

18. Wing

1. Location Summary	
Location and General Area Description	Wing is located to the northeast of Buckinghamshire, in close proximity to the planning boundaries with Leighton Buzzard.
Site Area	Size of developable area: 96ha; Size of SANG: 32ha; Size of developable area (after SANG) 64ha Gross to net ratio (50%): 32ha;
NESS Typology	Settlement Expansion - Local Scale Small scale urban extension with a range of services required. Dependent on associated settlement functions (lower and higher order services)
Assumed Site Capacity	Number of dwellings 1,600 Based on High level capacity calculation and application of average density to net site area of 50dph

2. Place

Strategic Planning Considerations	This area is covered by Vale of Aylesbury Local Plan (2021). The area is relatively free from policy constraints. Some parts of the area are located in a minerals safeguarding area (BMWLP Policy 1). The site is located close to the border with Hertfordshire and Bedfordshire with the nearest higher tier settlement being Leighton Buzzard (east).
Settlement Hierarchy	Wing is classified as a Tier 3 settlement - a small market town or large settlement.
Historic Environment	There are no listed buildings or conservation areas within the assessment area. However, there are listed buildings beyond the boundary. There are no Registered Parks & Gardens, locally listed buildings, or conservation areas in the area. There is a Conservation Area located adjacent to the area: Wing Conservation Area. There is also a scheduled monument located close to the area: Ascott House (remains of 16th and 17th century mansion, formal gardens and warren). Wing Castle Hill is within the bottom south east corner of site. This has been described as a probable timber castle, earthworks however now remain (The site is a scheduled monument).

2. Place

Landscape and Settlement Character	Large area to northwest of Wing which is partly within an area currently designated as an Area of Attractive Landscape (AAL). This designation will not be included in the New Local Plan. The site located within LCA Wingrave-Mentmore Ridge assessed as of very good condition. It is agricultural land managed for arable within small to medium-sized fields with strong hedgerows and frequent hedgerow trees. Landform rises towards the castle within Wing to the east. The settlement of Wing is located on a hill. Several Public Rights of Way pass through the area including the waymarked Outer Aylesbury Ring.
---	---

3. Environment

Environmental Designations	This area is not affected by many environmental constraints. There is a small ancient woodland located close to the area, the 50m buffer does not reach the area boundary. Most of the area is within the Zone of Influence for Ashridge Common and Woods Special Area of Conservation (SAC). On site SANG mitigation is required. The SAC itself is approximately 11km away to the east. There are no other environmental designations in the area.
Relevant Waterbodies	There is a stream crossing the site from north to south on the eastern side.
Agricultural land	The site has a mix of agricultural land quality Grades 3 and 4. Further investigations should confirm if there is any Grade 3a (better quality) agricultural land
Ground conditions	There are no historic landfills on or adjacent to the area. There is likely to be a low risk of contamination in the area.

4. Infrastructure

Energy <i>Existing Infrastructure</i>	According to UKPN's online Network Infrastructure and Usage Map (NIUM), the primary electrical substations which would serve this area are the Cheddington Primary Substation and the Leighton Buzzard Primary Substation. Both have a 'Green (over 5% headroom)' RAG rating. Cheddington Primary has approximately 30% unutilised capacity and Leighton Buzzard Primary has approximately 59%. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity. In the Wing area, UKPN manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, UKPN will cover costs for upgrades to the existing networks and developers fund any site-specific works.
--	---

4. Infrastructure		
<i>Implications and Mitigation (Electricity)</i>		<p>Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.</p> <p>The electricity Distribution Network Operator (DNO) for the Oakley area is UKPN. Mapping downloaded from the UKPN website indicates that three 11kV overhead lines are located on the site:</p> <ul style="list-style-type: none"> - Two 11kV overhead lines are located on the south-western area. - One 11kV overhead line is located on the south-east side.
<i>Implications and Mitigation (Oil)</i>		<p>Mapping supplied by the Council indicates that two oil pipelines extend across the western area of the site, in a north-south alignment.</p>
<i>Implications and Mitigation (Gas)</i>		<p>National Gas mapping supplied by the Council indicates that there are no high pressure (HP) gas transmission pipelines on or near this area.</p> <p>The Council-supplied SGN mapping indicates that whilst there are gas distribution mains in Wing, there are none within this site.</p>
<i>Implications and Mitigation (Renewables)</i>		<p>The Renewable Energy Assessment (CSE, 2024) indicates that this area is suitable for the generation of energy through ground mounted solar panels, but not suitable for the generation of energy through wind.</p>
Water and wastewater	<i>Existing Infrastructure</i>	<p>Wastewater</p> <p>The Stage 1 Water Cycle Study indicates that this area would be served by Wing-Cublington Road Sewage Treatment Works (Anglian Water) which was assigned a green 'capacity for growth' RAG rating.</p> <p>Water supply</p> <p>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>

4. Infrastructure		
	<i>Implications and Mitigation</i>	<p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>Anglian Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p>
Flood Risk and Surface Water Drainage	<i>Implications and Mitigation</i>	<p>There are areas of Flood Zones 2 and 3 associated with the risk of river flooding along an Ordinary Watercourse which generally flows in a northerly direction across the eastern end of the site. The flood zones do not present a significant constraint to development.</p> <p>The surface water flood map indicates that there are other Ordinary Watercourses within the site, across the eastern areas, and around the edges of the western area. The areas outside of the watercourses are shown to be at low risk of surface water flooding.</p> <p>The watercourses will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors. Multiple new open channels will likely be required on the western side of the site, where mapping indicates that there are no existing watercourses.</p>
Digital	<i>Existing Infrastructure</i>	<p>The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Aylesbury area is as follows:</p> <p>Superfast (>=30 Mbps): 99.3%</p> <p>Ultrafast (>100 Mbps): 92%</p> <p>Gigabit (DOCSIS 3.1 or FTTP): 89.7%</p> <p>Full Fibre (FTTP or FTTH): 82%</p>
	<i>Implications and Mitigation</i>	<p>Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.</p>
Waste and minerals	<i>Existing Infrastructure</i>	<p>There are no minerals safeguarding area constraints on this site. There are no waste management facilities close to the area. The closest waste management site is near Aylesbury (South East Aylesbury North of A41), which is classed by the BMWLP (2019) as a primary area of focus for growth. There are no household waste recycling centres in Wing, the closest is located in Aylesbury.</p>

4. Infrastructure

<i>Implications and Mitigation</i>	Depending on scale, type and catchment of the proposed waste management facility it may be that a new waste management facility should be proposed for a wider catchment area.
------------------------------------	--

5. Movement

DfT Connectivity Metrics	DfT overall connectivity score is 38.64 . This represents a low-medium level of connectivity .
Highway Network	<i>Existing Infrastructure</i> Wing is dissected by the A418 which is a heavily trafficked route also used by large HGVs running between Leighton Buzzard and Aylesbury. Development will inevitably result in an impact with additional traffic loading onto the A418 and potentially surrounding lower-order routes such as Stewkley Road and Soulbury Road. The A418 alignment within Wing is quite constrained, therefore additional traffic could lead to greater congestion.
	<i>Implications and Mitigation</i> A potential benefit of development in this area is the delivery of a relief road to the north-west of Wing, however additional land to the north of the village would be required to deliver a full relief road between the A418 either side of the village. Alternatively, mitigation would be required on the A418 itself, although the constrained alignment through the village limits options in terms of providing additional capacity.
Public Transport	<i>Existing Infrastructure</i> Wing is well served by a range of bus services, including links to Aylesbury, Leighton Buzzard and Milton Keynes. Most services run along the A418, and not immediately past the development site, therefore requiring a walk of between 0.4km and 1.3km.
	<i>Implications and Mitigation</i> There may opportunities to divert some existing bus routes so that they run closer to the site area, along High Street and Stewkley Road. This would also bring more of the existing village within a shorter distance walk of bus services, although it may be detriment to journey times.
Rail transport	<i>Existing Infrastructure</i> The site area lies around 4km from Leighton Buzzard station and 6km from Cheddington station. The former is better served by a mix of slower and faster LNWR train services linking London, Milton Keynes and Northampton, is connected from Wing by bus and has a larger car park.

5. Movement

	<i>Implications and Mitigation</i>	Development in Wing is unlikely to result in a change in rail services or improvements to Leighton Buzzard station.
Active mode routes	<i>Existing Infrastructure</i>	Stewkley Road and Cublington Road currently run through the site area and are both rural routes outside of Wing with little or no provision made for people walking and cycling. The site area is within easy reach on foot and by bike to the centre of Wing including GP surgery, schools and local shops.
	<i>Implications and Mitigation</i>	Stewkley Road and Cublington Road would require substantial upgrades and reduced speed limits to ensure they are safe and useable for people travelling on foot and by bike. Improvements to footways including additional crossings may also be required in Wing, including routes towards bus stops.

6. People

Social Infrastructure Facilities	<i>Existing Infrastructure</i>	<p>The settlement review identifies Wing as having the following services: 1 GP surgery, 1 pharmacy, 1 food shop, 1 pub, 1 primary school, 1 combined school, 3 sports facilities.</p> <p>These are all located within walking distance (800m) and cycling distance (1.6km).</p> <p>A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Leighton Buzzard (outside Buckinghamshire, 3.5km away)</p>
	<i>Implications and Mitigation</i>	The following infrastructure provisions would be required for a development of this scale:
	<i>Implications and Mitigation</i>	<p>Education</p> <ul style="list-style-type: none"> 1 Early Years facilities (50 places each) 2 primary school form entries 3 secondary school form entries <p>Provision for 10 SEND pupils</p> <ul style="list-style-type: none"> 80 college places 20 adult learning places

6. People

<i>Implications and Mitigation</i>	<p>Healthcare</p> <p>230 sq.m of primary healthcare facility space</p> <p>1 community pharmacy</p> <p>80 sq.m of dental facility space</p> <p>7 hospital beds</p> <p>190 sq.m for community and mental health services</p> <p>51 residential care beds</p>
<i>Implications and Mitigation</i>	<p>Community Facilities</p> <p>230 sq.m of flexible community space</p> <p>120 sq.m of library space</p> <p>170 sq.m of art and cultural space</p>
<i>Implications and Mitigation</i>	<p>Sports & Recreation</p> <p>6.1 hectares of formal outdoor sports provision</p> <p>3.1 hectares of parks and gardens</p> <p>2.3 hectares of amenity green space</p> <p>Natural and semi-natural greenspace included within 32 ha SANG provision</p> <p>0.8 hectares of allotments</p> <p>1.0 hectares of equipped/designated play areas</p> <p>1.2 hectares of informal play space (MUGAs)</p>
Address deprivation of existing communities	<p>Wing has minor levels of deprivation.</p>

7. Economy

Existing Employment	The area is not close to any substantial employment sites. However, Leighton Buzzard to the north west is likely to offer reasonably employment opportunities. Aylesbury is also within commuting distance to the south west, and is the location of a number of existing economic assets and a thriving town centre.
Potential Employment	Growth in this location would not be particularly well-placed to support, or to benefit from, Buckinghamshire's growth sectors. However, it is relatively close to Aylesbury where there is a medtech / life sciences cluster relating to the Stoke Mandeville Hospital, and good prospects for economic development relating for example to the Arla/Woodlands Enterprise Zone and to town centre regeneration.

8. Implementation

Land Assembly - Ownership Review	This area has a relatively simple landownership split, with only approximately 5 landowners. Almost the entirety of the land is owned by The Oxford Diocesan Board of Finance. The entirety of the land is freehold. A small site, located to the eastern side of the area, was submitted to a Historic HELAA submission and also the most recent call for sites and was classed unsuitable both times.
Wider Deliverability Risks and Phasing Implications	Majority in single ownership and actively promoted. Relatively low-demand location in a village on the edge of Buckinghamshire, better related to Leighton Buzzard than main Buckinghamshire settlements. Significant infrastructure improvements required
Refined trajectory of capacity in Plan Period	Settlement Expansion - Local typology. Likely two access points. 2-3 peak outlets. Typology based delivery trajectory assumptions applied. Assumption that 1,350 homes would be delivered within plan period.

9. Summary

Constraint Summary

- Adjacent to Conservation Area and close to Scheduled Monument; sensitive landscape interface within LCA Wingrave–Mentmore Ridge (very good condition).
- Within Zone of Influence for Ashridge Common & Woods SAC (~11 km away). On site SANG required to mitigate.
- Partly within AAL; strong hedgerows/trees and PRoWs constraining layout.
- Stream on eastern side with small areas of Flood Zones 2–3; surface-water susceptibility and requirement for buffers / new channels.
- Overhead 11kV electricity lines crossing the site and two oil pipelines in western area.
- Risk of costly easements/diversions for unmapped trunk water/sewer assets
- A418 heavily trafficked and constrained through Wing; additional traffic could worsen congestion.
- Active travel routes poor on Stewkley Road / Cublington Road; require major upgrades.
- Although bus services are good, they do not pass directly past the site.
- Small part of site previously submitted to HELAA and found unsuitable.

Opportunities Summary

- Tier 3 settlement with a good mix of local services within walking/cycling range.
- Proximity to Leighton Buzzard and Cheddington railway stations (4–6 km) and strong bus links along A418.
- Cheddington and Leighton Buzzard primary substations both green-rated with strong spare capacity (30–59%).
- STW capacity supporting planned growth.
- Simple landownership structure (~5 owners) supports coordinated delivery.
- Potential to deliver a NW Wing relief road if additional land secured, reducing pressure on A418.
- Close to employment in Leighton Buzzard and Aylesbury, including med-tech and Enterprise Zone opportunities.

Table 18.1 – Assessment Framework

Theme	Criteria	Score	Theme	Criteria	Score
Place	Conserve and integrate with the historic environment	Medium/High	Movement	Access to existing or committed sustainable Public Transport links and services	Medium
	Integrate in a way that respects landscape and settlement character	Low		Access to existing or committed sustainable Rail transport links and services	Low
	Preserve the rural and urban character	High		Access to existing or committed strategic active mode routes	Low
	Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network	Medium	People	Consider social infrastructure (integration with existing capacity and requirements)	Medium
Environment	Resilient to natural and manmade risks	Medium/High		Address deprivation of existing communities	Low
	Avoid and/or mitigate impacts to biodiversity designations and habitats	High	Economy	Proximity and sustainable connectivity to Key Employment areas	Low/Medium
	Protect the quality of waterbodies	Medium/High		Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire	Low/Medium
	Ensure agricultural productivity for food security	Medium/High		Proximity to strategic road network, rail freight and airports to support the movement of goods	Medium
	Consider ground condition risks from potential land remediation and groundworks	High	Implementation	Consider complexity of Land Assembly/Consolidation.	Medium/High
Infrastructure	Consider energy infrastructure (capacity and requirements)	Medium/High		Wider Deliverability Risks and Phasing Implications	Medium/High
	Consider water supply and wastewater (capacity and requirements)	High			
	Consider digital connectivity (capacity and requirements)	Medium			
	Consider waste and minerals	Low/Medium			

Figure 18.1 – Consolidated Constraints Plan

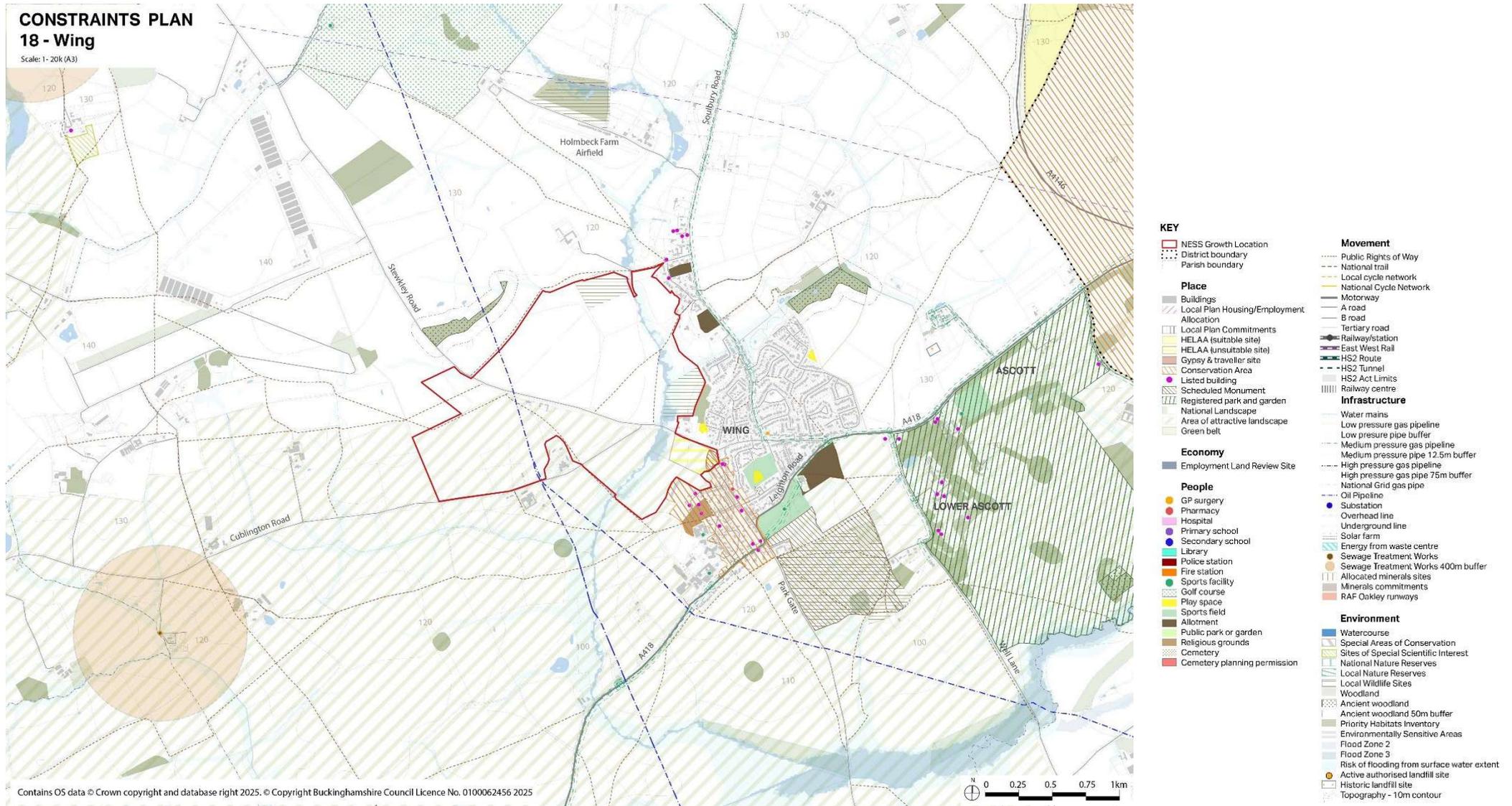


Figure 18.2 – Consolidated Opportunities Plan

