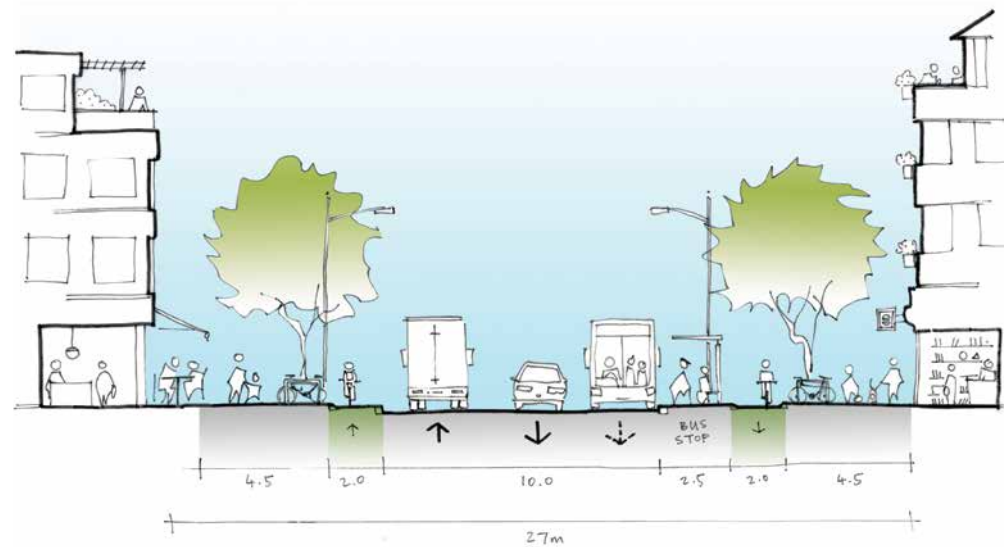


Fig 7.8: Upper Hundreds Way - indicative improvements to the street layout to create more space for pedestrian activity and support Healthy Streets objectives.

### 7.8 Public transport

#### Rail

With the planned introduction of a through rail route from Aylesbury to Milton Keynes by 2023, making onward journeys north and to Oxford and Cambridge possible, the importance of Aylesbury, Aylesbury Parkway and Stoke Mandeville stations as gateways to the town and its hinterland will increase.

There are opportunities to enhance the arrival experience at each station and improve walking and cycling connectivity to local destinations, and integration with the bus network.

- **Aylesbury station:** as part of a longer term Central Area Masterplan, the station and surrounds are to be considered for reconfiguration to create a more positive arrival experience in the town centre, including a high quality active travel route into Market Square and increased integration of rail and bus services.
- **Stoke Mandeville:** linked to AGT1, there is an opportunity to provide an accessible active travel route connecting the station with Stoke Mandeville Hospital and Stadium and tying in with new routes alongside the South East Aylesbury Link Road and the Gardenway. Improving accessibility at the station itself is also a priority.
- **Aylesbury Parkway:** There is the opportunity to provide accessible active travel routes into Aylesbury connecting with the Waddesdon Greenway. In the longer term (beyond 2033) and

associated with the South Western Link Road additional development between the station and HS2 could be considered.

All stations have potential for cycle hubs with cycle parking, cycle hire, charging, facilities, real-time journey information and CCTV. Facilities should be situated in a prominent location with integrated access/ticket barriers to platform.

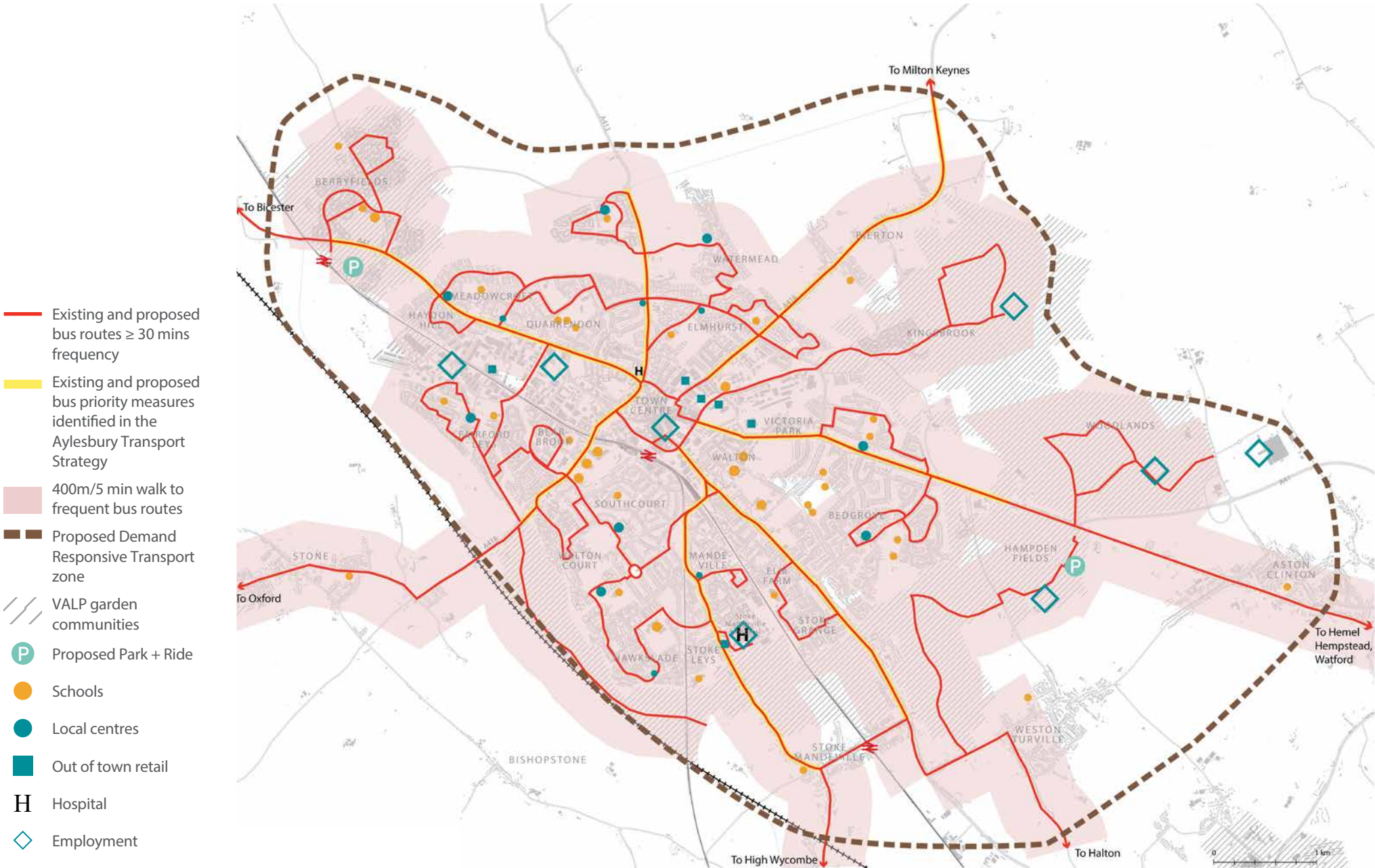
#### Bus

The existing local bus network provides good coverage and peak hour frequencies across the town and has the potential for extension into the proposed garden communities. However, many of the routes use the strategic radial roads into the town centre which suffer from congestion at peak times. This has a negative impact on journey time reliability.

Taking forward and augmenting proposals in the Aylesbury Transport Strategy (such as the current upgrades to bus priority and real time passenger information along the A418 corridor) the Masterplan proposes the following enhancements to the bus network:

- **Priority Public Transport Corridors:** with the delivery of the outer link roads and an associated reduction in traffic there is an opportunity to prioritise radial and town centre routes for public transport. This could include the introduction of bus lanes, bus gates and other restrictions to prioritise bus movement over car traffic. The detail of bus priority measures is to be progressed through the Aylesbury Transport Strategy, with delivery timed to coincide with delivery of the link roads.

- **Bus station:** in the short term opportunities to enhance the function and environment of the bus station are to be progressed by the local authority and bus operators. In the longer term there are opportunities to rethink how buses use the town centre and remove the depot function from the town centre, instead creating a high quality street-based arrangement of bus stops with indoor supporting facilities (waiting room, café, toilets, parcel lockers, cycle parking), closely linked to the station. A bus depot would need to be re-provided elsewhere.
- **Increased frequency:** in parallel with infrastructural improvements, all local services should aim to provide turn-up-and-go level of service frequency (<15min).
- **Bus fleet:** as bus fleets are refreshed, the quality of vehicles should be improved, including having low/zero emissions vehicles, improved accessibility, on-board CCTV, free Wi-fi and USB charging points.
- **Bus stops:** bus stop waiting areas should be enhanced with new/improved shelters, accessible boarding, seating, local wayfinding information, real-time service information, and USB charging.



- Existing and proposed bus routes  $\geq$  30 mins frequency
- Existing and proposed bus priority measures identified in the Aylesbury Transport Strategy
- 400m/5 min walk to frequent bus routes
- Proposed Demand Responsive Transport zone
- VALP garden communities
- P Proposed Park + Ride
- Schools
- Local centres
- Out of town retail
- H Hospital
- Employment

Fig 7.9: Public transport

## 7.0 | Aylesbury on the move

### Demand Responsive Transport (DRT)

Demand Responsive Transport is an innovative technology which delivers an on-demand public transport service serving people travelling from multiple origins to multiple destinations in an efficient way. Using smaller vehicles such as mini-buses, it provides the convenience and the flexibility of a customised, on-demand journey which is booked via an app.

As an example, Arriva Click operate such services in Liverpool and Watford. There is an opportunity for Aylesbury to roll-out a similar service, using Arriva or another provider. It is particularly well suited to serving the outer areas of the town and in areas at greater distance from the key bus routes.

In the longer term, Demand Responsive Transport could also be delivered by smaller autonomous vehicles further reducing the need for private car ownership.

### Car Clubs

There is currently limited access to car sharing services like car clubs across Aylesbury. Being a member of a car club is more cost effective than owning a private car (the National Travel Survey notes that 17% of city-car drivers, 46% of compact drivers, and the majority of midsize and large-car drivers would incur a lower total cost of ownership with car sharing, based on their annual mileage). It is estimated that one car-club vehicle removes ten private vehicles from the road and reduces the space required for private car parking.

There are opportunities to increase car clubs across the town including:

- workplace based car clubs, to facilitate employees to commute by sustainable modes, but use shared vehicles for business journeys; and
- introduction of car club bays at key destinations within Aylesbury, like train stations, town centre, local centres, key employment areas, leisure centres, and ideally within 400m of all residents.



DRT ArrivaClick



Electric car club



E-bike hire



Cycle hub



Robotic distribution



Driverless pods

## 7.9 A connected cycling network

Aylesbury was designated a Cycling Demonstration Town in 2005, with funding up to 2011 that supported investment in infrastructure like the Gemstone Cycleways, and behavioural measures like travel planning and cycle training. Sustrans surveys showed a 6% increase in cycling over the period (although from a low base), and a marked increase in cycling to schools that had received 'Bike It' training. However, the quality of the Gemstone routes has deteriorated and there are many gaps in the network.

Building on the existing network a town-wide, high quality network of cycling routes is proposed which connects key destinations (town centre, local centres, rail stations, employment areas, schools, leisure parks and open space, development sites) and provides routes towards wider regional destinations.

To support the overarching objective of creating an accessible Garden Town, the network will wherever possible be designed for DDA compliance and promote equality of access for all ages and abilities. It is important that the network is comprehensive, safe and connected at a fine level of detail in order to create as many journey possibilities that minimise time, distance, and effort, providing an advantage over car travel. Guidance (p.62 Design Manual for Bicycle Traffic, CROW, 2017) (p.14 LCDS, TfL, 2016) recommends a grid of parallel cycle routes should be 300-500m.

A Local Cycling & Walking Infrastructure Plan (LCWIP) has been prepared by AGT/BC to analyse existing and future cycling desire lines and identify in detail where new and improved cycling and walking routes

should be located. This demonstrates to Government and other sponsors that Aylesbury Garden Town possesses a worked-through set of priorities for attracting investment. It will therefore provide direction and priority to developers and planners for future development of cycling and walking infrastructure around the town.

Healthier streets neighbourhoods will be established across the town, where a range of measures will be taken to discourage through-traffic and prioritise active travel (see 7.7).

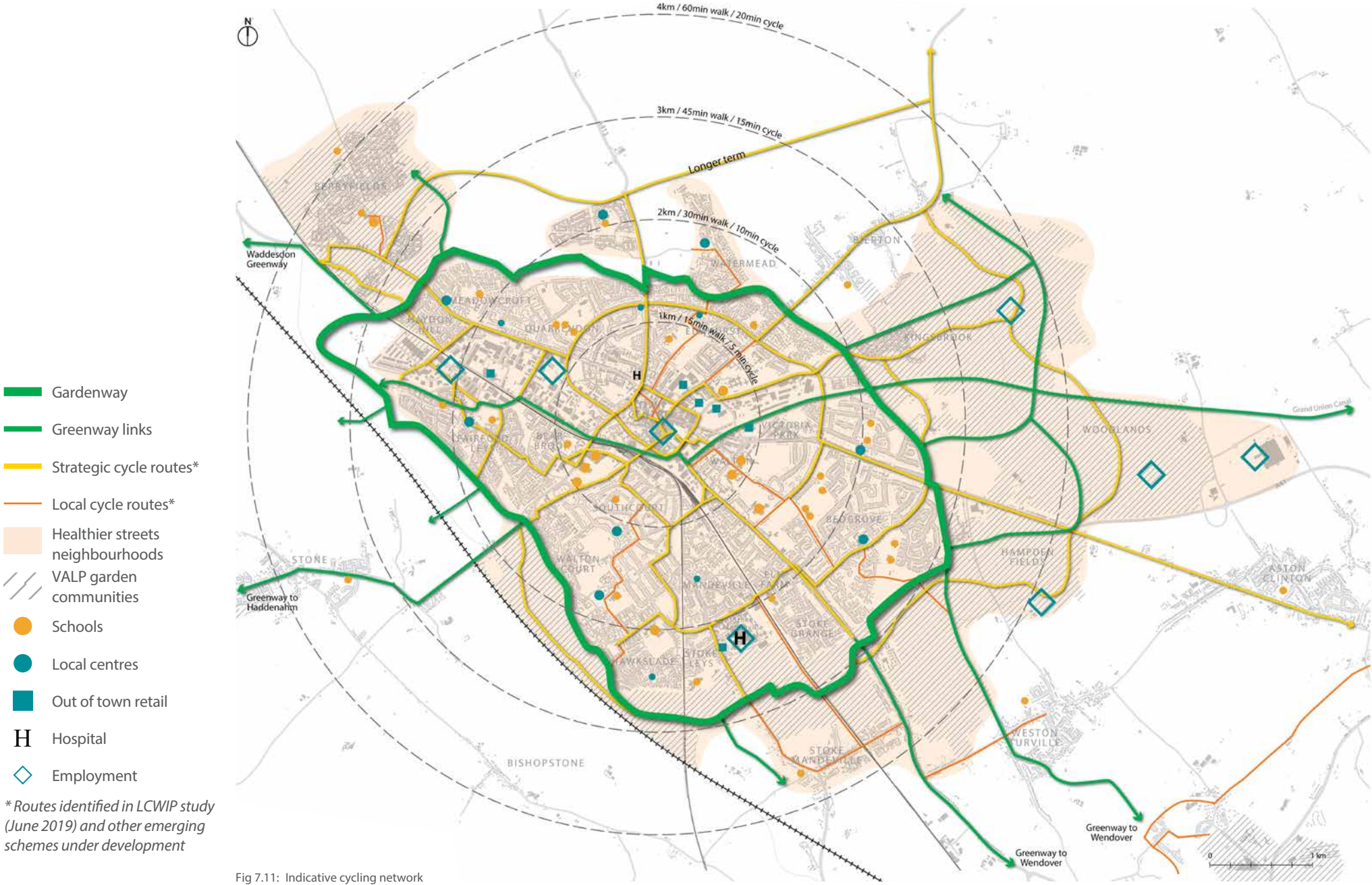
Leisure routes associated with green and blue infrastructure networks will provide additional opportunities for both daily journeys and leisure trips further afield. These include:

- **Gardenway:** this orbital 18km route around Aylesbury creates a circuit connecting leisure destinations and neighbourhoods.

- **Grand Union Canal Triangle:** works to upgrade the existing towpath have been delivered in sections and are to be continued to create a high quality route connecting the centre of Aylesbury with Kingsbrook, Woodlands and Wendover.
- **Existing rural footpaths and bridleways:** the town-wide cycling and walking plan will connect into local and longer distance routes such as the Waddesdon Greenway.
- **Links into the Chilterns:** there is the potential to provide new or enhanced routes from Aylesbury into the Chilterns, such as to Wendover Woods or along the Ridgeway.



Fig 7.10: Emerging cycling network plan - The Aylesbury Wheel, LCWIP



\*Routes identified in LCWIP study (June 2019) and other emerging schemes under development

Fig 7.11: Indicative cycling network

### 7.10 Vehicle movement

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#### Car sharing

Car journeys to work typically have a much lower occupancy (1.1 people per car) than average car journeys across the day (1.5 people per car). An effective way of reducing the amount of traffic in peak hours, as well as the demand for parking, is to put in place measures that encourage car sharing for commuting trips (where two or more people travel by car together, for all or part of their journey).

Such measures can include: workplace parking policies that prioritise parking for car sharers, workplace parking levies, and using travel planning databases and online apps (like liftshare.com and rideshark.com) that match people with similar commutes.

Car sharing will play an important role in reducing single occupant car trips, and helping to achieve more sustainable mode share targets.

#### Deliveries and servicing

Last mile logistics is the least efficient and most costly element of deliveries. In recent years, there has also been a marked increase in the volume of such deliveries as a result of changing shopping habits.

There is the potential to reduce the number of goods vehicles through the town by actively encouraging consolidation of deliveries and the use of more sustainable modes (like cargo bikes and electric vehicles) for first and last mile deliveries. This could be facilitated by providing consolidation and distribution centres on outskirts of Aylesbury (such as at Park & Ride locations), along with a network of collection hubs within walking distance of local centres and employment locations.





# Action Plan

## 7.11 Action plan

In addition to the proposals included within the IDP and Aylesbury Transport Strategy, the following actions are identified to deliver Aylesbury on the move:

Project	Location	Description	Delivery	Time frame
Local Cycling and Walking Infrastructure Plan (LCWIP)	Town-wide	Strategic analysis to identify cycling and walking improvements required at the local level over a 10 year period, including a network plan for active travel with preferred routes and core zones for further development, and a prioritised programme of infrastructure improvements. To include design guidelines.	Local authority	Completed
Inclusivity Audit	Town-wide	A review of key routes and facilities to understand Equality Act compliance and accessibility issues to be addressed.	Local authority	Short term
Garden Town Travel Plan	Town-wide	A overarching travel plan for Aylesbury setting the strategy for achieving the target of 50% of all journeys by sustainable modes by 2050. This should involve surveys to better understand baseline travel patterns for all journeys, and could include guidance for developing use-specific travel plans for schools, workplaces and new homes.	Local authority	Short term
Supporting cycling initiatives	Town-wide	Measures to support LCWIP proposals and travel plan objectives of encouraging cycling, including cycle hubs/depots, cycle hire, education and training programmes, rides and events, personal travel planning.	Local authority, local cycle groups	Short term
Reimagining Passenger Transport in Aylesbury	Town-wide and beyond	A review of current public transport demand in Aylesbury and an assessment of future demand following VALP and towards 2050 based on several future travel demand scenarios, followed by a high-level assessment of the infrastructure provision required across the town.	Local authority	Short-term (necessary before analysis of town centre movement)

## 7.0 | Aylesbury on the move

Project	Location	Description	Delivery	Time frame
Feasibility studies into Demand Responsive Transport and MaaS	Town-wide	Feasibility studies into to the implementation of Demand Responsive Transport Services (like Arriva Click) and MaaS platforms for area transport services.	Local authority, bus and train operators	Short term
Town centre movement strategy as part of the proposed Central Area Masterplan	Town Centre	Strategy for town centre movement to including developing schemes for ring road reconfiguration, crossing improvements, public realm enhancements, bus station arrangement, public car parking provision and pricing. To include feasibility of introduction of low emission zone. This would sit below the Aylesbury Transport Strategy, developing the set of town centre transport improvements identified therein.	Local authority, key landowners, bus and train operators	Short term
North East Link Road Route Feasibility Study update	A413(N) to A418(N)	Update to the route alignment study for proposed section of orbital link road, considering longer term development potential and relationships to Garden Town proposals.	Local authority	Medium term
South Western Link Road Route Feasibility Study	A418(W) to A41(N)	Route alignment study for proposed section of orbital link road, considering longer term development potential and relationships to Garden Town proposals.	Local authority	Medium term

## 8.0 Distinctive Garden Communities

### 8.1 Introduction

The planned growth of new garden communities at Aylesbury Garden Town (AGT) will deliver over 16,000 new homes by 2033. The streets and homes which are created during this period will become part of Aylesbury's identity and provide the living environment for many generations of residents.

This period of rapid change is an exciting opportunity to lift the standard of design, creating exemplary new places which are 'distinctively Aylesbury' and reflect the principles of the original Garden City Movement.

Good design is underpinned by an appreciation of local context, and is responsive to the unique challenges and opportunities of each location. The Masterplan provides a new context within which development across the Garden Town will be delivered. Each chapter of the Masterplan provides location specific proposals alongside town-wide objectives, and these should be reflected in the design solutions brought forward on individual sites. Each site will be required to deliver aspects of town-wide proposals in line with the Masterplan, for example elements of the active travel network, or the Gardenway.

This chapter focuses on the design of new neighbourhoods. It includes an overview of the time-proven principles of good placemaking (section 8.8), which reflect the Garden Town Vision and TCPA guidance and are relevant to sites across the town. The Aylesbury Vale Design SPD will contain further design guidance on these and other aspects of good design which are applicable to development across the District.

It goes on to identify design opportunities which are specific to each of the VALP allocated garden communities, with the aim of delivering high quality, distinctive new neighbourhoods in these locations. These opportunities are to be taken forward and detailed on a site by site basis, in partnership between the local authority and developers, through the planning application process, creation of agreed Design Codes, and in the case of AGT-1 through a site specific SPD.

### Policy context

**VALP Policy D1, Delivering Aylesbury Garden Town** addresses the importance of high quality design: '...To create distinctive, sustainable, high quality, successful new communities with the highest quality, planning, design and management of the built and public realm. This will ensure that new garden communities and development within the Garden Town is distinctive, enhancing local assets and establishing environments that promote health, happiness and well-being.'

The forthcoming Aylesbury Vale Design SPD is noted in Policy BE2 which requires development to respond to local context and site characteristics, while Policy C3 deals with renewable energy and energy use reduction.

**Policy H1** requires a minimum of 25% affordable homes on sites of 11 or more dwellings, or 0.3 hectares, while Policy H6 deals with housing mix.

**Policy H5** requires developments of 100 dwellings and above to provide a percentage of serviced plots for sale to self / custom builders.

**Policy BE2** emphasises the importance of locally distinctive design and the historic environment. Aylesbury Vale Design SPD is to be prepared setting out detailed guidance relating to the design of new development. This will be applicable to development projects across the Garden Town.

**The National Design Guide, October 2019** sets out the characteristics of well-designed places and what good design means in practice.

## 8.0 | Distinctive Garden Communities

### Challenges and opportunities

Recent development in the town has been mixed in quality. There are some award winning examples of high quality, distinctive designs but many examples of places dominated by standard house types and highways which have a 'could be anywhere' character.

In contrast, the old town reflects the traditional, vernacular of the area and remains an attractive and distinctive mixed use neighbourhood.

The natural environment, both within and in adjoining areas provide great opportunities to influence design of and achieve the objectives and ambitions of the Garden Town.

The majority of Aylesbury's neighbourhoods were built in the 20th century and generally reflect the era in which they were built rather than being distinctive to Aylesbury. Many of the existing neighbourhoods have a suburban character and density which promotes car use.

Berryfields (AGT 5) and Kingsbrook (AGT 6) garden communities are well advanced and partially constructed and opportunities to influence the design through the Garden Town Masterplan are limited.

There is an opportunity to influence the detailed design of all other VALP allocated garden communities through the Masterplan and the forthcoming Aylesbury Vale Design SPD and create a step-change in the quality of places which are created.

### Existing residential character



Distinctive relationship between homes and the canal at Coronation Villas



The historic town centre neighbourhood around St Mary's Church



Aylesbury's 20th century suburbs have a mixed character and are typical of their era

### Recent high quality design



Ecologically led approach at Kingsbrook



Strong overall street composition



Well-proportioned contemporary architecture at Drakes Place

### Recent less successful design



Mismatched architecture spoils a formal crescent



Poor parking design leads to informal parking on the pavement



Poor quality green space dominated by major infrastructure



Fig 8.1: Aylesbury Garden Town Major Site Allocations, showing emerging masterplans - at May 2019

# Ambition and objectives

## 8.2 Ambition

**Aylesbury will be a showcase for new approaches to housing delivery and design.**

**Garden communities, each with a distinctive design character, will provide varied, beautiful neighbourhoods that Aylesbury's residents are proud to call home.**

## 8.3 Objectives

- 
- Deliver a step-change in design character and create nationally award winning developments, which are still recognised as exemplars in 100 years time.
- 
- Deliver town-wide Garden Town design objectives such as the Gardenway and active travel network, in a joined-up manner across site boundaries.
- 
- Create new garden communities which are distinctive to Aylesbury and complement the existing town and its landscape, through a character-led design approach.
- 
- Conserve, enhance and utilise Aylesbury's heritage assets in new development including heritage landscapes and Roman archaeology.
- 
- Make living in Aylesbury's garden communities accessible to all, through provision of a range of tenures, types and delivery models including custom build and self build, and by following the principles of inclusive design.
- 
- Embed sustainability thinking in all stages of the design process to deliver energy efficient, resilient neighbourhoods in line with Garden Town green house gas emissions reduction targets.
-

-  VALP allocated site boundaries
  
- Land uses within VALP garden communities
-  Residential
-  Mixed use local centre/ community facilities
-  Commercial: office, employment, industrial
-  Primary school
-  Secondary/higher education
  
- Green Infrastructure
-  Public Open Space (informal green space, wildlife areas, recreation areas, woodland and parkland)
-  Outdoor sports/playing fields
-  Allotments and community orchard
-  Ecology mitigation land
-  Watercourse
  
-  Train station
-  Proposed HS2 route
-  Indicative plan for South Aylesbury Park

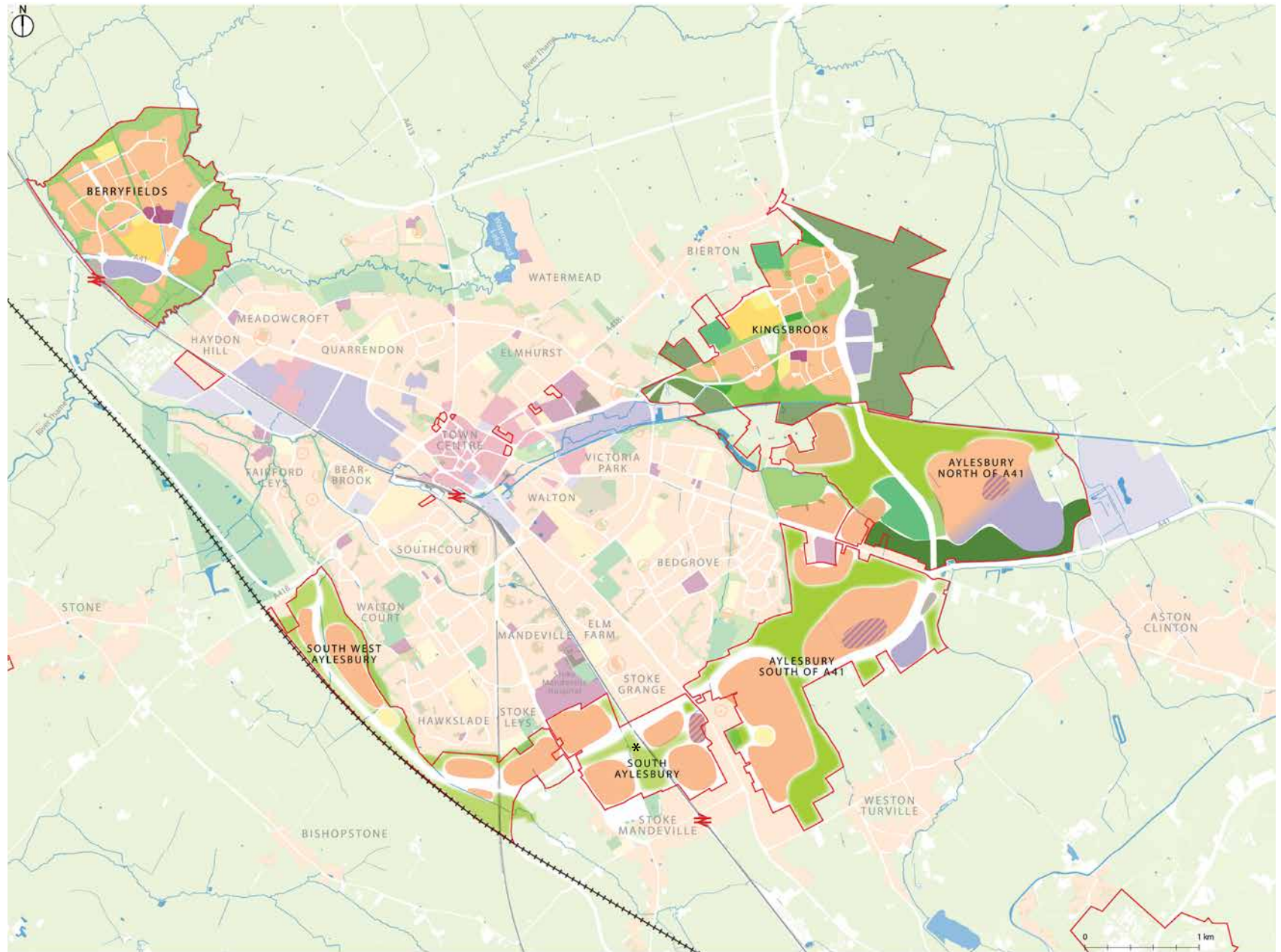


Fig 8.2: New garden communities

## Proposals to deliver distinctive garden communities

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### 8.4 Garden Town character

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The enduring appeal of the original Garden Cities such as Letchworth or Welwyn, is down to many factors including the mix of uses and employment opportunities, but the character of place is key.

Thoughtfully designed and well-built homes, on well-proportioned, leafy streets framed by hedges and green verges are key characteristics. The car does not dominate which means streets are pleasant to walk along and social interaction is encouraged.

The transformation of Aylesbury into a place of Garden Town character will be achieved through the transformative town-wide initiatives outlined in other chapters of the Masterplan, together with the delivery of high quality new garden communities at its edge.

The creation of new garden communities does not mean replicating the architecture or layout of Letchworth or Welwyn, necessarily. Rather, it is about focusing on what works well in the original Garden Cities and other successful places and using these principles to create distinctive new places which respond directly to the Aylesbury context and site-specific opportunities.

This chapter provides guidance in relation to the new garden communities. It should be read alongside the detailed design guidance contained within the (forthcoming) **Aylesbury Vale Design SPD**.

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### 8.5 A collaborative process

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Achieving good design is a collaborative process which takes time and investment at all stages of the process from concept to detail, to construction. The local authority expects early engagement with site developers to resolve design issues prior to the planning application submission, thereby reducing delays and uncertainty.

Meaningful engagement with local residents and stakeholders should be used to directly inform the design solution.

A Built Environment Forum for AGT developers and their design teams and stakeholders will be continued to support a collaborative approach to delivery.

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### 8.6 Take a comprehensive approach

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The boundaries of the VALP garden community allocations reflect the need for comprehensive planning of major sites, which in several cases include a number of different land ownerships. Site wide Masterplans should be prepared to avoid issues which can arise when sites are developed in a piecemeal way – for example to deliver connected movement and green infrastructure networks and direct community facilities to the most appropriate location.

Site Masterplans should reflect the principles outlined in all chapters of the Masterplan and deliver elements of the town-wide movement and GI network including the Gardenway and other town-wide opportunities.

A site specific SPD is to be prepared for AGT1 which has a complex land ownership position and is crossed by the South East Aylesbury Link Road. The SPD will provide additional guidance for the development of the allocation, expanding on the policy requirements of both the VALP and the Stoke Mandeville Neighbourhood Plan once it has been made.

Sites which have a Masterplan agreed in outline including Hampden Fields (AGT 4) and Woodlands (AGT 3) are to prepare detailed design codes to ensure the design intentions established in the outline planning applications are followed through in the detailed design and enforced across a number of phases.



## 8.7 Establish a clear vision

At the start of the design process a Vision for each garden community should be created, based on a synthesis of site constraints and opportunities and reflecting the role each site is to play within the Garden Town Masterplan. The Vision should be meaningful and specific, describing in words and pictures what the new place will:

- look like
- feel like, and
- how it will function.

Having a clear Vision which is agreed across all delivery partners, will help everyone to understand the end goal. It should inform all stages of the design process from structuring layout to materials and detailing, and the long-term management strategy.

Within the context of the Garden Town vision, there are opportunities for a range of different townscape styles and characters: from formal to informal, urban to village, highly innovative and contemporary to more traditional reflecting Aylesbury's local vernacular or the character of the early 20th century Garden Cities (such as the example shown here).



Example of a vision summary, for Loftus Garden Village, Newport, Wales, and the development (Alan Baxter Ltd)

## 8.0 | Distinctive Garden Communities



Orford Road, Waltham Forest, London closes a local centre street to cars. The street surface is kept at grade but segmented by texture changes to increase ease of movement and legibility.



Streetwater Spectrum community, Sonoma, USA creates a public realm anchored by community facilities and designed around autism-specific principles to promote a sense of calm.



Superkilen Park, Copenhagen. A single smooth surface, benches and installations such as children's play spaces and chess boards invite users to linger and use the space in a multitude of ways.

Examples of spaces designed for inclusivity.



### 8.8 Fundamentals of Garden Town design

In addition to the principles and design guidance which are detailed in other chapters of the Masterplan, the design of new garden communities and sites across the Garden Town should follow relevant best practice in urban design reflecting the character of successful places such as the original Garden Cities.

Important considerations include:

- **Inclusive design.** The Garden Town Masterplan supports initiatives to ensure that all public realm and building design adhere to best practice principles of inclusive design, such as those established by the Commission for Architecture and the Built Environment's (CABE) Inclusion by Design or the Design Council's Inclusive Environments programme or the Gehl Institute's Inclusive Healthy Places Framework. Inclusive design is this process of designing, building, managing and populating spaces that ensures that they work for as many people as possible, not just some groups. To this end, the garden communities should be designed to be inclusive environments which are:

- responsive to people's needs;
- flexible in use;
- offer choice when a single design solution cannot meet all users' needs;
- be convenient so they can be used without undue effort or 'social separation';
- be welcoming to a wide variety of people, making them feel they belong.

- **Local centres and community facilities.** These should be located in highly accessible locations, on main routes, at key junctions and on public transport corridors. The most accessible location may be at the edge of the garden community if this provides an opportunity to serve a wider catchment.

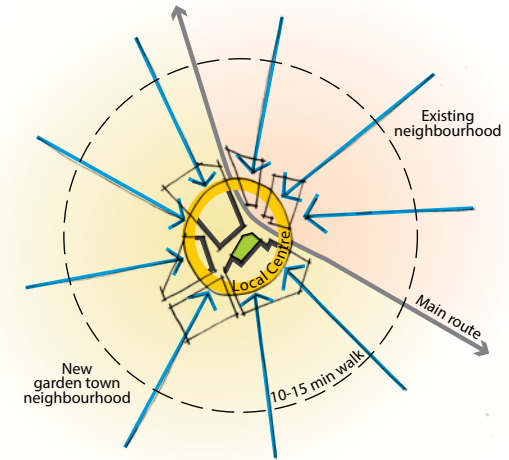


Fig 8.3: Accessible local centres



Fig 8.4: Left - avoid a layout based on dead-ends  
Right - a connected layout of streets is much easier to access on foot or by bike





Quiet residential lane, Abode Cambridge



Leafy roundabout main street, Bicester



Busy street with bus route fronted by development, Poundbury



Good and bad examples of parking

Examples of streets with different characters serving different functions

- **A connected street layout.** It is expected that layouts should create direct active travel routes and thereby reduce the reliance on the car. Cul-de-sacs and winding loop roads will be allowed only when pedestrian and cycle permeability is provided. Streets should seamlessly connect into the surrounding street network.
  - **A clear hierarchy of streets and spaces.** It is expected that there will be a range of different street characters and designs (eg. High Street, local lane), reflecting each street's role within the overall plan and wider town and assisting with intuitive wayfinding.
  - **Streets for people.** Highways-led layouts are to be avoided. Place and character should come first, prioritising active travel and following the guidance established in Manual for Streets, 2007, DfT/DCLG and the Healthy Streets approach (see Chapter 7.0).
  - **Parking.** Parking can have a significant negative impact on character if not designed thoughtfully. Parking should be provided to agreed standards, reflecting the location of each site within the town. Cycle parking, electric vehicle charging and car share /club parking should be prioritised. A range of parking solutions should be used responding to the character of the street and individual properties.
- On-street parking is the most flexible solution for the long-term and should be included wherever appropriate. Large rear communal parking areas and parking to the front of properties/multiple garages which affect street enclosure and character, should be avoided.

## 8.0 | Distinctive Garden Communities

- **Coherent street composition.** Individual buildings should be arranged and grouped to create an attractive overall 3D street composition with a comfortable sense of enclosure. Bespoke design solutions will be required to respond to individual site circumstances, to deal with awkward plot shapes and turn corners, and to create landmarks which create a memorable journey through the place.
- **Active frontage.** Building fronts with front doors, windows and active uses such as public buildings and shop fronts should overlook the public street to bring activity, limit opportunities for crime and

encourage social interaction. Blank facades and garages overlooking the street should be limited.

- **Well-proportioned buildings.** Architectural design should respond to the intended character, creating beautiful, well-proportioned buildings. The use of standard house types which are not distinctive to Aylesbury Garden Town should be avoided.
- **High quality living spaces.** Homes within the Garden Town should adhere to the Government's Nationally Described Space Standard, October 2015 and the Lifetime Homes design criteria.



Fig 8.5: Active frontage encourages human interaction (taken from Cherwell Design Guide SPD, Alan Baxter Ltd for Cherwell District Council).



Well proportioned street framing the view, Trumpington Meadows, Cambridge

- **GI within the street.** Unless there is clear justification, all streets within the garden communities should incorporate street tree planting. Other GI features contributing to street character could include: hedged front boundaries, planted front gardens, SuDs features and retained landscape features. Further town-wide GI requirements are detailed in Chapter 6.0.
- **Access to private or communal gardens.** All properties should have access to generous private or communal garden space within the urban block, which is attractive and useable and contain trees. The amount of garden space should

respond to the size and typology of properties, recognising that not all residents want a large private garden.

- **Sustainability at all stages of design.** In line with the Garden Town Energy Strategy (see Chapter 9.0), sustainability should be incorporated at all levels of the design process – from layouts which encourage walking, to the use of energy efficient terraces and the orientation of buildings to maximise light and solar gain, incorporation of sustainable drainage systems, to renewable energy production and low embodied carbon building materials.

**Site specific opportunities**

VALP garden communities at D-AGT1, 2, 3 and 4 are yet to agree detailed designs and there is an opportunity for the Masterplan to influence their form and character. Guidance on opportunities to consider at each site is outlined below. Detailed design guidance for these sites will be provided in Design Codes and/or site specific SPD.

Kingsbrook D-AGT6 and Berryfields D-AGT5 are well advanced in planning and partially constructed and are therefore not covered here.



Examples of green infrastructure within neighbourhoods

### 8.9 D-AGT 1: South Aylesbury

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South Aylesbury is to deliver at least 1000 new homes, a primary school and local centre. The 95 hectare site is located to the south of Stoke Mandeville Hospital and north of Stoke Mandeville Village. The South East Aylesbury Link Road will run across the site between Lower Road and Wendover Road, crossing the rail line on embankment and bridge.

Design work is at an early stage and there are a number of land owners involved. AVDC is to prepare an SPD for the site to co-ordinate comprehensive development. The site is also located within the Stoke Mandeville Neighbourhood Plan area.

#### Site specific opportunities

- The site has the potential to create a physical and social link between Stoke Mandeville Village and Station and Stoke Mandeville Hospital and Stadium. Opportunities to support health and accessibility initiatives linked to these facilities should be explored.
- The site offers views to the Chilterns ridge to the south. Opportunities to capture the view in the orientation of streets and green spaces should be considered.

- The challenge is to ensure that the potential barrier effect of a strategic highway on embankment, is minimised as far as possible, through appropriate landscape design, creation of crossing points where possible and provision for active travel between destinations such as Stoke Mandeville Hospital, stadium, and the rail station (these should be developed as part of the overall site plan via the development application). This could include a route under the SEALR bridge which currently has provision for a maintenance track.
- The site divides broadly into 3 areas as a result of the Link Road and rail line. These areas should connect as far as possible, but there is also an opportunity for areas of different character, relating each sub-neighbourhood more closely to its immediate surroundings. For example: land to the south of the Link Road could relate closely in character and layout to Stoke Mandeville Village, while to the north, there is potential for a strong contemporary design, and more urban density with connectivity to Stoke Mandeville Hospital.
- The location of the local centre needs careful consideration recognising the challenges of connectivity across the site. Ideally the local centre and primary school should be located together to give critical mass and should be future proofed to allow for possible future expansion. An indicative location fronting Wendover Road is shown on this section Fig 8.6, but this should be agreed through the site specific SPD and review of catchments for retail and education. An alternative approach would be to locate facilities closer to Stoke Mandeville village and station, on Lower Road.
- Garden Town Gardenway. There is an opportunity to create a large park north of Stoke Mandeville, where the north-south desire line between the hospital and station, meet the east-west route of the proposed Gardenway. This would serve all parts of the development and connect with the existing village recreation ground. A Link Road underpass crossing could be incorporated within the park.
- Need for a flexible approach to design and layout which may need to respond to drainage related considerations.



Character precedent photos

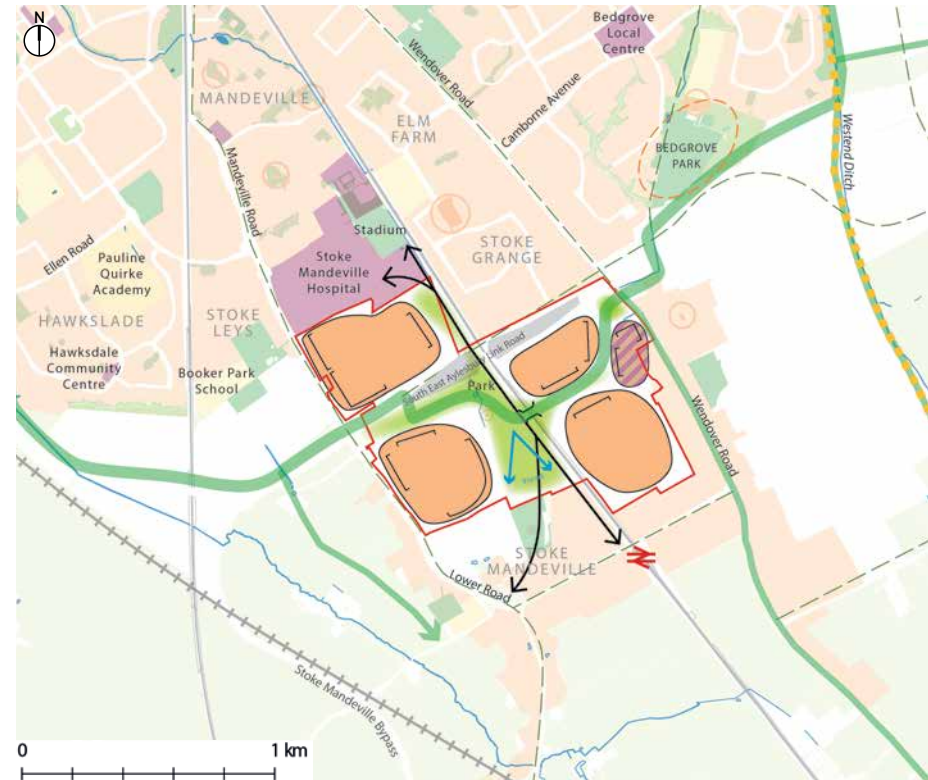


Fig 8.6: AGT 1 indicative design principles (the layout for AGT 1 is indicative and subject to resolution through the AGT 1 site specific SPD and the Stoke Mandeville Neighbourhood Plan)

- AGT 1 allocation boundary
- Residential
- Mixed use local centre/ community facilities
- Primary school
- ~ Watercourse
- ⇄ Train station
- Proposed public green space
- Proposed Gardenway
- Proposed Greenway links
- Other strategic walking and cycling routes
- Proposed 'Grand Union Triangle' Cycleway
- ⇄ Key desire lines for active travel
- Key frontage
- Proposed embankment of the Link Road

### 8.10 D-AGT 2: South West Aylesbury

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South West Aylesbury is to deliver around 1550 dwellings, a primary school, and gypsy and traveller pitches. The site is long and narrow, and lies to the west of Stoke Brook and the Southcourt and Hawkslade Park neighbourhoods. It is heavily constrained by infrastructure including the requirement for a buffer to HS2 on the western boundary, the need for strategic flood defences and water attenuation, an electricity pylon line, watercourses and it is to provide a section of the Link Road.

The site is in multiple ownerships. 190 homes have Reserved Matters approval and construction has commenced on site. The majority of the rest of the site is subject to a pending outline application.

Site specific opportunities:

- The site has potential to create a simple yet high quality garden village that fronts onto Stoke Brook and is enclosed by woodland to the west, creating a defined edge to the town.
- The real challenge and opportunity here is to create a place which feels connected and integrated with Aylesbury. Key to this is creating direct walking routes between the site and the surrounding neighbourhoods, in particular towards Walton Court neighbourhood centre.
- Development within the site should be concentrated so as to be cohesive as possible, avoiding the creation of small, isolated, areas of development.
- The local centre and primary school should ideally be located together in a central, accessible location where they can be most easily accessed by walking, cycling and public transport from within the site and from Southcourt and Hawkslade.
- A section of the Gardenway is to be delivered here. A linear park is identified adjacent to the Link Road and a wooded green corridor is proposed to buffer the visual impact of HS2. In addition to these elements, there is an opportunity to route the Gardenway alongside Stoke Brook where it would benefit from access to the waterway and encourage integration between D-AGT2 and the neighbourhoods to the east.
- The eastern part of the site is located in close proximity to Booker Park School, Bucks CC Sports and Social Club and Stoke Mandeville Hospital. Opportunities to improve active travel connectivity to these facilities should be explored.
- Opportunities to underground the pylon line should be explored as a strategic infrastructure improvement for the benefit of the existing residents of Southcourt, the proposed route of the Gardenway and the development of D-AGT2.
- Four connections across HS2 to the wider countryside and towards Hartwell House are required under the HS2 Act 2017. Active travel routes within the site should directly connect these crossing points with the wider town-wide network.





Character precedent photos

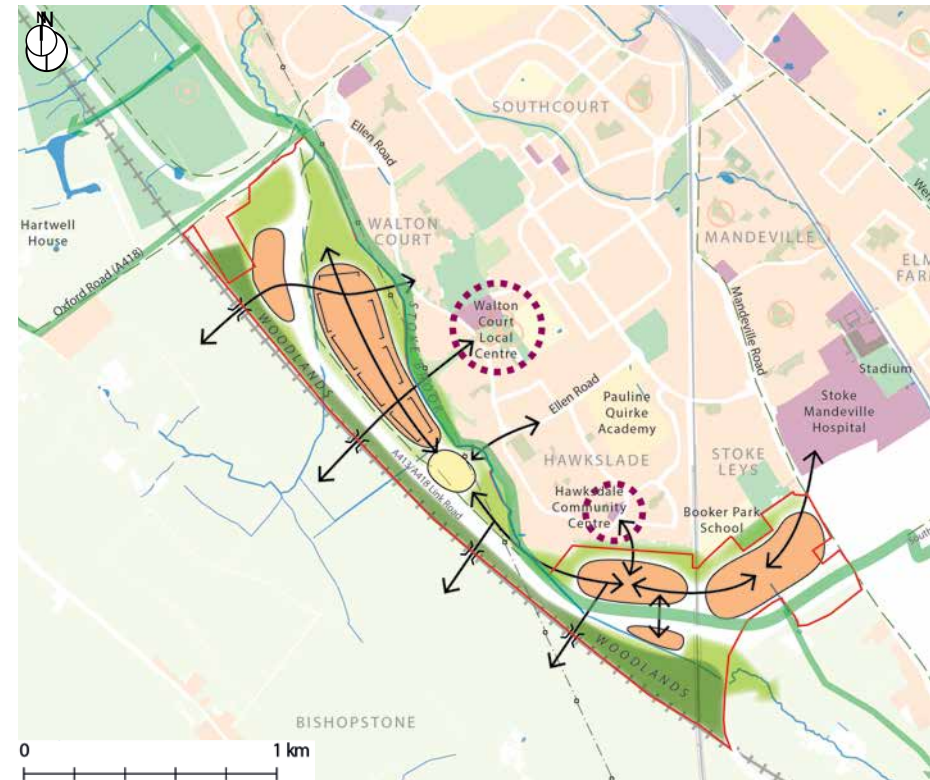
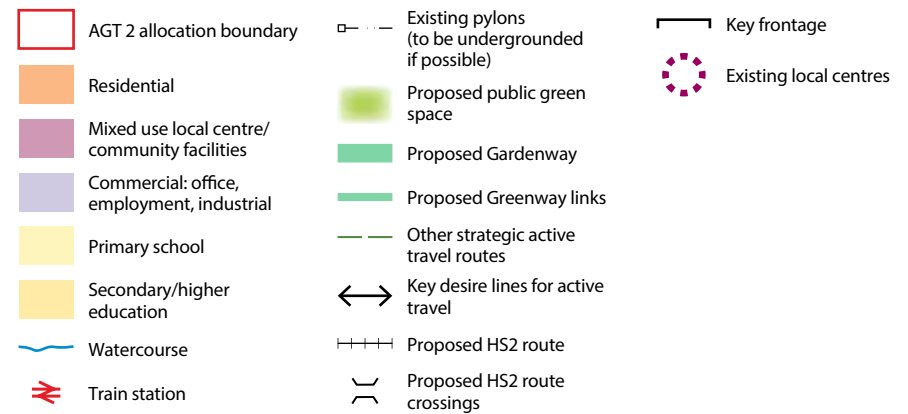


Fig 8.7: AGT 2 indicative design principles



## 8.0 | Distinctive Garden Communities

### 8.11 D-AGT 3: Aylesbury north of the A41

This 254 hectare site is to deliver around 1660 new homes including custom housing and self-build and 102,800 sqm of employment space to 2033, a primary school and local centre, a sports village, hotel and conference centre and section of the link road together with strategic flood defences. The site will also deliver a further 100 homes in 2033/34, outside of the VALP period. The site is located to the north of the A41 and is bounded to the north by the Grand Union Canal. To the east the ARLA food processing plant is a major employer.

The site is currently being progressed as the large Woodlands site, and a series of smaller sites to the west of the Link Road. The employment uses are included within the Aylesbury Vale Enterprise Zone. Following an outline application, detailed design work including a design code for the main Woodlands site is being progressed.

Site specific opportunities:

- Public sector involvement in the delivery of Woodlands offers significant potential for innovation in design and delivery, to create a pilot exemplar project. This includes opportunity for Modern Methods of Construction, zero carbon or Passiv Haus design, custom build and self-build properties.
- Water is a key local characteristic which should be used to bring distinctiveness to the development. Opportunities for canal frontage and landscaped SuDs or urban canals within streets. Site remodelling to provide flood mitigation should

be integrated with the design of the landscape to create usable GI and potentially new waterbodies and wetlands.

- Woodlands should be known for its...woodlands! The site is visible from the Chilterns and woodland planting is proposed to limit visual impact. This can form a distinctive characteristic of the development, together with street tree and copse planting, and the incorporation of green roofs and walls. Timber could also be used as a key building material.
  - The Link Road is required to be on embankment as a result of flood levels and to cross the canal. Careful design is required to mitigate negative visual impact and barrier effects of the road, through appropriate landscape design and creation of high quality crossing points between the Sports Village and residential and employment areas, potentially including wide, well-lit underpasses. The locations of crossings are identified in the outline application Resolution to Grant.
  - There is an opportunity to blur the boundary between the proposed residential and employment areas, to create a more mixed use character incorporating employment uses within residential streets across the development.
  - The character of the employment area should be informed by the proposed Garden Town Employers Sectoral Study.
  - The western part of the site should be integrated and considered together with the major site to the east in a comprehensive masterplan, to ensure good connectivity between uses and successful delivery of the link road and Garden Town Gardenway.
- The use of the canal as a active travel route between the town centre, residential neighbourhoods, employment area and wider countryside should be strengthened through the development.
  - Opportunities for additional leisure uses relating to the Gardenway and canal should be explored, for example to the south of the canal near Broughton Lane.



Character precedent photos

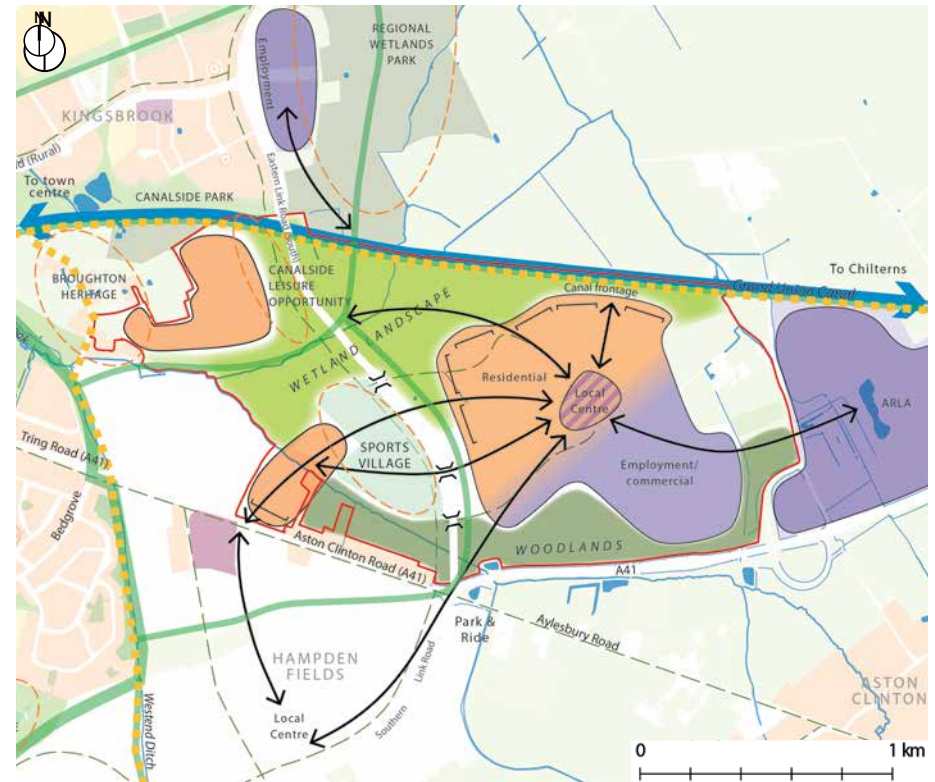
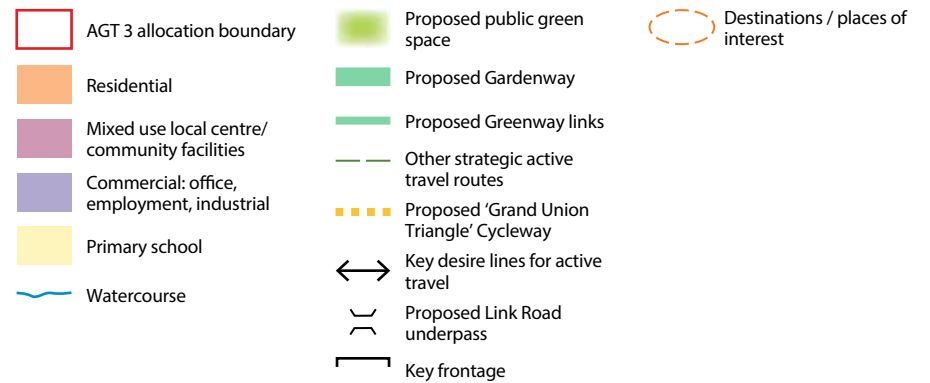


Fig 8.8: AGT 3 indicative design principles



### 8.12 D-AGT 4: Aylesbury South of the A41

Hampden Fields and smaller development sites within the D-AGT 4 boundary are to deliver around 3,111 new homes, 6.9 hectares of employment land, two primary schools and a local centre together with a site for potential Park and Ride, a section of the Link Road and strategic flood defences.

The site is located to the south of the Bedgrove neighbourhood and north of the village of Weston Turville which is keen to retain a sense of separation from the development. The Link Road effectively splits the development into two large sub-neighbourhoods to the south west and north east of the Link Road. Following an outline application, detailed design work is being progressed.

Site specific opportunities:

- The intention for the remaining major site at Hampden Fields is to create two neighbourhoods which have a scale and character akin to the original Garden Cities, but updated for modern needs.
- The outline application for Hampden Fields places considerable emphasis on the boulevard character of the Link Road which separates the main site into two neighbourhoods. Delivering boulevard tree planting and a landscaped cycle route alongside the Link Road here is a significant placemaking opportunity which could be rolled out on other sections of the Link Road.
- The character of the popular Bedgrove Neighbourhood and proximity to Bedgrove Park could inform the character of the new neighbourhoods.
- Direct and safe crossing points over the link road should be provided between the proposed local centre and the employment and park and ride sites to the south, and to the southern neighbourhood, and between the southern neighbourhood and Bedgrove Park to the north in line with outline application Resolution to Grant. In addition, there is a key desire line between Hampden Fields and the proposed Sports Village and employment uses at Woodlands to the north east and a high quality, direct crossing is required over the A41 / link road.
- Opportunities to strengthen active travel connections westwards towards Stoke Mandeville station and hospital should be explored to avoid the southern neighbourhood from becoming car dependent. This is currently difficult due to continuous built up frontage onto Wendover Road, but opportunities might arise in future.
- There is a sensitive relationship to Weston Turville Village but also opportunities to connect into the Grand Union Canal triangle of walking routes and potential benefits to the village arising from new employment and local centre uses within the allocated site.
- The local centre should be designed to have a strong relationship with the employment uses to the south, and create a distinctive centre for both neighbourhoods with sufficient flexible space to attract a range of different uses.
- Scale and roof scape should be sensitive to visibility from Weston Turville and the Chilterns. The use of green roofs and walls within the local centre could be explored, alongside significant street tree and woodland planting.



Character precedent photos

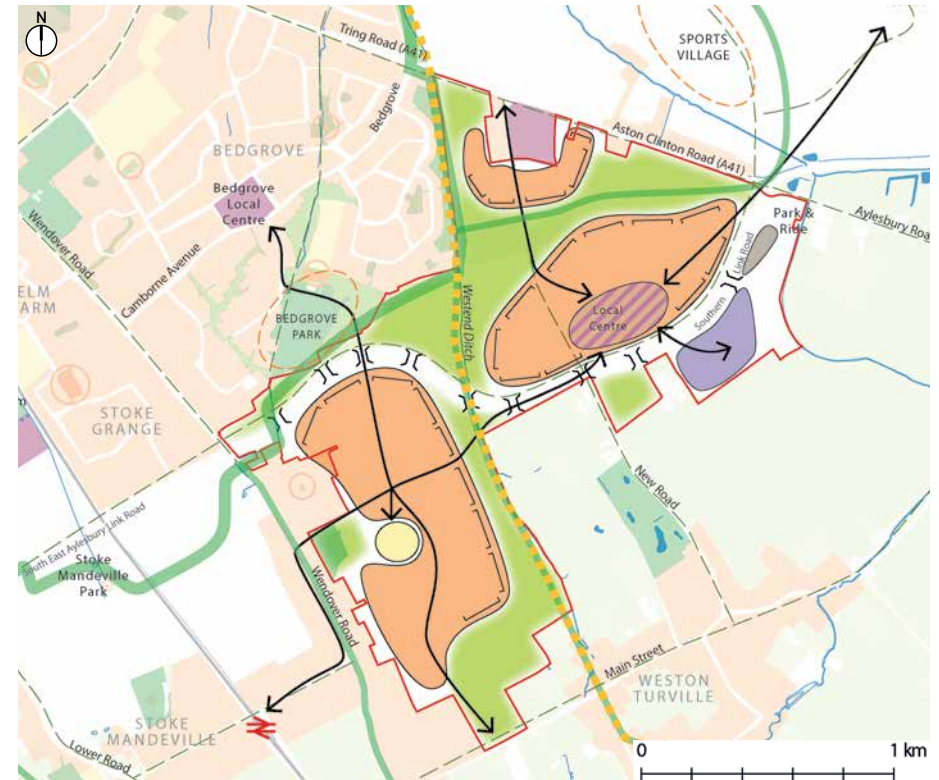
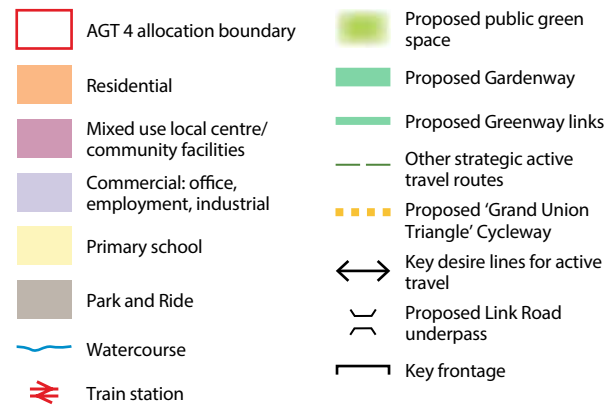


Fig 8.9: AGT 4 indicative design principles



## 8.0 | Distinctive Garden Communities

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### 8.13 Diversity and mix

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Rather than create a mono-culture development, the Garden Town supports inclusion and diversity, by requiring a mix of housing types, sizes and tenures including planning for the elderly and lifetime homes. This includes a requirement for 25% affordable housing across AGT sites.

There is an opportunity for new models of housing delivery, to assist in diversifying the housing market and ultimately speeding up delivery. In particular, VALP supports the inclusion of self-build and custom build plots within the Garden Town, and includes a policy requirement for plots at Woodlands (AGT3).

The Garden Town has the potential to be a test bed for new construction techniques including Modern Methods of Construction (MMC) where elements of the building fabric (panels or 3D volumes) of the building fabric are manufactured off-site in controlled factory conditions. This results in highly efficiently buildings and reduced construction time on site. The use of MMC is encouraged across the Garden Town.



Modular construction factory, Ashford (source: Brooke Homes)



Custom-build Passive House at Graven Hill, Bicester (source: Graven Hill)

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## 8.14 Design initiatives

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The following initiatives are recommended to support a step-change in design quality at Aylesbury Garden Town:

- **Garden Town masterplanner.** To support the work of planning and design officers, a new role could be established within the AGT project team, that of the Garden Town masterplanner. The additional design and masterplanning resource would focus exclusively on delivering exemplary design within the Garden Town, helping to co-ordinate design issues across the Masterplan projects and the various design teams including Buckinghamshire Council highways and Developer teams.
- **Aylesbury Vale Design SPD.** This forthcoming SPD will provide design guidance in relation to residential new build, extensions and commercial development. It will include additional guidance in relation to Aylesbury Garden Town.
- **Establish a design review panel.** Design review can be a highly effective process which provides constructive criticism and challenge to project designs by peer review. It is applicable to a wide range of design projects including masterplan, buildings, landscapes, streets and spaces. An Aylesbury Vale design review panel is to be established to support the masterplan and Design SPD. In the interim the BOBMK Urban Design Network could provide this function. It should include an expert in relation to inclusion.
- **Member and Officer capacity building training.** To build capacity amongst decision makers and those involved in the delivery of development, design training could be provided internally or by consultants focused on how the Design SPD and the guidance contained within the Masterplan should be applied. This could include visits to good / bad examples of design across Aylesbury to obtain a collective understanding of current delivery issues and opportunities for improvement.
- **Design awards.** Aylesbury Vale held annual design awards, to bring recognition to schemes of exceptional quality. A new award programme for Buckinghamshire could include a category relating to the Garden Town could be introduced, focused on how well a scheme has delivered against the Garden Town vision and objectives. National awards should also be targeted.
- **Share best practice.** The existing collaboration between designated Garden Towns such as Bicester and Ebbsfleet with Aylesbury should continue, to develop good practice and share lessons learnt. Site visits to exemplar projects across the UK and overseas should be undertaken.



## Action plan

### 8.15 Action plan

The following actions support delivery of distinctive garden communities:

Project	Location	Description	Delivery Partners	Time Frame
Town masterplanner	AGT-wide	Provide dedicated design resource to the AGT project.	AGT Partnership	Short term (2020-2023)
Aylesbury Vale Design SPD	Aylesbury Vale	Production of a design SPD.	Local authority	Underway
Design review panel	Aylesbury Vale	Establish a panel of design experts to review projects.	Local authority	Short term (2020-2023)
Member and officer design training	n/a	Capacity building training for decision makers.	Local authority / BC	Short term (2020-2023)
AGT1 Site SPD	AGT1	Supplementary Planning Document to co-ordinate AGT1 masterplan.	Local authority	Short term (2020-2023)



# 9.0

## A smart and sustainable Garden Town

### 9.1 Introduction

The Garden Town presents an opportunity to embrace new ideas and emerging technologies to improve the quality of life for residents and address long-term threats such as climate change and economic uncertainty.

In providing a future-facing strategy to 2033 and beyond, the Masterplan seeks to ensure that the Garden Town is both “smart” and “sustainable”.

The term ‘smart’ for the purposes of the Aylesbury Garden Town (AGT) Masterplan relates to the use of new technologies and data as the means to solve economic, social and environmental challenges.

The term ‘sustainable’ for the purposes of the AGT Masterplan relates to approaches that reduce long-term impacts on the environment and natural resources with a view to mitigating the long-term effects of climate change.

‘Smart’ and ‘sustainable’ thinking affects all aspects of planning the future of the Garden Town: from the use of resources and our impact on habitats to improved local service provision and the creation of active travel networks which support healthy life styles.

#### Policy Context

**VALP**'s overarching vision and objectives have sought to promote a sustainable pattern of growth and is a key justification for the amount of growth proposed within the Garden Town. In addition, the following VALP policies should be taken into account regarding smart and sustainable objectives:

- S5 Infrastructure
- C3 Renewable Energy, and
- I6 Telecommunications.

**VALP Policy C3 Renewable Energy** notes that an energy hierarchy should be followed:

- reducing energy use, in particular by the use of sustainable design and construction measures;
- supplying energy efficiently and giving priority to decentralised energy supply;
- making use of renewable energy; and
- making use of allowable solutions.

It also requires a higher level of water efficiency than Building Regulations, with developments achieving a limit of 110 litres / person / day.

**The Buckinghamshire Energy Strategy, Action Plan One: 2015-2020**, 2017 Update sets out how the Councils of Buckinghamshire intend to address key energy challenges. It focuses on:

- increasing energy generation;
- improving energy efficiency;
- creating community groups to deliver energy generation schemes; and
- increasing the demand for energy related goods and services and local business capacity to meet demand.

It notes the potential to deliver a heat network at Aylesbury Woodlands / ARLA Enterprise Zone.

## 9.0 | A smart and sustainable Garden Town

### Challenges and Opportunities

The Garden Town designation presents an opportunity to take a joined-up approach to harnessing new approaches to sustainable development that utilise innovative technology and smart systems. Many “SMART city” principles are embodied in the approach taken nationally by UK Government through its Garden Town programme. AGT as an entity could harness this opportunity as the custodians of the Garden Town to establish an innovation based, efficiency focused approach.

There are already schemes identified and underway within the Garden Town that could catalyse further innovative projects – notably the “Live Lab” pilot in Fairford Leys that starts to consider a range of “SMART” and “sustainable” initiatives.

Challenges include:

- GT will be reliant on partners from across public and private sectors to bring forward innovative projects, which may have higher up-front costs than the status quo.
- There will be a need to experiment with some initiatives and demonstrate how new approaches can be scaled and commercialised into everyday life.



Electric bus



Solar road



## Ambition and objectives

### 9.2 Ambition

**In 2033 technology will be used to help make Aylesbury a better, more resilient and sustainable place.**

**By 2050 Aylesbury's integrated data services will make life easier for residents and ensure access to local and strategic services.**

### 9.3 Objectives

- 
- Embrace “smart” technologies for the good of Aylesbury’s residents, with the ultimate goal of using technology to accommodate people’s needs and make their lives better.
- 
- Collect and interpret data for the good of residents and businesses.
- 
- Take a holistic approach to sustainability and use new and emerging technology to target zero carbon and energy-positive development.
- 
- Ensure homes and infrastructure are future-proofed and adaptable to be responsive to everybody’s individual and collective needs now and into the future.
-



## Proposals for a smart and sustainable Garden Town

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### 9.4 Embedding sustainability

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Aylesbury Garden Town is committed to contributing its fair share to the national and local greenhouse gas (GHG) emissions reduction targets. The recently amended target contained within the Climate Change Act (2008) is an 100% reduction by 2050, based on 1990 levels essentially seeing the UK become a 'carbon neutral' country.

In response to this, both AVDC and Aylesbury Town Council declared a climate emergency in 2019, committing to urgent action. AVDC committed to setting Aylesbury Vale on a carbon reduction pathway towards making it carbon neutral, and recommended that the new Unitary Council continues this approach in order to be carbon neutral by 2030. In 2019, BCC (now BC) also recognised that the rate of climate change is a global emergency and resolved to commission a carbon audit pre-assessment to gain an insight into the Council's carbon usage.

It is recognised that not all policy levers required for Aylesbury (as well as the UK) to meet these targets are controlled at a local level (irrespective of unitary or not). The focus must therefore be on matters which can be controlled or influenced at a local level.

The Masterplan takes an integrated approach to sustainability across the town, for example by supporting a shift to sustainable modes of travel, providing jobs and facilities centrally, and proposals

for tree planting and green/blue infrastructure enhancements.

It also presents an opportunity to roll out infrastructure innovations across the existing built up area for example through the provision of decentralised energy networks, Combined Heat and Power and introduction of renewable energy sources including:

- photovoltaic cells
- solar water heating panels
- wind turbines, and
- ground and air source heat pumps.

It is recommended that an Aylesbury Garden Town Energy Strategy is prepared to identify the range of interventions which will contribute toward the achievement of the national GHG emissions reductions target. This will need to be developed by a range of partners from all sectors. Such measures might include:

- The energy efficiency of new homes must exceed building regulations with the aim of all new homes achieving zero carbon status.
- Programmes to support the retrofit of the existing housing stock must be supported, to reduce the energy demand of the homes already built.
- Support for local businesses to invest in energy efficiency and onsite generation.
- Support for active modes of transport and low / zero emissions transport.

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### 9.5 Data capture

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AGT should set protocols for the interoperability of data to promote and enable the capture, sharing and secure storage of data used and generated within the planning, design and management of Garden Town systems

To do this, collaboration will be required between land owners, developers and other public bodies to:

1. Agree data formats and associated policies with partners and incorporate these into project briefs and procurement contracts to ensure support for capture and sharing of data within / from urban systems. AGT recognise that in order to realise a smart / tech enabled development there needs to be some agreement around protocols for data management, sharing and security to enable systems for design (e.g. BIM), transport (sensors), health etc to be able to 'speak to one another'.
2. Investigate potential technology providers to enable the capture, sharing and secure storage of data at the Garden Town.

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## 9.6 Data tracking evidence-based decision making

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The opportunity exists for Aylesbury Garden Town to move towards comprehensive data collection and sharing to underpin evidence-based decision making and innovation.

This is especially important in the Central Area, where footfall and quality of life metrics should be collected to assess its health. Gathering local data on trends and key performance indicators, such as commuting, footfall and vacancy rates, and qualitative feedback through consultations and surveys, will be important for ensuring future visions and interventions are rooted in Aylesbury's realities. Big data can be used by retailers, investors, local authorities and local partnerships used to improve local transport, cycling and parking access, the retail offer and opening hours, and public spaces. Data should be made public to encourage continued feedback and innovation.

Data collection can also be integrated into real time efficiency planning, such as installing sensors on parking spots that connect to local parking apps and signal where spaces are available.

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## 9.7 AGT app

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The potential exists develop a single mobile app maintained collaboratively by AGT, retailers, associations and community groups. This platform can be a place to share information about all aspects of living in Aylesbury—from leisure and events, to construction works, to waste collection, to store hours—and to collect input from residents.

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## 9.8 Broadband

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The opportunity exists within Aylesbury to move towards 5G broadband provision everywhere and introduce free public wifi in its town centre. Free public wifi not only enhances the town centre experience, but it supports freelancers and flexible working patterns and enables organic social media location marketing, driving footfall into the town centre.

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## 9.9 Clean and efficient energy systems

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The global imperative of shifting away from coal and oil-based energy models, as well as the rising costs of energy present the need to consider more

sustainable energy models. Effective urban energy in Aylesbury will require solutions that address local governance issues, embrace the digital era, consider lower carbon sources and use alternative funding options.

In order to achieve greater energy sustainability, affordability, and security, Aylesbury must take steps towards the diversification and decentralization of its power generation. This will include greater reliance on local renewable energy generation methods - as is already underway in Aylesbury Vale with the increasing contribution of solar farms to local energy needs. It may also include the introduction of district energy systems which balance generation, storage, and demand on a local level, or transactive energy models, where energy is generated by multiple sources and players and redistributed based on real-time supply and demand data.

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## 9.10 Integrated waste, energy and utilities planning

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Integrated energy planning can help Aylesbury make the most of its available energy sources and implement the most efficient energy distribution solutions. A coordinated approach to utilities planning in new development should ensure that utilities are provided from the outset and integrated into utilities corridors. For example, the ADEPT Connected Communities scheme will pilot the adoption of the 'dig once' principle through the provision of a combined utilities corridor within the Eastern Link Road South to serve AGT-3 (Woodlands) development.

### Live Lab = the ADEPT pilot scheme

The recently-awarded £4.49m ADEPT grant will see Fairford Leys become a SMART Connected Community, a Live Lab for piloting a number of data and technology-driven urban interventions that will begin to trial AGT principles around sustainability and smart technology.

The project will combine a range of technological solutions, each complementing the other, implemented over time to help BC deal with a range of complex and inter-related needs. The project will bring together learning and experience from both the public and private sectors in the UK and globally, to test innovative materials, communications, energy and mobility solutions, broadly grouped into 4 key project themes described below.

The success of the Live Lab will be measured using quantitative performance data and feedback from residents, which will inform future strategies which can then be rolled out across the Garden Town, Buckinghamshire and ultimately, widely in other similar urban settings.

**Theme 1: SMART Materials** projects will test the manufacturing and performance of Illuminated Data Access Points (iDAP), recycled plastic / composite columns that can be implemented in public spaces to mount lighting, sensors, 5G antenna and large format screens.

### Theme 2: SMART Communications projects

recognise the importance of data to the digital revolution in urban management. A Central Management System for Lighting, Data Capture and Monitoring will be implemented. Sensors will be installed throughout the neighbourhood to collect real-time and free publicly-available data on traffic flows, in addition to information on air quality, CCTV footage, number plate recognition, road surface temperature. The project will develop communication tools, such as apps and social media, in collaboration with local community groups, NHS, police etc. to enhance citizen engagement with local issues and promote healthy lifestyles.

**Theme 3: SMART Energy projects** will test the potential for kinetic energy generation from roads, integration of solar panels into the public realm, wind energy generation, and electric vehicle charging stations. It includes on site energy storage and on street charging points.

**Theme 4 SMART Mobility** projects will trial the feasibility of autonomous vehicle and shared ebike services in Aylesbury Garden Town, including an ebike hire scheme.





## Action Plan

### 9.11 Action plan

The following actions support delivery of a smart and sustainable Garden Town:

Project	Location	Description	Delivery Partners	Time Frame
Aylesbury Garden Town Energy Strategy	AGT-wide	The Garden Town Energy Strategy will propose a range of interventions which will contribute toward the achievements of national GHG emissions reduction targets.	Local authority	Short Term (2020 – 2023)
Fairford Leys Live Lab	Fairford Leys	Live Lab project will test innovative materials, communications, energy and mobility solutions, broadly grouped into 4 key project elements. (Smart Materials, SMART Communications, SMART Energy Solution, SMART Mobility).	Ringway Jacobs Ltd, Transport Systems Catapult, AGT, local authority, Coldharbour Parish Council (Fairford Leys), England's Economic Heartland and Bucks LEP, Enlight, Major Network operator TBC	Underway
AccessAble – Accessibility Check	AGT-wide	AccessAble produces Accessibility Guides to places people want to go, both as local residents and visitors.	AGT Partnership	Underway
Investigation of digital innovations and introducing new technology into homes	AGT-wide	Examples include the 'Shimmy' communication portal that has been installed for the community at the Elmsbrook development in NW Bicester. The 'Shimmy' (a home information system displayed on a tablet) will provide real time energy use, costs and bus travel times.	AGT Partnership	Short Term (2020 – 2023)

## 9.0 | A smart and sustainable Garden Town

Project	Location	Description	Delivery Partners	Time Frame
Underground refuse collection system business case	AGT-wide	Underground refuse collection system business case - introducing underground refuse systems in Aylesbury.	AGT Partnership	Short Term (2020-2023)
Land Acquisition	AGT-wide	Acquiring land for potential future development, support further infrastructure investment and integrate digital technology into our infrastructure provision.	AGT Partnership	Short Term (2020-2023)
Electricity supply upgrades	AGT-wide	Delivering the electricity capacity needed to support housing growth.	Providers	Throughout plan period
Ultra-fast broadband	AGT wide	Developers to ensure that there is sufficient broadband capacity to accommodate the new developments.	Providers	Throughout plan period



# 10.0

## Integrated delivery of the Garden Town

### 10.1 Introduction

Aylesbury was awarded Garden Town status by the Government in January 2017, following an expression of interest by Aylesbury Vale District Council (AVDC) and its partners, who included Buckinghamshire County Council (BCC), the Buckinghamshire Local Enterprise Partnership (Bucks LEP), South East Midlands Local Enterprise Partnership (SEMLEP) and Homes England.

Garden Town status gave impetus to a more joined-up, collaborative and proactive approach to planning and place making. In particular, it created the opportunity to think about strategic infrastructure provision in a more holistic and connected manner and to use this to shape the type of places that are created.

#### Policy Context

In April 2020, the new unitary authority of Buckinghamshire Council was formed, replacing the previous two-tier structure of Buckinghamshire County Council and the district councils of Aylesbury Vale, Chiltern, South Bucks and Wycombe, with one single Council. The Aylesbury Garden Town (AGT) project will be taken forward by the new unitary authority, working closely with its key partners and stakeholders.

The AGT Masterplan provides an overarching strategy and 'route map' for delivering the transformation of Aylesbury through adding further guidance and detail to the policies in the development plan. In particular, the 2050 Vision and Masterplan highlight the longer term opportunities to inform the development of specific sites, and Town-wide projects. The AGT Framework and Infrastructure SPD underpins the Masterplan, and provides details of the required infrastructure and phasing of projects to deliver the Garden Town within the VALP period to 2033.

The **TCPA Garden City Principles** emphasise the importance of strong delivery and governance with the following key principles relevant:

- land value capture for the benefit of the community;
- strong vision, leadership and community engagement; and
- community ownership of land and long-term stewardship of asset.

These are re-iterated for Aylesbury in the VALP Policy D1, 'Delivering Aylesbury Garden Town', which addresses the importance of delivery and highlights the need to establish opportunities for appropriate and sustainable governance and stewardship arrangements for community assets including green space, public realm, community and other relevant facilities.

It recognises the importance of providing the right infrastructure at the right time, ahead of or in tandem with the development that it supports, to address the impacts of new garden communities and to meet the needs of residents (in accordance with **Policy S5** and the **Infrastructure Delivery Plan**).

## 10.0 | Integrated delivery of the Garden Town

### Challenges and Opportunities

The delivery of Aylesbury Garden Town will require leadership from public and private sectors working in a joined-up way to ensure housing and employment growth is underpinned by sufficient supporting infrastructure and approaches to delivery, as set out in this document.



#### AGT Lifespan

The VALP planning period is to 2033 while the Masterplan and Vision look longer term towards 2050. Consequently, the appropriate timescale for any future governance and delivery mechanisms will need careful consideration as will the area to which the mechanism (and its potential powers) relates.



#### Control and Influence on Growth and Development

There is currently limited direct control over most AGT development proposals with land promoters / developers having already secured outline consent and / or advancing Reserved Matters applications for a large extent of AGT Site Allocations in the draft VALP. The proposed approach to governance and delivery will need to consider the most appropriate degree of direct control and influence across future development



#### Rate of Delivery and Diversity of Housing Product at AGT

While the pace of housing delivery across AGT has to date been relatively high, maintaining that rate could present challenges and delivery rates could slow as a similar housing product is permitted and trigger points aligned to infrastructure take effect. Consideration of the future delivery model(s) for AGT should reflect on the potential for enabling delivery of other housing models / types / typologies including self-build, custom build, community led development, temporary housing, modular housing and other modern methods of construction (MMC).



#### AGT Infrastructure Funding and Delivery

The Garden Town's role in delivering 50% of the District's housing needs has provided the Councils with a clear rationale to successfully apply for funding from the Housing Infrastructure Fund (HIF) to support delivery of homes and infrastructure. The imperative for timely and efficient delivery of the infrastructure projects and homes is a driver for considering the most appropriate delivery model for AGT.



#### Infrastructure Constraints

A number of development sites as planned will not be able to commence until major infrastructure such as the link road are delivered. The forward funding of infrastructure and its relationship to delivery rates is critical to ongoing discussions with delivery partners.



#### Stakeholder Engagement

Delivery of the Garden Town presents the opportunity to undertake an advanced approach to stakeholder engagement with new technologies used to access communities as well as explore the potential benefits of new development.

- Reserved Matters Approved / Construction Commenced and / or completed
- Outline Application / Development Parameters Approved / Pending
- No application submitted
- Link road constructed (solid line)
- Link road detailed design fix (long dash)
- Link road outline consent (short dash)
- Link road consulted on (dot dash)
- Link road fully flexible, subject to physical constraints (dotted)



Fig 10. 1: Aylesbury Garden Town Site Allocations - status at July 2019

## 10.0 | Integrated delivery of the Garden Town

From the outset of Aylesbury Garden Town, a partnership approach to delivery has been established, with representation from all partner organisations in the original governance structure; including the local authority, Buckinghamshire Thames Valley Local Enterprise Partnership, Homes England and the NHS. The transition to a local authority unitary model and the finalisation of the AGT Masterplan provided the opportunity to review the governance arrangements and create a structure that is now focussed on delivering the aims and objectives of the 2050 Vision and Masterplan. As part of the consultation and engagement process for the Draft Masterplan, a number of options for governance evolution were considered.

In June 2020, a revised structure, creating a Strategic Oversight Board for AGT was constituted. The Aylesbury Garden Town Strategic Oversight Board incorporates a wider partnership approach and has overall responsibility. The Board will have an active role in co-ordinating and influencing the activities of delivery partners, together with promoting AGT and securing and directing funds and resources towards the delivery of the Masterplan, through the following core functions:

1. To oversee the delivery the AGT Vision and Key Projects through collaborative/ partnership working. This includes providing leadership in communication across partner organisations to influence strategic priorities and decisions.
2. To monitor and influence the delivery of AGT projects by partners to ensure co-ordinated and comprehensive development.
3. To set delivery priorities and 'SMART' outputs for AGT and to regularly monitor progress against objectives and to use influence to overcome issues where appropriate.
4. To ensure effective engagement and co-ordination with local organisations and community representatives, including Community Boards in accordance with the AGT stakeholder engagement and communication strategy.
5. To ensure a programme of delivery is sufficiently funded and resourced to

support project implementation.

6. To identify, secure, co-ordinate, and allocate public sector funding to the delivery of key AGT projects.
7. To regularly review the options available for greater public sector intervention in AGT delivery to achieve the key principles of the Masterplan and to ensure positive outcomes for communities and service delivery.
8. To influence and encourage the introduction of Garden Town principles into the existing town including seeking to deliver state of the art technology and connectivity to the area.
9. To actively engage and influence strategic decisions and policy announcements that impact on the delivery of AGT and to co-ordinate and ensure the exchange of high-level input into existing and/or emerging sub-regional/regional forums.

### Decision Making and Membership

Whilst the Board has oversight and will direct the delivery of the AGT programme and vision, it has no statutory decision making powers. Formal decision making (for example on planning applications; statutory plan making; funding allocations) will continue to take place through the existing decision making routes and structures of the organisations represented on the Board but with the added benefit of clear reporting and recommendations (when relevant) from the Board.

Led by Buckinghamshire Council, the Strategic Oversight Board will create a strong partnership approach to delivery, through comprising a wide range of key partners, including the Town Council; Parish Council representatives; Community Board representatives; Homes England; Bucks LEP; NHS; and the Natural Environment Partnership, with membership reviewed annually.

The inter-relationship between the AGT Strategic Oversight Board and other key

delivery partners will be critical in order to ensure approaches are aligned and information is shared transparently. The illustration below shows how the evolved structure will position the AGT Strategic Oversight Board to coordinate delivery the overall programme alongside decision makers and key stakeholders.

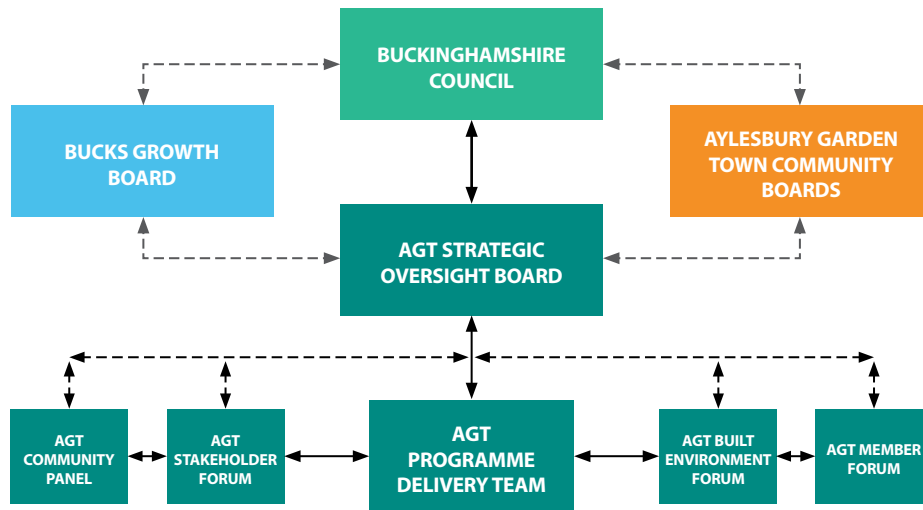


Fig 10.2: Strategic Oversight Board relationships

The Strategic Oversight Board is supported by a Programme Delivery Team, with responsibility for the overall management of the AGT programme. The PDT comprises senior decision makers from with Buckinghamshire Council and its key delivery partners. It establishes and oversees the management of a range of specific Technical Working Groups, focussed on the delivery of key work areas as identified in the AGT Masterplan. The Technical Working Groups ensure a comprehensive approach to involving and engaging individuals, specialisms and organisations responsible for delivering the defined projects.

The focus of Technical Working Groups will change over time, to be responsive to the stage of overall programme and individual project delivery and the following diagram illustrates the relationships of the Technical Working Groups to the PDT.

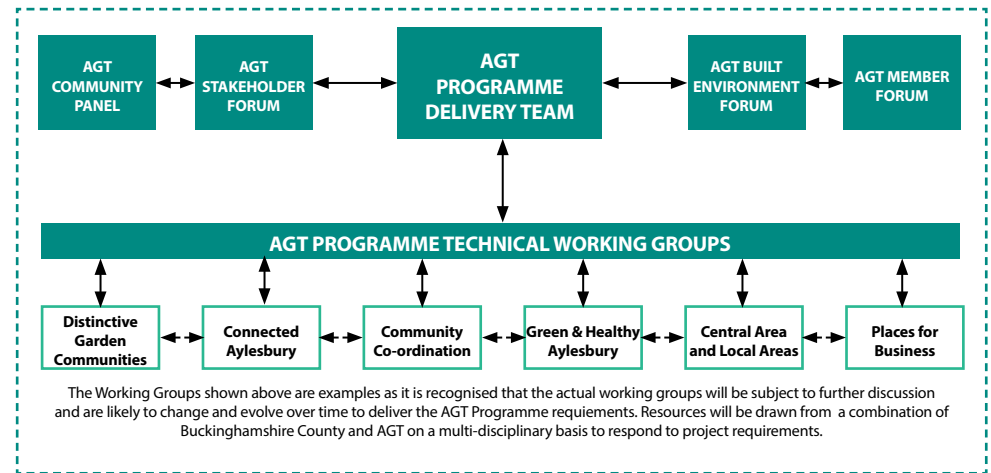


Fig 10.3: Technical Working Groups



## 10.0 Ambition and objectives

### 10.2 Ambition

**Aylesbury will be delivered with long-term ambition and sustained partnerships between the community, public and private sectors.**

**Expectations placed upon delivery partners will be increased but the returns will be greater. Aylesbury Garden Town will be an aspirational place to develop, work and live.**

### 10.3 Objectives

- 
- Ensure the timely, co-ordinated and comprehensive delivery of infrastructure to support housing and economic growth.
- 
- Develop a clear brand that demonstrates what it means to deliver within the Garden Town and the increased social, economic and environmental values that will be achieved.
- 
- Define new ways of delivering projects that allow local communities to support the long-term management and governance of neighbourhoods, spaces and assets.
- 
- Work with delivery partners to secure the best new development subject to rigorous design and quality review.
- 
- Ensure best practice stakeholder and community engagement to provide greater foresight and certainty in the planning and delivery of the Garden Town.
-

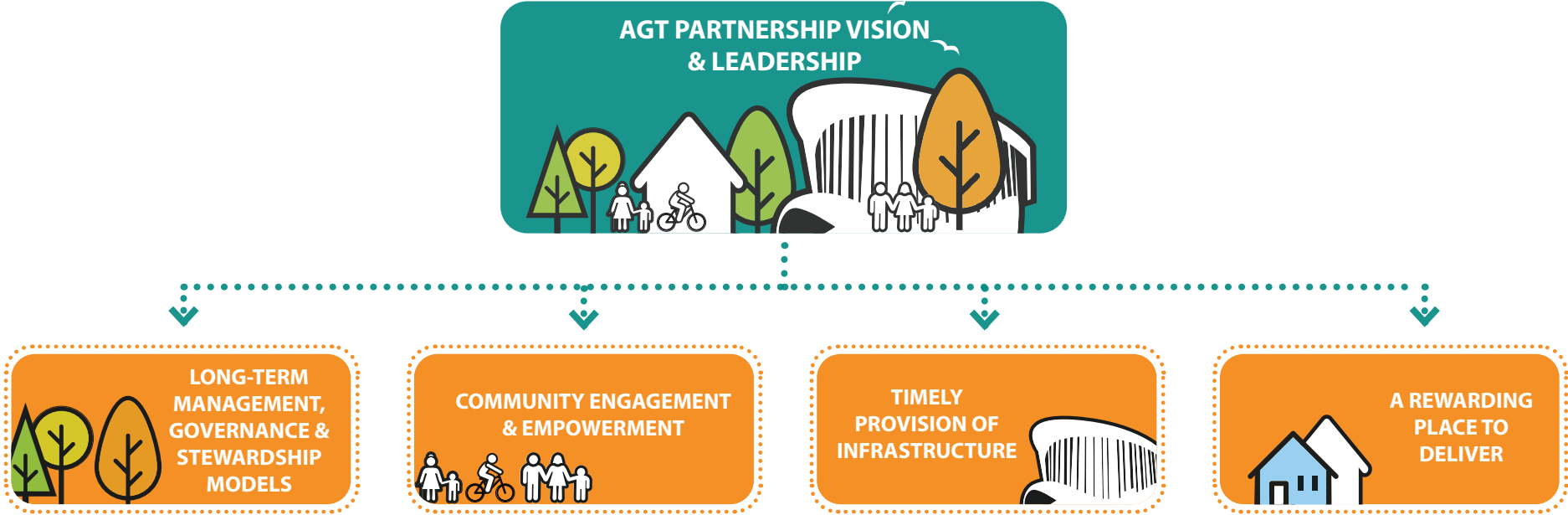


Fig 10.4: Benefits of strong AGT leadership



## 10.0 Proposals for the integrated delivery of the Garden Town

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### 10.4 Clear Vision and strong governance

The AGT Strategic Oversight Board will use the basis of the Masterplan and the 2050 Vision, to establish a clear brand for the Garden Town that is tangible and meaningful to local communities, new residents and delivery partners. This focus on delivering the long-term vision will ensure stability across political cycles and encourage the joint efforts of all concerned to achieve the transformation of Aylesbury.

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### 10.5 Long-term governance, stewardship and management structures

A key objective for AGT is the involvement of the local community in delivering long-term governance and stewardship structures for community facilities, as well as non-adopted parks and open spaces. Community engagement and 'ownership' is a key objective of the Garden Town concept.

Involvement of the community can take many forms and will necessarily need to vary across place and types of infrastructure involved. Exploring and achieving different and appropriate ways to engage and involve the community in delivering and managing the differing assets across AGT will require close working with all relevant partners, including existing institutions such as the Town Council and parish councils, as well as developers and landowners.

Structures could evolve and vary over time as the assets mature and remain flexible to changing end user demands, but a core aim should be to encourage community involvement and engagement on a long-term basis, to create sustainable solutions.

Planning applications for major development in Aylesbury Garden Town should be accompanied by long-term governance structures for the development to ensure that standards of stewardship of assets are met and maintained and that there is continued community involvement and engagement to develop social capital.

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### 10.6 Early community engagement and long-term empowerment

Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

Listening to the experiences and ideas of the people who live in local communities will help to identify solutions and infrastructure investments that make a lasting difference.

Community engagement and development is a key priority for the AGT Partnership to inform the development process and promote community involvement in long-term stewardship bodies.

Particular emphasis should be placed on involving young people in the management and stewardship of their community assets.



## 10.7 Action Plan for the timely provision of projects and infrastructure

The AGT Masterplan sets out the long-term vision, ambition and infrastructure priorities and projects. This creates a platform for the AGT Framework and Infrastructure SPD to deliver specific priorities and projects to unlock the delivery of the garden town to 2033. It seeks to supplement and the Infrastructure Delivery Plan (IDP) that supports proposals within the VALP, covering the period to 2033. It also identifies longer term opportunities to inform future planning policy development covering the period to 2050.

The AGT Framework and Infrastructure SPD which underpins the Masterplan provides details of the phasing and delivery of AGT projects during the VALP period to 2033. It lists the further technical work that is required to develop the proposals outlined in this Masterplan, including feasibility and design studies, and provides details of the anticipated delivery timescales for physical infrastructure and development.

In regard to water provision, developers need to consider the net increase in water and waste water demand to serve their developments and also any impact the development may have off site further down the network, if no/low water pressure and internal/external sewage flooding of property is to be avoided.

AGT projects are categorised for delivery in the short term (2019-2023), medium term (2024-2028) and long-term (2029-2033). These are summarised below, with a full summary of actions provided in the Appendix. Projects to be delivered from 2034 - 2050 are subject to future policy and IDP and not listed here.

The key transformational, priority projects are underlined.

### Short term (2019-2023)

#### Technical work

- Economic Investment and Innovation Strategy
- AGT Central Area Action Plan
- Cultural Strategy
- AGT Centres Strategy
- Natural Capital Assessment
- Green infrastructure strategy
- Sustainable Urban Drainage Study
- Local Cycling and Walking Infrastructure Plan (LCWIP) - completed
- Gardenway feasibility and delivery study
- Garden Town Travel Plan
- Reimagining Passenger Transport in Aylesbury
- Feasibility studies into Demand Responsive Transport and MaaS
- Aylesbury Vale Design SPD - underway
- Design review panel
- Member and officer design training
- AGT1 Site SPD/site guidance
- Aylesbury Garden Town Energy Strategy
- Fairford Leys Live Lab
- Investigation of digital innovations and introducing new technology into homes
- Aylesbury Garden Town quality standard
- Encouraging small scale community action

## 10.0 | Integrated delivery of the Garden Town

### **Delivery**

- Approx. 4,163 homes
- Primary Education (short to medium term)
  - Berryfields - expand second school from 2fe to 3fe primary school;
  - Bierton - expansion of existing school by half a form of entry;
  - Broughton Crossing - provision of 2 x 2fe primary schools and final contributions;
  - Hampden Fields – provision of 2fe and 3fe primary school;
  - Woodlands – provision of 2fe school;
  - South West Aylesbury (1550 homes) - provision of 2fe school;
  - Stoke Mandeville - provision of 1-2fe school; and
  - Expansion of existing schools by 2fe (e.g. Haydon Abbey, Elmhurst).
- Secondary Education (short to medium term)
  - St Michael's Secondary School annex - to provide additional 6fe school places on site; and
  - Kingsbrook development - (25 acre site has been reserved) 6fe secondary school.
- Extra Care Facilities
  - Hampden Fields - 60 bed care home/extra care facility;
  - Woodlands - 60 unit mixed tenure scheme; and
  - Aston Clinton MDA - 80 unit mixed tenure scheme.
- Emergency Services
- Community Centre
  - Kingsbrook site to serve a number of AGT sites, and
  - discussions to take place with landowners of AGT 1 regarding site opportunities for community facilities.
- Leisure Facility
  - 3,500sqm leisure facility at Woodlands, and
  - develop service provision outside of town centre through small community venues or outreach provision delivered by a small and fit for purpose vehicle.
- Primary Care
  - Consolidated community facility to serve the population of Aylesbury.
  - Berryfields Medical Centre requires a new purpose built primary care health centre on the Berryfields site to replace existing temporary as well as Meadowcroft Surgery. CCG in discussion with AVDC regarding site and premises lease options.
  - A new primary care health centre is proposed at Hampden Fields Local Centre (Application 16/01040/AOP).
  - Health facilities, including a doctors and dentist surgery, are proposed in the Kingsbrook Local Centre, Village 3 (application 10/02649/AOP).
  - A doctor surgery is proposed in the Woodlands Local Centre (application 16/01040/AOP).
  - Potential extension to Poplar Grove and neighbouring practices.
- Gardenway
- GI delivery at AGT garden communities
- Underground refuse collection system business case
- Electricity supply upgrades
- Ultra-fast broadband
- Watercourse naturalisation
- Tree planting / greening Aylesbury

### **Other initiatives**

- AGT Governance review
- Develop a pilot/exemplar scheme
- Capitalise on opportunities for asset transfers rising from the move to a single unitary authority for Buckinghamshire
- Clear Communication and Branding
- AGT Engagement Forums

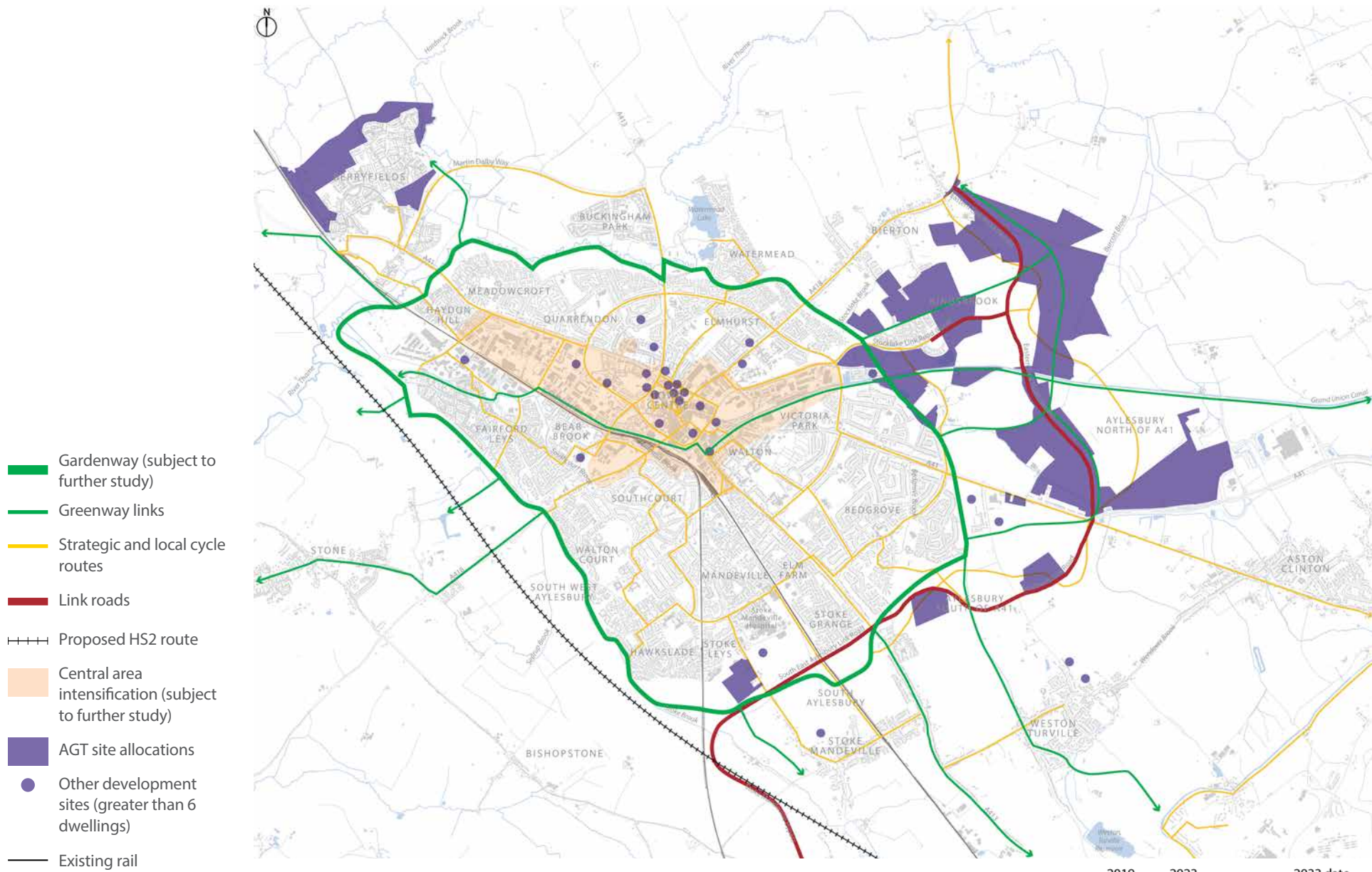
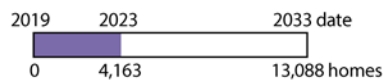


Fig 10.5: Aylesbury Garden Town illustrative phasing - short term (2019-2023)



## 10.0 | Integrated delivery of the Garden Town

### Medium term (2024-2028)

#### Studies

- South Western Link Road Route Feasibility Study
- North East Link Road Route Feasibility Study update

#### Delivery

- Approx. 4,907 homes
- Primary Education (short to medium term)
  - Berryfields - expand second school from 2fe to 3fe primary school;
  - Bierton - expansion of existing school by half a form of entry;
  - Broughton Crossing - provision of 2 x 2fe primary schools including contributions;
  - Hampden Fields – provision of 2fe and 3fe primary school;
  - Woodlands – provision of 2fe school;
  - South West Aylesbury (1550 homes) - provision of 2fe school;
  - Stoke Mandeville - provision of 1-2fe school; and
  - Shortfall in Aylesbury housing (1000+ homes) – expansion of existing schools by 2fe (e.g. Haydon Abbey, Elmhurst).
- Secondary Education (short to medium term)
  - Quarrendon Secondary School annex - to provide additional 6fe school places on site;
  - Kingsbrook development - (25 acre site has been reserved) 6fe secondary school.
- Residential Care
  - Developable site allocation(s)/areas of search to meet 6-10 years [on adoption of VALP (203 units)] of VALP C2 requirements.
- Community Centre
  - Kingsbrook site to serve a number of AGT sites, and
  - discussions to take place with landowners of AGT 1 regarding site opportunities for community facilities
- Leisure Facility
  - 3,500sqm leisure facility at Woodlands, and
  - develop service provision outside of town centre through small community venues or outreach provision delivered by a small and fit for purpose vehicle.
- GI delivery at AGT garden communities
- Gateway to the Chilterns and the Vale
  - Enhancements to longer distance footpaths providing connections to the surrounding countryside and Chilterns.
- Electricity supply upgrades
- Ultra-fast broadband

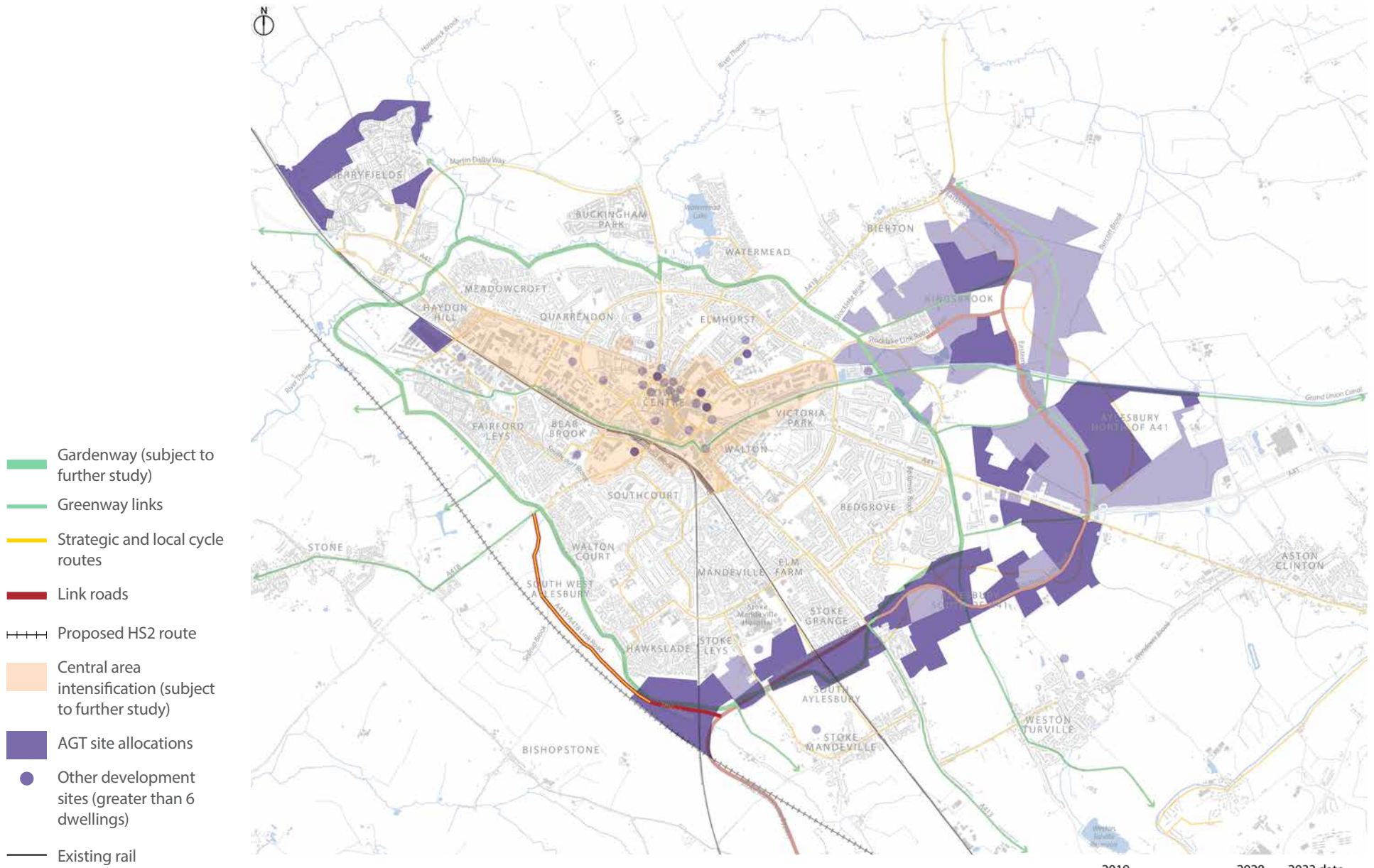
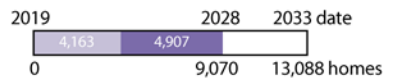


Fig 10.6: Aylesbury Garden Town illustrative phasing - medium term (2024-2028)



## 10.0 | Integrated delivery of the Garden Town

### Long-term (2029-2033)

#### ***Delivery***

- Approx. 4,018 homes
- GI delivery at AGT garden communities
- Electricity supply upgrades
- Ultra-fast broadband
- South Western Link Road Route design and potential delivery
- North East Link Road Route design and potential delivery

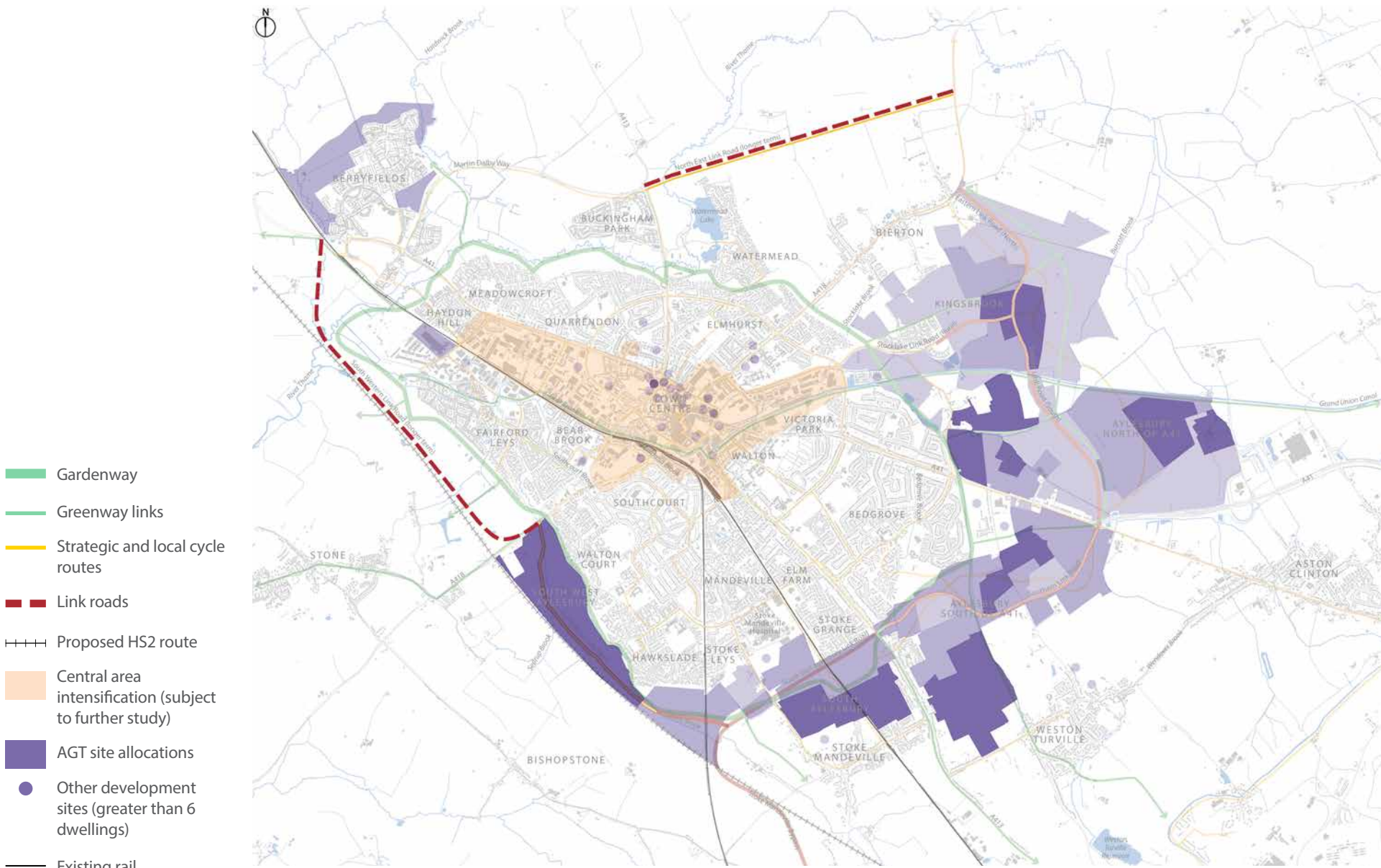
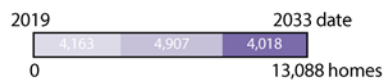


Fig 10.7: Aylesbury Garden Town illustrative phasing - long-term (2029-2033)





## Integrated delivery Action Plan

Project	Location	Description	Delivery Partners	Time Frame
A quality standard for Aylesbury Garden Town	AGT-wide	Develop a set of Garden Town standards for the maintenance of green infrastructure and community assets to ensure a consistent approach to stewardship and management across the different bodies involved and to reinforce Garden Town character and USP.	AGT Partnership, local authority, Town and Parish Councils, Landscape, Parks and Open Space management;	Short Term (2018 – 2023)
Develop a pilot/ exemplar scheme	AGT-wide	Aylesbury Woodlands has the potential to come forward as an exemplar scheme Promoted by Bucks Advantage, the scheme is a mixed use development supported by extensive community, social and transport infrastructure with 50% of the site given over to green infrastructure. Potential to explore community-led management options for aspects of Hampden Fields, with developer, and Parish Council and local authority involvement.	AGT Partnership, Local authority development management; Bucks Advantage; Taylor Wimpey, Parish Councils	Short Term (2018 – 2023)
Explore opportunities for active community involvement in the management of assets across AGT	AGT-wide	Ensure this issue is on the agenda and undertake further work to investigate the best approach to encouraging and facilitating community engagement and involvement. This will include methods of funding as well as the potential to set standards of delivery and maintenance.	AGT Partnership	Short term (2020-2023)
Encouraging small scale community initiatives	AGT-wide	Develop a programme of environmental enhancement schemes; community food growing; healthy and active places etc. to direct engage and involve the local community in implementing and managing their place.	AGT Partnership	Underway and ongoing in short term (2019-2023)



Project	Location	Description	Delivery Partners	Time Frame
Clear Communication and Branding	AGT-wide	Raise the profile of AGT through branding drive that will develop and promote a unique and single brand that extends to all of AGT's offerings, ensuring it is a place where people want to live, work and visit. It will convey the AGT vision to attract targeted inward investment ensuring the pace, quality of place is enhanced.	AGT Partnership	Underway and ongoing in short term (2018-2023)
AGT Engagement Forums	AGT-wide	<p>Community and partner engagement was a strong element in evolving the 2050 Vision and AGT Masterplan, with a wide variety of forums established.</p> <p>These should continue and be evolved as a key mechanism to explore what the Garden Town designation can and should mean for existing development proposals at various stages of planning and delivery.</p>	AGT Partnership	Underway and ongoing in short term (2018-2023)



# Appendix: Consultation Summary

## Consultation summary

Our understanding of Aylesbury's character, challenges and opportunities has evolved through a series of stakeholder and public engagement events and activities held. The first stage of engagement was held during 2018-19 to inform the development of the 2050 Vision and the Draft Masterplan. Formal engagement then took place in Autumn/Winter 2019 and early 2020 to formal launch the 2050 Vision and consult on the Draft Masterplan.

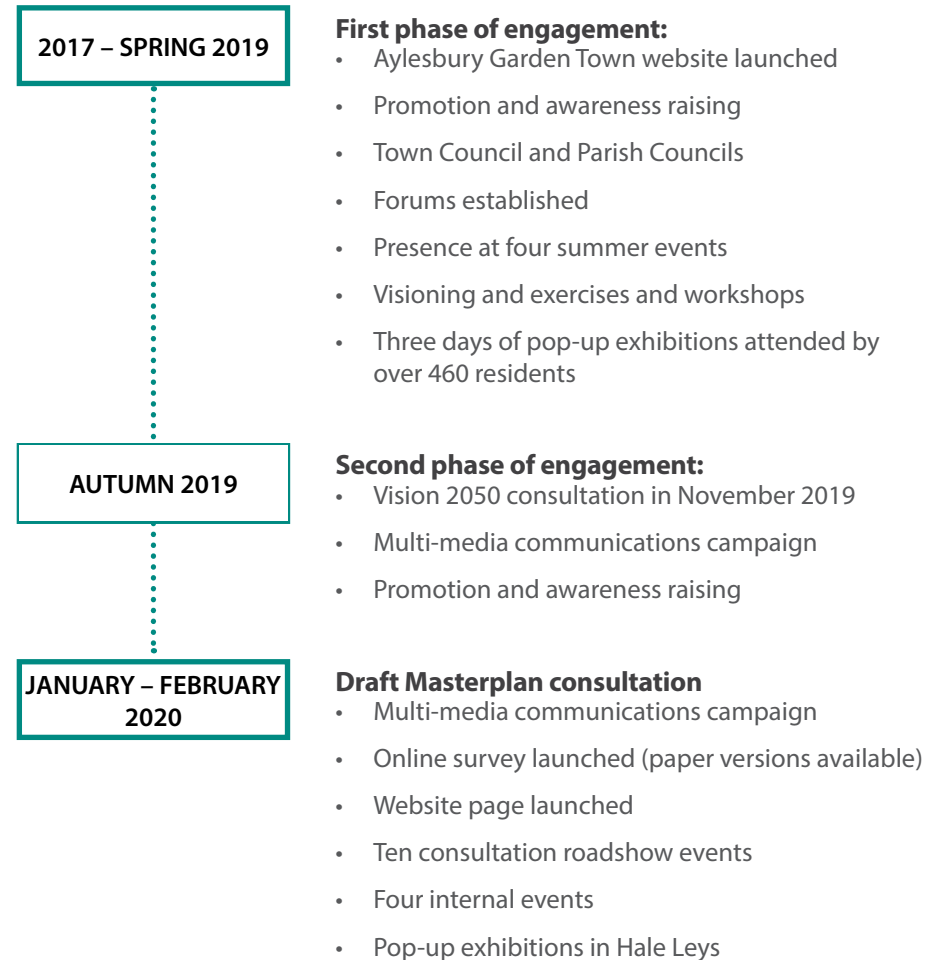
From April 2018 to June 2019 a series of engagement events and activities were carried out to inform and gain feedback from Aylesbury residents and key stakeholders to support the development of the Aylesbury Garden Town Vision and Draft Masterplan.

The first phase of community and stakeholder engagement sought to ensure residents, local businesses and key stakeholders and partners, as well as local government representatives, had significant opportunity to shape the future of Aylesbury Garden Town. Feedback from the initial visioning and consultation exercises was in favour of revitalising the town centre, ensuring neighbourhoods have access to necessary facilities and services, enhancing and expanding natural and green spaces, reducing congestion and improving pedestrian and cycling infrastructure, creating neighbourhoods with unique and distinctive characters and enabling a strong employment and education sector.

### Draft Masterplan Consultation

Following this, further engagement events and activities were carried out to introduce the Vision 2050 and Draft Masterplan document. From November 2019 to February 2020 a series of consultation and engagement events were held, supported by a multi-media communications campaign to promote and raise awareness. This exercise sought to gain vital feedback from stakeholders and Aylesbury residents, politicians, communities, and businesses on the Draft Masterplan.

## Timeline of events



### Stakeholder forums and briefing sessions

Forums have been initiated with the following groups, with sessions held in late 2018 and May 2019:

- A Members session for AVDC, BCC and Town/Parish Council members
- A local authorities session for AVDC/BCC Council officers
- A community forum for some identified community members, local residents and others who had expressed interest in the project
- A stakeholders and partners forum for statutory identified stakeholders
- A developers/built environment forum for local developers, planning practitioners and other relevant individuals
- A Youth Panel

### Aylesbury Garden Town website

An online 'Have your say' survey was launched which asked people 'what they would like to see incorporated into AGT'. 88 residents responded with comments, and 200 registered interest. Subsequently an interactive webpage was developed using a map of Aylesbury that people can click on and comment in relation to specific locations around the town. This enabled people to engage with the project and share feedback online. Between December 2018 and May 2019, 95 comments had been received. Subsequent comments will be taken on board as the Masterplan progresses.

### Local events

During Summer 2018, the AGT team had stalls at a number of local events to raise awareness of the project, such as the 'WhizzFizzFest'. At the Play in the Park, the Bucks County Show, and the Waterside Festival, people were invited to write a postcard to themselves in the future (2033-2050), listing three things they would like to see in Aylesbury. 70 people participated in this competition, including 10 children under 18.

### Stakeholder visioning workshop

A facilitated workshop in November 2018 for 50 attendees, made up of members, officers and stakeholders and partners to discuss strategic visions for the project, high level working principles and innovative ambitions for the future of Aylesbury.

### Public exhibition

In December 2018, the project was launched to the public at a larger scale, incorporating a three-day pop-up exhibition and the launch of a new interactive webpage. The pop-up exhibition presented background to the Aylesbury Garden Town project along with the emerging principles and themes. It took place over three days (weekend and weekdays) at Friars Square Shopping Centre, located in the Aylesbury town centre, and approximately 460 people attended.

### Ongoing engagement activities

The key findings of the emerging Masterplan have been considered in a series of stakeholder workshops during May 2019 and together with comments from Council Officers and AGT Partners have informed the Masterplan.

### Vision consultation: top issues / key points

A significant amount of feedback has been collected throughout the engagement process, with a number of key points and themes emerging. These are as follows;

- The people and community of Aylesbury are considered to be what makes the town particularly special.
- Aylesbury's history including its Paralympic legacy and heritage features are considered important to preserve and celebrate.
- Sustainable transport, and in particular active travel connectivity from outer residential areas into the town centre, and enhancing the existing cycling routes is considered important.
- Enhanced and extended public transport services are considered necessary.
- While sustainable transport options are favourable, many stressed the importance of addressing the existing road and vehicular transport systems to be able to reduce congestion i.e. the development of a ring road.
- Protecting and enhancing current green and open space provision, particularly along the canals, is a high priority for residents, as well as creating more green spaces within the town centre.
- Outdoor play activities for children and young people are desirable, and particularly a splash park.
- There is a clear desire for a larger variety of shopping and activities available in the town centre, with a particular focus on encouraging local and independent shops and businesses.

## Appendix

- Enabling flexible use of vacant building space within the town centre is also considered desirable.
- There is a clear aspiration to focus on new and growing economies, to encourage local employment and connect with local education providers.
- The need for the masterplan to be ambitious and for it to be delivered was a key point for many.

### Overview of key Issues emerging from consultation on the Draft Masterplan

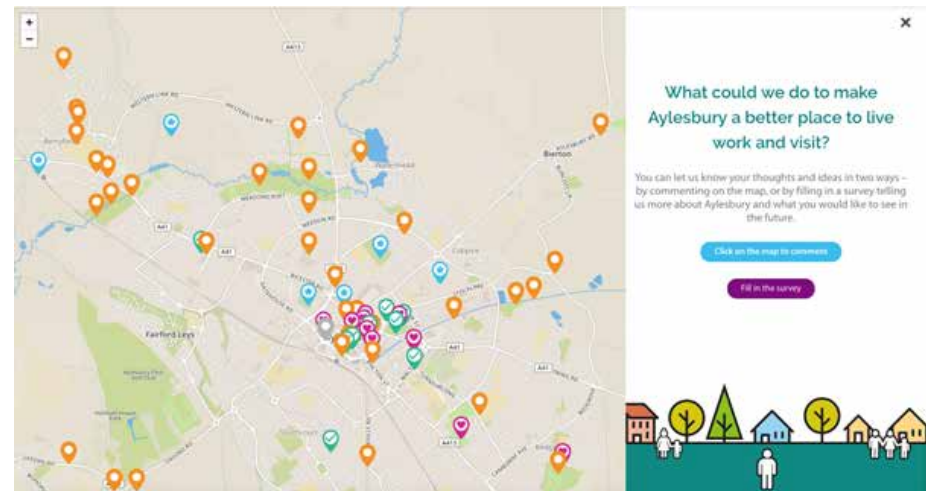
Overall, it is considered that the majority of comment and feedback have been positive and supportive of the Masterplan and its objectives.

- Feedback reflected concerns and issues that people are experiencing today, such as traffic congestion, poor public transport, lack of capacity in local healthcare and education, a poor environment for walking and cycling etc. – many of the issues that the Aylesbury Garden Town project is seeking to address.
- There is an appetite for a step change in the quality of new garden communities, including improved environmental credentials, open / green space, biodiversity, access to local centres and public transport and the implementation of new technologies. Respondents are keen to ensure that existing areas are not forgotten by the Masterplan, and issues around how current footpaths, cycleways, public spaces are maintained came across as a concern.
- Whilst there is general support for the link road, respondents expressed concern over its deliverability and long-term status. Support for revitalising the town centre, with a greater range of uses to encourage footfall, comes across strongly and the design principles and opportunity areas as set out in the Masterplan received a very positive response. There was also strong support for the Gardenway proposals.

For a full account of the consultation exercises undertaken and how we have considered feedback, and used this to inform the final Masterplan, please refer to the detailed Statement of Community Involvement (SCI).



December 2018 pop-up exhibition



Interactive website

# Appendix: Action Plans



## Action Plan

### Economy and business: An innovaon and investment hub

Project	Location	Description	Delivery Partners	Time Frame
Economic Sectors and Specialisms Study	AGT-wide	An economic sectors study is recommended to better understand sectors likely to expand in Aylesbury, and how the Garden Town can best plan to accommodate them. This should explore how opportunities presented by the Oxford-Cambridge Arc, along with existing and future economic strengths can be harnessed to create jobs growth in the Garden Town.	Local authority, LEPs	Short Term (2020-2023)
Investment Strategy	AGT-wide	An investment strategy should be prepared to set out the public sector's role in facilitating investment through the promotion of Aylesbury as a place for business investment (through production of branding and marketing collateral), as well as providing support to potential investors in finding land and premises.	Local authority, LEPs	Short Term (2020-2023)
Innovative Employment Space	AGT-wide	Further studies and initiatives to: <ul style="list-style-type: none"> <li>• explore opportunities for flexible town centre working space;</li> <li>• leverage the Enterprise Zone status and associated benefits, such as retention of business rates, to help forward fund infrastructure / create a development platform to build momentum behind creating employment clusters;</li> <li>• ensure that development within the Enterprise Zone reflects the overall ambition in terms of quantum, character and type of development as established within the AGT Masterplan; and</li> <li>• prioritise development within the Enterprise Zone so that it might act as an anchor for employment development in Woodlands, Kingsbrook and Hampden Fields as they deliver.</li> </ul>	Local authority, LEPs, Developers	Short Term (2020-2023)
Meanwhile Use Strategy	AGT-wide	Meanwhile uses are now widely understood as a key tactic towards promoting activity and vibrancy and challenging established pre-conceptions of development areas. AGT should work in collaboration with providers to consider the strategic promotion of interim uses, both in the short/medium term on development sites, and in the longer term within the wider public realm.	Local authority, LEPs Developers	Short Term (2020-2023)





## Action Plan

### Aylesbury Central Area

Project	Location	Description	Delivery Partners	Time Frame
AGT Central Area Strategy and Town Centre Masterplan	Central Area	The update of the existing Aylesbury Town Centre Masterplan should be done in conjunction with a Central Area Strategy. This Strategy should sit alongside a Central Area Movement Strategy, detailed in chapter 7.0, which includes a detailed study of town centre road and movement enhancements. This would sit below the Aylesbury Transport Strategy, developing the set of town centre transport improvements identified therein.	Local authority, Town Centre Partnership	Short Term (2020 – 2023)
Cultural Strategy	Central Area	Build on the existing focus for arts and cultural activities that create a source of vitality, add value to AGT's community and attract residential and commercial development at pace. Seek to attract further cultural anchors, which have been proven to shift perceptions of places. Underpin regeneration and other socio-economic improvements appropriate to the scale of opportunity at AGT.	Local authority	Short Term (2020 – 2023)
Development Briefs	Central Area	Briefs for sites that fall within transformation zones in accordance with the high-level design principles outlined in the AGT Masterplan.	Local authority	Short - Medium Term (2020 – 2029)



## Action Plan

### Quality of life

AGT Centres Strategy	AGT-wide	<p>Further analysis to identify and designate local centres and neighbourhood hubs (through future policy) across the Garden Town with accompanying strategy to consider:</p> <ul style="list-style-type: none"> <li>ongoing “health-checks” of centres given changing retail climate; and</li> <li>requirement for targeted interventions in the longer term within centres to bring forward wider AGT principles.</li> </ul>	AGT Partnership Local authority	Short Term
Primary Education	AGT-wide	<ul style="list-style-type: none"> <li>Berryfields - expand second school from 2fe to 3fe primary school.</li> <li>Bierton - expansion of existing school by half a form of entry.</li> <li>Broughton Crossing - provision of 2 x 2fe primary schools including contributions.</li> <li>Hampden Fields – provision of 2fe and 3fe primary school.</li> <li>Woodlands – provision of 2fe school.</li> <li>South West Aylesbury (1550 homes) - provision of 2fe school.</li> <li>Stoke Mandeville - provision of 1-2fe school.</li> <li>Shortfall in Aylesbury housing (1000+ homes) – expansion of existing schools by 2fe (e.g. Haydon Abbey, Elmhurst).</li> </ul>	Local authority	Short - Medium Term (2018 – 2028)
Secondary Education	AGT-wide	<ul style="list-style-type: none"> <li>Quarrendon Secondary School annex - to provide additional 6fe school places on site.</li> <li>Kingsbrook development - (25 acre site has been reserved) 6fe secondary school.</li> </ul>	Local authority	Short - Medium Term (2018 – 2028)
Extra Care Facilities	AGT-4, AGT-3, Aston Clinton	<ul style="list-style-type: none"> <li>Hampden Fields - 60 bed care home/extra care facility</li> <li>Woodlands - 60 unit mixed tenure scheme</li> <li>Aston Clinton MDA - 80 unit mixed tenure scheme</li> </ul>	Local authority	Short Term (2018 – 2023)
Residential Care	AGT-wide	<ul style="list-style-type: none"> <li>Developable site allocation(s)/areas of search to meet 6-10 years [on adoption of VALP (203 units) of VALP C2 requirements.</li> </ul>	Local authority. Developers	Medium Term (2024 – 2028)



## Action Plan

Emergency Services	Central Area, AGT-3	<ul style="list-style-type: none"> <li>Adaptations and alterations at Aylesbury Police Station.</li> <li>East Aylesbury Touch down Office.</li> </ul>	Thames Valley Police	Short Term (2018 – 2023)
Community Centre	AGT-1, AGT-6	<ul style="list-style-type: none"> <li>Kingsbrook site to serve a number of AGT sites.</li> <li>Discussions to take place with landowners of AGT 1 regarding site opportunities for community facilities.</li> </ul>	Developers Local authority	Tbc
Leisure Facility	AGT-3	<ul style="list-style-type: none"> <li>3,500sqm leisure facility at Woodlands.</li> <li>Develop service provision outside of town centre through small community venues or outreach provision delivered by a small and fit for purpose vehicle.</li> </ul>	Developer	Tbc
Primary Care	AGT-wide	<ul style="list-style-type: none"> <li>Consolidated community facility to serve the population of Aylesbury.</li> <li>Berryfields Medical Centre requires a new purpose built primary care health centre on the Berryfields site to replace existing temporary as well as Meadowcroft Surgery. CCG in discussion with AVDC regarding site and premises lease options.</li> <li>A new primary care health centre is proposed at Hampden Fields Local Centre (Application 16/01040/AOP).</li> <li>Health facilities, including a doctors and dentist surgery, are proposed in the Kingsbrook Local Centre, Village 3 (application 10/02649/AOP).</li> <li>A doctor's surgery is proposed in the Woodlands Local Centre (application 16/01040/AOP).</li> <li>Potential extension to Poplar Grove and neighbouring practices.</li> </ul>	NHS Buckinghamshire CCG Local authority	Short Term (2018 - 2023)
Housing and facilities for vulnerable people		Explore opportunities, in conjunction with the AVDC Housing and Homelessness Strategy 2019-2022, to provide housing and support facilities aligned with the strategy's action plan, in the town and local centres. Opportunities for temporary accommodation, 'housing first type', end of pathway and high risk accommodation, and different models of affordable housing, and specialised GP and mental health services should be considered.	Developers, Local authority	Short Term (2018 - 2023)



# Action Plan

## A Green and healthy Garden Town

Project	Location	Description	Delivery Partners	Time Frame
Natural Capital Assessment	AGT-wide	An assessment of the town's existing GI to inform the creation of the most appropriate types, scales and location of new GI.	Local authority / NEP	Short Term (2020 – 2023)
Green infrastructure strategy	AGT-wide	A detailed strategy for the provision of the GI across AGT, including details of delivery partners, funding, long-term maintenance and governance structures.	Local authority / NEP / Developers	Short Term (2020 – 2023)
Gardenway	Proposed Gardenway route	Feasibility study assessing the best route and delivery options for the Gardenway and secondary Greenways. Delivery of the complete Gardenway route including new green spaces, crossings and missing links in the route.	Local authority / landowners	Short Term (2020-2023) Medium Term (2024-2029)
Watercourse naturalisation	AGT-wide	Feasibility study into opportunities for waterway de-culverting, naturalisation and increased recreational access. Delivery of project.	Local authority / EA	Short - medium Term(2020-2029)
Active use of GI	AGT-wide	AGT organised tours, trails and activity days to support the use of GI for leisure, active travel.	Local authority	Short Term (2020-2023)
Trees please	AGT-wide	Green gateways, street tree planting, Green Streets.	Local authority / Developers	Short-Medium Term (2020-2029) in line with infrastructure delivery
Greening Aylesbury	AGT-wide	Green infrastructure and community food growing projects with Aylesbury's existing neighbourhoods.	Local authority / community groups	Short-Long Term (2020-2033)
GI delivery at AGT garden communities	AGT1-6	Delivery of strategic and local scale public GI to cover at least 50% of the site area, integrated into the town-wide GI network, including elements of the Garden Town Gardenway (Linear Park).	Developers / local authority / RSPB	Short-Long Term(2020-2033) in line with site delivery
Gateway to the Chilterns and the Vale	Aylesbury hinterland	Enhancements to longer distance footpaths providing connections to the surrounding countryside and Chilterns.	Local authority / Chilterns	Medium Term (2024-2029)



# Action Plan

## Aylesbury on the move

Project	Location	Description	Delivery	Time frame
Local Cycling and Walking Infrastructure Plan (LCWIP)	Town-wide	Strategic analysis to identify cycling and walking improvements required at the local level over a 10 year period, including a network plan for active travel with preferred routes and core zones for further development, and a prioritised programme of infrastructure improvements. To include design guidelines.	Local authority	Completed
Inclusivity Audit	Town-wide	A review of key routes and facilities to understand Equality Act compliance and accessibility issues to be addressed.	Local authority	Short term
Garden Town Travel Plan	Town-wide	A overarching travel plan for Aylesbury setting the strategy for achieving the target of 50% of all journeys by sustainable modes by 2050. This should involve surveys to better understand baseline travel patterns for all journeys, and could include guidance for developing use-specific travel plans for schools, workplaces and new homes.	Local authority	Short term
Supporting cycling initiatives	Town-wide	Measures to support LCWIP proposals and travel plan objectives of encouraging cycling, including cycle hubs/depots, cycle hire, education and training programmes, rides and events, personal travel planning.	Local authority, local cycle groups	Short term
Reimagining Passenger Transport in Aylesbury	Town-wide and beyond	A review of current public transport demand in Aylesbury and an assessment of future demand following VALP and towards 2050 based on several future travel demand scenarios, followed by a high-level assessment of the infrastructure provision required across the town.	Local authority	Short-term (necessary before analysis of town centre movement)
Feasibility studies into Demand Responsive Transport and MaaS	Town-wide	Feasibility studies into to the implementation of Demand Responsive Transport Services (like Arriva Click) and MaaS platforms for area transport services.	Local authority, bus and train operators	Short term

## Appendix

Project	Location	Description	Delivery	Time frame
Town centre movement strategy as part of the proposed Central Area Masterplan	Town Centre	Strategy for town centre movement to including developing schemes for ring road reconfiguration, crossing improvements, public realm enhancements, bus station arrangement, public car parking provision and pricing. To include feasibility of introduction of low emission zone. This would sit below the Aylesbury Transport Strategy, developing the set of town centre transport improvements identified therein.	Local authority, key landowners, bus and train operators	Short term
North East Link Road Route Feasibility Study update	A413(N) to A418(N)	Update to the route alignment study for proposed section of orbital link road, considering longer term development potential and relationships to Garden Town proposals.	Local authority	Medium term
South Western Link Road Route Feasibility Study	A418(W) to A41(N)	Route alignment study for proposed section of orbital link road, considering longer term development potential and relationships to Garden Town proposals.	Local authority	Medium term



# Action Plan

## Distinctive Garden Communities

Project	Location	Description	Delivery Partners	Time Frame
Town masterplanner	AGT-wide	Provide dedicated design resource to the AGT project.	AGT Partnership	Short term (2020-2023)
Aylesbury Vale Design SPD	Aylesbury Vale	Production of a design SPD.	Local authority	Underway
Design review panel	Aylesbury Vale	Establish a panel of design experts to review projects.	Local authority	Short term (2020-2023)
Member and officer design training	n/a	Capacity building training for decision makers.	Local authority / BC	Short term (2020-2023)
AGT1 Site SPD	AGT1	Supplementary Planning Document to co-ordinate AGT1 masterplan.	Local authority	Short term (2020-2023)



# Action Plan

## A smart and sustainable Garden Town

Project	Location	Description	Delivery Partners	Time Frame
Aylesbury Garden Town Energy Strategy	AGT-wide	The Garden Town Energy Strategy will propose a range of interventions which will contribute toward the achievements of national GHG emissions reduction targets.	Local authority	Short Term (2020 – 2023)
Fairford Leys Live Lab	Fairford Leys	Live Lab project will test innovative materials, communications, energy and mobility solutions, broadly grouped into 4 key project elements. (Smart Materials, SMART Communications, SMART Energy Solution, SMART Mobility).	Ringway Jacobs Ltd, Transport Systems Catapult, AGT, local authority, Coldharbour Parish Council (Fairford Leys), England's Economic Heartland and Bucks LEP, Enlight, Major Network operator TBC	Underway
AccessAble – Accessibility Check	AGT-wide	AccessAble produces Accessibility Guides to places people want to go, both as local residents and visitors.	AGT Partnership	Underway
Investigation of digital innovations and introducing new technology into homes	AGT-wide	Examples include the 'Shimmy' communication portal that has been installed for the community at the Elmsbrook development in NW Bicester. The 'Shimmy' (a home information system displayed on a tablet) will provide real time energy use, costs and bus travel times.	AGT Partnership	Short Term (2020 – 2023)
Underground refuse collection system business case	AGT-wide	Underground refuse collection system business case - introducing underground refuse systems in Aylesbury.	AGT Partnership	Short Term (2020-2023)



Project	Location	Description	Delivery Partners	Time Frame
Land Acquisition	AGT-wide	Acquiring land for potential future development, support further infrastructure investment and integrate digital technology into our infrastructure provision.	AGT Partnership	Short Term (2020-2023)
Electricity supply upgrades	AGT-wide	Delivering the electricity capacity needed to support housing growth.	Providers	Throughout plan period
Ultra-fast broadband	AGT-wide	Developers to ensure that there is sufficient broadband capacity to accommodate the new developments.	Providers	Throughout plan period



## Action Plan

### Integrated delivery of the Garden Town

Project	Location	Description	Delivery Partners	Time Frame
A quality standard for Aylesbury Garden Town	AGT-wide	Develop a set of Garden Town standards for the maintenance of green infrastructure and community assets to ensure a consistent approach to stewardship and management across the different bodies involved and to reinforce Garden Town character and USP.	AGT Partnership, local authority, Town and Parish Councils, Landscape, Parks and Open Space management;	Short Term (2018 – 2023)
Develop a pilot/exemplar scheme	AGT-wide	Aylesbury Woodlands has the potential to come forward as an exemplar scheme Promoted by Bucks Advantage, the scheme is a mixed use development supported by extensive community, social and transport infrastructure with 50% of the site given over to green infrastructure. Potential to explore community-led management options for aspects of Hampden Fields, with developer, and Parish Council and local authority involvement.	AGT Partnership, Local authority development management; Bucks Advantage; Taylor Wimpey, Parish Councils	Short Term (2018 – 2023)
Explore opportunities for active community involvement in the management of assets across AGT.	AGT-wide	Ensure this issue is on the agenda and undertake further work to investigate the best approach to encouraging and facilitating community engagement and involvement. This will include methods of funding as well as the potential to set standards of delivery and maintenance.	AGT Partnership	Short term (2020-2023)
Encouraging small scale community initiatives	AGT-wide	Develop a programme of environmental enhancement schemes; community food growing; healthy and active places etc. to direct engage and involve the local community in implementing and managing their place.	AGT Partnership	Underway and ongoing in short term (2019-2023)

Project	Location	Description	Delivery Partners	Time Frame
Clear Communication and Branding	AGT-wide	Raise the profile of AGT through branding drive that will develop and promote a unique and single brand that extends to all of AGT's offerings, ensuring it is a place where people want to live, work and visit. It will convey the AGT vision to attract targeted inward investment ensuring the pace, quality of place is enhanced.	AGT Partnership	Underway and ongoing in short term (2018-2023)
AGT Engagement Forums	AGT-wide	<p>Community and partner engagement was a strong element in evolving the 2050 Vision and AGT Masterplan, with a wide variety of forums established.</p> <p>These should continue and be evolved as a key mechanism to explore what the Garden Town designation can and should mean for existing development proposals at various stages of planning and delivery.</p>	AGT Partnership	Underway and ongoing in short term (2018-2023)





**For more information about Aylesbury Garden Town,  
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