

Neighbourhood Development Evidence Paper [END]

Part 1: Introduction

1. This evidence paper for the Stoke Mandeville Neighbourhood Plan describes the historic development of the neighbourhoods of the Parish and how they have and are to develop as a result of planned or approved development and sets out issues relevant to these neighbourhoods which need to be taken into account in the Plan.

Executive Summary

2. Stoke Mandeville Parish is primarily a post-WW2 suburban area, which has absorbed a small Victorian nucleated neighbourhood¹ from which it takes its name. The Parish consists of 4 distinct neighbourhoods, to which strategic development will soon add a fifth and sixth. The Parish has seen continuous and recently massive growth in housing numbers, but no recent proportionate development of community or leisure facilities and the Parish and its neighbourhoods lack cohesion or a strong sense of identity. The remaining open agricultural land within the Parish is rapidly being taken for development, radically altering the nature of the Parish. These issues need to be addressed in the Neighbourhood Plan.

Part 2: Facts²

Overview

3. Stoke Mandeville Parish consists of 636³ hectares (2.5 sq. miles) of land to the south of the Buckinghamshire county town of Aylesbury, bounded to the south by the approaches to the Chiltern AONB (Ellesborough & Wendover Parishes) and to the north by the urban area of Aylesbury. To the east is the similar suburban Parish of Weston Turville and to the west the Parish of Stone with Bishopstone. The Parish is cut north-to-south into four zones by two major roads, the A413 Wendover Road and the A4010 Risborough/Lower Road, and the Aylesbury-Wycombe and Aylesbury-Amersham railway lines.
4. The current neighbourhood patterns in the Parish are typical of those of an originally rural satellite village on the outskirts of an expanding town within the commuter sphere of influence of London.
5. The Parish currently contains 2455 houses gathered into 4 distinct housing neighbourhoods⁴:
 - a. A block of 758 houses and flats, 95% post-war but of eclectic design, along and around Station Road centred on the railway station and, currently, largely separated from the built-up area of Aylesbury by agricultural land. This development incorporates the historic pre-war village neighbourhood and is still commonly known as ‘the **Village** of Stoke Mandeville’.

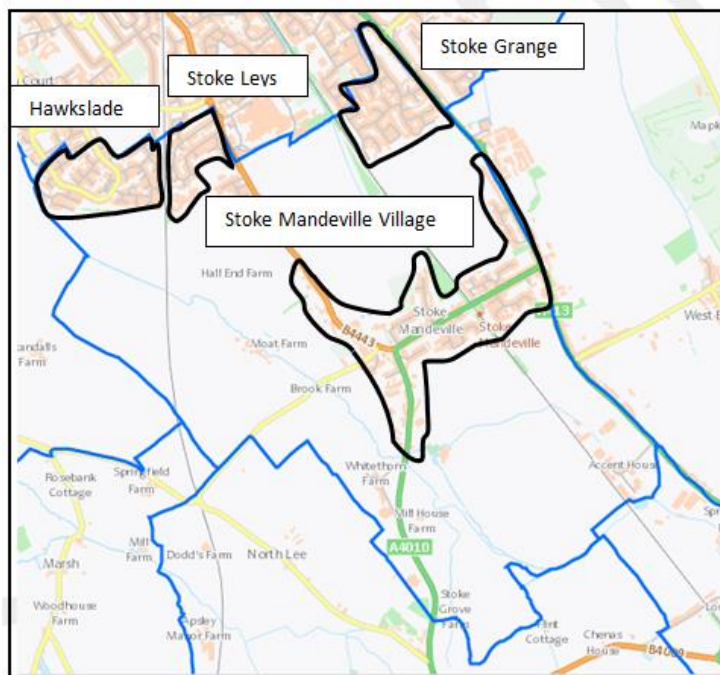
¹ A neighbourhood clustered around a central point, such as a village green or church

² Primary source for this paper is *The Vale of Aylesbury Plan 2011, Fact Pack for Stoke Mandeville, AVDC, 2011* – see https://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/STOKE-MANDEVILLE01-05-2013.pdf

³ Census 2011

⁴ Housing statistics and dating evidence taken from rating records of AVDC for 2019/20 and *SMNPSG Housing Survey, August 2019*

- b. **Stoke Leys**, a 1970's estate development of 231 houses⁵ in the north-west of the Parish to the east of the Aylesbury-Wycombe railway line on the boundary of and contiguous with the Aylesbury urban area.
 - c. **Hawkslade**, a 1980's estate housing development of 969⁶ houses in the north-west of the Parish to the west of the Aylesbury-Wycombe railway line on the boundary of and contiguous with the Aylesbury urban area
 - d. **Stoke Grange**, a 1980's estate development of 497 houses in the north-east of the Parish on and behind Wendover Road on the boundary of and contiguous with the Aylesbury urban area.
6. The four neighbourhoods that make up Stoke Mandeville Parish are: Stoke Mandeville Village, Stoke Leys, Stoke Grange and Hawkslade as shown on the map below:



Map images have been created from an original map at the following source:
<https://www.buckscc.gov.uk/services/community/research/boundary-maps/>

7. For the pre-WW2 history of the development of the Parish, see *History of Stoke Mandeville Evidence Paper*.

The Village Neighbourhood

8. By the late 19th century, Stoke Mandeville village consisted of a traditional semi-rural nuclear cluster of houses around the Victorian green, church and School, located at the road junction at the west end of what is now Station Road. The opening of the Metropolitan Railway station in 1892 encouraged pre-WW2 suburban ribbon development along adjoining roads. Post-WW2, ribbon development accelerated with extensive suburban-style villa building along Station

⁵ There are a further 118 houses at the Bloor development near Stoke Leys included in the overall Parish total but not yet in the Stoke Leys neighbourhood total.

⁶ Including 23 new houses built in 2018/19.

Road, Risborough Road, Marsh Lane and Lower Road. This linked up with similar ribbon development extending out of Aylesbury along Wendover Road.

9. Eskdale Road was developed by the local authority in the 1950s, as a small cul-de-sac backland or tandem development⁷. This pattern of infilling tandem local authority development in small cul-de-sacs continued in the 1960s, with the building of Irvine Drive, Hampden Road, Orchard Close and Chalgrove End. In the 1980s and 90s, private developers built several larger tandem cul-de-sac developments, largely as commuter housing, at Meadow Park, Dorchester Close, Carters Ride, Walnut Close, Plested Court, Castlefields and Arnold Close. Smaller private developments and individual houses were added along Risborough and Lower Roads in this period.
10. The Victorian nucleated village had an identifiable centre, focused on a village green near the principal road junction, bounded by a purpose-built School and church and with farms, historic and community buildings nearby. However, the widening of the roads and subsequent building largely destroyed this identifiable centre, leaving the church hidden behind hedges off a major road junction, and only a patch of grass near the school to represent the former green. New 1950s community buildings and playing fields built in Eskdale Road at the edge of the neighbourhood did not provide any new sense of centre or focus for the community. The piecemeal nature of the development of the village, and uncoordinated planning, meant that no new retail, leisure, or cultural buildings were added to the neighbourhood during its post-war development, while many were converted to housing. As a consequence, the modern neighbourhood is centred anonymously on the railway station and a single Post Office/convenience shop.
11. Triangle Business Park was added in the 1980s at the southern end of Wendover Road, on the boundary with Wendover Parish, replacing an existing agricultural factory site and creating what is now the only significant employment area within the Parish. Whilst it is valuable as a local source of employment, as an isolated site distant from any housing and readily accessible only by car, it has not contributed to the cohesion of the village neighbourhood.

⁷ Development of 'landlocked' sites behind existing buildings, such as rear gardens and private open space, usually within predominantly residential areas

12. There are 3 residential care homes in the village neighbourhood, providing a total of 101 beds⁸.

Care and Residential Homes - Village			
Name of Residence	Address	Provided by	Maximum Occupancy
Heathcotes Wendover House (Adults with Learning Disabilities)	137 Wendover Road, Stoke Mandeville, Aylesbury, HP22 5TF	Heathcotes Care Limited	7
Wendover Road (Adults with Learning Disabilities)	87 Wendover Road, Stoke Mandeville, Aylesbury, HP22 5TD	Hightown Housing Association Limited	4
Fremantle Court	Risborough Road, Stoke Mandeville, Aylesbury, HP22 5XL	The Fremantle Trust	90

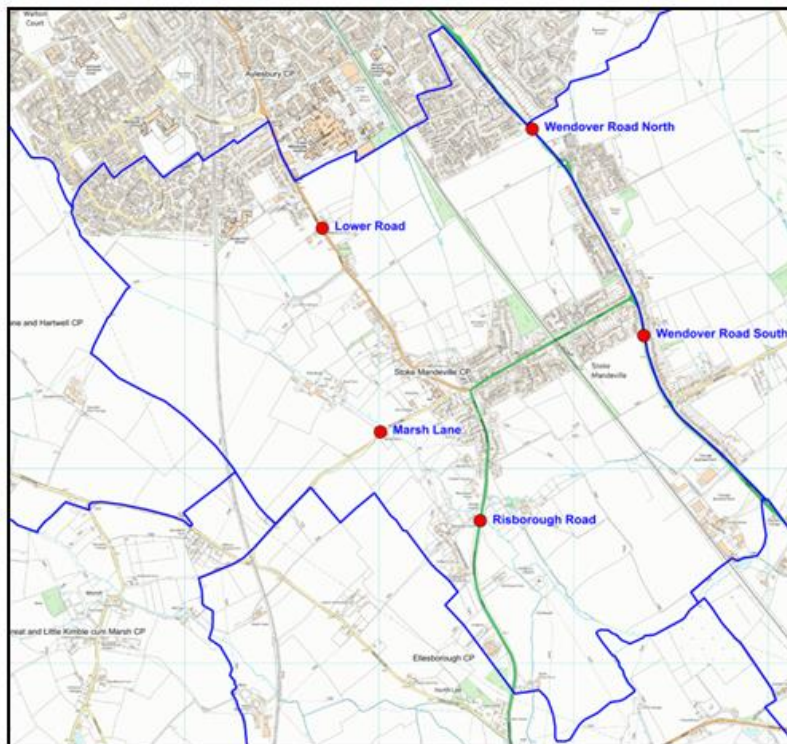
<https://www.cqc.org.uk/search/services/care-homes>

13. In summary, continuous post-war development of the former Victorian village resulted by the end of the 20th century, of a low-density block of largely commuter and some social housing along the Wendover Road and Station Road, centred anonymously on the railway station, rather than the now-mostly-destroyed Victorian village centre. This block of post-war and modern housing is currently partially separated by fields from the edge of the built-up area of what appears to be Aylesbury, and as a result is commonly referred to as ‘the village of Stoke Mandeville’. It represents 29% of the housing stock of the Parish.
14. The Village has an eclectic range of housing types ranging over many decades and styles⁹. Overall, this gives it a distinctive character as an evolved neighbourhood, although some of the streets, particularly the 1980s and 1990s streets, can have a more uniform character and ‘estate feel’. The low density of housing, generally high standard of maintenance, and established hedges, trees and grassed spaces make many parts of the village a pleasant green environment enjoyed by its residents.
15. The road sign place names are designed to emphasise the existence of the village rather than the Parish – see Map of Road Sign locations – and there are many Parish-branded items of street furniture such as noticeboards and bins. Despite this, residents of the Village have a mixed sense of identity about their community. Many older residents identify as living in ‘the village’ but others, particularly newer arrivals, commuters, or those living distant from the old village centre, do not have a clear sense of living in a distinct community.

⁸ CQC database of registered care homes

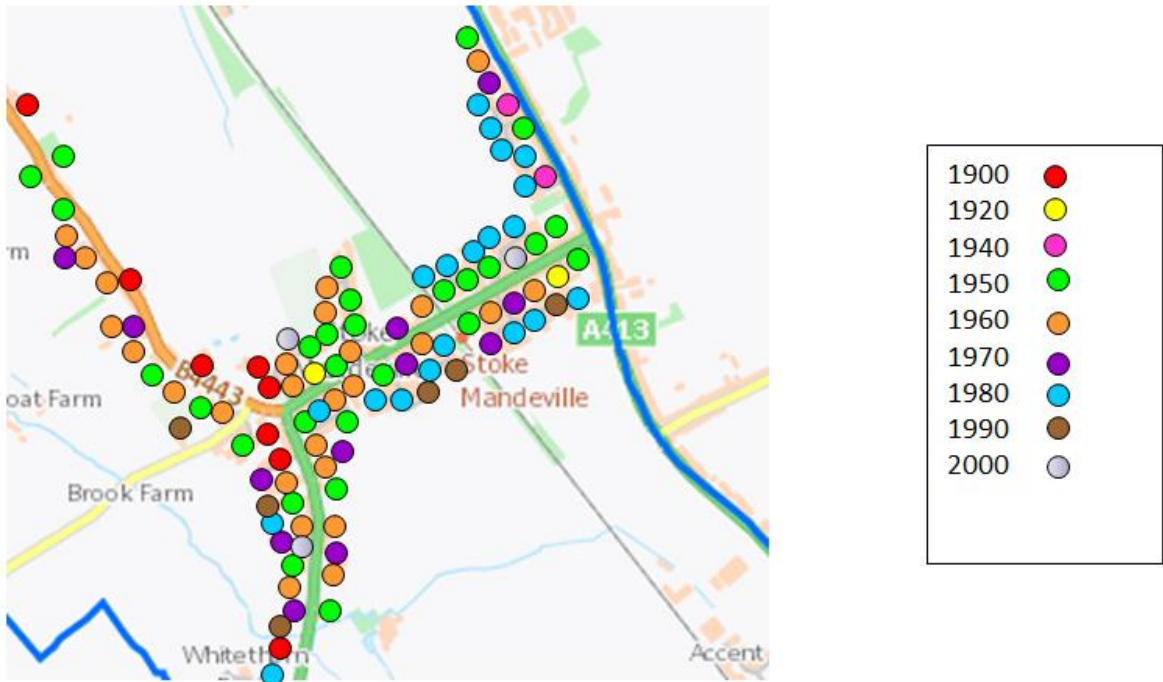
⁹ Housing type data taken from SMNPSG ‘Design Code’ database, August 2019

Map of Road Sign locations



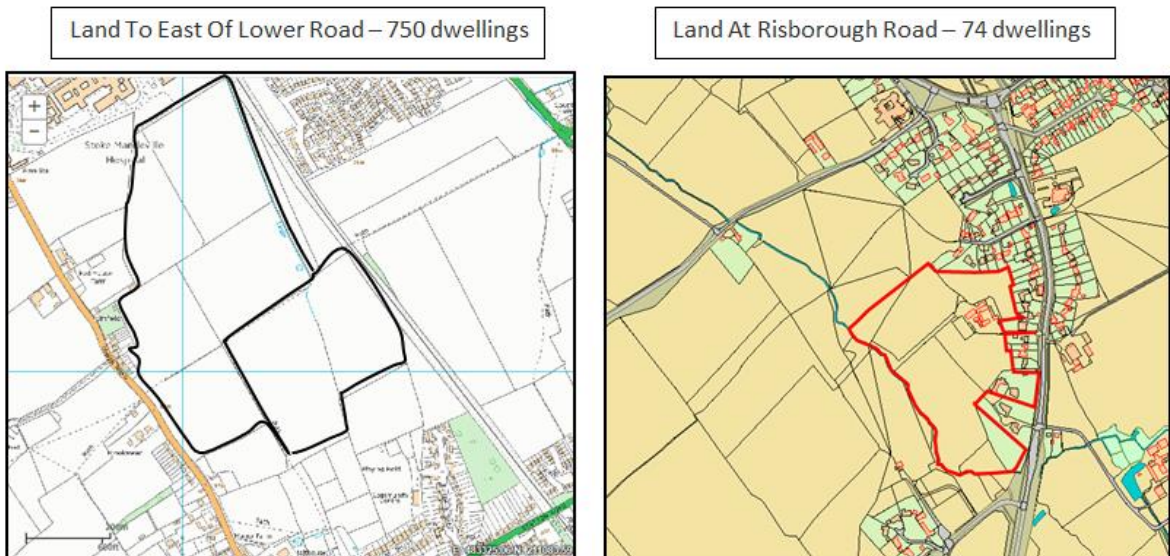
16. Development in the village area paused in the earlier part of the 21st century, with many renovations and extensions to existing housing but few new builds. This was due to planning constraints, as the Aylesbury Vale District Local Plan (AVDLP 2004) proposed no new housing in the Parish. It was not until 2010-13, with the development of a new Local Plan, that the village area became the subject of renewed housing development proposals.
17. The 2013 draft Vale of Aylesbury Local Plan (VALP) proposed that the fields between Stoke Mandeville Hospital and Stoke Grange, and the village, should be the site of an urban extension of greater Aylesbury. The slow progress of the VALP led to the submission of several 'off-Plan' speculative planning permissions for large developments close to the village area, some of which have been approved and some were refused or are pending, as shown in Table V3. These developments have and will continue to have a very marked impact on the character of the village and the interests of its residents.

Map showing housing development by decade of the village area.



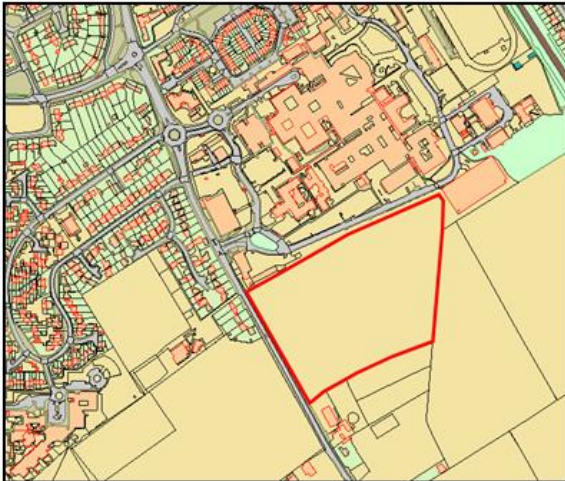
Map images have been created from an original map at the following source:
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Maps showing approved or pending planning applications for housing close to the village



<https://publicaccess.aylesburyvaldc.gov.uk/online-applications//search.do?action=simple&searchType=Application>

Land Off Lower Road – 125 dwellings



Land at Rear of Eskdale Road – 73 dwellings



<https://publicaccess.aylesburyvaldc.gov.uk/online-applications//search.do?action=simple&searchType=Application>

Table showing growth of housing units by decade of the village area, including approved or pending planning applications close to the village

Development by Decade Table - Village			
Year	Number of Houses	Cumulative Total	Decade % Age of 2010
Pre 1900	49	49	
1920	8	57	1%
1930	0	57	0%
1940	22	79	3%
1950	135	214	17%
1960	113	327	14%
1970	154	481	19%
1980	168	649	21%
1990	93	742	12%
2000	16	758	2%
2010	36	794	5%
2020 + Planned/Pending	1000	1794	126%

<https://maps.nls.uk/>

Recent large planning applications close to the village (approved & pending approval)

Planning Applications Table - Village					
Near to or Affected by Application	Date of Application	Application Number	Developer	Site Number on Facts Map	Number of Dwellings
Village	26-Apr-19	19/01628/AOP	Land Improvements	18	750
Village	05-Oct-18	18/03502/ADP	Kier	41	74
Village	14-Mar-18	18/00913/ADP	Crest Nicholson	26	125
Village	09-Dec-16	16/02673/APP	Ridgepoint Homes	2 & 3	73

<https://www.aylesburyvaldc.gov.uk/search-planning-licensing-applications>

The Northern Neighbourhoods

18. The northern boundary of the Parish is continuous with that of Aylesbury and historically ran through the rural fringe between the then built-up edge of Aylesbury and the village.

19. The only building of note, other than farmhouses, in this largely rural area was Stoke Mandeville Hospital, originally a small early Victorian cholera isolation Hospital sited within the Parish and taking its name from the village. Greatly expanded in WW2 and subsequently taken over by the then-new NHS as a general Hospital site, the area of the Hospital was transferred to the Aylesbury town area in the 1950s as part of the planned expansion of Aylesbury town.

20. Stoke Mandeville Hospital today has 431 beds and provides a wide range of health services to Buckinghamshire and beyond including 24-hour accident and emergency, maternity, cancer care and outpatient services. It is also the site for the NHS regional burns and plastics unit and eye care unit, and the National Spinal Injuries Centre¹⁰. Sporting events for patients at the Hospital famously evolved into what is now the Paralympic Games and there is a small heritage centre at the site. Stoke Mandeville Hospital is a very significant local and regional employment site, with around 2000 staff employed at the site¹¹, and traffic to and from the site, and off-site parking, is a major local problem.

¹⁰ CQC Report on Buckinghamshire NHS Trust, 2019 – see <https://www.cqc.org.uk/location/RXQ02#accordion-1>

¹¹ Bucks NHS website, August 2019 – see

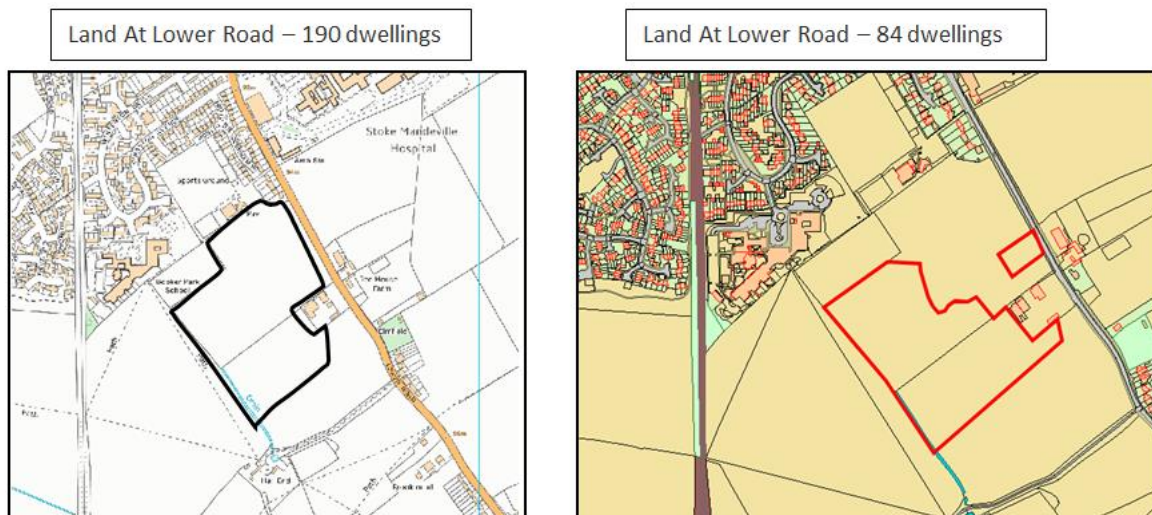
21. Aylesbury continued to grow significantly in the 1970s and 1980s by the construction of edge-of-town greenfield or backland developments off the main arterial roads. These urban extension developments, unlike those of the 50s and 60s, went beyond the Aylesbury town boundary. In some cases, boundaries were adjusted so that the new urban developments fell wholly within Aylesbury, for example as was done for the Bedgrove development which was originally partly within Aston Clinton Parish. For those urban developments crossing the Stoke Mandeville Parish boundary, however, the historic Parish boundary was not adjusted and, effectively, three large urban estates were added to the Parish. These are now known as Stoke Leys, Hawkslade and Stoke Grange and together represent 71% of the housing stock of the Parish.

Map showing housing development by decade of the northern neighbourhoods.

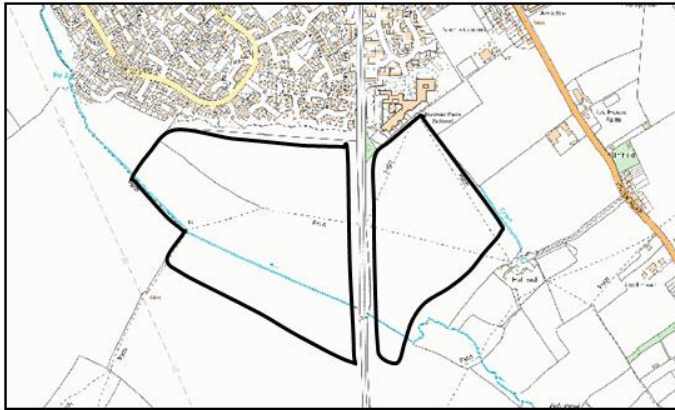


Map images have been created from an original map at the following source:
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Map showing approved or pending planning applications close to northern neighbourhoods.



Land At South West Aylesbury - 470 dwellings



<https://publicaccess.aylesburyvaldc.gov.uk/online-applications//search.do?action=simple&searchType=Application>

Growth of housing units by decade of the northern neighbourhoods.

Development by Decade Table – North			
	Year	Number of Houses	Cumulative Total
Hawkslade	1980	946	946
	2010	23	969
Planned/Pending	2020 +	470	1439
Stoke Leys	1970	64	1503
	1980	167	1670
Planned/Pending	2020 +	274	1944
Stoke Grange	Pre 1900	1	1945
	1920	4	1949
	1950	15	1964
	1960	3	1967
	1970	3	1970
	1980	471	2441
	Planned/Pending	2020 +	0

<https://maps.nls.uk/>

Recent large planning applications close to the northern neighbourhoods.

Planning Applications Table - North					
Near to or Affected by Application	Date of Application	Application Number	Developer	Site Number on Facts Map	Number of Dwellings
Hawkslade/ Stoke Leys	05-Dec-18	18/04346/AOP	Gleeson Homes	10, 14, 15, 16, 17	1400
Stoke Leys	23-Oct-18	17/01221/ADP	Bloor Homes	29	190
Stoke Leys	27-Jun-18	18/02280/ADP	Bloor Homes	29	84

<https://www.aylesburyvaldc.gov.uk/search-planning-licensing-applications>

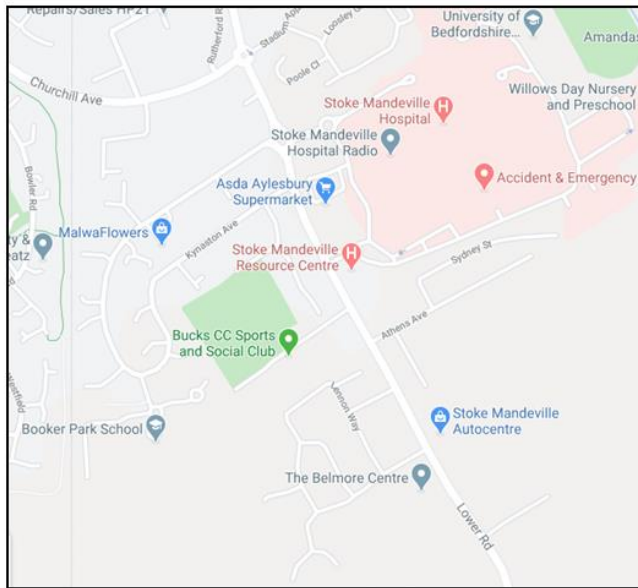
Stoke Leys

22. In the 1970s, as part of the continuing urban extension of Aylesbury, a new housing development was built in fields off Lower Road and Churchill Avenue. This added 231 houses to the Parish, 10% of the current total. The development was built around the northern boundary of the then Bucks County Council's sports and social club, with its large playing fields and sports facilities, and included a large Special Educational Needs and Disability School, Booker Park, which serves children from across the County and beyond. However, these two community assets have not succeeded, as they could have, in creating a focus, sense of place or identifiable community for Stoke Leys, which remains suburban and rather anonymous in character.
23. In 2018, a development by Gladman plc was approved to add 190 detached and semi-detached houses to Stoke Leys in a new cul-de-sac development beyond the southern boundary of the Sports and Social Club site, with access off Lower Road. This new development has no direct road or pedestrian connection to the older neighbourhood. At the time of writing, 118 of the homes are occupied, bringing the total for Stoke Leys to 349.
24. Close to Stoke Leys, although on the far side of Lower Road, is also a site for 125 houses being built-out by Crest Nicholson. As this site falls more naturally into the 'fifth neighbourhood' area, it is not being considered part of the Stoke Leys neighbourhood and is dealt with in more detail below.
25. Residents of Stoke Leys (both the older and new developments) have a low awareness of their belonging to Stoke Mandeville, despite the major streets and their side-turnings being wholly within the Parish and creating a largely self-contained housing development with firm boundaries. The roadside place sign suggests that the older part of Stoke Leys and the newer Gladman development are both part of Aylesbury and there is no visual or symbolic place-making element to the contrary other than one small Parish Council noticeboard. Inconsistent marketing by developers, arbitrarily placing houses within Aylesbury or Stoke Mandeville, adds to the confusion.
26. Stoke Leys predominantly consists of semi-detached¹² and detached housing with a few flats¹². These are of uniform character and of medium density and the area therefore has something of an 'estate feel'. However, the established hedges, trees and grassed spaces make many parts of Stoke Leys a pleasant green environment enjoyed by its residents.
27. Bucks County Council (now Buckinghamshire Council) closed its Sports & Social Club, on the boundary of Stoke Leys, in 2018 but no sale of the site has yet been announced. The Parish Council has successfully designated the Club site as an asset of Community Value further to Chapter 3 of the Localism Act 2011. This was designated in 2015 but the designation expired in early summer 2020. The playing fields of the site are also provisionally designated as a Local Green Space in the Neighbourhood Plan. This situation will provide opportunities for enhancing the community of Stoke Leys. There are currently no community buildings within Stoke Leys other than those at Booker Park School, which are available for hire out of School hours.

¹² SMNPSG 'Design Code database', August 2019

28. Stoke Leys is adjacent to the Stoke Mandeville Hospital site, although separated from it by the busy A4010, and many residents are employed there. Until recently, it was plagued by overspill parking from the Hospital site, but parking restrictions have helped to alleviate this¹³. A 2000 sq. ft. ASDA supermarket was built on the Hospital site in 2018, offering retail facilities for Stoke Leys as well as other residents and Hospital users. Stoke Leys is also close to two small employment sites on Lower Road, the Stoke Mandeville Auto Centre, and the Belmore Centre, which is a mixed-use site for small service businesses.

Map showing details of the neighbourhood of Stoke Leys



<https://www.google.com/maps/place/>

Hawkslade

29. The continuing expansion of Aylesbury in the 1980s included Walton Court & Mandeville, two very large housing developments constructed to the west of the town as a continuation of the 1950s/60s extension. The new Mandeville development took its name from the Parish although only around 40% of it fell within Parish boundaries. The section falling within Parish boundaries, mostly behind the new Mandeville Secondary School, became known as Hawkslade and added 946 houses to the Parish, making it the largest single neighbourhood in the Parish. This has since increased to 969 with the Harvest Close development.
30. Hawkslade consists of flats, maisonettes, terraced and some semi-detached and detached houses¹⁴. These are of uniform character and of medium density and the area, therefore, have an 'estate feel'. The public areas can appear unmanaged; however, there are many established hedges, trees and grassed spaces which give some parts of Hawkslade a more pleasant green environment.

¹³ SMPC records, 2018

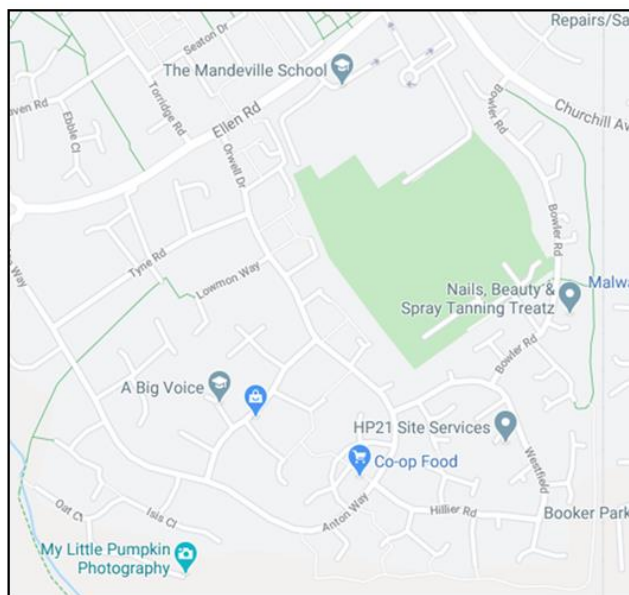
¹⁴ SMNPSG 'Design Code database', August 2019

31. Hawkslade includes a community centre operated by Buckinghamshire Council and a small functional Co-Op. Together with an adjacent area of open grass, these community facilities are what amounts to the centre or focus of Hawkslade, however, Hawkslade is visually identical with the rest of the Mandeville development and there is no self-contained area of housing within the Parish which is visually or geographically separate from other housing. Streets cross the Parish boundaries without any visual sign. Roadside place names indicate that Hawkslade is part of Aylesbury; a single Parish notice board is the only clue that the area is part of the Parish. Unsurprisingly, residents of Hawkslade have a low awareness of their belonging to Stoke Mandeville.

32. Hawkslade is the closest housing to the projected route of HS2 of anywhere along the whole line and the line, if constructed, is expected to have a significant impact on residents.

33. Planning application 18/04346/AOP was submitted by Gleeson's plc in Dec 2018 for a large development of 1400 houses plus a School and local centre on land to the SW of Aylesbury. The development is planned to include a new dual carriageway, the SW Aylesbury Link Road, forming part of the projected Aylesbury Orbital link road. About 40% of this land falls within the Parish. This development could significantly impact on Hawkslade, especially residents' views and access to the countryside. Given its size, between 400 and 600 houses, and location if the development gains planning permission and is built, will form a 'sixth neighbourhood' of the Parish.

Map showing details of the neighbourhood of Hawkslade.



<https://www.google.com/maps/place/>

Stoke Grange

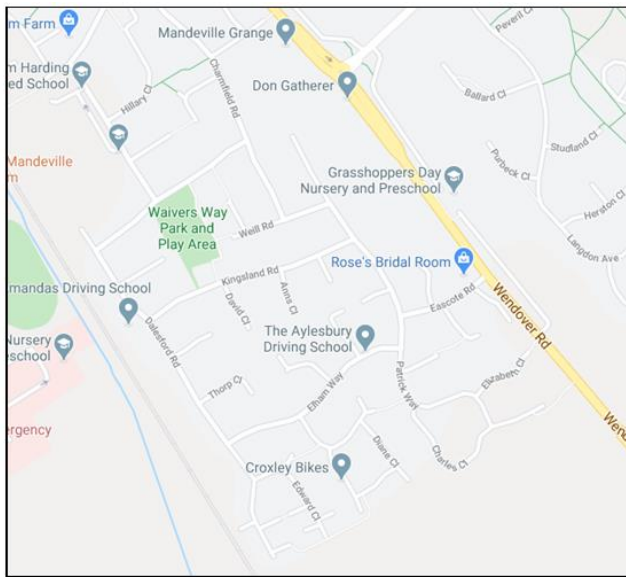
34. As part of the 1970s expansion of Aylesbury, the Elm Farm housing development, complete with School and small shopping centre, was constructed by private developers off Wendover Road on land between that road and the Aylesbury-Amersham railway line. This land fell within the boundaries of Aylesbury Town. A later southern extension of the Elm Farm development, however, was built on land within Stoke Mandeville Parish, although the development was contiguous with Elm Farm and served by the school and shops built for Elm Farm. This area of housing mainly within the Parish became known as Stoke Grange.
35. Stoke Grange consists of 466 houses, with a further 31 on Wendover Road, which are predominantly larger detached or semi-detached houses with reasonably sized gardens. While the houses are of largely uniform character, the low density, sizeable public green spaces, and overall high standard of maintenance, taken together with many established hedges, trees and grassed spaces, make Stoke Grange an attractive and pleasant green environment valued by its residents.
36. Despite its size, Stoke Grange has no community facilities whatsoever – the only local facilities are those provided within the larger Elm Farm development, including a School, small parade of shops and Buckinghamshire Council Community Centre. However, the development fronts to an open strip of land which serves as a unifying feature and allows residents to walk easily from one part of the development to another.
37. Stoke Grange includes a residential care home and 31 mostly detached houses on Wendover Road, extending from the inaccurately marked Parish boundary to a point south of the Wendover Road/Cambourne Avenue roundabout. The care home, Mandeville Grange, is the historic building from which the neighbourhood takes its name.

Care and Residential Homes – North				
Name of Residence	Neighbourhood	Address	Provided by	Maximum Occupancy
Mandeville Grange Nursing Home	Stoke Grange	201-203 Wendover Road, Aylesbury, HP21 9PB	Mandeville Care Services Limited	31

<https://www.cqc.org.uk/search/services/care-homes>

38. The residents of Stoke Grange have a low to moderate awareness of their identity as part of Stoke Mandeville Parish, despite the lack of any visual or actual separation from Aylesbury and no outward marks of their Parish identity beyond a single notice board. The roadside sign states that Stoke Grange is within Aylesbury.
39. Stoke Grange lies alongside the projected route of the South-East Aylesbury Link Road (SEALR) which is a dual-carriageway road elevated for much of its length and therefore potentially a visual and environmental blight on the area. In addition, housing development is proposed on fields visible from the area on the other side of the Aylesbury-Amersham railway line, which will also impact on residents.

Map showing details of the neighbourhood of Stoke Grange

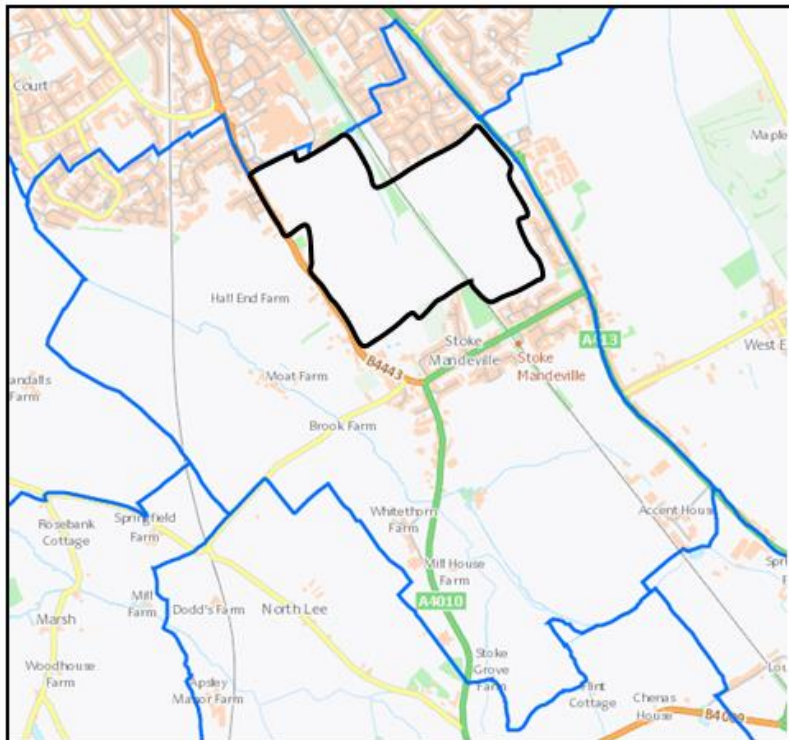


<https://www.google.com/maps/place/>

A Future Fifth Neighbourhood

40. The submission draft of the Vale of Aylesbury Local Plan calls for the provision of 1000 houses in what it erroneously refers to as South Aylesbury, that is to say the fields within Stoke Mandeville Parish south of Stoke Mandeville Hospital and Stoke Grange and north of the village neighbourhood. These houses are, according to the VALP, to be 'a new comprehensively planned garden community in an urban extension to the town, which is derived from the field pattern and landscape features on the site'. Given that the site is entirely within the Parish and is at no point in contact with the urban housing of Aylesbury (and that the projected dual carriageway South East Aylesbury Link Road (SEALR) is also intended to pass through these fields), it is plainly impossible for this urban extension idea to be realised.
41. These 1000 houses, however they are laid out, would make up nearly a quarter of the total future Parish housing on a site separated from and having a character distinct from any of the established neighbourhood sites. These new houses would thus form a new, fifth, neighbourhood within the Parish. It might take the name 'Red House Farm' from the adjacent historic farmhouse site, following recent naming precedent.

Map showing the location of the possible 5th Neighbourhood of SMP



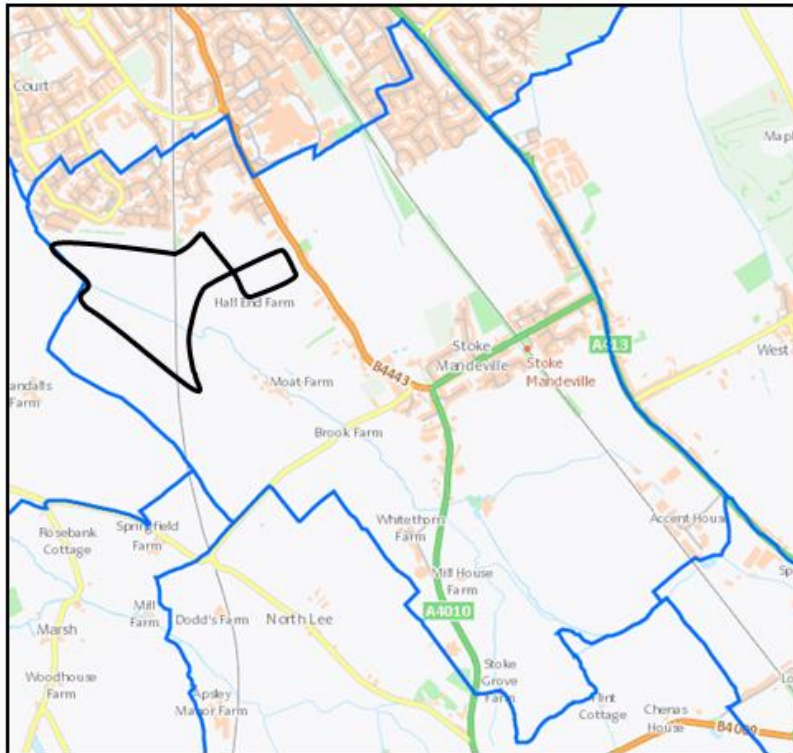
Map images have been created from an original map at the following source:
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A Future Sixth Neighbourhood

42. The Proposed Modifications version of the Vale of Aylesbury Local Plan calls for the provision of at least 1,590 houses on site AGT2 in what it refers to as South West Aylesbury, that is to say the fields west of Aylesbury and the fields within Stoke Mandeville Parish south-west of Hawkslade. The site is bounded to the west by the projected line of HS2. These houses are, according to the VALP Policy AGT2 criterion (a), to be 'a new garden community providing land for at least 1,590 dwellings at a density that takes account of the adjacent settlement character and identity. The development should be integrated with the existing built area of Aylesbury and respond positively to best characteristics of the surrounding area to deliver a high quality built and semi-natural environment'.
43. The submission draft of the Vale of Aylesbury Local Plan calls for the provision of 1400 houses on site AGT2 in what it refers to as South West Aylesbury, that is to say the fields west of Aylesbury and the fields within Stoke Mandeville Parish south-west of Hawkslade. The site is bounded to the west by the projected line of HS2. These houses are, according to the VALP, to be 'a new comprehensively planned garden community in an urban extension to the town, which is derived from the field pattern and landscape features on the site'.

44. Gleeson's plc has submitted an outline planning application up to 1,400 homes on the majority of the AGT site. This suggests that around 400 houses would be built on land falling within the Parish, although the exact layout is unclear. These 400 houses will make up a significant fraction of the total future Parish housing on a site, separated from and having a character distinct from any of the established neighbourhood sites. These new houses would thus form a new, sixth, neighbourhood within the Parish. It might take the name 'Hall End' or 'Hall End Farm' from the adjacent historic farmhouse site, following recent naming precedent.

Map showing the location of the possible 6th Neighbourhood of SMP



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Aerial Map showing whole area extending out of the Parish of Stoke Mandeville
<https://www.aylesburygardentown.co.uk/sites/default/files/Aylesbury%20Garden%20Town%20Masterplan.pdf>

Public Opinion About Settlement Development

2017 Consultation

45. In November 2017 the Stoke Mandeville Neighbourhood Plan Steering Group sought public views about two Settlement Development based objectives. These objectives and the responses to them are summarised below.

Objective	Responses
<p>Objective 2: To ensure that future housing development in and around Stoke Mandeville respects the characters of the different parts of Stoke Mandeville</p>	<p>96% either 'Strongly Agreed' (73%) or 'Agreed' (23%) that 'New dwellings have off street parking'.</p> <p>90% either 'Strongly Agreed' (53%) or 'Agreed' (37%) that 'New dwellings have gardens.'</p> <p>Continuing the patterns that respondents were keen to ensure that future housing development respects the characters of the different parts of Stoke Mandeville.</p> <p>87% either 'Strongly Agreed' (61%) or 'Agreed' (26%) that 'New dwellings fit in with the look and feel of existing areas'.</p> <p>83% either 'Strongly Agreed' (65%) or 'Agreed' (18%) that 'New dwellings are designed to be no more than 2 storeys high.'</p>
<p>Objective 3: To influence the sites for future residential development in Stoke Mandeville, in light of the requirements of Vale of Aylesbury Local Plan (VALP)</p>	<p>Suitable In terms of specific areas where respondents felt that development should take place in Stoke Mandeville, qualitative analysis highlighted that 19% of respondents to the question quoted SMD002, 18% SMD001 and 18% SMD009.</p> <p>Unsuitable In terms of specific areas where respondents felt that development should not take place in Stoke Mandeville, qualitative analysis highlighted 24% of respondents to the question quoted SMD008, 23% SMD007 and SMD001 15%.</p>

See Annex 1 for full list of Consultation Responses

What Do Residents Think?

Public Consultation 2017 & 2018 – Survey Results

46. A Public Consultation Exhibition was held in November 2017 and September 2018 by the Stoke Mandeville Neighbourhood Plan Steering Group which included the display board on Conservation & Heritage below.

FEEDBACK	SURVEY RESULTS	OBJECTIVES
<ul style="list-style-type: none">Conservation of footpaths and green spacesMaintain distinctive character and heritage of Stoke MandevilleMaintain or increase wild habitats keep trees and hedge rowsConservation of village identity to remain a village - not a housing estate	<p>In addition to the Grade II listed buildings, other buildings/assets that respondents would like to see protected were:</p> <ul style="list-style-type: none">The Village School (6)The Bull Public House (4)The Old Church Site (4)The Bell Public House (2)BCC Sports & Social Club (2) <p>plus 9 other buildings/assets with one request each</p>	<p>To conserve and enhance the historic buildings and assets of Stoke Mandeville</p> <p>Do you agree?</p>

47. A further public consultation was held in 2019 which generated numerous comments from residents relating to neighbourhood structure, design & nature. These are listed in Annex 2 but, in summary, showed strong public support for the future Parish to have a strong, clear and appropriate structure and identity, with good interconnectivity, and retaining links with its rural origins.

Conclusions

48. Stoke Mandeville Parish is primarily a post-WW2 suburban area which has absorbed a small Victorian nucleated village from which it takes its name. The Parish consists of 4 distinct neighbourhoods, to which strategic development will soon add a fifth and sixth.
49. The Parish has seen continuous and recently massive growth in housing numbers, but no recent proportionate development of community or leisure facilities, and the Parish and its neighbourhoods lack cohesion or a strong sense of identity. The open agricultural land within the Parish is rapidly being taken for development, radically altering the nature of the Parish.
50. Residents strongly support the future Parish having a strong, clear, and appropriate structure and identity, with good interconnectivity, and retaining links with its rural origins.
51. These issues need to be addressed in the Neighbourhood Plan.

Annex 1 – Complete List of Public Consultation Responses 2017

Question 3a. Where do you believe development should take place in Stoke Mandeville? Are there any areas where you believe development should not take place? Please give your comments on the prospective sites within the Parish, whether shaded on the map or not. Please give reference numbers where applicable or describe where the land is situated.

Suitable

- SMD007, SMD008, SMD001. These sites pose the least impact on the countryside, views, and traffic flow.
- SMD006, SMD007, SMD0016 Depletion of rural area. This is a beautiful part of SM and should stay rural. SM would be swallowed up by Aylesbury.
- SMD002- Congestion on main Aylesbury Road. Pressure on local Schools and Doctors.
- Assuming SMD002 is approved we believe the most suitable area for development of a further 217 houses is SMD001 provided that a full set of infrastructure is also built i.e. Schools, shops, General Practitioners.
- SMD004.
- SMD007.
- SMD011.
- Pockets of land between Aylesbury and Stoke Mandeville also along new by-pass.
- SMD009
- Sites adjacent to the existing built-up areas of Aylesbury, SMD013, SMD011, IS/D46D8/AOP.
- SMD013.
- SMD001 and SMD002 avoid joining Stoke Mandeville to Aylesbury.
- Housing with new access points rather than just Mandeville Road. Accessing from newly planned roads.
- Too much development is not sustainable.
- SMD06.
- SMD07.
- SMD001.
- We consider that building on the site will adversely affect where we go for walks and cause even more traffic chaos on the A413. There will be no green spaces left.
- Well away from Stoke Mandeville to Main Village.
- No new build is suitable until Aylesbury has a ring road linking all major 6 routes (we are full and local councils have failed to build a bypass for decades). If you are stupid enough to grant any new build, then you may as well dump it next to HS2.
- Outside a green open area around the village of Stoke Mandeville of at least 250.
- SMD015/13/7/4.
- SMD009.
- STO016 - If decent roads created, shops Schools, healthcare.
- SMD012 closest to current dwellings and less impact on the open countryside areas.
- SMD015.
- SMD002.
- SMD001.
- SMD011.
- SMD013.
- SMD009.
- Land off Eskdale Road between Station Road and Eskdale Road.
- SMD009.
- STO016.

- STO016.
- SMD004/12/11.
- SMD010/SMD017 - Less impact on Village, in keeping with linear aspect.
- SMD015.
- SMD002.
- SMD012.
- 15/004508/AOP.
- Continuation of Ribbon Development without impact on the rural nature of Stoke Mandeville.
- SMD004/7/5/8.
- SMD009 and STO016 move new developments outside the village, create new infrastructure to support this. The current infrastructure is already inadequate.
- SMD004.
- WTV022.
- Field A413, Field Risborough Road and A41.
- Land behind Bell PH. Land behind Eskdale Road, but with fewer dwellings and wide roads with footways up a kerb on each side. Land behind Thornbrook House. SMD018 16/02673/APP Amended, SMD015.
- STO016.
- SMD009.
- SMD002.
- SMD015.
- SMD001.
- SMD002.
- SMD18.
- 16/02673/APP Suitable area close to existing Railway Lane having minimum impact on nature.
- STO016.
- SMD009.
- Land currently within village borders. Brownfield sites within the village.
- SMD009.
- STO016.
- SMD006.
- SMD007.
- SMD016.
- SMD008.
- Land opposite the Bell in Lower Road.
- All areas around the SE of SM are viable propositions allowing for land suitability i.e. Flood Plain HS2.
- STO016 and SMD009 - but would be adversely affected by HS2.
- SMD001/SMD002/SMD013.
- SMD013.
- SMD012.
- 15/04506/.
- All of the land either side of the HS2 map as outlined. Also houses either side of the Wendover Road A413. Wendover side of Stoke Mandeville as they have not seen any development as yet.
- SMD013.
- SMD015.
- WTV024.
- WTV026.
- SMD002.
- SMD018.

- I do not feel qualified to make an opinion on this.
- STO015.
- SMD009.
- SMD001 Due to location, need existing housing to not merge with other villages so that SM loses its identity.
- Any land by the railway station should have homes built on it, enabling people to walk to the station to use the trains.
- SMD001.
- SMD004, SMD005, SMD011, SMD012, SMD001, SMD002.
- 1602673.
- 1504341.
- 14604606.
- Old BOCM Site Risborough Road.
- SMD013, SMD015.
- Near HS2 route? Where farm is and already unusable due to railway line.
- Area SMD009 because it could be built up around HS2 line.
- Area SMD001 could develop Stoke Mandeville Village in the direction of Wendover. However, with the surrounding fields there is still a visible land break between Stoke Mandeville and Wendover.
- Nowhere.
- SMD009 and SMD015 Suitable as large plots and road networks can be built. Not over populated infrastructure can be added too.
- SMD001 and SMD002 seem to fit into the existing village without taking us too close to Aylesbury, thus retaining our village identity.
- SMD001.
- SMD009.
- SMD001, SMD002, SMD009.
- There are many areas around Stoke Mandeville that would suit limited and well-designed housing provided the local roads, pedestrian paths, bus stops and cycle paths are improved a great deal.
- If at all, additional houses, over and above 217 required for SM are to be built within SM, I would suggest that they be built in the south side to prevent coalescence of Aylesbury and Stoke Mandeville. Thus SM can develop as a suburb of Aylesbury and will need to develop its own infrastructure. I suggest plot Nos, SMD001, 002 and 015. However the number of new houses should only be a fraction of the existing number of houses, else it will destroy the village's unique character.
- Nowhere.
- Development could take place near to the HS2 site if affordable housing had to be built in the Stoke Mandeville area.
- I would prefer there to be no further development in Stoke Mandeville. However, if development has to take place, I believe it should be arranged so that existing communities are not joined together.
- STO016.

- SMD006.
- 16/04608/AOP, SMD004 and SMD005 - The growth of 'Aylesbury' will necessitate appropriate development in these locations, particularly if the aspiration for link roads around Aylesbury is to be met. It is however critical that these sites are developed with an overarching vision and master plan and not in isolation. The current proposal for 16/04608/AOP fails to relate to other development sites and does not maximise opportunities that a joined up approach would enable - such as an access road to Stoke Mandeville Hospital from the south.
- SMD007 - To complete the link road south of Aylesbury, development on this site is important. It must be in keeping with development at Stoke Grange and should seek to impose a natural boundary between the built up area and the 'green gap' to Stoke Mandeville village.
- SMD009 - It is possible that some parts of this site MAY be suitable for limited development accessed by the realigned A4010 road provided by HS2. The vast majority of this area is unsuitable for development UNLESS it is allocated as key green space that adds to the linear park and green infrastructure opportunities for both Aylesbury and Stoke Mandeville.
- SMD011 - Bucks Sports and Social Club - Development of some kind is almost inevitable BUT it should be the right kind of development. Stoke Leys has no local play area or recreation space and if this site were to be developed for housing an important local amenity would be lost - hence its designation as an Asset of Community Value. The site COULD be developed as a primary School/community hub enabling local leisure and recreation opportunities or with appropriate financial support a third Community Centre for the Parish.
- SMD012 - This site has outline planning permission - it is hoped that when development happens it will be sympathetic to the local area and reflect existing densities.
- SMD013 - The site has full planning consent and is under construction.
- SMD018 - This site has outline planning permission - it is not a locally preferred site and there are numerous objections. SHOULD development happen it MUST be sympathetic to the local area.
- SMD001 & SMD002 expansion to the south of Stoke Mandeville would provide more options for traffic and services to be shared with Wendover & Stoke Mandeville.
- ST0016. Anywhere around HS2. Let's not blight every Parishioner's life. Build around the new rail track where there is going to be massive upheaval already. Leave the rest in peace. Otherwise, north of Station Road. Do not let Stoke Mandeville remain a place with its own identity. I strongly oppose any development.
- None - we do not have the roads or infrastructure or jobs to support further growth.
- SMD004, 16/04608/AOP, 16/00448/AOP.
- SMD012, SMD011.
- SMD002.
- SMD004.
- SMD015.
- SMD009 - least built up area around this site.
- Areas closer to the edge of Hawkslade as this is already a housing estate within Aylesbury. SMD011, SMD012.
- SMD018 - this area could be good as it would make the village of Stoke Mandeville more rounded rather than a linear development.
- N/A.
- This is really difficult a) to work out where these places are (Google Earth has helped) and b) to try to avoid Nimbyism.
- SMD015.
- SMD002 already agreed I think.
- SMD007.
- SMD004.
- SMD009 the area beyond The Bell PH to N, NW and NE of Pearce's Farm.

- SMD009 Maybe suitable for good quality flats alongside HS2 route.
- The only places that could be built upon with a strict proviso that, a new major road were to be built into and out from Aylesbury Town would be: - STO016 already massively affected by HS2 as is SMD009.
- SMD006 and SMD005. Keep the outer areas as clear as possible.
- Nowhere.
- SMD002 would seem to provide an area big enough for the Stoke Mandeville requirement of 217 homes. At least this area feeds traffic onto a main road.
- No new development until infrastructure made fit for purpose. Look at the mess being made in Aston Clinton.
- An area away from established housing unless parking is taken into consideration. Most houses have more than two cars these days and the roads are becoming dangerous with people NOT using their designated garages and parking on the road. This makes blind corners when cars park in stupid areas, and with cars moving at speed, it will inevitably end in an accident, although I would prefer that no more housing is built anywhere!
- SMD013.
- I would like to see smaller developments so as not to overwhelm the village, say maximum of 20 house estates and due to the traffic problems they incur SMD005, SMD007 and STO016 and able to join the A413 to reduce vehicle through the village.
- If it is impossible to avoid development, it would be better to build on the field next to the Belmore than the one opposite it. At least we might have some countryside left in the Parish.
- I do not believe Stoke Mandeville is prepared for any significant amount of development at all, anywhere unless a) the road system is modified to accommodate the increase in traffic, b) there is a new GP Practice built and staffed and c) there is a new primary and secondary School provided.
- Would object to any new large housing plans. We have had enough new builds already.
- SMD005, SMD011, SMD015, SMD018, SMD012. It is important to keep green field space between Stoke Mandeville and Aylesbury to maintain the character of a village community. The village should not be allowed to double in size for the same reason.
- No comment.
- Land along Risborough Road.
- SMD016 – possibly.
- 15/02673/APP – possibly.
- No opinion on location.
- SMD001 and SMD002.
- Next to Stoke Mandeville Hospital, including extra parking for Hospital patient's use. Ref.16/04608/AOP, SMD004 and SMD005.
- SMD009.
- WTV022 - potential access to A41 to alleviate traffic.
- STO016 - away from current housing stock, to allow openness and a feeling of space.
- SMD009 - as STO016.
- STO016 However the existing road infrastructure is woefully insufficient for exiting road users today without any additional burden caused by increased housing.
- Initially to the northwest of Station Road, before using the land southeast of Station Road.
- SMD007 SMD008.
- STO016.
- SMD002.

- Should take place SMD007, SMD008, SMD016 or SMD011.
- Given that Stoke Mandeville Parish is essentially divided in 2, with Hawkslade and Stoke Grange attached to Aylesbury, I think development should be in the areas of the existing neighbourhoods. Therefore I feel that SMD013, SMD011, SMD012, SMD004 and SMD005 next to the Hospital and squaring off the Aylesbury side of the village. Then SMD018, the area with application 16/02673/APP, SMD002, part of SMD001 nearest Hampden Road and SMD015 in the main village to give the village a centre and proper heart.
- The areas that have been granted planning permission for houses will no doubt go ahead. I do not think any of the other proposed areas are suitable given the fact that the present road system is chocked for large parts of the day with the present volume of traffic. There are also issues to do with provision for education and leisure facilities which are already at bursting point. In addition, the private building companies will not wish to build cheaper affordable houses for the people of Aylesbury in an area where they can build expensive houses from the London overspill. We are regularly approached by estate agents directly to sell our house to buyers predominantly from London.
- Adjacent to Hospital in combination with a new link road from Wendover Road to Lower Road but not south of the new link road - to preserve open space, the rural character of the village and prevent urban sprawl. Thus SMD004/5 part SMD006/7/8/16. The new road should be the southern boundary for building development.
- Suitable areas would be STO016 and SMD009.
- SMD012 - Both Sides of road as this is close to recent development around the Hospital and could provide housing for people working at the Hospital.
- SMD009 would be ideal as it will sit alongside the new relief road and access to residential properties could be easily managed.
- SMD012, SMD011.
- Any development needs to take place in an area with the capacity for increased traffic i.e. NOT on Lower Road or Risborough Road where traffic is already at a standstill for part of the day and ambulances have to fight to get through. Any new housing should take place in existing residential areas - around Station Road and going towards Aylesbury/Wendover where sites have already been identified. Stoke Mandeville is a village but runs the risk of becoming a town necessarily.
- SMD002.
- In the area that is marked HELAA Suitable for housing development. SMD004 & SMD012 as these areas are close to existing housing.
- Development should make Stoke Mandeville into a proper connected edge of town community, not just a sprawling unconnected bunch of estates.
- STO016, SMD013, SMD005 and SMD001, these areas will develop areas in the village that do not fill in the areas towards Aylesbury and would enable the best use of the land north of the new bypass.
- Prefer NO more new development, as according to the map there are already several planning applications/permissions in the village, especially close to existing residences.
- SMD009, STO016.
- There should be no development in Stoke Mandeville. In the evenings and early mornings Station Road is clogged with traffic. Ambulances from Stoke Mandeville Hospital can not get through and this endangers the lives of people waiting for an ambulance.
- SMD006.
- SMD001 and SMD002.
- SMD009.
- Nowhere. This area has already suffered from severe over-development. Simply building on available land is too simplistic and does not consider other variables such as highway congestion, drain on local resources etc.

- Mix of suitable and part suitable but without joining Aylesbury to SM village. Try to infill where possible.
- I don't feel able to comment on this as I don't know the area well enough. I do however believe that any development should not be greater than existing developed land in close proximity. Please no more soulless unimaginative monstrous developments such as Berryfields and Fairford Leys. YUK!
- SMD001, SMD002, SMD015 to extend Stoke Mandeville to the south.
- SMD018.
- SMD008 - behind existing properties in Wendover Road and Station Road.
- SMD016 - behind existing properties on Station Road.
- SMD006 - between Lower Road and the railway lines.
- Building in this area should allow for a demarcation zone to ensure that Stoke Mandeville does not simply merge into the Stoke Grange development - keeping a clear village identity.
- I don't believe anywhere in Stoke Mandeville should be developed.
- I would rather it did not take place at all, if forced to give a choice I would say the West and South East of Stoke Mandeville, as not to join Stoke Mandeville with Aylesbury. We would then just merge into one gigantic area and would be lost. To maintain identity we need a clear area of open country side.
- I don't believe any housing should be built in Stoke Mandeville until facilities and roads have been improved first. The most important road that needs to be built is another connecting road between Lower Road and Wendover Road across the train line to reduce the congestion on Station Road.
- SMD018 proposed 117 houses along with SMD015's 81 = 198 houses, which is close to the VALP assessment of SM's 217 houses. If more houses are required than 217, then SMD002, or part thereof, should be considered. All these potential developments will add to a more community spirit in SM, which will be further enhanced by the closure of the current busy A4010 which has always conditioned SM to being more a corridor village, than a cohesive village.
- With development of 217 houses, the village and support retail businesses will be enhanced, whereas right now even the village Shop/Post Office is questionably viable, and may close.
- SMD009 this is an ideal site for housing as it will be built up beyond the proposed by-pass.
- SMD002 This is perfect for development.
- STO016 if we do not pick this site then once the bypass is built this will become land for building on.
- I would prefer no development.
- Any areas away from Lower Road, as access for emergency vehicles are already difficult during rush hours without impacting further on their progress.
- SMD015.
- SMD001.
- SMD002.
- SMD002 & 001.
- SMD009 - this land is already going to be developed for HS2.
- On areas where there are already houses and development.
- SMD001, 002, 004, 005, 012 & 16/04608/AOP - these areas provide adequate scope for new builds but affecting fewest existing homes and least impacting on countryside views.
- SMD002.
- Due to the poor infrastructure e.g. roads and gridlock traffic jams, I believe there should be no developments.
- SMD015.
- SMD004 is the only area that I would not object to.

- Where is the planning for new roads, Schools and GP's? This must be in place first.
- No particular opinion.
- No more housing development as the village is already suffering from the impact of housing developments elsewhere.
- SMD015 - move traffic to South of area.
- SMD013 - an area to the North of the plan would spread traffic area issues.
- If development has to take place in SMD006 to fund the various sections of the proposed southern link road and cross the Chiltern Line to Marylebone, consideration should be given to creating a new Parish centre in this area with a mix of residential and commercial/retail/leisure properties much like the centre of Fairford Leys. This could also incorporate new community facilities. In addition, it should be linked by foot and cycle paths to all areas of the Parish to create a new community hub. Obviously, there would also be suitable vehicular access and parking facilities.
- If all the proposed sites (blue shaded area's including those with planning permission) ARE actually built on it will be MORE than enough houses/residents/cars/children using already overwhelmed services and infrastructure. But most seem to be small/medium sites which are a plus.
- I have no particular opinion where the houses are built so long as they are part of a coherent overall plan.
- SMD007, SMD008, SMD009, SMD016.
- SMD001 and 002.
- SMD001, SMD002, WTV022.
- SMD005, 007, 008 & 016 - all seem well considered with too much long term negative impact on local residents. Also have good adjacent transport links and should not cause too much pressure on roads in the vicinity. Provides more than enough room for long-term growth.
- SMD002, SMD001.
- SMD001, SMD002 & SMD009.
- SMD009 stick it next to the train, it's already been ruined by HS2 so it makes perfect sense to carry on with the concrete.
- SMD004, SMD009, SMD001 & SMD002.
- SMD002, SMD018 & SMD012.
- SMD001 to the south east of Stoke Mandeville - this area increases Stoke Mandeville but retains its own individual area.
- SMD009 to the south of HS2 - will simply merge into Aylesbury to the west retaining Stoke Mandeville's individual identity.
- ST0016 to the west of HS2.
- SMD004 and 15/04508/AOP would be suitable for small scale housing.
- I don't believe development should take place in Stoke Mandeville, but if I had to have a preference it would be what I perceive to be to the north side of lower road, i.e. on the Hospital side, so SMD006, SMD016, SMD008, SMD007 & WTVs.
- In and around Stoke Mandeville Hospital only but not in and around the village. The gap between the town and village must be maintained. Ok to build on SMD013, SMD012, SMD004, SMD011. Building along the line of HS2 seems to particularly ridiculous given that houses already there will be blighted by noise issues anyway.
- SMD001 & SMD002. These areas should be developed in preference to those between Wendover Road and Stoke Mandeville village to keep a distinct separation between Aylesbury and Stoke Mandeville.
- SMD011 - Makes use of existing town boundaries & would make use of existing infrastructure.
- SMD012 - Makes use of existing town boundaries & would make use of existing infrastructure.
- SMD006 - Makes use of existing town boundaries & would make use of existing infrastructure.

- SMD007 - Makes use of existing town boundaries & would make use of existing infrastructure.
- SMD008 - Makes use of existing town boundaries & would make use of existing infrastructure.
- There should not be masses of houses built as one large estate. This is a village and should remain so. A handful of houses built at any one time, in a close (no cut through) would be safer and more neighbourhood friendly, with a large green area nearby, plenty of off-road parking and decent sized gardens. We are supposed to be in the 'countryside' after all.
- My preference would be to use the land which follows the HS2 line (STO016 and SMD009) because it is the largest section of land, can be part of the HS2 land development and would not 'cram' housing into the middle of the village which would change the feel of the old village.
- WTV022 Wendover Road.
- SMD012. This would share the impact with surrounding villages and roads.
- No comment.
- No there are too many people already. Make new roads, Schools, GP surgery before you start building more. Sitting in traffic all day is not a joke anymore.
- SMD002, SMD009 & STO016.
- SMD009 and STO016.
- SMD001 and SMD002.
- SMD004.
- The areas marked as suitable on the map.
- None. Stoke Mandeville is an attractive village with beautiful countryside nearby. It will suffer unimaginable disruption caused by HS2 and further development is not required. The roads, Schools and infrastructure simply won't cope.
- I don't think there should be any development, there needs to be free space and greenery around for benefits for both environmental and human reasons.
- SMD004 and SMD005.
- SMD002.
- 16/04608/AOP, 16/04238/AOP, 16/02673/APP.
- Would rather the amount of development was limited. However if pushed with HS2 definitely going ahead, there is scope to develop the land on SMD009 and adjoining STO016 especially if there was a link road between Oxford Road and Lower Road. However noise impacts on dwellings would need to be carefully considered and so perhaps a better use would be to develop the land for employment/retail. There is a lack of petrol station, large supermarket this side of Aylesbury and such facilities may help flow of traffic into town centre. Whilst I think some development along Lower Road is acceptable, impact of traffic (already extremely busy at peak times) access to Hospital, particularly for ambulances needs to be carefully assessed. Agree that housing on SMD006 and SMD009 may be acceptable providing the necessary infrastructure (including link road to Wendover Road to ease traffic) is in place and there is plenty of green space, tree planting to make it an attractive space.
- SMD015, STO016.
- The infrastructure can't manage with the housing already here. Even if a new road is added the main Aylesbury roads to the town centre cannot cope.

- Preferably no development should take place.
- It shouldn't. The area is a joke as it is. The last thing it needs IS MORE HOUSING! The ambulances struggle as it is to get around the traffic, most roads are overcrowded with parking from School runs and it's already too busy. Stop trying to kill all the fields. We moved here BECAUSE IT WAS QUIET; it's not going to be quiet if you keep building houses.
- Somewhere on the outskirts of the Parish Stoke Mandeville park.
- SMD012, 15/D4506/AOP, 16/02673/AOP. These appear to have outline approval and provide 388 dwellings. This is more than the 217 required in Stoke Mandeville. SMD004 would also be suitable.
- I believe that the new housing should be split between several sites, so that no single area has huge developments. Those I think most suitable are: SMD001, SMD002, SMD005 & SMD016.
- SMD002.
- SMD001.
- Hawkslade area.
- SMD009 & SMD016.
- No more development between Aylesbury and Stoke Mandeville.
- SMD001.
- AOP16/04243/AOP, SMD015, SMD013, SMD011, WTV026 & WTV024 (but with tree screening to hide from road so that there is a green break between Aylesbury and Stoke Mandeville - small impact on land use and incremental growth. Keeping distinct distance from Aylesbury. Hopefully smaller developments can encourage smaller builders with more unique houses and therefore avoid having estates built with the same style.
- SMD004, 16/04608/AOP, SMD013 & 16/04238/AOP.
- 16/00448/AOP.
- 16/04243/AOP.
- 15/04341/AOP.
- 16/04608/AOP
- SMD007.
- SMD016.
- SMD012 – OK, SMD015 – just about, 15/D45D6/AOP – at a push. That is the absolute maximum I believe the Parish can take before being stripped of its identity.
- Nowhere, the roads and School cannot cope with any more housing.
- Developments between Aylesbury and Stoke Mandeville on Wendover Road.
- SMD009 along the site of HS2 could be suitable but it would need to have new access roads onto the existing main routes, but would still cause more traffic and other infrastructure problems. It is a large enough site that the planners would insist on its own School, Doctors Surgery etc., whereas the smaller sites do not have this obligation. As I see it, everywhere else would have more of a traffic impact on the already busy roads.
- ST0016.
- SMD013 - Difficult to comment on any really. Traffic is already building up without new houses. HS2 is going to add to the misery. We all need to see how the travel issues will be organised before building not after.
- North Aylesbury.
- Sites closest to Aylesbury.

Unsuitable

- SMD009, STO016, SMD006 & SMD005. Lower Road is a slow-moving road as it is, and cannot be improved through widening or junction changes. 006 and 005 would make this even worse. 009 and 016 are extremely important for the countryside, as they have many streams and wildlife in them. They also provide clear views across to the Chiltern Hills. These views are very important and special to the local residents. Building on this land will also cause Stoke Mandeville to be swallowed up by Aylesbury, forcing everyone who intended to live close or on the edge of the countryside to suddenly be living in the city.
- SMD005.
- SMD016.
- SMD008.
- SMD018.
- 1504341/AOP.
- Areas which would join Stoke Mandeville to Aylesbury/Weston Turville/Wendover. Stoke Mandeville is a village in its own right.
- Village should not move further south.
- Box ticked.
- I do not feel qualified to express an opinion on the prospective sites indicated, nor do I have alternative sites for consideration.
- Large green field sites to the north and south of the Village, SMD001, SMD002, SMD005, SMD008 & SMD009.
- SMD001.
- SMD015.
- SMD002.
- I believe development should not take place and oppose.
- Land off Rake Way, Ridge Way and Wheat Close.
- SMD004 Houses already there. Difficult to read this map.
- WTV022 Particularly, but consider all areas unsuitable due to adverse traffic - Aylesbury is gridlocked in the rush hours at present - can't cope with anymore.
- Anywhere near HS2 line, I believe a development that is divided in half by a major rail line will not become a community.
- Wendover Road.
- Next to A413. Single access onto Mandeville Road.
- On BCC Sports and Social club site. Site maybe centres for possible School/ community parkland for extended area.
- Nowhere in Stoke Mandeville.
- Areas **unsuitable** are SMD001, SMD002, SMD015, and SMD009.
- I believe a green corridor should be retained south of Station Road with no development between here and Wendover.
- SMD002- Local infrastructure. Site liable to flooding. Important wildlife buffer. Obstruction to views of Chilterns. Impact on local health services.
- Rear of Eskdale Road.
- SMD015.
- SMD007.
- SMD008.
- SMD006.
- SMD016.
- SMD005.

- Between Hospital and Stoke Mandeville village and around The Bell public house and School.
- 16/02673.
- 16/02673/APP Eskdale Road.
- SMD006.
- SMD016.
- SMD018.
- Any land which would increase traffic congestion between Stoke Mandeville, Hospital, Mandeville Road and feeder roads in to Aylesbury.
- Whilst I accept the need for additional housing all the areas in blue on the map are currently farmland and are landscape features which matter to me? So it is impossible to prioritise one or another. I am shocked at the large swathes of land suitable for housing. I would, therefore, say there should be a limit on the number of properties developed in proportion to existing numbers and that development is contained to one or two areas on the map.
- 16/02673.
- SMD001/2/5/16/2.
- SMD005/1/16/3/9/2/11 - It's essential to maintain a corridor between Aylesbury and SM for the integrity of the village.
- SMD011 - Leave the green space.
- SMD005/16/3/9/1/2/11 - We require a gap between Stoke Mandeville and Aylesbury.
- SMD007, SMD008 & SMD002. Living on a very busy road the tranquillity of having farm land to the rear balances the environment we live in. With Hampden Halls more development on the same site opposite. Feel we have our fair share of developments.
- SMD005/1/3/2/9/16/11.
- Critical to maintain green space/fields between Stoke Mandeville and Aylesbury.
- Roads cannot take more traffic SMD015/08/16.
- SMD005.
- SMD015.
- SMD007.
- Too much dense building. We need large open spaces for wildlife and walkers - not small pockets here and there.
- SMD006, 01, 16, 07, 08 & 01. All of these areas have lovely walls and footpaths for Parishioners to enjoy.
- SMD012 Bottleneck at SM Roundabout.
- SMD005.
- SMD011 Access to Hospital/Ambulance Station.
- Car Services bottleneck to Aylesbury down Mandeville Road. All traffic through Aylesbury.
- SMD005.
- SMD007.
- SMD016.
- SMD006.
- I believe Stoke Mandeville and other neighbouring villages should be kept separate and not joined to Aylesbury town. The maintenance of a village community is almost desirable, therefore, areas such as SMD007, SMD015 and SMD008 should be left open as a buffer zone to separate village from town.

- ALL.
- ST0016.
- SMD009/1/2/6/8/15/16/7/18.
- The roads will not be able to cope, nor will the Schools or GPs.
- Station Road is often at a stand-still for 2 hrs already.
- SMD001 & 15 - will increase traffic in village and no amenities for more residents, also Station Road already heavily congested at peak times causing a lot of pollution for surrounding houses etc.
- Anywhere in the village the roads would not cope with any more traffic.
- SMD001/2/16/15/5/8.
- SMD015 or 001 - not in keeping with the linear aspect of the village, impact on wildlife, proximity to HS2. Unsuitable access to Risborough Road, already too crowded.
- SMD005/7/8/16/9/1/2.
- ST0016.
- The land at Thornbrook House is in our opinion as nearby residents particularly unsuitable.
- All unsuitable due to traffic concerns.
- All the present agricultural land surrounding Stoke Mandeville by building on land designated, suitable for housing development. Stoke Mandeville will become part of Aylesbury.
- The land opposite the Bell Pub for essential drainage - already had flooding issues on that road.
- All the rest as not needed as other sites will fill the quota of 217 houses.
- SMD001.
- SMD002.
- SMD008.
- SMD006.
- SMD016.
- SMD005.
- Totally unsuitable - SMD009/13/16.
- SMD002.
- SMD001.
- ST0016.
- SMD009.
- SMD008.
- SMD015.
- SMD004.
- SMD005.
- SMD007.
- SMD018.
- SMD012.
- 16/02673app Eskdale Road cannot support the extra traffic proposed, neither can Station Road.
- Many of the sites identified on VALP map which would be back land development and infills. These would destroy rural character of the village and lead to an inevitable urban sprawl from Aylesbury to Wendover.
- SMD015.
- SMD005/6/7/15/16.
- SMD002, SMD001, SMD010, SMD016, SMD007, SMD005, SMD008, SMD015 & SMD016
- SMD001.
- SMD005.
- SMD015.
- SMD016.
- SMD009.

- SMD006.
- SMD007.
- SMD008.
- SMD015.
- SMD016.
- SMD008, SMD016 & SMD007.
- Stoke Mandeville will become swallowed up by Aylesbury.
- SMD005 and SMD013 Avoid coalescence of Aylesbury and village. No new development within 400m of HS2.
- Takes up too much green space.
- SMD011. The area provides sports facilities for all in a deprived part of Aylesbury.
- SMD012 and SMD015. The increased traffic would make access for ambulances in and out of the Hospital very difficult.
- SMD016.
- SMD007.
- SMD008.
- Keep buffer.
- Recreational green field spaces. Anywhere near HS2 line. Areas where it causes village to merge into other villages or Aylesbury Town.
- 1602673 Land locked. No direct access for emergency services other than Eskdale Road. If that is blocked there is no access.
- SMD001.
- SMD002.
- SMD001.
- No building should take place in Stoke Mandeville; it will lose its identity as a village.
- SMD0001 because this is behind my street and I am concerned as to the impact on traffic as a result. I already get stuck in traffic jams on the way home from Amersham on a regular basis.
- I regret that I consider it pointless answering this question as I, along with many others, submitted extremely pertinent and valid objections against the development of site SMD018 but these have been totally ignored/overruled by the AVDC planning process, no doubt under pressure from Central Government. As there appears to be presumption in favour of development/expansion of Aylesbury's southern areas, what is the point of a Neighbourhood Plan particularly when developments such as SMD018 have been approved before the findings of the Plan have been published and approved by the Parish electorate.
- No areas are suitable because of current infrastructure most importantly Roads. Large tracks of land have none or very little communication links.
- Not on green fields. Don't join up to Aylesbury.
- SMD007/ SMD008/SMD006/SMD016/SMD015/SMD004/ SMD005. If these areas are built on it will merge Aylesbury with Stoke Mandeville. It will lose its identity as a Parish.
- SMD015.
- SMD018.
- SMD001.
- The village cannot cope with the traffic and pressures on services from any further development
- SMD005/07 and 06. 15/16. 01/02. 18. 09.

- Completely unsuitable as land is adjacent to Wendover Park and Stoke Grange because traffic along Wendover Road into Aylesbury is already bad. No separation then between Aylesbury town and Stoke Mandeville village. Also other side of Railway line onto Lower Road which is already congested.
- SMD001.
- SMD002.
- SMD015.
- SMD005.
- SMD016.
- SMD008.
- SMD005 It will destroy SM as a village because of this development will merge village into part of Aylesbury town and greens around village.
- SMD007 and SMD008 to maintain integrity of Stoke Mandeville. Irrigation/flooding concerns. Traffic overload on A413.
- SMD002- Traffic overload and flooding.
- 1602673/ app access to proposed development difficult due to narrow roads and add to the already congested Station Road.
- SMD006, SMD007, SMD008, SMD015 and SMD016. Stoke Mandeville lose village status and become part of Aylesbury sprawl.
- All others.
- SMD007, SMD008, SMD006, SMD016, SMD004 & SMD016.
- Land between outskirts of Aylesbury and Stoke Mandeville to preserve 'Green Lungs' and avoid coalescence.
- Areas SMD007, SMD008, SMD016 and SMD006 - if these areas were built on Stoke Mandeville would lose its identity and would merge with Aylesbury to become one urban sprawl. With the agricultural fields in these areas it makes Stoke Mandeville feel like a Parish/village rather than a part of a town.
- Between Stoke Mandeville Hospital and Stoke Mandeville village.
- Everywhere.
- SMD001 and SMD002 Land Floods. Road network already very slow, infrastructure already struggling.
- SMD009 too close to HS2 and flooding issues and cut off from main village. SMD005, SMD015 & SMD008 will lose village feel as we will just join onto Aylesbury.
- SMD005.
- SMD015.
- STO016, SMD009, SMD006, SMD008, SMD007 and SMD016.
- Any medium scale development along Lower Road should only be considered if the road itself is drastically improved and a more suitable cycle path with greater separation from the main road is developed to encourage cycling and walking and in particular make a safe and enjoyable route corridor for School children.
- Should not happen in the north side between Aylesbury and SM. The green spaces in between are the lungs of the countryside. We need them.
- SMD007, SMD016, SMD006, SMD004 and SMD008.
- SMD007, SMD008, SMD016, SMD015, SMD004, SMD006 and SMD018
- Development should not take place in the areas marked SMD008 and SMD016 as the access to these areas is far too narrow and would cause lots of disruption and increased traffic congestion on an already busy Station Road and Wendover Road.
- In my opinion, development should not take place such as to enable the coalescence of Stoke Mandeville with Aylesbury.
- SMD007.

- SMD001 - poor access route.
- SMD007 - clear boundary between Aylesbury and SM village.
- SMD001 - Stoke Mandeville village is a separate and unique community that has grown organically over many years. Development on this site would represent disproportionate growth of the village commensurate with an urban area - such as Aylesbury - and would not be in line with the existing pattern of development.
- SMD002 - Development on this site would also represent disproportionate growth of the village commensurate with an urban area - such as Aylesbury - and would not be in line with the existing pattern of development. The new development would have few natural links with the village and might therefore grow as a separate cul-de-sac community with little identity.
- SMD006 - This is a site that MUST NOT be developed if coalescence between Aylesbury and Stoke Mandeville is to be avoided. These five fields represent the remaining 'green buffer' between the two areas and incursion here would be tantamount to making Stoke Mandeville a suburb of Aylesbury.
- SMD008 - This is a site that MUST NOT be developed if coalescence between Aylesbury and Stoke Mandeville is to be avoided. This area represents the small green buffer' between the two areas and incursion here would be tantamount to making Stoke Mandeville a suburb of Aylesbury.
- SMD010 - Regardless of the impacts of HS2 this site is inappropriate for development and must be retained as open countryside as far as possible.
- SMD015 - Development in Stoke Mandeville Parish should concentrate on sensible and sustainable urban extensions of Aylesbury into the Civil Parish. In that context this site is totally unsuitable and represents a significant incursion into open countryside AND a coalescence between the separate communities of Stoke Mandeville village and development on Old Risborough Road.
- SMD016 - This is a site that MUST NOT be developed if coalescence between Aylesbury and Stoke Mandeville is to be avoided. This area represents the small green buffer' between the two areas and incursion here would be tantamount to making Stoke Mandeville a suburb of Aylesbury.
- SMD017 - This site is inappropriate for development since it is an incursion into open countryside and not in keeping with the linear nature of development in the village.
- SMD004, SMD005, SMD007, SMD008, SMD012, SMD016, SMD018 - this would just increase congestion on roads already full - Stoke Road A413 & A41 the proposal to join these 3 roads would add little of no relief as traffic runs north and south in/out of Aylesbury.
- SMD001. Why let Aylesbury move further south? Building south with simply result in Stoke Mandeville ultimately being non-existent.
- SMD017, 18, 001, 010 - the roads around Stoke Mandeville cannot take anymore, someone will be killed as though won't get to the Hospital in time due to congestion.
- SMD002, SMD001, SMD015, SMD018, SMD008, SMD016, SMD005, SMD007, SMD009 & STO016
- Although Stoke Grange and Hawkslade are part of Stoke Mandeville, Stoke Mandeville as a village should not be swallowed up by Aylesbury, we need green space around Stoke Mandeville to define it and separate it from Aylesbury.
- SMD007.
- SMD016.
- SMD006, SMD007, SMD008 & SMD016.
- There should be no joining up of Aylesbury to Stoke Mandeville and no massive housing developments within the Parish. We may be included in the allocation for Aylesbury, but we are not Aylesbury!
- SMD008.
- SMD016.
- SMD006.
- SMD002.

- SMD001.
- SMD009.
- N/A.
- SMD006 from Lower Road where the views after SMH towards Stoke Grange direction are currently a beautiful reminder that this is a rural area. Could we keep part of this green?
- We need to keep Stoke Mandeville totally rural with a complete separate identity from Aylesbury. The infrastructure in and around Stoke Mandeville cannot cope with the current traffic load, it can take in excess of 20 mins to get from the Church to the Wendover Road in peak times. In relation to the Schools, they are currently struggling. SMD008 - SMD016 - SMD006 - SMD007.
- ST0016 and SMD009.Keep the fringes of the boundary as clear as possible.
- SMD016, SMD008, SMD007.
- All other areas identified on the map would seem to force huge increases in traffic onto minor roads that are already struggling to cope with existing traffic loads.
- SMD001, SMD002, SMD004, SMD005, SMD006, SMD015, SMD016 and SMD018.
- Planned development in Eskdale Road for 73 dwellings. The road is not wide enough to cope with the extra traffic and Station Road is already congested at both ends of the day.
- The large fielded area behind Hawkslade is beautiful and peaceful. This should not be spoilt by further building work and the road infrastructure is not sufficient enough to cope with the extra vehicles. Already have an area behind Hawkslade where building is currently taking place. Very dangerous already, as so many cars parked along the streets, and roads not big enough to take the increase in traffic. This will only get worse.
- Again, the village is already gridlocked. Station Road has had several RTAs incidents recently and even emergency vehicles servicing the Hospital are crashing. Looking to the future, the land next to HS2 may be suitable for housing, but a bypass to take pressure off Lower Road/Station Road is required, first.
- Any area on the map. Aylesbury and Stoke Mandeville is already a nightmare for traffic, especially when there is a problem. The whole town comes to a standstill. More house means more cars, means more issues because the road layout is ridiculous.
- WTV022.
- I would not like to see development on SMD001 and SMD006 this enables the village to remain separated from Aylesbury.
- The field next to SM Hospital. If this site is not developed, we might still be able to consider ourselves living in the countryside, as opposed to living in Aylesbury. The traffic on that B road is already gridlocked at rush hours. How is the road supposed to cope with additional traffic from developments on both sides of it?
- I do not believe Stoke Mandeville is prepared for any significant amount of development at all, anywhere unless a) the road system is modified to accommodate the increase in traffic, b) there is a new GP practice built and staffed and c) there is a new Primary and Secondary School provided.
- Anywhere on Lower Road. Already overloaded with traffic. Cannot cope with anymore traffic.
- SMD002 as this will double the size of the village in one hit. All the other possible areas should not be approved so the village community can be maintained.
- SMD007.
- SMD008.
- SMD016.
- SMD006.
- We moved to Stoke Mandeville/south Aylesbury area because of the open areas around and near to family.
- No comment.

- Not on green spaces between houses already there and in front of the School.
- SMD018 - definitely NOT. Traffic is bad enough along Lower Road. Must be dreadful for ambulances at times.
- SMD004/005/006/008/012 - ditto. SMD015 – ditto.
- The infrastructure is overloaded even now so adding to the problem, which has increased over the last several years; by building more houses before solving that situation is madness.
- No opinion.
- SMD007, SMD008 & SMD015. Need to keep some green space between Stoke Mandeville and Stoke Grange.
- SMD006, 007, 008 and SMD016. Reasons against using these areas for dense housing, this is the only green space left dividing Aylesbury and Stoke Mandeville. Also there is a lot of wildlife and particularly birds, including skylarks (these depend on open meadow conditions and are an endangered species). Red kites, woodpeckers, yellowhammers, kestrels and owls (these are also very rare now). Also cuckoos have not been heard for the last two summers. We should be protecting these last areas of undeveloped land as they are very precious and once built on will never be the same again.
- SMD001, SMD002, SMD006, SMD015 & SMD007.
- SMD007, 008, 016, 006, 002 & 001.
- Reason - congestion on the A413 Wendover Road, and to allow some green space to exist. Particularly in light of the development of WTV022.
- SMD007, SMD008 and SMD016 additional housing here will cause additional load on an already over-burdened road infrastructure. Lower Road, Station Road and Wendover Road. This causes greater pollution and wastes time and resources for all those that have to use these roads.
- As far as I am concerned, all shown plot should be available, subject to 8 above.
- SMD001.
- I think a belt should be left between the village and Aylesbury, to prevent Stoke Mandeville becoming simply another suburb of Aylesbury so would not like to see development on SMD006, SMD018 or the Western part of SMD016 and also not SMD001, SMD002 or SMD015 to protect the fields in that part of the village.
- I think SMD009, SMD006, SMD016, SMD008 and SMD007 will join Stoke Mandeville with Aylesbury and Stoke Mandeville village will lose its identity entirely, which would be a massive shame.
- Development should not take place in the area surrounding Stoke House and Farm. This area will be disturbed by the construction of HS2 and it will destroy a valuable area of countryside, which has numerous wild life etc.
- SMD018.
- SMD007, SMD008 and SMD016 because this would join Stoke Mandeville with Aylesbury and cause major traffic problems. The Wendover Road is saturated at the moment especially in the rush hour.
- SMD015 & SMD001 - either side of Risborough Road as this will change the village to a much larger housing area.
- I strongly believe developments within the existing SM community should be limited so SMD001, SMD015 and SMD017 should be discouraged as the local and existing road and community infrastructure can not cope with the additional homes and vehicles that would arise.
- SMD009.
- We strongly oppose any development taking place at SMD018 or SMD006. This is countryside and should be protected in Stoke Mandeville - it would also cause chaos on Lower Road to have additional housing feeding into the road.
- SMD007.
- SMD016.

- SMD006.
- SMD004.
- SMD018.
- SMD005.
- SMD002 & SMD001. Outside of the existing housing.
- SMD009, SMD006, SMD016, SMD008, SMD007 and SMD017. It should be important that any development does not just fill in the open space around the village.
- Answer as above!
- Should not take place along Lower Road this area does not have suitable road infrastructure and it will be a blot on the landscape. Too many applications for large scale developments all in one area.
- SMD002, SMD001 SMD018 & SMD015.
- At all prospective locations.
- SMD007 will create traffic chaos.
- SMD012 and SMD011.
- Everywhere. See above.
- See above. Not close to HS2.
- SMD006, SMD007, SMD008 & SMD016. To maintain separation between Stoke Mandeville and Aylesbury.
- SMD001/002/16/18.
- SMD001 - in between Risborough Road and the railway lines.
- This is a significantly large area and access routes are unclear - this could have severe impact on traffic flow in the area.
- Between Aylesbury and Stoke Mandeville between the railway and the A413, North of Station Road.
- STO016 & SMD009 I don't believe housing should be built near HS2 route.
- SMD013 is not a natural town boundary extension to Aylesbury.
- SMD011, 012, 005, 004, 006, 016, 007, 008, and 016 all unnecessarily add to the bulk growth of Aylesbury and will detrimentally cause coalescence with Stoke Mandeville.
- Those sites close to Aylesbury will do nothing to advance the community feeling of SM village, or enhance the retail businesses of SM.
- The Lower Road to A413 link road crosses SMD006, 016 and 008 which will make portions of the land undevelopable, and what is developable may attract housing developments which again will add to the coalescence of Aylesbury with Stoke Mandeville. One has to consider the Local Plan we see now will be reviewed in years to come and any development of sites 006, 016 and 008 now could easily pave the way for undesirable coalescence in the future.
- While SMD001 seems logical, it has major access problems to highways, unless houses are purchased and destroyed.
- Planning application 16/02673/APP is not part of the Local Plan, thus I make no comment.
- SMD001 this site is too close to the centre of the village and is not idea for housing.
- SMD001. This parcel of land is too near the centre of the village and will cause problems with traffic.
- SMD005. This is also too near the centre of the village.
- As stated above, not along Lower Road, or any areas which would not leave a buffer zone between the Parish and Aylesbury, otherwise Stoke Mandeville will cease to be a village.
- SMD018.
- SMD015.
- SMD008.
- SMD006.
- SMD016.

- SMD007.
- SMD004.
- SMD005.
- 15d45d8.
- SMD012.
- SMD011.
- SMD010.
- SMD001, SMD006 & SMD016.
- These areas should be left as green space as the countryside is being swallowed up with houses and HS2. There needs to be a provision in the area.
- Green spaces these should be protected.
- SMD006, 007, 008 & 016 - important to retain buffer between developed areas and preserve open countryside for all to enjoy - also SMD016 (Bucks CC Sports Ground) which should be retained as a local amenity.
- SMD015.
- SMD015.
- Too close to HS2, extends village too far into open countryside, does not fit pattern of development on Risborough Road and does not make a provision for local amenities.
- Due to the poor infrastructure e.g. roads and gridlock traffic jams, I believe there should be no developments.
- All other developments will put too much strain on the road network and local infrastructure. The village already gets gridlocked at rush hour and School run time any additional traffic will only make this worse and impact the quality of life of all residents, existing and new.
- Stoke Mandeville cannot support any further development. SMD004 is the only area that I would not object to.
- SMD009 and ST0016 Landscape this in some way. To close to HS2 for houses.
- SMD006, SMD008, SMD015, SMD016 Landscape as a park or leisure open space. Do not fill the open spaces between Aylesbury and Stoke Mandeville with concrete.
- SMD016, SMD006, SMD016, SMD007, SMD008, SMD001, SMD015, SMD002, SMD009, SMD010 & SMD017. Development in the northern areas would effectively integrate Stoke Mandeville into Aylesbury and destroy green gap. Areas to south mean a massive extension to the village near HS2.
- In all of Stoke Mandeville. These plans are always wrong and only benefit the builders. Where is the planning for new roads, Schools, parks, GPs? You want to increase the population only at the expense of the present residents that already struggle with traffic, places for School for our kids, security and on and on.
- No particular opinion.
- SMD005 & SMD006 - these developments would inhibit Hospital expansion to meet the needs of an increased population and add to an already horrendous position in relation to traffic congestion and HS2 construction impact.
- SMD011 - This is an existing community sports facility that needs to be retained and allows families and different sports opportunities with a focus on social interaction with access to children from a local category C area to participate.
- Development should not take place on the fields that surround the area. The countryside is important and just because it is an open space does not mean development should take place.
- All possible effort should be made to maintain the village nature of Stoke Mandeville village and its separation from Aylesbury. Accordingly development should not take place on sites numbered:
- SMD007, 008, 016, 006 & 009 to the east of HS2 - SMD010 & 017.

- If only half of the blue and white shaded areas are built on Stoke Mandeville will disappear apart from the station we will just be part of Aylesbury 'Garden' City. No identity, roads at saturation level, Schools with 40 + pupils in each class stressed teachers & a health service that is unrecognisable with longer waiting lists for appointments/surgery etc.
- Building should not take place on land which is most inhabited by wildlife.
- SMD017, SMD018, SMD006.
- SMD006, 007, 008, 015 and 016.
- SMD018, SMD006, SMD016,
- SMD001 - totally unsuitable for development. Would devastate the views of the Chilterns & Coombe Hill for many residents to the south of the village. The reason many of us moved here in the first place was for the spectacular views of Coombe Hill, I would consider moving if this land was developed. Also there was a protected species identified on a previous survey in the field behind Brudenell Drive. There are also some amazing trees in these fields that support a large colony of Red Kites. The effect on Station Road would be a disaster. The road is already totally overloaded in rush hour and for School run, it cannot take more traffic. I would fight this development with every tool available.
- STO016, SMD009 & SMD002.
- SMD015, SMD0018 & SMD017.
- SMD006, SMD007, SMD016 & SMD008.
- SMD007, SMD006, SMD016 & SMD005 keep green space between Stoke Mandeville and Aylesbury.
- By building on the following areas, Stoke Mandeville would simply merge into Aylesbury, losing its individual entity and losing the "village" feel.
- SMD005, 007, 008, 016, 015, 004, 012, 011 & 018.
- SMD008, SMD015, SMD007 land to the west of Wendover Road.
- Main concern is traffic and a lack of infrastructure to support more people and cars, particularly Schools, Doctors and Hospital.
- SMD013, STO016, SMD009.
- Not around HS2.
- Not on the Bucks CC sports ground - if land around it is built up, it will provide a green space!
- Not in the village. Not SMD018, not 1602673app, not SMD005, 015, 016, 008, 001 & 002.
- SMD001, 006, 007, 008, 016 should not be developed but kept as a buffer between Aylesbury and Stoke Mandeville to maintain separate identity of the village.
- SMD009 & SMD0016. Not only would this interfere with the HS2 route, it would expand the town's boundaries with no extra infrastructure, putting a strain on the already congested roads in that area. It would also interfere with nature & wildlife in that area.
- Again, no more mass building sites. Just because there is an open field this should not mean 'how many thousands of houses can I cram onto it'.
- Avoid using the land in the centre of SM village to it doesn't change its rural feel and attractiveness.
- SMD015 Risborough Road and Lower Road.
- Along Lower Road and around Stoke Mandeville Hospital.
- This area is already overcrowded; traffic along Lower Road is awful and needs addressing. This road has recently been closed for flooding and often the fields next to Kynaston Avenue are completely under water. There are only 2 Primary Schools in this catchment! 1 GP surgery and an over stretched district nursing team!
- No comment.
- No more in Aylesbury plenty has been built already we need new roads not more houses.
- SMD001, SMD002 and SMD016.
- SMD006, SMD007, SMD008 & SMD016.

- SMD001.
- SMD007, SMD0016 & SMD008 - There is completely inadequate schooling and medical services to accommodate extra dwellings.
- Alongside the route of HS2.
- What is 'part suitable' supposed to mean?
- All sites. Stoke Mandeville is an attractive village with beautiful countryside nearby. It will suffer unimaginable disruption caused by HS2 and further development is not required. The roads, Schools and infrastructure simply won't cope.
- I don't think there should be any development, there needs to be free space and greenery around for benefits for both environmental and human reasons.
- SMD009 and SMD016. This is a large area of beautiful countryside. My family and I love walking here, the stream and footpaths and scenery should be left alone.
- Land by the Sports and Social Club and on either side of Lower Road. It would be a shame to lose the green areas and this road is already massively congested and could not cope with a large housing estate being built.
- 16/00448/AOP.
- As above I think overdevelopment abutting Lower Road should be avoided because of traffic pressures. I also think smaller green spaces should be preserved for example round Hawkslade a lot of the adjoining countryside is going to be blighted by HS2. The dog walking track is already heavily used and will all the more necessary with the loss of access to the nearby fields. These smaller spaces are essential for overall wellbeing, feeling of space and in keeping with the vision of Aylesbury becoming a garden town.
- SMD007, SMD008, SMD006, SMD016 & SMD009 - vitally important to maintain the integrity of the village otherwise Stoke Mandeville will become a part of the Aylesbury conurbation.
- SMD006.
- Not on the 2 public open spaces in Carters Ride. Definitely not.
- Unless infrastructure is roads are in place first development should not take place anywhere.
- Anywhere. No more houses. Stop killing fields and causing more problems.
- All the other sites shown hatched blue are not suitable as, if developed, would coalesce Aylesbury and Stoke Mandeville.
- I believe no development should take place on SMD006, SMD007 or SMD008 as these are natural boundaries between Stoke Mandeville and Aylesbury and we should preserve the green space if at all possible.
- SMD0004, SMD011, SMD012 & 1604608/AOP.
- SMD007 I strongly believe that open fields should remain between Aylesbury and SM.
- SMD008.
- SMD015.
- A413 proposed development.
- SMD006 & 7.
- Would result on no urban break between Stoke Mandeville and Aylesbury.
- SMD001, SMD002& SMD008.
- SMD008, 016, 015, 007 & 005.
- SMD005 will combine Stoke Mandeville to Aylesbury with no break.
- SMD016.
- SMD015.
- SMD005.

- No further development that erodes the sovereignty of Stoke Mandeville as an independent/separate village and not a suburb of Aylesbury. Please, no strip/infilling.
- Any development that links or reduces the separation of Aylesbury and the current village of Stoke Mandeville - so SMD012, 16/04608/AOP, SMD004, SMD006, SMD016, SMD017 & SMD016, SMD008, SMD016, SMD 018, 15/04342/AOP. SMD009.
- WTV022 would again have the impact of removing the green break between town and village.
- SMD001 and 16/0428/AOP SMD002 - These two sites have a large impact on land and the overall rural use as well as the enjoyment and visual impact from place such as Coombe Hill.
- We should not be allowing any development of green belt fields or on any other land that will have the effect of joining the village with greater Aylesbury and in particular, the following areas.
- SMD009.
- SMD018.
- ST0016.
- 16/04238/AOP.
- 16/00448/AOP.
- 16/04243/AOP.
- 15/04341/AOP.
- 16/04608/AOP.
- 16/02673/APP.
- ST0016.
- SMD009.
- WTV022.
- SMD006.
- 16/04243/AO.
- 16/04238/AOP.
- 16/00448/AOP.
- 16/04243/AOP.
- 15/04341/AOP.
- 16/04608/AOP.
- 16/02673/APP.
- ST0016.
- SMD009.
- WTV022.
- SMD006.
- SMD001.
- 16/04238/AOP.
- SMD008.
- SMD007.
- SMD016.
- SMD002 OR ANYWHERE ELSE. In order to keep some kind of village identity with the scarce facilities and without being swallowed up by Aylesbury.
- There should not be any further development in Stoke Mandeville, the area is gridlocked which will only get worse with HS2 road closures. The council needs to address traffic and keeping access into and out of Stoke Mandeville a priority, not make it worse.
- Sites on Lower Road, area between Triangle Business Park and village.
- SMD002 & SMD001 the roads through and around the village already struggle with the weight of traffic. Too much open land would be taken up. Local Schools cannot cope now.
- Most of the other sites join on to areas already built on join SM up with Aylesbury and Weston Turville. This would remove the village identity of SM.
- SMD002.

Annex 2 – List of Public Consultation Comments 2019

- All the green spaces are being built on, so a clear structure is required.
- As a historic place with a world-famous spinal injuries unit and Hospital named after it, it is important that the Parish retains its character and identity and remains an aspirational place to live and work.
- As noted previously, the lack of cohesive planning of recent new developments has been shocking. A clear structure to the Parish would allow for a central point of the village, building a focal point to prompt community spirit and involvement and the services/infrastructure required.
- Wholeheartedly agree with the plan for zone A; this looks an ideal space to form a hub for the Parish, and planning of amenities in this area appears crucial to cope with the added burden of new housing developments.
- Any new housing development needs to be kept small and contain houses, not flats.
- Better position for more high-density housing.
- A strong link with the countryside needs to be maintained.
- Agree Southern boundary should continue with strong green open space and access to open space and countryside for our Parish. Do not agree with small scale sites for employment. No more housing development, enough already.
- Agree the importance of green infrastructure, protected views etc. I am concerned that the description of a 'gap' implies something that needs to be filled. Housing development in this area should be explicitly rejected. The Parish needs to retain this character.
- As much green open space needed to balance extensive develops elsewhere in Parish and meet 50% garden Parish target.
- If the church and remnants of the village green don't impede the views of the link road traffic or HS2 viaducts, tunnels and bridges.
- Housing in the Southern Gap should be restricted to ribbon developments along A413. To protect views from the Chiltern Hills.
- Think about the type and style of houses (family home, bungalows for elderly), try to have some garden in the new houses, not a box garden with tiny road and no pavement, so don't try to cram as many houses per square meters as you can, think of future generations.
- Don't mix affordable housing.
- 50% green space retention in Stoke Mandeville is vital to attempt to retain the character of the Village.
- Roads should also be straight to ensure that roadside parking does not obscure the view of the road for pedestrians.
- Crossing points over the railway must be instituted for road and bike and walkers.
- All developments must have pavements along every road to encourage safe walking.
- Cycle routes should be established off road.
- There should be neighbourhood car parking allocated to ensure that any shortfall in spaces may be managed rather than invading green spaces.
- Any development needs to include facilities for children including playgrounds for a range of ages.
- Access should be made if possible, to the services provided at S.M. Stadium to encourage general 'Fitness for all'.
- Green spaces importantly outlined in the plan, should be journey planned and crossed with public footpaths.
- The possibilities for provision of other services must be investigated including new Doctors and shops.

- All the current housing and infrastructure plans AGT1, LRE etc. show little apparent human connectivity between and across divisive roads and railway lines. It is important that free mobility throughout the whole area is provided to prevent any us-and-them situations in the future. This to include pedestrians, bicycles etc.
- Community orchards, allotments spaces, a garden area for the expanded School, extra woodland should be prioritised.
- I love nature, so it is very important to have enough green space with all these houses!
- How can you be self-contained if the facilities within the Parish are limited by the space you have?
- We should retain farming.
- Do feel there needs to be some community centre e.g. shops, Schools etc.
- SM needs to be a proper community with a 'town centre'.
- We need more bike lanes, parks and better transport links to London. The current route is too slow and not as good as the links to London from Hertfordshire.
- Do not believe including retail and employment in this area will enhance quality of life of the residents. It needs to be basically residential with a School and doctor surgery facilities only.
- More open space is required, particularly for residents of current areas - Hawkslade, Stoke Leys, Stoke Grange, who will be massively affected by building works.
- Needed are bungalows for over 65s, Aylesbury has nursing homes/retirement flats, but some older people just want to downsize to 2 bed bungalows with garden to sit out in and grow some veg or flowers, not a huge garden like some have now. Just to move out of a too large house now.
- In all of the zones, what type of houses are you planning to build? Are you planning to mix family house and affordable houses, as the prices of the houses would be over £1/2 million and then some affordable houses next door which are very unfair for people who work hard to afford a nice house and big mortgage? Bungalows for older people. Empty nesters, as they may not want to go into a care home, so what is the plan for our elderly population? What do you mean by a depot, loop maintenance? What is this going to look like? Is this going to be ugly and damage the landscape view? How is the A413 going to cope with all the traffic? What road infrastructure are you planning? Are there going to be any cycling roads? Noise barriers reduction? What does the depot maintenance look like, are trains going to be stationary there waiting to be repair, as this could be quite an ugly site.
- The "dog walking track" along the south of Hawkslade is incredibly important. The trees/hedges must be maintained, if not have more planted and the green area extended.
- Till now there haven't been any new Schools /GP/Local parks /Community Centres being added since the new houses in and around stoke Mandeville.
- Safe cycle paths should be included in future planning as currently this is a dangerous place for cyclists as the paths are not continuous.
- Would prefer to see 1 to 2 bed cluster homes with a minimum of 2 parking places each rather than flats. Information on who is buying what and where they have to is needed in planning.
- Need to allow for capacity to expand SM railway station.