

# South East Aylesbury Link Road (SEALR)

*Design and Access Statement*

*Buckinghamshire County Council*

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**Quality Information**

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## 1. INTRODUCTION TO THE PROPOSED DEVELOPMENT

### 1.1 Introduction

1.1.1 This Design and Access Statement (DAS) has been prepared on behalf of Buckinghamshire County Council (BCC) (hereafter referred to as 'the Applicant'). AECOM is the agent responsible for submitting the planning applications on behalf of BCC. BCC is the promoting authority for the development of a link road between the A413 Wendover Road and the B4443 Lower Road, separating the Buckinghamshire village of Stoke Mandeville and the southern extent of Aylesbury (hereafter known as 'the proposed development' throughout the DAS).

1.1.2 This DAS has been submitted alongside a Planning Statement and other supporting documents in order to gain full planning permission for the proposed development.

### 1.2 Summary Background to the Proposed Link Road

1.2.1 The need for the proposed development has arisen through the development of High Speed Two (HS2). The alignment of HS2 passes Aylesbury to the south west, and in doing so will sever the A4010 Risborough Road south of Stoke Mandeville. The proposed development also provides support to the wider growth of Aylesbury which is proposed to have approximately 16,000 new homes up to 2033 (as per the emerging Vale of Aylesbury Local Plan (VALP)).

1.2.2 As part of the proposals for HS2, a new link road will be developed to divert the A4010 around the west of Stoke Mandeville, connecting with the B4443 Lower Road further north, via a new roundabout. This scheme is referred to as the Stoke Mandeville Relief Road. Traffic modelling has indicated that this re-alignment will cause congestion at the Stoke Road gyratory (B4443 / A413 junction Stoke Road / Wendover Road / Walton Street) within Aylesbury town centre, leading to increased traffic queuing and delays. Increased traffic on the B4443 arising from the proposed Stoke Mandeville Relief Road is also likely to result in worsening air quality issues at the Stoke Road gyratory which is a designated Air Quality Management Area (AQMA) due to high traffic levels and emissions related to idling vehicle engines and queueing.

1.2.3 To address this, the proposed development will provide a new road to connect the B4443 Lower Road with the A413 Wendover Road.

1.2.4 The proposed development also contributes to a long-term vision to deliver an orbital route around Aylesbury, together with proposed link roads that will be delivered through large housing projects to the south east of Aylesbury, which are allocated in the emerging VALP. This longer-term vision, which includes other aspirational highway schemes in Aylesbury, is set out in the Aylesbury Transport Strategy<sup>1</sup>, Transport Improvement 1 ('Implement new outer road links').

1.2.5 The proposed development will be funded from a range of sources including the Buckinghamshire Thames Valley Local Enterprise Partnership, S106 contributions and HS2. Further information on this can be found in the Strategic Outline Business Case<sup>2</sup>.

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<sup>1</sup> AECOM (2017) Aylesbury Transport Strategy. Available from:

[https://www.aylesburyvaledc.gov.uk/sites/default/files/page\\_downloads/Aylesbury-Transport-Strategy-final.pdf](https://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/Aylesbury-Transport-Strategy-final.pdf) (accessed 12/09/2018)

<sup>2</sup> AECOM (2016) A413-B4443 South East Link Road (SELR): Strategic Outline Business Case. Available from:

<https://www.buckscc.gov.uk/services/transport-and-roads/road-projects-and-improvement-schemes/south-east-aylesbury-link-road/> (accessed 11/09/2019)

1.2.6 The proposed development has several key objectives taken from the Strategic Outline Business Case which are outlined as follows:

- *To secure good local connectivity for all road users for movements to, from, within and around Aylesbury;*
- *To maintain current levels of network performance at the Stoke Road Gyratory and A413, A4010 and B4443 arterial roads after the A4010 realignment is completed; and*
- *Increase the effectiveness of the realigned A4010 as a key north/south corridor.*

1.2.7 These objectives have formed the basis of the approach taken to designing the proposed development.

### **1.3 The Proposed Development**

1.3.1 The proposed development is a new dual carriageway link road including; footway/cycle ways, street lighting, earthworks and landscaping between the B4443 Lower Road and A413 Wendover Road to the south of Aylesbury.'

1.3.2 The site boundary of the proposed development (Figure 1) encompasses 166,900m<sup>2</sup> of land, which lies predominantly in land used for agricultural purposes. The site also includes areas of land that are currently in private ownership.

**Figure 1.1 - Site Boundary**

## 1.4 The Planning Application

1.4.1 The Planning Application consists of several documents including this DAS, application forms, drawings, and a number of supporting documents. This also encompasses the Environmental Impact Assessment (EIA) and subsequent Environmental Statement (ES).

## 1.5 The purpose of the Design and Access Statement

1.5.1 The role and purpose of the DAS is set out in the Planning Practice Guidance (PPG). It states a Design and Access Statement must:

*“(a) explain the design principles and concepts that have been applied to the proposed development; and*

*(b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.*

*A development’s context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly.”<sup>3</sup>*

1.5.2 The principles expressed within the PPG for what is required of a DAS have been considered in this document.

<sup>3</sup> Planning Practice Guidance Gov UK available from: <https://www.gov.uk/guidance/making-an-application#Design-and-Access-Statement> (accessed 10/2019)

- 1.5.3 The Revised National Planning Policy Framework (NPPF) published in 2018 and updated in 2019 also provides guidance on design. Section 12 of the document relates to 'Achieving well-designed places' and Paragraph 127 sets out the requirements of planning policies and decisions, which are that development:
- *“Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
  - *Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
  - *Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
  - *Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
  - *Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
  - *Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future uses; and where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and resilience.”*
- 1.5.4 The DAS sets out how the proposed development aims to address these key points. In preparing this DAS, regard has also been had to local guidance on the production of Design and Access Statements, including the guidance produced by Buckinghamshire County Council “Design and Access Statements”<sup>4</sup>.
- 1.5.5 While much of the planning policy related to design is directed towards conventional buildings, these principles can be extended to a highway scheme. By definition, providing access is a primary purpose of a road. Thus “design” and “access” in a highway project are inextricably linked.
- 1.6 Design Manual for Roads and Bridges**
- 1.6.1 The Design Manual for Roads and Bridges<sup>5</sup> (DMRB) is a series of 15 volumes that provide official standards, advice notes and other documents relating to the design, assessment and operation of trunk roads, including motorways in the United Kingdom. The volumes within the DMRB are:
- Volume 0 - Introduction and General requirements;
  - Volume 1 - Highway Structures: Approval Procedures and General Design;

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<sup>4</sup> BCC (2006) Design and access statements. Available from: [https://old.buckscc.gov.uk/media/131528/dc\\_das\\_guidance.pdf](https://old.buckscc.gov.uk/media/131528/dc_das_guidance.pdf)  
(Accessed: 10/2019)

<sup>5</sup> Further details relating to the DMRB are provided on the Highways Agency website  
<http://www.standardsforhighways.co.uk/ha/standards/dmr/index.htm>

- Volume 2 - Highway Structures: Design (Substructures and Special Structures), Materials;
- Volume 3 - Highway Structures: Inspection and Maintenance;
- Volume 4 - Geotechnics and Drainage;
- Volume 5 - Assessment and Preparation of Road Schemes;
- Volume 6 - Road Geometry;
- Volume 7 - Pavement Design and Maintenance;
- Volume 8 - Traffic Signs and Lighting;
- Volume 9 - Traffic Control and Communications;
- Volume 10 - Environmental Design;
- Volume 11 - Environmental Assessment;
- Volume 12 - Traffic Appraisal of Road Schemes;
- Volume 13 - Economic Assessment of Road Schemes;
- Volume 14 - Economic Assessment of Road Maintenance; and
- Volume 15 - Economic Assessment of Road Schemes in Scotland.

1.6.2 The individual volumes contain technical requirements and guidance on a wide range of topics. The material includes:

- Technical and other procedures and methods to be employed;
- Analytical criteria to be used;
- Appraisal requirements;
- Dimensional requirements; and
- Numerical and statistical data.

1.6.3 Whilst the DMRB is a design standard applied to motorways and trunk roads only, this standard has been adopted for the purposes of guiding the design of the development proposals. The DMRB has been used assuming a design speed of 40mph.

## 1.7 Structure of the DAS

1.7.1 The remainder of this DAS is structured as follows:

1.7.2 Part 2: Provides an assessment of the context of the development. This part of the DAS is split into three sections:

- Section 1 – Assessment: provides a summary of the analysis of the physical characteristics of the immediate route and its wider context. This section provides an appreciation of the social, economic and planning policy context, including the wider Aylesbury context. It provides a summary of the proposed development's compliance with the relevant design and access policies that form the development plan, and other policies which form material considerations. It also considers local character and the historical context.
- Section 2 – Involvement: summarises the inputs from community consultation and consultation with local liaison forms, specialist forums, pre-application discussions with council officers, and how this has informed the design process.

- Section 3 – Evaluation: outlines the opportunities and constraints affecting the proposed development. In doing so, it determines a number of ‘high-level’ design and access principles which have been taken into account in formulating the design.

- 1.7.3 Part 3: Design sets out the general principles and concepts behind the design in Section 1, covering the function and appearance of the road corridor and associated multi-user path, associated bridges and other necessary structures. It also addresses issues such as crime prevention, lighting, phasing of construction and landscaping, including Green Infrastructure linkages, and management of open space. It then goes on to describe the design in more detail according to each of the defined areas of the scheme.
- 1.7.4 Part 4: Access explains the overall vision for the scheme and describes the various applicable design standards and policy requirements for access and how these have been taken into account, as well as identifying how consultation has informed the design process. It considers the access needs of public transport, pedestrians, cyclists and equestrians, as well as vehicular traffic.
- 1.7.5 Part 5: Sustainability, draws on the information presented above and in accompanying documentation such as the Environmental Statement and Transport Assessment, to demonstrate the approach adopted toward sustainability – particularly with respect to climate change mitigation and adaptation measures. It considers issues such as energy efficiency, use of materials, recycling and waste disposal during construction, flood water and runoff issues, health and wellbeing and habitat creation.

## 2. ASSESSMENT OF THE CONTEXT OF THE DEVELOPMENT

### 2.1 Section 1: Assessment

2.1.1 An assessment of the physical characteristics of the immediate route and its wider context is provided below.

#### Physical context

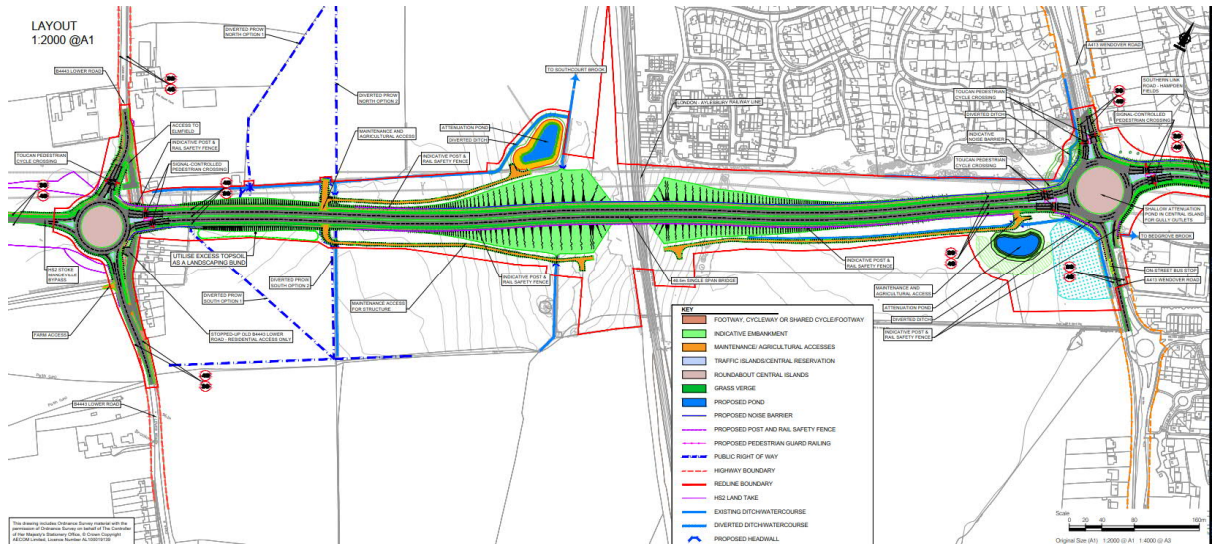
2.1.2 The alignment of the proposed development has been designed to connect with the HS2 Stoke Mandeville Relief Road in the west and the Southern Link Road proposed through the Hampden Fields development site in the east. In the North and South, therein lies agricultural land and some residential housing. Stoke Mandeville Relief Road. Figure 1.1 shows the application site and the surrounding areas. The proposed Link Road crosses the London-Aylesbury Railway Line at its approximate mid-point.

2.1.3 The proposed site of development currently comprises a sequence of open space, agricultural fields and areas of trees and hedgerows. The land use pattern is mainly agricultural land, with nearby recreational and sports areas, institutional grounds, residential and industrial and commercial land uses.

2.1.4 To the north, dense settlement forms part of the built up area of Aylesbury and to the south settlements are discrete and set within open countryside. Key settlements to the north include Southcourt; Bedgrove, in the East; Bishopstone to the West; and Stoke Mandeville to the South.

2.1.5 An analysis of the physical characteristics surrounding the route of the proposed development at various sections along the route is outlined below. Figure 2.1 shows the location of key features located along the proposed route of the SEALR.

**Figure 2.1 - Proposed development** (drawing ref: 60535364-SKE-C-0100)



SEALR roundabout connecting Lower Road (B4443) and the Stoke Mandeville Relief Road (A4010)

- 2.1.6 One of the two proposed roundabouts will connect the B4443 and the Stoke Mandeville Relief Road, and is located at the western end of the proposed development. The corridor in which this roundabout can be found is characterised by open agricultural land used for grazing, housing and commercial buildings.
- 2.1.7 The connecting link road between the two roundabouts will follow a south-westerly to north-easterly alignment and will comprise of a two lane dual carriageway with a speed limit of 40mph.

SEALR roundabout connecting Wendover Road (A413) and the SEALR

- 2.1.8 The roundabout to the eastern end of the link road will be a four arm roundabout that connects the A413 and the SEALR. The surrounding corridor of the surrounding area consists of agricultural land to the south, and residential infrastructure to the north.

London to Aylesbury Railway Line

- 2.1.9 The alignment of the proposed SEALR will mean that it crosses the London to Aylesbury Railway Line. To facilitate this crossing a new bridge structure is proposed.
- 2.1.10 The design of the new bridge structure has been developed to accommodate potential future electrification of the railway line. Maintenance access has been included and is provided to both sides of the bridge in addition to access points for agricultural use. In order to accommodate an ecology corridor, space has been left underneath the bridge. This space also allows for a potential future cycle route to be implemented which will connect Stoke Mandeville Hospital, with Stoke Mandeville Station.

Local Character of the surrounding area (landscape, ecology, built heritage, archaeology and water related features)

### *Local Landscape Character*

- 2.1.11 The landscape character of the study area varies across its extent. The area is typified by a marked contrast in urban development to the north and west and more open countryside to the east and south – the landscape is flat in nature. The land is intersected by hedgerows and trees, forming a network of fields across the proposed development site.
- 2.1.12 South of the agricultural land, there is a noticeable contrast in the character of the landscape. The urban settlement of Stoke Mandeville is situated just on the outskirts of Aylesbury and is buffered by the agricultural land in between the two urban areas. Stoke Mandeville consists of mainly individual settlements and small clusters of residential housing, in addition to infrastructure of other uses including utilities and commercial land use.
- 2.1.13 To the north of the proposed development site, the landscape character changes significantly to an urbanised area. A housing estate lies to the immediate north of the eastern section of the site (east of the London-Aylesbury railway line). To the north west of the site (west of the London-Aylesbury railway line), there is a buffer of several fields of agricultural use between the proposed link road, and urban settlements further north.

### *Landscape Character Areas (LCAs)*

- 2.1.14 The assessment of landscape character set out within Chapter 7 of the ES (Landscape and Visual Effects) has refined the wider study area into defined, distinctive areas expressing a broadly homogenous character. There are two LCAs which cover the proposed development.

### Ecology

- 2.1.15 The application site consists of arable and pasture fields, criss-crossed by species poor hedgerows with scattered semi-mature and immature broadleaved trees as well as intermittent wet ditches and the Bedgrove Brook to the north-east of the Site.
- 2.1.16 There are no international, national or local designated sites for conservation within 2km of the application site boundary.
- 2.1.17 Three non-statutory designated sites are present within 2km of the application site, namely Grassland at North Lee, Aylesbury Arm and Bear Brook. These are all designated as Biological Notification Sites (BNS).

### Cultural heritage

- 2.1.18 Figure 2 within ES Volume 2: Appendix 6A identifies archaeological and built heritage sites and assets located in close proximity to the application site. Those sites and assets that would be impacted by the proposed development are described in table 2.1 below.

### **Table 2.1 - Heritage assets**

Site/asset	Time period	Corresponding number National Heritage List England
Lone Ash, a grade II listed building	A 17 <sup>th</sup> century cottage with later alterations.	NHLE1118446, located on the west side of the B443.
Stoke Cottage, a grade II listed building	A small house of 17th century date which has been altered and heavily restored in the 20th century.	NHLE1332832, located on the west side of the B443.
Hall End Farmhouse, a grade II listed building	A 17th century house which has been subject to later alterations.	NHLE1281478, located to the west of the B443.
Magpie Cottage is a grade II listed building.	A 17th century cottage which has been altered and extended, followed by restoration in the 20th century.	NHLE1118444, located to the east of the B443.

2.1.19 The only notable non-designated built heritage asset within the study area is Stoke Mandeville Hospital. Further detail relating to cultural heritage within and around the application site is provided in Chapter 6 of the ES.

Water

2.1.20 There is a small watercourse located to the west of the Aylesbury-London railway line, known as Southcourt Brook, and a watercourse rises in the east near the A413, known as Bedgrove Brook.

2.1.21 The Environment Agency’s flood mapping shows the site is predominantly in Flood Zone 1 (1 in 1,000 or less annual probability of flooding from rivers).

2.1.22 More information on water resources and flood risk within and surrounding the site, is provided in Chapter 13 of the ES (Road Drainage and Water Environment of the ES) and the Flood Risk Assessment.

Topography and views

2.1.23 The Site is located within a broad belt of open, gentle undulating lowland farmland, within the Aylesbury Vale Landscape Character Assessment (LCA). There are no Tree Preservation Orders (TPO) within or in close proximity to the Site.

2.1.24 More information on the landscape character within and surrounding the Site, and views of the proposed development is provided in Chapter 7 of the ES (Landscape and Visual Effects).

### Current Access Arrangements

- 2.1.25 There are several Public Rights of Way (PRoW) within the site, and in close proximity to it. These PRoWs provide access to the countryside and open areas from the neighbouring communities.
- 2.1.26 There are a number of existing roads surrounding the application site. These include Lower Road (B4443) and Wendover Road (A413).

### Social and Economic Context

- 2.1.27 This section provides an account of how people in the locality will be affected by the proposed development, through amenity issues arising from noise, air quality and amendments to public rights of way.
- 2.1.28 By addressing congestion issues created by HS2 as well as improving connectivity around Aylesbury, the SEALR has the capacity to benefit both local communities as well as the local economy in the following ways:
- Provision of infrastructure needed to unlock development potential on the south and east of Aylesbury;
  - Providing a more resilient network that is less vulnerable to the congestion effects of through traffic and other network shocks;
  - Create better conditions for growth in Aylesbury by reducing costs associated with the movement of people, goods and services;
  - Increasing the quality of life and reducing environmental effects of congestion on the existing highway network;
  - Creating network conditions that better support the movement of pedestrians, cyclists and public transport users, leading to positive health benefits. This links to the aims and objectives of the Buckinghamshire Health and Wellbeing Strategy 2013-166;
  - Ensuring that the HS2 affected network will not perform any worse than it would under a counterfactual (non HS2) proposal;
  - Helping to relieve pressure on a key blue light route (access to Stoke Mandeville Hospital);
  - Enhancing the attractiveness of the town centre – contributing towards town centre renewal and regeneration as outlined within the Local Transport Plan 4<sup>7</sup> to encourage visitors and investors and reduce out-commuting; and
  - Improving air quality – reducing nitrogen dioxide emissions in Aylesbury's AQMAs to meet annual mean Air Quality Objectives, in line with AVDC's Air Quality Action Plan and on-going Local Air Quality Management regime.
- 2.1.29 Completion of the proposed development will contribute to the wider Aylesbury Orbital Routes proposal which has been a long held ambition of BCC. The SEALR is predicted to contribute

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<sup>6</sup> BCC (2013) Buckinghamshire Health and Wellbeing strategy 2013-16. Available at: <https://www.buckscc.gov.uk/media/1452/jhw-strategy.pdf>. (Accessed: 06/18)

<sup>7</sup> BCC (2016) Buckinghamshire's Local Transport Plan 4. Available at: <https://www.buckscc.gov.uk/media/4510236/local-transport-plan.pdf>. (Accessed: 06/18)

towards delivering significant benefits to the local economies of Aylesbury, including employment benefits with improved access to local areas, businesses and local and wider road networks.

#### Noise

2.1.30 There are potential noise and vibration sensitive receptors in the area including residential properties (12m from the Site boundary or 60m from the proposed carriageway at the closest point) and Stoke Mandeville Hospital. Existing sources of noise and vibration include the A413 Wendover Road, B4443 Lower Road and Aylesbury – London railway line.

2.1.31 More information is provided in Chapter 11 of the ES (Noise and Vibration).

#### Air Quality

2.1.32 There are three Air Quality Management Areas (AQMA) within the area of the proposed development:

- Stoke Road AQMA to the north that encompasses a stretch of the A41 and a number of properties;
- Tring Road AQMA covering a number of properties along the A418; and
- Friarage Road AQMA, which includes the junction of the A413 Wendover Road, Walton Street and B443 Stoke Road.

2.1.33 More information on the AQMAs and the current air quality within and surrounding the Site is provided in Chapter 5 of the ES (Air Quality).

#### Planning Policy Context

2.1.34 A Planning Statement has been submitted as part of this planning application, which considers the proposed development against relevant and current planning policy. These include:

- At a national level, the NPPF provides comprehensive policy and guidance on matters to be taken into account when considering planning applications and how environmental issues should be addressed when considering new development plans;
- The development plans for Aylesbury Vale District Council (AVDC) called the Aylesbury Vale District Local Plan (2004);
- Buckinghamshire County Council Minerals and Waste Local Plan 2016-2036;
- The emerging Vale of Aylesbury Local Plan (VALP); and
- Relevant supplementary planning documents.

2.1.35 The key policies from current planning policy relating to the design of the proposed development are highlighted below.

Revised National Planning Policy Framework (2018)<sup>8</sup>

- 2.1.36 The Revised National Planning Policy Framework (NPPF) was adopted on 24 July 2018, (revised in February 2019) superseding the previous NPPF from 2012. The NPPF places emphasis on the importance of delivering good design as part of new development, with one of its core principles 'Achieving well-designed places'. This will contribute positively to making places better for people.
- 2.1.37 The NPPF states in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area. In accordance with the NPPF, design policies should be developed with local communities so that they reflect local aspirations, and understand and evaluate each area's defining characteristics.

Saved policies

- 2.1.38 The Aylesbury Vale District Council Local Plan (AVDLP), January 2004 is the currently adopted Local Plan relevant to this application. This Plan proposes land for development and provides a framework of policies within which other proposals will be considered.
- 2.1.39 Taken from the Plan, the following policies are of particular importance when considering the design of the scheme; GP35 Design of new development proposals, which sets out how the proposed development should respect and complement the site and surroundings, historic scale and context of setting and the natural qualities and public view. GP38 Landscaping of new development proposals is also relevant, outlining how landscaping should help new development complement surroundings and incorporate materials appropriate to the character of the locality where appropriate.
- 2.1.40 These policies and more are considered in more detail in the accompanying Planning Statement.

Draft Vale of Aylesbury Local Plan (VALP) (2018)<sup>9</sup>

- 2.1.41 The Draft VALP was submitted to the Planning Inspectorate in February 2018 and the Inspector released his interim findings in August 2019. Following the Inspector's findings consultation on the Plan's main modifications concluded in December 2019. As a result of the VALP's late stage through the process, the policies of the emerging VALP are however a significant material consideration for this application.
- 2.1.42 The Draft VALP provides a long-term vision and a strategic context for managing and accommodating growth within the district until 2033.

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<sup>8</sup> Ministry of Housing, Communities and Local Government (2019) Revised National Planning Policy Framework. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810197/NPPF\\_Feb\\_2019\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf) (accessed 10/2019)

<sup>9</sup> Aylesbury Vale District Council (2017) Vale of Aylesbury Local Plan: Proposed Submission. Available at: [https://www.aylesburyvaledc.gov.uk/sites/default/files/page\\_downloads/SubmissionVALPreducedsize2\\_1.pdf](https://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/SubmissionVALPreducedsize2_1.pdf) (accessed 09/2018)

- 2.1.43 The Draft VALP highlights the importance of addressing certain criteria for the design of new developments which include:
- The physical characteristics of the site and its surroundings including the scale and context of the site and its setting;
  - The local distinctiveness and vernacular character of the locality, in terms of ordering, form, proportions, architectural detailing and materials;
  - The natural qualities and features of the area; and
  - The effect on important public views and skylines.

### **Aylesbury Garden Town Masterplan**

- 2.1.44 A draft Aylesbury Garden Town Masterplan was published online in November 2019. Aylesbury Vale District Council undertook a 6 week consultation on the draft in January 2020 and are currently reviewing feedback from this consultation

### **How does the design of the proposed development address key design policies?**

- 2.1.45 The proposed development has been designed in consideration with the key design policies as identified from planning policy. Section 3 of this Statement outlines how this was undertaken in more detail.

## **2.2 Section 2: Involvement**

- 2.2.1 An assessment of the public and stakeholder involvement of the scheme is provided below.

### **2.3 Introduction**

- 2.3.1 The proposed development has been subject to extensive public consultation prior to scheme fix and submission. The SEALR was consulted on at the end of 2017 and during the summer of 2018. The first round of consultation took place between 1<sup>st</sup> November and 8<sup>th</sup> December 2017 and the second round between Tuesday 17<sup>th</sup> July 2018 and 30<sup>th</sup> July 2018.

- 2.3.2 The purpose of the consultation was to give an introduction to the SEALR scheme and engage with the local community as well as stakeholders involved in the proposed development. Consultation material included the creation of a project website with information on the description of the scheme, the purpose of the road, in addition to a 'video simulation' of the project. This video provided an indicative view of what the road will look like once it has been completed. The website also included information on the drop-in session and how feedback on the proposed development could be provided.

- 2.3.3 The Statement of Community Involvement (SCI) and DAS that form part of the planning application, identify how feedback from the public consultation has informed the final preferred scheme. An explanation of the consultation that has taken place and a summary of the feedback received is set out within this chapter.

### **2.4 Stakeholder and Community Engagement Strategy**

- 2.4.1 The purpose of the consultation was to engage with the public regarding the intention of BCC to deliver the SEALR and provide an introduction to the scheme. Most importantly, the purpose was to seek feedback from the public on plans and designs for the scheme at the earliest possible point in the process.

- 2.4.2 BCC met with a number of stakeholders (including emergency services) and stakeholder groups prior to and during consultation to discuss the proposals.
- 2.4.3 The consultation material included creating a project website and providing a description of the scheme. Information was given on the purpose of the road and a 'video simulation' of the project which showed an indicative look of the road once completed. It also included information on the drop-in session and how feedback could be given.
- 2.4.4 A detailed report of the consultation undertaken is provided in the SCI which forms part of this planning application.

**3. DESIGN**

**3.1 Introduction**

3.1.1 This chapter describes the overarching design principles to be applied throughout the SEALR. It will explain the form, function and appearance of the works applied throughout the proposed development. It will also explain the overarching landscape proposals for the proposed development.

3.1.2 A video fly through was developed as part of the public engagement exercise for the planning application. This provides an overview of the design and can be accessed at the following link:– <https://youtu.be/mjtMmQRKoY0>

**3.2 Section 1: General principles and concepts**

Design Standards

3.2.1 The UK design standard Design Manual of Roads and Bridges (the DMRB) has been used to inform the specification of the proposed development. Whilst the DMRB only applies to motorways and trunk roads it has been used to inform the design of the proposed development.

3.2.2 Key design parameters from DMRB that have been used to inform the design of the proposed development are shown in Table 3.3.

**Table 3.3 – SEALR Highway Link Road Parameters**

<b>Parameter</b>	<b>Design Brief</b>	<b>Achieved Design Parameter</b>
Design code	DMRB TD9/93	DMRB TD9/93
Design speed	40mph (70kph), speed limit set to 40mph	40mph (70kph), speed limit set to 40mph
Road classification	'A' road, primary route	-
Road type – dual carriageway	Dual carriageway Type 2UAP (TD27/05)	Dual carriageway Type 2UAP (TD27/05), Category 5 (TD9/93)
Accessibility requirement:		
Footway width	2.0m	2.0m (with timber post and rail safety fencing where required)
Cycleway width	3.0m	3.0m (with timber post and rail safety fencing where required)
Max. grade	4% (gradient greater than 2% not to continue more than 500m without climbing lane)	3.10%
Min. grade	-	0.67%
Lane widths	3.65m (two lanes each way)	3.65 (two lanes each way)
Verge widths	-	2m separation with footway/ cycleway and 1m separation at the back of footway/

Parameter	Design Brief	Achieved Design Parameter
		cycleway for safety fencing and signage.
Width of central reserve - future dual carriageway	1.8m	1.8m. Wider on approaches to roundabouts where non-motorised user crossing facilities have been provided.
Maintenance tracks/accesses	-	3.5m maintenance tracks to DMRB TD41/95 All Purpose Trunk Roads as per BCC requirements. 10m rigid HGV design vehicle.

3.2.3 The route of the proposed road crosses a railway line. Provisions for pedestrians and cyclists have been included along the entire length of the scheme and provide an alternative route for pedestrians and cyclists wishing to cross the railway line.

Relaxations and Departures from Standard

3.2.4 The link road has been designed to conform to DMRB. However, in some instances deviations from these standards, which are known as ‘Relaxations’ or ‘Departures from Standard’ can be adopted. The junctions have been designed to conform with the DMRB where possible, with particular attention paid to forward visibility sight lines (SSD) on approach to junctions.

3.2.5 For the B4443 Lower Road roundabout, due to existing third party land constraints, the required 120m forward visibility to the giveaway line cannot be achieved for sections of the required length of approach road as per DMRB requirements (180m). As such, it is proposed that the speed limit for the approach road is lowered from 40mph to 30mph for the required 180m to ensure safe operation is achieved. Additionally, at the detailed design stage, speed reduction measures should be identified to help enforce the proposed 30mph speed limit.

Non Motorised Users (NMUs)

3.2.6 NMU requirements have been incorporated into the design of the proposed development. A 3m shared cycle/footway is proposed on the northern side of the SEALR. A footway is proposed on the southern side of the SEALR. Controlled crossing points are proposed at the two roundabouts at either end of the scheme.

Crime prevention

3.2.7 Crime prevention has been incorporated into the design of the proposed development. Field/maintenance access points from the main carriageway have been minimized and the geometry constrained to the minimum area required to reduce opportunities for fly-tipping. Gates will be used at the boundaries of the maintenance points to prevent access by unauthorized vehicles.

Environmental Mitigation Measures

3.2.8 The proposed development has been subject to a formal process of Environmental Impact Assessment (EIA) in accordance with legislative requirements and current guidance as set out in Chapter 1 of the ES (Introduction).

3.2.9 The ES proposes a series of environmental mitigation measures. These include:

- Extensive landscaping proposals;
- A noise barrier running along the majority of the length of the road;
- Surface water drainage and pond attenuation; and
- Extensive ecology mitigation areas.

#### Appearance

3.2.10 The proposed development aims to achieve a consistent visual quality for the new road. The approach to the appearance is detailed below. Individual elements will be guided by applicable design standards. This includes:

- Materials;
- Drainage;
- Vehicle restraint systems;
- Parapets;
- Signs;
- Lighting;
- Acoustic Barriers;
- Multi-user path along proposed route;
- White Lining and Highway Marking; and
- Landscape.

#### *Materials*

3.2.11 The proposed carriageway and footways will be paved with an asphalt type surface. Verges and embankments will be planted. Further information is provided within the detailed Landscape drawings and Chapter 10 of the ES (Materials).

#### *Drainage*

3.2.12 The proposed discharge arrangements along the route are discussed in full in the Drainage Strategy Report submitted as part of this planning application. The drainage strategy has been prepared in discussion with both the Environment Agency and Lead Local Flood Authority (BCC) to confirm approval in principle to key points of the scheme. Preliminary networks have been built and modelled to demonstrate compliance with these agreements and to assist in identification of storage areas and additional land required for the scheme. Discharge of surface water from the proposed highway to two brooks that pass through the site are proposed.

#### *Vehicle restraint systems*

3.2.13 The objective of providing safety fences and safety barriers adjacent to or in the central reserve of a highway is to reduce the consequences of vehicles leaving the highway and entering an area where it would be unsafe for them to travel. It is emphasised that in practice the range of vehicle characteristics and the conditions of impact with a safety fence are such that some variability in response, particularly by the impacting vehicle, is inevitable.

3.2.14 Safety fences are intended to absorb some of the energy of impact and to redirect the errant vehicle, so that it follows, within a narrow angle, the line of the fence in the direction of the traffic and does not overturn.

3.2.15 Safety barriers are intended to provide containment without significant deflection or deformation under impact, and to redirect errant vehicles along the line of the barrier in the direction of traffic.

#### *Signs*

3.2.16 Signs will be required throughout the scheme to direct users. No signing has been designed at the preliminary design stage. The signing design will be picked up at detailed design post planning consent.

#### *Lighting*

3.2.17 Details on the lighting proposed along the relief road route are provided within the Lighting Assessment in Appendix 2B of the ES and the proposed lighting plans submitted as part of the planning application.

#### *Acoustic Barriers*

3.2.18 The purpose of the acoustic barriers located along the route of the proposed development are to protect inhabitants of sensitive land use areas from noise pollution. Acoustic barriers are the most effective method for mitigating road noise. The proposed location of the acoustic barriers along the route of the link road are shown on the block plans submitted as part of the planning application. The acoustic barriers are proposed to be 3m in height. The barriers will be constructed of either timber or metal.

#### *Multi-user path along proposed route*

3.2.19 A three metre wide shared cycle/footway will be provided along the northern side of the proposed carriageway, offset from the edge of the carriageway by a grass verge. A two metre wide footway will be provided along the southern side of the carriageway, again separated by a grass verge.

#### *White Lining and Highway Marking*

3.2.20 Road markings will be designed and implemented in accordance with the Traffic Signs Road Markings and General Directions (2016) (TSRGD).

#### *Landscape*

3.2.21 Substantial new landscaping to screen and complement new highway works is proposed as part of the proposed development. A series of short and long term goals and management practices for the soft landscaping scheme associated with the development have been formulated and are illustrated in Chapter 2 of the ES. The proposals comprise of woodland and shrub planting, hedges, advanced nursery stock tree planting combined with various types of grassland.

3.2.22 A key objective is to incorporate the mitigation measures proposed in the ES for the changes to both the landscape/visual aspects of the site and habitats/biodiversity. The proposed development reflects the Landscape Character Areas at the regional, county and local levels.

- 3.2.23 The landscape management scheme and management plan has been designed to meet the following broad objectives:
- Enhancement and integration into the existing landscape – to maintain and develop the scheme so it becomes integrated with the surrounding landscape;
  - Nature conservation and biodiversity – To create, integrate and maintain habitat types where possible, and to encourage greater biodiversity which is sustainable within the limits of the site;
  - Recreation and education – to enhance local use of the site for passive recreation, such as walking along the local public footpath network and for the appreciation of the natural environment;
  - Visual amenity – to provide an attractive, pleasant scheme that is visual pleasing and safe for road and rights of way users. To provide screening of various elements of the road scheme to reduce the impact on private properties and viewpoints, achieved through rapid and successful establishment.
  - Auditory amenity – to reduce the adverse noise effects on properties and public spaces, achieved through rapid and successful establishment.
  - Water quality – to maintain and develop the scheme to mitigate the impacts on areas sensitive to flooding, hydrological changes, water course and groundwater.
- 3.2.24 The landscape design plans (see drawings provided with Chapter 2 of the ES) submitted as part of this planning application identify where the different types of landscape planting are proposed along the route of the SEALR. The specific types of plants/shrubs/trees that will make up each of the landscape planting mixes is highlighted within the 'Soft Landscaping specification' for the proposed development
- 3.2.25 The design does not seek to preclude any Garden Village principles, and in terms of the natural landscape, the proposed development includes an extensive landscape plan which seeks to incorporate and in-keep with the local context where possible, a principle which has also been identified in the draft Aylesbury Garden Town Masterplan.
- 3.2.26 The proposed development seeks to achieve a 10% biodiversity net gain target in line with emerging Wildlife Trust Guidance, Environment Bill and in consultation with BCC officers. A detailed breakdown of how this is exceeded is provided in the accompanying Biodiversity Net Gain Assessment.

### Junction Design

#### *SEALR/A413 Wendover Roundabout*

- 3.2.27 The proposed SEALR/A413 four-arm roundabout sits at the eastern extent of SEALR and will provide interchange onto the existing A413 Wendover Road and the proposed Southern Link Road (which will run through the proposed Hampden Fields development). The geometric parameters for the roundabout have been informed by results of strategic highway modelling undertaken by Jacobs, junction capacity modelling by AECOM, and the necessary DMRB standards set out in TD16/07 and the recently published CD116. Key geometric design parameters for the roundabout have been summarised in Table 3.1. Drawing 60535364-ACM-00-XX-SKE-CE-0104 shows the geometric layout of the proposed roundabout.

**Table 3.1 – SEALR/A413 Wendover Roundabout Geometric Design Parameters**

Parameter	Description
Design code	DMRB CD116
Inscribed Circle Diameter	80m
Circulatory width	11m
Max approach entry width	10.95m
Max entry path deflection	87m
Min entry radius	20m
Non-Motorised User (NMU) crossing provision	Staggered signal controlled crossings: 4m pedestrian/cycle crossing width, central island/reserve guard railing where required 3m pedestrian only crossing width, central island/reserve guard railing where required
Design Vehicle	15.5m articulated vehicle with single axle at rear of trailer as per DMRB TD16/07

- 3.2.28 Swept path analysis in accordance with TD16/07 have been undertaken as well as forward visibility checks, including visibility to NMU crossing facilities at the roundabout. The swept paths can be found Appendix C of the Transport Assessment.

#### *SEALR/B4443 Lower Road Roundabout*

- 3.2.29 The proposed SEALR/B4443 Lower Road four-arm roundabout will be located at the western extent of SEALR and provide interchange onto the existing B4443 Lower Road and the proposed Stoke Mandeville Relief Road. The geometric parameters for the roundabout have also been informed by results of strategic highway modelling undertaken by Jacobs, junction capacity modelling by AECOM and the necessary DMRB standards set out in TD16/07. Key geometric design parameters have been summarised in Table 3.2. Drawing 60535364-ACM-00-XX-SKE-CE-0100 shows the geometric layout of the proposed roundabout.
- 3.2.30 A section of the existing B4443 Lower Road where SEALR will connect is proposed to be realigned with the existing alignment stopped-up and turning heads provided to serve existing third party properties for which it currently provides access.

**Table 3.2 – SEALR/B4443 Lower Road Roundabout Geometric Design Parameters**

Parameter	Description
Design code	DMRB CD116
Inscribed Circle Diameter	69m
Circulatory width	9m
Max approach entry width	9m
Max entry path deflection	78m
Min entry radius	20m

Parameter	Description
Non-Motorised User (NMU) crossing provision	Staggered signal controlled crossings: 4m pedestrian/cycle crossing width, central island/reserve guard railing where required 3m pedestrian only crossing width, central island/reserve guard railing where required
Design Vehicle	15.5m articulated vehicle with single axle at rear of trailer as per DMRB TD16/07

3.2.31 Swept path analysis in accordance with TD16/07 have been undertaken as well as full visibility checks, including visibility to NMU crossing facilities at the roundabout. Visibility checks for proposed new access arrangements to serve third party properties located along the stopped-up section of the existing B4443 Lower Road have also been undertaken.

Influence of the Environmental Assessment

3.2.32 The environmental assessment was undertaken in tandem with scheme design and influenced it to the extent that adverse effects were minimised. A more detailed mitigation strategy was then developed to minimise impacts and seek to maximise any improvements to the environment. The following key principles were adopted for the approach to mitigation:

- Negative impacts will be avoided where possible;
- Improvements to the environment will be carried out where such opportunities arise; and
- Development will be integrated, as far as practicable, within the existing landscape, and every attempt will be made to ensure that all created habitats are congruous within their landscape setting. The proposed development seeks to achieve a 10% biodiversity net gain target in line with emerging Wildlife Trust Guidance, Environment Bill and in consultation with BCC officers. A detailed breakdown of how this is exceeded is provided in the accompanying Biodiversity Net Gain Assessment

3.2.33 Specific mitigation principles for the key species and others (e.g. badgers, newts, bats, otters and breeding birds) and potential invertebrates have progressed in accordance with best practice, with specific mitigation measures incorporated into the engineering design as appropriate.

How has consultation informed the design process

3.2.34 The consultation and engagement process has enabled the public and stakeholders to shape the proposed development. There have been a number of design workshops with stakeholders, including statutory consultees, as well as public consultation events in order to ensure an inclusive process. Consultation was undertaken throughout the process and started in the early stages of design. Detailed notes on the consultation can be found in the accompanying Statement of Community Involvement document included as part of this planning application.

## 4. ACCESS

### 4.1 Introduction

4.1.1 This section of the DAS highlights how the accessibility of the development includes access for all users and measures taken to provide availability of access. Details relating to accessibility to different modes of travel along the route of the proposed development (most notably the multi-user path along the route) are also provided within this section.

### 4.2 Objectives for the scheme relating to access

4.2.1 The key objectives for the SEALR scheme as they relate to access are identified below:

- To connect the A413 with the B4443
- To enhance active mode connections in the area
- To minimise the impact of severance caused by the creation of an orbital route around Aylesbury for users on either side of the highway.

### 4.3 Applicable design standards and planning policy requirements for access

4.3.1 The applicable design standards applied throughout the proposed development have been set out in detail in chapter 3 above. Planning policy requirements as they relate to access are outlined below. These policies have been taken into consideration when designing the proposed development.

#### National Planning Policy Framework (2019)

4.3.2 The NPPF sets out the need to deliver a transport system throughout the country that is balanced in favour of sustainable transport modes. As part of the proposed development, new footpaths/cycle links will be provided, linking the new development to neighbouring villages and the wider green infrastructure in the area. This will ensure that sustainable transport methods are available for people living and working adjacent to the proposed development to utilise, which will in turn support reductions in greenhouse gas emissions and congestion. In addition, the proposed development will improve the safety of road users, pedestrians and cyclists through reducing the volume of through-traffic from residential areas and retail centres.

### 4.4 Access for vehicular traffic

4.4.1 The proposed development includes roundabouts to connect the new link road with the existing A413 and B4443 as well as future links in the form of the Southern Link Road through the Hampden Fields development and Stoke Mandeville Relief Road.

### 4.5 Access needs and provision in relation to pedestrians, cyclists and equestrians

4.5.1 The proposed development will connect with existing infrastructure on the A413 and B4443. The proposed design includes provisions for pedestrians and cyclists – see drawing 60535364-ACM-00-XX-SKE-CE-0001. No provision is made specifically for equestrians.

4.5.2 The PRow SMA/3/1 will be severed by the proposed development. A route for the diversion of the PRow has been developed as shown by the pink arrows in Figure 4.1.

Figure 4.1 - PRow Diversions



- 4.5.3 To the south of SEALR, SMA/3/1 will follow the existing route to the southern footway where they will be diverted along SEALR to the proposed signalised crossing near the Lower Road roundabout. To the north, the alignment of SMA/3/1 will be diverted to follow the field boundary, re-joining the existing route further to the north.

## 5. SUSTAINABILITY

### 5.1 Overall Vision

5.1.1 Sustainability plays a significant role in the creation of new developments, as established through the requirements reinforced in the development plan and the NPPF. The term 'sustainability' applies across a broad range of areas, including supporting economic growth and incorporating measures which reduce environmental impacts.

5.1.2 Generally, sustainable development is conceptualised as having three dimensions: environmental; social; and economic. These dimensions are considered to work in unison, with each dimension having no negative effect on the other. In terms of the proposed development:

- Environmental – The careful consideration of the layout of structures, drainage, landscape and spaces, in addition to mitigation and environmental enhancement measures, to reduce the impact on the surrounding environment.
- Social – The creation of multi-user access routes providing opportunities for improved health and community cohesiveness.
- Economic – Use and sourcing of sustainable materials.

5.1.3 This planning application has a number of accompanying statements such as the ES, Transport Assessment, Flood Risk Assessment and Drainage Strategy that highlight the key sustainability measures the development demonstrates.

### 5.2 Local and sustainable materials

5.2.1 A significant amount of energy can be used in the transportation of building materials. This can be reduced through the use of local construction materials and local builders. The proposed development will endeavour to source local materials which meet these aims and help to strengthen the local economy through their manufacture, supply and construction.

### 5.3 Recycling/waste disposal during construction

5.3.1 As outline in Chapter 10 of ES (Materials) a Construction Environmental Management Plan (CEMP) will be developed by the Contractor in accordance with the Outline Environmental Management Plan (EMP), and will include a Site Waste Management Plan (SWMP). The SWMP will set out a monitoring and recording process for the management of waste, including the storage and transport of waste on-site and a recording mechanism for required waste documentation such as Waste Transfer or Consignment Notes (dependent on waste stream).

### 5.4 Flooding

5.4.1 The Flood Risk Assessment (FRA) submitted as part of the planning applications has considered all potential sources of flooding to the proposed development including sea, river, groundwater, land drainage, overland flow, artificial sources, water mains, sewers and surface water drainage arrangements. Climate change has also been considered. Significant mitigation will be undertaken and overall it is concluded that the proposed culverts and flood storage area would ensure that there is no increase in surface water flood risk because of the SEALR embankment.

## 5.5 Sustainable Drainage

- 5.5.1 The drainage design has allowed for Sustainable Urban Drainage Systems (SUDS) with the introduction of attenuation ponds to limit the size of required pipes and reduce discharge rates. The Drainage Strategy document provided as part of this application details this further.

## 5.6 Sustainable Transport

- 5.6.1 It is expected that traffic around the centre of Aylesbury in particular will be reduced as a consequence of the proposed development; this could have a positive effect on health and wellbeing. It is also expected that bus services will become more reliable with shorter journey times, particularly moving to and from southern parts of the town. The proposed design includes provisions for pedestrians and cyclists – see drawing 60535364-ACM-00-XX-SKE-CE-0001. No provision is made specifically for equestrians.

## 5.7 Natural habitat creation and ecology

- 5.7.1 Where existing habitats are being affected by the scheme, mitigation measures will be introduced to prevent any adverse consequences. Detailed ecology surveys have been and will continue to be carried out over the design process and prior to construction. These surveys have identified any areas where wildlife, particularly protected species such as barn owls and bats, are present within the vicinity of the scheme, and identifies ways in which the local wildlife can be protected.
- 5.7.2 Further to this, an extensive programme of biodiversity works is to be provided as part of the development as some existing habitats will have to be removed as a result of the scheme. The details of the creation and habitat enhancement measures are provided in the Biodiversity Net-Gain Assessment accompanying the planning application. It includes new hedgerows, woodland and grassland and demonstrates the scheme's net-gain in biodiversity.

## 6. SUMMARY

- 6.1.1 This DAS outlines the design principles and explains the context in which the proposed development has been established. The design has been informed by a number of factors including policy, design standards, environmental mitigation and consultation.