

**HALTON**  
PARISH COUNCIL

**NEIGHBOURHOOD PLAN**  
**2023-2033**

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## HALTON PARISH COUNCIL NEIGHBOURHOOD PLAN

### LIST OF POLICIES

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# INTRODUCTION

## Why This Document

1. The Localism Act of 2011 empowered a Parish Council to produce a development plan for the Parish, dealing with planning matters of concern to the local community, such as where new houses might be built, how many and what type. Using this initiative Halton Parish Council set a plan in motion with Aylesbury Vale District Council (AVDC) formally recognising Halton as a 'Neighbourhood Area' on 14 October 2016.

2. Halton Parish lies on the edge of Buckinghamshire, near the border with Hertfordshire. Buckinghamshire Council (a new unitary authority) is the strategic planning authority. The plan sets out a vision for Halton with clear objectives and planning policies which have been developed in consultation with Parishioners. The policies are intended to shape and encourage development which is sustainable, will protect and enhance the character and environment of Halton, and work for the benefit of the village and the wider community.

## How to Read this Document

3. The terms Parish, Village, Parishioners, Community and Environment are used throughout this document. Unless amplified, all relate to the physical land structures, peoples and social activity, and the natural and manmade environmental features that exist within the defined boundary of Halton Parish.

4. This Plan includes, *inter alia*, the following sections; *About Halton Parish, Its Historic Development, The Future Development of RAF Halton, Historic Heritage, Natural Heritage and Environment*, which provide the background and fuller context to better understand the special nature of the Parish, and the reasoning behind the Planning Policies. The formal Planning Policies are arranged thematically; however, the reader can also go straight to the Planning Policies by accessing the hyperlinks from the contents page of electronic versions. The Appendices supply evidence to support the statements throughout this document, and can be accessed through the hyperlinks in the narrative, or from the contents page.

## Aims and objectives of Halton's policies to be achieved over the plan period

5. Halton's community consultation exercise identified the need for the following requirements:
- a. Protect valued open spaces and habitats from development by protecting the Green Belt and AONB setting and preventing coalescence with the neighbouring Parishes of Wendover, Weston Turville and Aston Clinton.
  - b. Protect the Conservation Areas from inappropriate development.
  - c. Enable phased growth of the village when RAF Halton closes, balanced with the need to protect the unique Parish environment.
  - d. Respond to local housing needs through the provision of housing for elderly down-sizers and starter homes for purchase.

- e. Ensure all development is of good design and is sustainable, whilst maintaining local distinctiveness.
- f. Ensure all development respects the environment, local flora and fauna and achieves net gain in bio diversity.
- g. Preserve and enhance the RAF sporting and leisure facilities for the wider community when RAF Halton closes.
- h. Retain the RAF Hangars and develop the current area of hard standing for employment opportunities.
- i. Retain the grass air field as an open green area for wider community use.
- j. Protection of Grade II\* listed Halton House, its Grade II listed parkland and gardens.

## The Vision for Halton Parish in 2033

6. To develop a thriving community as Halton village grows, in keeping with its Chiltern setting, heritage, and local character. Local businesses will have the freedom to grow and develop in accordance with local needs as the village grows. The Parish will carefully manage change by protecting the environment and surrounding sports fields and countryside from unsustainable and inappropriate development. The Parish will grow its community ethos, by promoting and sustaining the natural and historic resources through conservation, education, village events, outdoors recreation, and with an emphasis on sport.



Top left: Planting wildflowers on our verges. Top right: Platinum Jubilee celebrations at the Tennis Centre. Bottom left: The canal footpath. Bottom right: Festival of Girls Rugby on the RAF playing fields.

# Halton Neighbourhood Plan Planning Policy Context

## STATEMENT: Regulation 15 section 1(d)

### Meeting the Requirements of paragraph 8 Schedule 4B of 1990 Town and Country Planning Act

### Has regard to national policies and guidance and is in line with the Vale of Aylesbury Local Plan (VALP) and Aylesbury Garden Town (AGT) Masterplan

7. Halton Parish Council is the body responsible for the production of this plan. This Halton Neighbourhood Plan is based on the original draft plan of 2017. A community consultation exercise was held in November 2016 in which parishioners were asked to make their views known, to provide a starting point for the Halton Neighbourhood Plan. As Aylesbury Vale District Council was developing the strategic planning document – the VALP, work on Halton’s Plan ceased until the VALP was completed.

8. The VALP was published in December 2021 and the development of the Halton Parish Neighbourhood Plan resumed in 2022. As five years had elapsed, Halton Parish Council reviewed the initial public consultation of November 2016, and found that the issues raised were still pertinent today. This is due to the closure of RAF Halton being delayed until 2027, as the RAF Halton site takes up three quarters of the Parish its development has the greatest impact on the Parish planning policies.

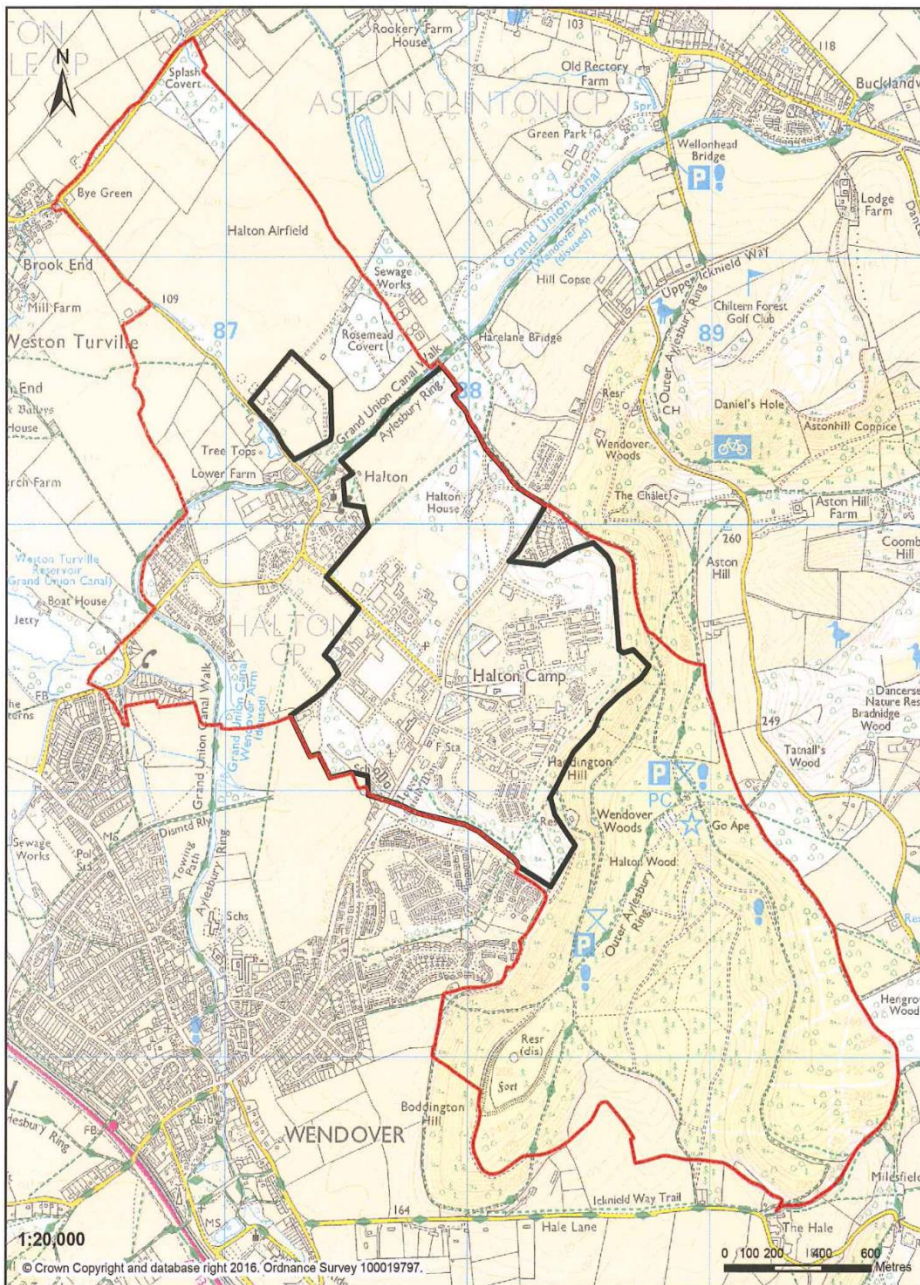
9. This Plan must be submitted to Buckinghamshire Council (now a unitary authority), for a preliminary consultation and another community consultation will be required, after incorporating any modifications the Plan will be submitted to Buckinghamshire Council for a formal six-week consultation period. After considering the responses and incorporating amendments a Parish referendum will be held and the Halton Neighbourhood Plan will be submitted to Buckinghamshire Council for adoption.

10. The policies in this document are intended to shape and encourage sympathetic and sustainable development across the Parish; to protect the rural character and environment of the Parish; to enhance its rich heritage and biodiversity; and to ensure all development works for the benefit of the local community. The policies will automatically apply to the land within the black border of the Halton Parish Neighbourhood Plan Map (page 7) as soon as it is disposed of by the MOD.

11. In March 2017 the Permanent Under Secretary for Defence recognised the Parish Council as a Strategic Stakeholder in the development of the RAF Halton site. ([Appendix 18](#)). The Parish Council will continue to work with the MOD and the Buckinghamshire Council Strategic Planning Team to shape the planning policies for the RAF Halton site, which is a designated site within the VALP and the AGT Masterplan. The MOD’s Plans and Buckinghamshire Council’s Strategic Planning Documents are therefore subject to the Chilterns Area of Outstanding Natural Beauty (AONB) including the AONB Management Plan, Metropolitan Green Belt (MGB), VALP and AGT Policies. The Grade II\* Historic House, Grade II\* Historic Park and Gardens are further protected by National Planning Policy Framework (NPPF) (200) and its English Heritage listing. Halton’s two scheduled monuments are also protected by law.



# Halton Parish Neighbourhood Plan Map



Halton Neighbourhood Plan

- Halton parish
- Area of Halton Camp within Halton Parish to be excluded from Neighbourhood Area

## About Halton Parish

12. Halton Parish is a traditional Chilterns strip parish, long and narrow, stretching from RAF Halton's Airfield in the north to Halton and Wendover Woods high in the Chilterns to the south. Historically, the strip afforded parishioners a mix of arable land, upland pasture and woodland. The Parish divides into four distinct, but intrinsically related areas:

13. Wendover Woods owned by Forestry England is a large area of native woodland, offering a great range of biodiversity. It is a well-used recreation area consisting of managed woodland with car parks, nature trails for walks, mountain biking, and horse riding, with BBQ areas and a café. It is the highest point in the Chilterns marked by a cairn summit. It is designated an Area of Outstanding Natural Beauty, a nationally protected landscape. ([Appendix 1](#)) It is also an historic area with a Neolithic Long Barrow at Haddington Hill and an Iron Age Hill Fort at Boddington Camp. Passing along the southern edge of the Parish is the ancient Ridgeway, a National Trail which is a nationally significant recreation resource.



The Neolithic Haddington Hill Long Barrow (left) and Boddington Hill Iron Age Hill Fort (right)

14. RAF Halton Camp sits below the woods and is part of the Metropolitan Green Belt, ([Appendix 1](#)) and is bisected by one of the oldest roads in the United Kingdom, the Upper Icknield Way (B4009). It is an MOD base which is marked for closure and redevelopment in 2027. It is a designated site within the Vale of Aylesbury Plan and will require a separate strategic planning document. It is also a designated site within the Aylesbury Garden Town Masterplan and will be subject to MGB and Garden Village policies. The Defence Infrastructure Organisation (DIO) has stipulated that all of the land deemed 'operational' for the RAF, (the areas within the black boundaries of the Halton Parish Neighbourhood Plan Map - page 7) is excluded from the policies within this plan. RAF Halton consists of a mixture of buildings built from the 1800s onwards, some of which are listed, and it has large areas of open green sports fields. As RAF Halton was a Home for Sport, it is a valued recreational resource, with many local civilian clubs making use of the facilities, including the Halton Tennis Centre. The Officers' Mess - Halton House was a Rothschild mansion, and it is a Grade II\* listed building surrounded by Grade II\* listed historic parkland, which abuts the village. The policies within this Plan will apply to the RAF Halton site on its disposal by the MOD to a Developer.



The Grade II\* Listed Halton House (left) which is surrounded by the Grade II Listed historic parkland (right)

15. Many of the houses in the village are very distinctive, as they were built for staff of the Rothschild family and are set within the designated Conservation Area. [\(Appendix 2\)](#) The Wendover Arm of the Grand Union Canal passes through the centre of the village, this disused canal has become a charming haven for wildlife. The tow path is well used by walkers and cyclists as it meanders from Halton to Wendover in the south and Aston Clinton and Green Park to the north. Travelling along Halton Lane, the nature of the buildings begins to change, with three areas of housing provided for RAF personnel, and at the edge of the village bordering Wendover there is Moorpark and Willowbrook. The majority of this housing was built during the twentieth century; starting during the inter-war period. The MOD housing is within the MGB and Moorpark is in a Chilterns setting, bordering farmland, woodland and the canal.



The Blue Bridge in the centre of the village (left) and Perch Bridge (right) both spanning the Wendover Arm of the Grand Union Canal

16. The village farm sits to the north, and comprises a mixture of arable and livestock land adjacent to the Airfield. RAF Halton Airfield is a very active and popular recreation area, encompassing Gliding Clubs and an Aeroplane Club. Along with the farm it provides the only green space that separates the three villages of Halton, Weston Turville and Aston Clinton. It abuts the MGB; the Village Conservation area; is within a Chilterns Setting and is an important view from the Chiltern Hills across to the Vale.



The former Lower Farm, which was converted to into four separate dwellings in 1984 (left) and the view across the airfield from the Upper Icknield Way (right)

## The Historic Development of Halton

The manor of Halton was in the possession of the monastery of Christchurch, Canterbury, in the latter part of the 10<sup>th</sup> Century. Following the Norman invasion, the manor of Halton was granted to Archbishop Lanfranch, the first Norman Archbishop of Canterbury. The reference to Halton in the Domesday Book of 1086 shows that it was relatively wealthy supporting seven plough teams, a watermill and an area of woodland.

17. Unlike many rural areas, Halton has not changed considerably over the last 100 years, particularly since the last war. The views show a rural parish, green with playing fields, a grass airfield, farmland, scattered copses and woodland. The Parish was a self-contained agricultural community which was part of the 800-acre Dashwood Estate. The Wendover Arm of the Grand Union Canal arrived in 1799 to carry spring water to the Tring Summit, but building it in the chalk foothills resulted in it losing more water than it supplied, so it was closed. As a result, the canal, running through the Parish today resembles a chalk stream, with pure water and an abundance of wildlife.

18. Baron Lionel Rothschild bought the estate in 1853, it was inherited by Alfred in 1880, and he built the Grade II\* listed Halton House and planted the Grade II\* listed historic parkland, gardens and woodland. The woodland is managed and preserved by Forestry England for future generations. Alfred rebuilt parts of the village for his estate workers and those dwellings bear the Rothschild hallmark with decorative pargeting (external drawings in plaster) and fine brickwork. He also erected decorative canal bridges, which resulted in Halton Village's unique architecture and character; some of the houses and the Blue Bridge are listed.



Decorative brickwork and applied timber detailing on Ivy Cottage (left) and four oval plaster panels incised with figurative compositions representing the Four Seasons on the Old Post Office (right)

19. St Michael and All Angels Church is originally a 12<sup>th</sup> Century building with 19<sup>th</sup> Century additions. In 1813 the west tower was rebuilt by Sir John Dashwood-King, the church was then extensively restored and remodelled in 1886. The churchyard contains many Commonwealth War Graves, predominantly RAF, which are maintained to a very high level by the Commonwealth War Graves Commission. The Church is a Grade II listed building.

20. To support the war effort in 1913 Alfred loaned the estate to Lord Kitchener as a training establishment. In 1919 on Alfred's death, the estate was sold to the Crown by Lionel Rothschild. The site was then developed to include workshops and barracks; some of which are listed, along with the original training trenches. The base became Royal Air Force Halton, with hangars and a grass airfield built to the north of the village. RAF Halton is a key part of the local community, and

has an important military heritage with over 100 years of training; including the Halton Apprentices and Princess Mary's a former military hospital.



The church of St Michael and All Angels with the Commonwealth War Graves in the foreground.

21. The south of the Parish sits within the MGB which was established in the 1940s, and the AONB which was designated in 1965, with one Site of Special Scientific Interest which borders Weston Turville Reservoir. Due to the historic parkland and woodland setting the village has many trees protected by preservation orders. [\(Appendix 3\)](#) The Halton Village Conservation Area was designated by Aylesbury Vale District Council on 10 December 2003, and it identifies features including buildings, important views and green areas for protection, which can be viewed [here](#).

22. Between 1956 and 1972 the MOD sold the estate housing to individual tenants, and subsequently, various parcels of land were sold off mainly to developers. Cottages which had been allowed to fall into disrepair were demolished with new houses built in their place. The housing and land were sold with no provision for recreational or community amenities, such as a village green, sports field or allotments. The village is therefore surrounded by MOD land, and parishioners can only enjoy the open spaces, by walking the network of footpaths that traverse it. [\(Appendix 4\)](#).

23. The nearest amenities for shopping and the rail link to London and Aylesbury are 2 miles away in the village of Wendover. The A41 (2.5 miles away), provides good road access to London, motorways and airports, although the adjoining local roads are mainly narrow country roads which are congested and unfit for the number of vehicles which currently use them. There is no bus service through the village. There is no provision for a GP or dental surgery, so Parishioners must travel to nearby villages and Aylesbury to access medical care.

24. Regardless of the lack of amenities, Halton Village is a small but thriving community. The Parishioners come together to arrange Village Fetes, Open Gardens and Church Teas during the summer, which raises funds for local charities and the Church. There are monthly coffee mornings at the Village Hall, and a Pensioners' Christmas lunch. These activities help to make Halton a pleasant and social place, increasing cohesion and enhancing the sense of community.



Christmas lunch is served to over 60s villagers (left). Her Majesty the Queen's Platinum Jubilee (right).

## Future Development of RAF Halton

25. The MOD no longer requires RAF Halton, which is due for disposal in 2027. The RAF Halton site is complex and one area of it has been included in the VALP. The allocated site ([Appendix 5](#)) requires a Strategic Development Plan. Buckinghamshire Council has appointed a Strategic Planning Team, which is working with the DIO, Halton Parish Council and strategic stakeholders to develop a sympathetic development for the site, encompassing 1,000 dwellings.

26. In 2022, the Parish of Halton consists of 350 properties of which 125 are MOD housing. The new development will therefore enlarge the village fourfold and likely re-site its centre. Currently the MOD plan is to retain the Service Married Quarters, which will provide homes for personnel serving at Air Command (nearby at RAF High Wycombe).

27. The Parish Council views the closure of RAF Halton as an opportunity to work closely with the DIO and the Strategic Planning Team to deliver a sustainable and attractive development which will complement the village and its rural and AONB setting. As Halton Village expands, the Parish Council will work to retain and expand the sense of a single Halton community, to avoid an 'Old' and 'New' Halton dichotomy.

28. The development will have a profound and lasting impact on the Parish, main points that must be addressed are as follows:

- a. All development must be considered in accordance with AONB, Green Belt and AGT Policies, and all Historic Listings.
- b. The MOD land that sits outside of the strategic allocation must be identified and managed post 2027 closure to ensure all green areas, including the grass airfield, are retained and protected for the future.
- c. It is vital to retain all of the current green spaces, to maintain the rural feel of the Parish whilst absorbing an extra 1,000 dwellings.
- d. Provision of Allotments; the Parish currently has none.
- e. It is imperative that the excellent sports and leisure facilities should be retained by the Parish Council for the benefit of the Parish and the wider community.
- f. It is important to retain and enhance the Parish heritage, from the Rothschild period and 100 years of RAF Halton. This includes securing a future for Halton House, its gardens and parkland; The Trenchard Museum; the McCudden Flight Centre; the First World War Trenches; the historic windows in St Georges Church; the RAF Hangars; the RAF Halton Circle; Pill Boxes and shelters.
- g. Housing development must be eco-friendly, sustainable and of high quality, designed to be sympathetic to its setting, referencing the Halton Parish Design Guide.
- h. There must be a mix of housing to include retirement and affordable dwellings.
- i. Adequate parking provision must be addressed to avoid on road parking.
- j. The local roads are not equipped for circa 2,000 extra vehicles. There is a need for safe pedestrian crossings, traffic calming measures, traffic lights on Perch Bridge, pavement enhancements and new cycle routes to Wendover (the closest strategic settlement) will be required.
- k. Provision of public transport to Wendover and Aylesbury; there is currently none.
- l. Supply of local services for the community; importantly a Health Centre and the Nuffield Pavilion as a Community Centre, both at the heart of the extended village.

- m. Build an extension to Halton Combined School and create a secure campus which can be accessed safely by pupils on foot or by bicycle.
- n. Supply appropriate retail facilities such as a small 'local' supermarket located with the post office to avoid car journeys to Wendover.
- o. Develop business and employment opportunities by repurposing the RAF Hangars and their surrounding hard standing.

## Settlement Boundary

29. The Settlement Boundary is the line drawn around the village, which reflects its built form. This is also known historically as a 'village envelope.' This Plan defines a settlement boundary for Halton ([Appendix 6](#)). All development outside of the boundary requires planning permission, and this plan resists development such as infill. (Infill is any development within a gap between buildings, green spaces surrounding buildings, or a back land plot, including gardens).

### ***Policy: HAL1- Settlement Boundary***

***Proposals for infill development within the settlement boundary will be resisted (HAL6). Development proposals on land outside the defined settlement boundary and not within the designated MGB and AONB will not be supported, unless such proposals satisfy the requirements of other relevant policies in this Plan.***



## CONSERVATION AND DESIGN

30. In March 2022, Natural England advised Buckinghamshire Council that all proposals for new residential development in the Zone of Influence of the Chiltern Beechwood's Special Area of Conservation (SAC) will need to demonstrate how each proposed development that results in a net increase in dwellings will avoid adverse impacts on the integrity of that SAC. The Zone of Influence includes the whole of Halton Parish and all parties considering proposals for new residential development in the Parish should seek the advice of Buckinghamshire Council and Natural England before submitting any planning applications. This is an interim position effective from March 2022, which is expected to be replaced by a long-term strategic solution in due course. All proposals will also need to take into account the relevant policies in this plan.

31. One of the key issues raised by residents at the initial consultation of the Halton Neighbourhood Plan in November 2017 was to "Ensure historic and conservation issues are always taken into consideration when determining planning applications". Views into and out of the Conservation Area are designated in the Halton Conservation Area [document](#), and this policy seeks to preserve, or enhance, the Conservation Area.

### ***Policy: HAL2 - Development within and immediately adjacent to the Conservation Area***

***Within the Conservation Area new development will only be supported provided it preserves or enhances the Conservation Area and maintains the integrity of the street scene:***

- a. The Conservation Area is predominantly characterised by development that fronts on to the street and back land development will not be encouraged.***
- b. Buildings should be no more than two stories in height, and materials should integrate, complimenting the immediate area and its historical past.***
- c. Important views into and out of the conservation area will be protected.***
- d. New development will not be permitted if it obstructs important views or vistas of any heritage or natural asset.***

### **AONB and Metropolitan Green Belt**

32. The southern section of Halton Parish is within the AONB i.e. the area south of the Upper Icknield Way (B4009), the edge of the RAF Halton site and Wendover Woods. The AONB was designated for the conservation and enhancement of the outstanding natural beauty of the landscape, as well as for the protection of wildlife and the preservation of our cultural heritage. The CROW Act (Countryside & Rights of Way Act 2000), section 85 NPPF paragraph 176 states that great weight should be given to conserving and enhancing landscape in National Parks and AONBs which have the highest status of protection. <https://www.chilternsaonb.org/>

33. The section of the Parish south of the Wendover Arm Canal, Halton House, its historic grounds and the RAF base north of the Upper Icknield Way is within the MGB. NPPF paragraph 137 states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence. <http://londongreenbeltcouncil.org.uk>

## **Policy: HAL3 – Development within and immediately adjacent to the AONB and Green Belt.**

**Significant or inappropriate development into the AONB or Green Belt will be resisted, except in very exceptional circumstances<sup>1</sup>, in order to protect the specific character of this section of the Chiltern Hills where great weight will be attached to conserving landscape, important views and scenic beauty and heritage.**

**Exceptional circumstances would include:**

- a. Development and diversification of agriculture.**
- b. Re-use of redundant buildings or the replacement of an existing building.**

### **Halton House and the Historic Parkland Grade II Listed**

34. Historic England has designated Halton House Grade II\* listed [status](#), and its grounds, woodland and fields which surround the village have Grade II listed [status](#) and archaeological notification status. ([Appendix 7](#)) Grade II\* buildings are particularly important buildings of more than special interest; 5.8% of listed buildings are Grade II\*. Halton House, currently an RAF Officers' Mess, is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended for its special architectural or historic interest.



The gardens on the north side of Halton House (left) and former parkland to the west of Halton House (right)

35. The Grade II parks and gardens are registered under the Historic Buildings and Ancient Monuments Act 1953 within the Register of Historic Parks and Gardens by Historic England for its special historic interest. Part of the parkland is in the neighbouring parish of Aston Clinton. The park surrounds the gardens to the north, west and south. The western area is bisected south-west to north-east by the disused Wendover Arm of the Grand Union Canal. The two parts, (which wrap around the village) are connected by the cast iron Grade II listed 'Blue Bridge'. The area west of the canal adjacent to the grass airfield is pasture land. The park east of the canal is largely playing fields and has been curtailed by RAF development, (Warrant Officers' and Sergeants' Mess, Kermod Hall, Dental Building) reducing its extent considerably. ([Appendix 8](#)).

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<sup>1</sup> Such exceptional circumstances require very forceful and weighty considerations with the NPPF tests uppermost in that determination.

36. A registered park or garden is not protected by a separate consent regime; all applications for planning permission will give great weight to their conservation. The NPPF (200) defines them as designated heritage assets and as such their conservation should be an objective of all sustainable development. Substantial harm to or total loss of a Grade II registered park or garden should be exceptional and for a Grade II\* or I registered park or garden such loss or harm should be wholly exceptional. Buckinghamshire Council planning authority and the MOD are required to consult Historic England when considering an application which affects Halton House and/or its Parks and Gardens.

### ***Policy: HAL4 – Development within the Grade II Historic Parkland***

***Development in the historic parkland will be resisted, except in very exceptional circumstances in order to protect the specific character of the parks and gardens, where great weight will be attached to conserving the landscape, important vistas, its scenic beauty and heritage. Exceptional circumstances would include:***

- a. Re-use of redundant buildings or the replacement of an existing building, not extending beyond its current footprint***
- b. Rebuilding and renovation of the historic gardens***

### **Local Distinctiveness**

37. Local distinctiveness changes throughout the Parish. Halton Parish, being a Chilterns strip Parish, consists of four distinct, but intrinsically linked areas. Within the chalk foothills to the north lies the Airfield and grazing land, going south is the village of Halton, which includes the Conservation Area. The Wendover Arm, which flows through the centre of the village, now resembles a chalk stream, unspoilt with an abundance of wildlife. To the south again is RAF Halton with its wide-open green spaces, sports fields and historic parkland, with fine boulevards of mature trees and woodland. This all adds to the rural feel of Halton Parish, the entirety of which sits within an AONB setting. Specific areas of RAF Halton are inside of the AONB and or the MGB and Wendover Woods set in the Chiltern Hills, is within the AONB and Green Belt.

### ***Policy HAL5 – Local Distinctiveness***

***In all parts of the Parish new buildings must preserve local distinctiveness through design, use of materials, density, space around the buildings and height. Buildings should not be more than two storeys high, plus rooms within eave space. Housing density should respect the immediate character and pattern of development as outlined in the Halton Parish Design Guide ([Appendix 11](#))***



Boulevards of mature sycamore trees on the Nuffield Playing Fields

38. The open views across Halton to the Chiltern Hills in the south and the Vale of Aylesbury to the north are significant, and greatly enhance the Parishes open and rural setting. Views into and out of the AONB need to be carefully assessed, particularly in line with the NPPF, to ensure that they conserve and enhance the natural beauty and landscape character of the AONB. The setting is a matter of great importance to the special qualities of the AONB and panoramic views from and to the Chilterns open and wooded escarpment are identified as such special qualities in the AONB Management Plan.

### ***Policy HAL6 – Key Views and Vistas***

***Important views will be protected from the adverse effects of development and where practicable enhanced. Attention shall be paid to the location, layout and height of development and to landscaping. This policy applies to the key views ([Appendix 10](#)) It also applies to open views from within the designated area towards the Chiltern Hills.***



View looking northwest from the Upper Icknield Way towards the RAF airfield in the middle distance and the Vale of Aylesbury beyond.



View looking southeast across the RAF Playing Fields on the south side of the canal towards the wooded Chiltern escarpment

## SUSTAINABLE DEVELOPMENT

39. Aylesbury Vale District Council prepared a paper on housing requirements for each Parish within its Local Planning process during 2016. This paper stated that Halton Parish would be required to find sites for 17 new homes within the plan period, which would have required finding areas to infill. However, this has now been superseded by the disposal of the RAF Halton site, which will provide 1,000 new homes within Halton Parish.

40. The MOD disposed of the RAF hospital site for development, it is in the neighbouring parish of Wendover and has taken its name from the former hospital and is known as Princess Mary Gate. The site was split between a number of developers which has caused legacy issues for the residents regarding land management and fees. To ensure no such legacy issues occur in Halton Parish all developments should have one developer appointed as a Master-Planner.

41. Objectives for sustainable development are stated in the NPPF (2). The RAF Halton development must provide a range of well-designed low carbon homes to meet the needs of present and future generations, whilst retaining the open green spaces which characterise Halton Parish. The provision of accessible services such as schools, healthcare, local shops, sports and social amenities, which will support a vibrant and healthy cohesive community. Providing the supporting infrastructure; utilities to support broadband for home workers, electrical charging points for cars and bikes, access to public transport, safe roads and cycle paths. To protect and enhance Halton's natural, built, and historic environment. Improving biodiversity by protecting and enhancing Halton's green spaces, and mitigating against climate change.

42. The findings of the 2021 census have yet to be published, so the following information is from the 2011 census: Then 10% of the population were retired and 22% were children. 85% of houses were owner occupied, with 3% rented from a housing association and 9% private rented. Information gathered from parishioners (during the 2017 consultation) on the development of the RAF Halton site evidences the requirement for smaller homes in Halton Parish for those trying to access the housing market as well as elderly 'down-sizers' i.e., affordable homes and retirement apartments.

### ***Policy HAL7 – New Development***

***All new development in Halton Parish will be built in the Strategic Planning Document's Allocation ([Appendix 5](#)) of the RAF Halton site; and***

- a. Building on infill sites in the built areas of the Parish will be discouraged. Infill means that there is already residential built development on two sides of the site. ([See HAL1](#)).***
- b. New development should have a lead developer to act as a Master Planner to ensure a cohesive community and land management plan.***

### **Sustainable Development within Halton Parish**

43. This Policy requires all development proposals for any buildings, commercial, housing etc. to deliver high quality schemes that reflect the local character, heritage and architectural merit of Halton Village and RAF Halton. Materials used in any development should complement those used in adjacent buildings. Halton is a historic Parish, and as part of the Chilterns AONB, developments

should consider the setting and landscape. The Halton Parish Design Guide ([Appendix 11](#)) should be consulted to ensure that the special qualities of Halton Parish are conserved and enhanced.

## ***Policy HAL8 – Design for sustainable developments within the Parish***

***The scale, density, height, massing, landscape design, layout and materials including alterations to existing buildings, reflect the character and scale of the surrounding buildings and of the local landscape features. The key criteria are as follows:***

- a. It sustains and enhances the significance of any heritage asset and /or the special interest, character and appearance of the assets including their settings as outlined in the Halton Parish Design Guide ([Appendix 11](#))***
- b. It retains and enhances natural boundaries, including trees, hedgerows and watercourses, which contribute to visual amenity or are important for their ecological value.***
- c. It retains and considers the distinctive qualities of the local green spaces and wildlife corridors.***
- d. It does not unacceptably affect neighbouring properties by way of loss of privacy, daylight, generation of noise or fumes, visual intrusion or loss of amenity.***

## **Local Housing Needs**

44. The evidence base (census information and consultation) shows the need for smaller homes in Halton Parish for the younger and older age groups. These include elderly down-sizers, who want remain in the Parish, first time buyers, and others who are on a limited income. There needs to be provision for affordable homes, which are socially rented or with shared ownership; nearly all the former affordable homes in the Parish are now in private ownership. Many of the family houses in Halton Parish are owned by retired and or elderly residents, as there is currently no supply of smaller houses, or retirement apartments, which would allow them to downsize but remain in Halton Village.

## ***Policy HAL9 – Meeting Local Housing Needs***

***Applications should include a mix of dwelling sizes, reflecting the existing and future needs of Halton Parish. Specific regard should be had for the provision of starter homes, shared ownership, and smaller properties for elderly down-sizers.***

## ***Policy HAL10 – Affordable Homes***

***The provision of affordable homes for local needs will be supported. The number, mix and design of dwellings are to be appropriate to meet local housing needs established through a housing needs survey, or in accordance with VALP Policy H6a. To ensure community integration affordable housing should be dispersed across the development rather than being located in one area.***

## ***Policy HAL11 – Retirement Housing***

***Proposals for the development of retirement homes and extra care living will be encouraged provided they are located on a suitable site and their scale and design meets the provisions of the other policies of this plan.***

## Coalescence

45. Coalescence is the joining or merging of two or more parishes to form one mass or whole. The Aylesbury Garden Town Masterplan and the VALP have ambitious housing development plans for the south of Aylesbury. Aylesbury town has little green space, and the new developments are taking over surrounding fields, so that gradually villages are being incorporated into one large urban area ([Appendix 12](#)). With the development of Hampden Fields, the neighbouring village of Weston Turville has gradually been developed up to the Parish boundary. The neighbouring village of Aston Clinton has also gradually been developed up to the parish boundary, and in two places (London Road and New Road) coalescence has already occurred. So far, only Wendover and Halton have resisted being developed up to its parish boundary. Therefore, to preserve the integrity and separate identity of Halton Parish, it is important that no further coalescence takes place.

46. The airfield and one adjacent farm to the north of Halton Parish is the last area of green space that separates Halton from Weston Turville and Aston Clinton, and by extension Aylesbury. The existing green-gaps between the built-up areas of Halton, Wendover (one farmer's field), Weston Turville and Aston Clinton parishes (the airfield) must be retained.



Left: The fields to the south of Perch Bridge form an important buffer between Halton Village and Wendover. These meadows also contain important examples of Medieval Ridge and Furrow topography. Right: The airfield (in the middle distance) forms an important buffer between Halton Village and the villages of Weston Turville and Aston Clinton. The views across the airfield, the wildlife it already supports and its strategic position as a buffer zone make it a perfect candidate for a nature park.

47. Halton Parish sits within the Zone of Influence of the Chiltern Beechwood's Special Area of Conservation (SAC), to protect this area from the pressures of recent and future developments as evidenced at Appendices [5](#) and [12](#). Halton Parish Council proposes that Halton airfield is developed as a Suitable Alternative Natural Green-space (SANG), with the aim of protecting the SAC. A good example of this is the Kingsbrooke development in Aylesbury, where AVDC (now Buckinghamshire Council), teamed with the Royal Society for the Protection of Birds (RSPB), and property developers to create a nature park and wildlife friendly green space with ponds and wetlands.

48. Halton Airfield is within the chalk foothills of the Chilterns. As the land runs downhill into the Vale of Aylesbury, see [Appendix 9](#) it is prone to surface run off and waterlogging during the winter



months creating a 'winter spring' near Lodge Field. This makes the grass runways unusable, and flying has to be conducted from the 'Chipmunk Strip' situated on the higher ground running parallel to the hangar area; the water runs downhill through Splash Covert and under the road to the adjacent flood plain ([Appendix 13](#)). Water collected in Rosemead Covert runs into a chalk brook, which borders the airfield and the Halton Parish boundary with Aston Clinton. The brook runs parallel to an existing public right of way (PROW) between Halton and Aston Clinton and also runs into the flood plain.

49. An area of the Airfield adjacent to the farmed fields and Splash Covert is currently not mown until August each year. It is treated as game crop and supports orchids and nesting skylarks, which are on the RSPB's red list. The Airfield is already a seasonal migration stop-over for all types of birds, and it supports many raptors ([see Natural Heritage and Environment](#)). It is also a migration route for deer between the Vale and the Chiltern woodlands. The wildlife already in residence and the part the airfield plays in contributing to key views between the Vale and the Chilterns AONB makes it a perfect situation for the creation of a nature park. ([HAL6](#)) and [Appendix 17](#).

## **Policy HAL12- No Further Coalescence**

***Development will not be supported which would lead to further coalescence with adjoining parishes. Views both into and out of Halton Parish must remain very important, not just in relation to the Conservation Area and the AONB, but throughout the length of the Parish, in order to retain its rural character.***

## **Employment**

50. The local community's responses on encouraging local business were towards home working, the provision of a local shop or social meeting place, as well as a positive approach to farm diversification. There was encouragement for start-ups and the provision of small workshops or film units in the Airfield hangars and support for a working airfield or a solar panel farm to provide renewable energy.

51. Local employment within the Parish consists of a Combined School, a Nursing Home, a working farm, a Post Office, Garden Machinery & Repair firm, and Halton Tennis Centre and Gym. The largest employers in the Parish are RAF Halton and Forestry England; there is also a café in Wendover Woods and Go Ape (part of an adventure-activity chain). A significant number of residents also work from home making the case for reliable high-speed broadband and mobile phone coverage across the Parish. ([HAL21](#))

52. New employment development should be sensitively located and not cause additional traffic congestion on narrow country roads or through Halton Village. Traffic issues are particularly important in the areas of the Parish north of the Tring Road, due to weight limits on the 18<sup>th</sup> century decorative wrought iron bridge and narrow winding roads. The village's close proximity to the A41 and the increased housing development at Aston Clinton and Weston Turville has resulted in increased traffic and Halton Village becoming a 'rat-run'.

## **Policy HAL13 – Local Businesses**

***Support will be given to proposals from local existing and new rural businesses to enable them to grow, including the diversification of agricultural businesses, particularly if they***

**offer employment opportunities to local people. Businesses must meet the following criteria:**

- a. Do not generate unacceptable noise, fumes, odour that results in disturbance to neighbouring residential properties.**
- b. Respect residential amenity, highway safety, [\(HAL16\)](#) [\(HAL17\)](#) and do not damage the environment.**
- c. Do not generate a significant amount of additional traffic; [\(HAL15\)](#) due to site access being along narrow rural roads with no pavement provision for pedestrians.**
- d. Parking, for both employees and visitors must be on site due to the narrow rural roads that predominate within the Parish in order to ensure the safety of other road users [\(HAL18\)](#).**
- e. The design of the premises falls within the policies of this Plan and the Halton Parish Design Guide [\(Appendix 11\)](#)**

## **Reuse of Redundant Buildings**

53. Halton has one large farm operating within the Parish. As modern farming methods have developed, a number of redundant, traditional farm buildings have been converted to dwellings. The current buildings at RAF Halton will become redundant when the RAF leave in 2027 and many are likely to be converted into dwellings or used for small business. Awareness to the likely presence of protected species, such as barn owls and bats, in such buildings is essential. Development on or adjacent to these designated sites and priority habitats should be avoided.



The Leys was formerly the farm yard and outbuildings to the rear of Lower Farm. It was converted into 12 dwellings in 1992. The buildings feature slate roofs, arched brick windows and brick and weatherboard elevations. Original cobbled paving has been preserved in the central courtyard.

## **Policy HAL14 – Reuse of Redundant Buildings**

**Applications for new uses for redundant buildings will be supported, provided it can be demonstrated that they are no longer suitable for their current use and meet the following criteria:**

- a. Do not involve significant extension, respect the original architectural and/or historic character of the building and lead to an enhancement of the immediate setting, as outlined in the Halton Parish Design Guide [\(Appendix 11\)](#)**

- b. Such development will be required to show a net gain in bio-diversity. Protected and notable species are material planning considerations in planning applications and should be fully assessed and mitigated for as part of any development applications.***

## **Transport and Road Safety**

54. There is limited access to public transport, there is no bus service running through the village, not even a school bus. It is accepted that residents will need to rely on private vehicles. The majority of families have at least one member who works outside Halton Parish, and many complete two school runs a day, demonstrating the pressure for car parking spaces and the need for provision of on-site parking. Halton is a rural parish with narrow country lanes and in many areas there are no pavements, therefore pedestrians are forced to walk in the road, together with cyclists, horse riders and passing vehicles.

55. There is a lack of public off-street parking. At weekends the influx of walkers results in large numbers of cars parking partially on the pavements in the centre of the village, and adjacent to Perch Bridge where they cause a danger to pedestrians and other motorists. Some of the cottages have no off-street parking, so residents are required to park their cars on the road.

56. Due to local authority funding cuts, there is no longer a school bus running through the village; residents deemed the roads in rush hour too dangerous for their children to cycle to school see Halton's Road Safety Survey at [\(Appendix 14\)](#). There are no safe cycle paths, so residents do not want their children to cycle on the narrow village roads. There is common support for improved routes and facilities for cyclists and pedestrians, particularly on the roads to Wendover, and Weston Turville.

### ***Policy HAL15 - Provision of foot and cycle paths***

***To support cyclists and pedestrians throughout Halton Parish, proposals to provide and improve a well-maintained network of footpaths and cycle paths, (particularly safe cycle routes to school) and the improvement and enhancement of public rights of way will be supported.***

57. The results of Halton's Road Safety Survey highlighted concerns about the volume, safety and speed of traffic travelling through the village. Traffic was perceived to have increased due to the new housing developments at Weston Turville and Aston Clinton and the HS2 works at Wendover. Speeding on village roads is already an issue, [\(Appendix 14\)](#) and the increase in traffic that the new development will bring will require traffic calming measures on the roads throughout the village to make them safe.

### ***Policy HAL16 - Traffic Mitigation***

***Development proposals will need to demonstrate that appropriate site access and traffic mitigation can be delivered in order to minimise any significant adverse impacts on the Parish highway network arising from the new development.***

58. In particular the new development on the Old Workshops site and the Warrant Officers' and Sgts' Mess areas will increase the volume of traffic wishing to avoid Wendover when travelling to Aylesbury and beyond. Traffic will use the narrow and winding road of Halton Lane and will cross Perch (canal) Bridge increasing the risk of collisions with cars and pedestrians. This increased risk must be mitigated by the provision of traffic lights to control the traffic and provide a safe relay traffic system. The [Feasibility Study](#) conducted by Buckinghamshire Council's Road Safety Team supports the Parish Council's view.

59. There are also issues with HGVs ignoring the weight restrictions at Perch Bridge. Fears were expressed about the situation worsening due to the development of the RAF Halton site, which could lead to permanent damage to this heritage asset.

## **Policy HAL17 - Business Traffic**

***Any proposal requiring planning permission to change the use of land in the Parish which would generate heavy goods traffic, must demonstrate (with the assistance of a Transport Statement) that the proposal will not have an unacceptable traffic impact within Halton Parish. For all new business developments, including conversions and extensions, provision must be made for all staff and visitor parking to be accommodated on-site, to ensure the safety of other more vulnerable road users ([HAL13](#)) and [HAL18](#).***

## **Parking**

60. Houses and businesses which do not provide sufficient on-site parking spaces will create traffic problems and danger for other road users where vehicles are parked on the highway. The following Policy applies to all new housing developments, businesses, extensions and conversion of existing premises for business use.

## **Policy HAL18 - Provision of on-site parking spaces**

***New homes with two bedrooms or less must provide at least two on-site parking spaces. Properties with three or more bedrooms should provide a minimum of three on-site parking spaces. The following additional criteria applies:***

- a. Garages will be excluded from parking provisions calculation in new developments to ensure there is no loss of parking spaces from the conversion of garages.***
- b. Development of apartments must also adhere to these same on-site parking requirements.***
- c. For parking on all new business developments, see ([HAL13](#)).***
- d. Any car parking spaces, should use permeable surfaces to allow for rainwater absorption and to maintain a rural character to the street scene.***
- e. Provision should be made for cycle racks and electric vehicle charging points.***

## **Community Facilities**

61. Halton Community encompasses all residents, privately owned and rented, all MOD accommodation and businesses within the Halton Parish Boundary. The current community

facilities within the Parish comprise of a Village Hall and St Michael and All Angels Church. There is also a Royal Airforce Association Club, (a charity based at the Airfield), which many of the Parishioners have supported by becoming members. It has a bar and outdoor BBQ facilities. A new Community Centre will be required to serve the growing community as the current Village Hall will be too small.

62. The Commercial facilities within the Parish include the Tennis Centre, which has a restaurant and bar attached (accessible to non-members), the café at Wendover Woods and the sporting facilities at RAF Halton, which are hired out extensively to local sports clubs.

63. The Parish also has a thriving Combined School, encompassing primary and junior pupils. The pupils are a mix of children from local villages and from the Service housing, the requirement for the school places will continue when RAF Halton closes, as the Service houses will be maintained for Service personnel. The Parish Council has consulted with the school, and when the housing development is built on the RAF Halton site, the school will require an extension to provide for the increase in demand. Children in Halton Village attend upper schools in the surrounding villages and Aylesbury.



Coombe Hill provides a beautiful backdrop to Halton Community Combined School. The school will require significant additional resources to meet the needs of a greatly expanded community.

## ***Policy HAL19 Improvements and Expansion to the School***

***To improve and expand the school, proposals will be supported providing that the following criteria are met:***

- a. The Bucks County Museum archive building and its grounds (the original Halton Village School) is repurposed to provide a middle school.***
- b. The area between the current school (Youth Centre, sports field, road and carpark) and the old original school is incorporated to provide a secure school campus.***
- c. There is provision for safe and suitable access and parking provision.***
- d. The development is in keeping with local character and history of the area.***

64. Halton has a number of thriving youth community groups, Rainbows, Brownies, Guides, Cubs, Scouts, Boys Brigade, and Air Cadets, which are made up of a mix of children from the local villages and Service families. As Halton Village does not have a suitable community hall, the youth organisations meet in facilities provided by RAF Halton.

65. Currently the Parish Council has no Community spaces to manage (e.g. village green, sports fields, allotments etc.) as the village is surrounded by MOD or private farm land. The only public open spaces are the churchyard and burial ground, the tow path along the Wendover Arm of the Grand Union Canal, and the public rights of way which cross all parts of the Parish (crossing RAF Halton and the farm). They are very well used by residents and visitors for exercise and enjoyment of the countryside. These green spaces and access to the countryside are very important for the health and well-being of residents and visitors alike. In February 2016, the Permanent Under Secretary for Defence assured the Parish Council that the lack of community green infrastructure would be addressed during the planning process of the RAF Halton site.

66. Concerns in the Parish Consultation were expressed at the lack of health facilities in the Parish, as nearby Health Centres (Wendover and Aston Clinton) are struggling to serve the current numbers. This will be exacerbated further by the development of RAF Halton (1,000 dwellings), combined with the closure of RAF Halton's Medical Centre resulting in the Service families who live in the married quarters losing their GP facilities. The Parish Council has consulted directly with The Clinical Commissioning Group, which has no development plans to deliver a GP surgery to serve the growing Parish. See [Parish Projects](#).

67. A significant issue for the Parishioners is the dependence on RAF Halton for Community sporting and leisure facilities; the sports fields are an extremely important amenity used extensively by local and wider clubs. Preservation of the excellent facilities is paramount to the community; they contribute both to the health and welfare of local people and to the open green spaces that are so characteristic of the Parish. See [Parish Projects](#) and [Section 106 Projects](#) for further information.

## **Policy HAL20 – Community Facilities**

**Existing community sports facilities within the Parish will be protected. The following criteria will be applied:**

- a. Support will be given for proposals which will provide additional or improved community facilities for the Parish, and not disadvantage the local community.**
- b. Development proposals that would result in the loss of existing community facilities will only be supported if accompanied by clear evidence the facilities are no longer viable, or;**
- c. That the proposals would result in improved overall provision within the Parish.**

## **Communication and Connectivity**

68. Post Covid, many residents have taken up hybrid working; this means that they work from home for part of the week, and some households have two homeworkers. The need has been identified by businesses and residents within the Parish for a reliable and fast broadband service. The majority of the Parish also suffers from poor mobile phone and mobile internet coverage. In some spots there is no mobile coverage at all and Halton's distance from the Wendover Exchange results in slow broadband speeds.

## **Policy: HAL21 – Infrastructure and Connectivity**

***Proposals to improve the provision of higher, more reliable broadband speeds and improved mobile signal will be supported, as long as any infrastructure is designed and sited to minimise its impact on the character and appearance of the settlement and the surrounding countryside.***

## HISTORIC HERITAGE

69. Halton is a Parish with a long, rich history, referenced in the Domesday Book of 1086. The Manor of Halton was bought from King Henry VIII in 1545 and sold to a farming family (the Fermoys) in 1560. The form of the Parish even today portrays its agricultural origins where livestock spent the summer months on the hillside in the Chilterns and were brought back to the foothills to overwinter. Halton remained an agricultural settlement throughout the ages and the rural setting is still a dominant character of the Parish.

70. In 1720 the estate was sold to the Dashwood family and in 1795 they built the Dashwood Mansion, where Garden Close now sits. In 1797 the Wendover Arm of the Grand Union canal arrived and canal workers cottages were built alongside the agricultural labourers' cottages. The 1840 Tythe map includes the Church (originally 12<sup>th</sup> Century), The Old Post Office and The Bothies. In 1850 the Halton Estate was sold to Lionel Rothschild and in 1868 he held an Industrial Exhibition in the grounds of the Dashwood Manor, which was opened by Disraeli.

71. Lionel Rothschild left Halton Estate to his son Alfred in 1880. The Dashwood mansion was demolished and Halton House was built in the style of a French Chateau. Alfred extended the estate to include 9 farms and 57 cottages and built a school house for the children of the Parish, which is now the Village Hall. Alfred remodelled much of the village, and his motto 'Concordia, Industria, Integritas' (Harmony, Industry and Integrity), can be found carved in wood and stone in some of the buildings. The Rothschild influence can be seen at: Ivy Cottage, The Old Post Office, Lower Farm, The Kennels, Woodcutters Cottage, 8 and 9 Halton Village, Garden House, The Lodge, the Cricket Pavilion (now Halton UK Tennis Centre), Bridle Manor (the former stable block for Halton House) and the cottages on Halton Lane. Alfred also added two decorative bridges over the canal, Perch Bridge and The Blue Bridge. The original Halton brick-built canal bridge was demolished at the request of the MOD and was replaced by a simple road and pedestrian bridge, which makes this point of the Wendover Arm canal un-navigable by boat.

72. Within the Parish there are 4 listed buildings in the conservation area, in addition to St Michael and All Angels Church, the Blue Bridge and Halton House and its historic parkland, see [\(Appendix 15\)](#). There are a further 8 buildings and a number of Barrack Blocks on the RAF Halton site which are listed.







Some of the listed buildings within the Conservation Area. Top left: The former Lower. Top right: Ivy Cottage. Bottom left: Woodcutters Cottage. Bottom right: the Old Post Office.

73. Many of the Rothschild buildings across the Parish are non - designated heritage assets, and are listed at [Appendix 16](#). These buildings should be given special consideration when planning adjacent housing development.



Non-designated assets include Canal Cottage (left) and 8 and 9 Halton Village (right)

74. In the south of Halton Parish there are two Archaeological Notification areas covering two Scheduled Ancient Monuments. These monuments are scheduled under the Ancient Monuments and Archaeological Areas Act 1979 as amended as it appears to the Secretary of State to be of national importance. They are the Neolithic Long Barrow at Haddington Hill and Iron Age Hill Fort at Boddington Camp.



The Neolithic Long Barrow at Haddington Hill



Boddington Hill Iron Age Hill Fort

75. Passing through Halton Parish are the Icknield Way (one of the oldest roads in the country) the Outer Aylesbury Ring and the Inner Aylesbury Ring. Passing along the southern edge of the Parish is the Ridgeway, a National Trail which is a nationally significant recreation resource.



The Inner Aylesbury Ring follows the canal path through the village (left). The Outer Aylesbury Ring runs through Wendover Woods in the southeast of the Parish (right).

76. In 1919 Lionel Rothschild sold the estate to the MOD for military training. Barracks were built some of which are listed, and in recent years training trenches were discovered and restored, and are used to teach local schoolchildren about the First World War. A Halton railway branch line was also built (by German prisoners of war) so that trains could deliver coal to the heating boilers, although the railway line has long gone the platform still remains. 'Oliver's' bridge was also erected across the Wendover Arm canal to mark the spot of the original railway bridge, which was blown up by the MOD as a training exercise. The original railway line can still be followed today, as it is currently a footpath to Wendover Station from Halton and can be viewed [here](#).

77. It was felt that the local history and heritage of Halton Parish should be better publicised. To that end the Parish Council commissioned three information boards which were erected at Halton Camp, Moor Park and adjacent to the canal bridge in the centre of the village.

78. RAF Halton has been linked to Halton Village for over 100 years and the Halton Parish's heritage is intrinsically linked to the RAF's military and sporting heritage. There are Commonwealth and RAF Graves in the Churchyard along with a War Memorial. RAF Halton was also a Home for Sport. The sports fields add greatly to the openness of the Parish and give it its sense of wide green spaces. This has resulted in a strong sporting heritage and ethos through the many events hosted there. The sports fields have been used historically by the military, and hired by local clubs and schools. It is important to the community that this integral part of our heritage is not lost when the RAF leaves. The Parish wishes to retain its sporting heritage see [Section 106 Projects](#).



Girl's Festival of Rugby is a major, national sporting event and has taken place on the RAF Playing Fields in Halton for many years

79. The Parish Council are working closely with the Halton Apprentice Association (HAA) to retain important aspects of RAF Halton's military history. There is a strong desire amongst Parishioners to retain St George's Church and its stained-glass windows as a military museum; linked to a Heritage Trail which would include the First World War Trenches and other historic areas of Halton Camp. Currently HAA delivers Science, Technology, Engineering and Mathematics (STEM) training to local school children at the James McCudden Flight Centre. It is important to retain STEM training in Buckinghamshire, and therefore the Flight Centre should be situated within the museum. See [Parish Projects](#).



Stained glass windows in St George's Church representing the 2<sup>nd</sup>, 57<sup>th</sup>, 64<sup>th</sup> and 76<sup>th</sup> RAF Apprentice Entries

## **Policy HAL22 - Heritage**

***With diverse heritage assets throughout the whole Parish, (both designated and non – designated), development proposals will not be supported that would have a negative impact on any heritage asset or its setting. The following criteria will be applied:***

- a. Development must aim to conserve and enhance all heritage assets, designated and non-designated, and their settings in both the built and natural environment.***
- b. Any development proposal not meeting this policy will be resisted.***

## NATURAL HERITAGE AND ENVIRONMENT

80. Halton is known as a strip parish and as such contains a variety of wildlife habitats, from the arable and pasture land in the north to the chalk grasslands on the slopes of the Chiltern Hills in the south, which merge into beech and yew woodland. Mature boundary hedges and field ditches surround the farmland and dotted throughout the grasslands are small copses. Parkland and ornamental ponds associated with Halton House are present and the majority of the housing features mature gardens.

81. Running through the centre of the village from west to east is the Wendover Arm of the Grand Union Canal. The source of the water for the canal is Heron Stream in Wendover, which flows off the Chiltern Hills from a series of springs. The water in the canal is thus crystal clear and flowing. This clarity is maintained throughout its passage through Halton Parish, an essential quality to enable species like Kingfishers and Little Grebes to hunt their prey in the water. The lack of motorised boat traffic, which is prohibited on this stretch of the canal, helps keep the water clear.



Kingfisher (left) and Little Grebe (right) hunt their prey in crystal clear waters. Because the canal in the village is non-navigable, it is in effect a chalk stream.



Little Egrets (left) and Herons (centre) can often be seen along the canal. Mute Swans (right) usually breed close to the village.

82. Data from Bucks and Milton Keynes Environmental Records Centre evidences the richness of the flora and fauna throughout Halton Parish. This has been recognised by the various nature conservation classifications that have been assigned to many of the sites. Several meadows have been given Local Wildlife Site (LWS) status, certain stretches of the canal, together with areas of chalk grassland and spinneys have been granted Biological Notification Site (BNS) status. The

south of the Parish falls under the Chilterns Area of Outstanding Natural Beauty (AONB) and part of the Weston Turville Reservoir Site of Special Scientific Interest (SSSI) lies in the north-west of the parish. There are several Tree Preservation Orders (TPO) throughout the parish which include rare native Black Poplars and a substantial part of the parish is designated green belt land.

83. A wide variety of birds inhabit the grasslands and boundary hedges, including many that are on the RSPB's red and amber list including skylark, fieldfare, redwing, lapwing, yellowhammer, meadow pipit, stock dove, cuckoo, hawfinch, mistle and song thrush. These are attracted to the area by the rich flora and insect life.

84. Growing in the permanent pasture is yellow rattle (*rhinanthus minor*) a semi-parasitic grassland annual that feeds off vigorous grasses, allowing more delicate species like birds foot trefoil, meadow vetchling, common knapweed, devil's bit scabious and cowslip to take hold. A thriving population of hares can be found living here. On the shallow soils of the chalk grassland birds nest, fly, and great butterfly orchid can be found as well as white helleborine. The purple emperor butterfly has been recorded here.

85. The extensive woodland atop the Chilterns together with the copses and spinneys in the vale are home to tawny and barn owls, Halton Airfield is also home to little owls nesting in burrows. The parish is also rich in raptors including red kites, buzzards, kestrels, hobbies, and the occasional peregrine falcon, goshawk and osprey. Foxes, badgers, weasels, stoats, hedgehogs and hazel dormice inhabit the woods, which also support roe deer, muntjac and Chinese water deer.



Red Kite (top left), Greater Spotted Woodpecker (top right), Fox (bottom left) and Badger (bottom right) all call Halton Parish their home.

86. Throughout the various wooded areas Box (*Buxus sempervirens*) can be found growing. Native box is extremely rare in the UK with only two recognised sites; Box Hill in Surrey and Granglands Nature Reserve a few miles southwest of Halton. The fairly extensive cover of Box in Halton Parish has led some to consider this population to be a third site.



Muntjac Deer (left), Roe Deer (centre) and Brown Hare (right) can all be seen in the fields and copses surrounding the village.

87. The canal provides a valuable habitat to enable both plant and animal species to disperse to other areas and to migrate into Halton Parish. Several of the water birds divide their time between nearby reservoirs and the canal such as teal, gadwall, little egret and great egret, while others stay all year round like the mallard, heron, little grebe and kingfisher. Five species of bat have been recorded in the canal environs: daubenton's, noctule, brown long-eared, common pipistrelle and soprano pipistrelle. Bat numbers have greatly decreased in recent years due to the massive reduction in insect numbers. The canal provides a vital source of food in the form of insect life emerging from the water. Another important animal group that relies on the canal is the Amphibia. Toads, frogs and newt populations have been declining drastically world-wide due to the presence of a chytrid fungus. A survey carried out in Halton Parish a few years ago found no evidence of its presence locally. It is thus vitally important to maintain this healthy population of amphibians by looking after both aquatic and terrestrial habitats where they live.

88. The LWSs and the BNSs together with the AONB, the SSSI, private gardens and the open green spaces, much of which is designated Green Belt, collectively play a critical role in the conservation of Halton Parish's natural heritage. They provide essential wildlife refuges in their own right and as corridors and buffer zones to link other wildlife sites and open spaces outside the parish. The Government's 25 Year Environment Plan (2018), recognises that access to nature is important to both physical and mental health. Halton's natural environment is not only important for its wildlife but, with its many footpaths through meadows, woodland and along the canal, has an important role in enhancing the well-being of all people who visit. The wide-open vistas over the Vale of Aylesbury and the views looking towards Coombe Hill in the west that can be seen from various parts of the Parish add greatly to the pleasure of being in Halton's natural environment and these aspects should be protected vigorously.



The canal path to the northeast of the village.

89. The canal is a highly valued asset and a location for wildlife, and there is strong community support for improving the towpath for walkers (as it currently floods in places). There is little support for restoring it for the use of motorised boats. This is due to the damage that would be inflicted on its current bio - diversity, which depends on the purity of the water fed by the chalk streams in Wendover. The canal is maintained by the Canal and River Trust.

## ***Policy HAL23 – Environment***

***Proposals for new development in Halton’s Neighbourhood Plan area must preserve or enhance the natural environment throughout the Parish, by ensuring the protection of local assets and the provision of additional habitat for wildlife and green spaces for the community. This will be achieved by application of the following criteria:***

- a. Protection of the SSIs, LWS, BNS, priority species and the canal.***
- b. Providing a net gain in bio diversity.***
- c. Protecting trees in the Parish particularly those with Tree Preservation Orders.***
- d. Ensuring landscaping maximises the opportunity for native flora and fauna, including wildlife corridors.***
- e. Replacing any lost trees and hedgerows with native species.***
- f. Lighting throughout any new development must respect wildlife and their movement corridors.***
- g. Where possible and appropriate, provide sustainable drainage facilities and a restrictive usage of storage lagoons or similar retentive systems discharging to surface water receptors.***
- h. Support will be given for the restoration of the canal tow path; however, restoration of the canal to open it to motorised boats will be resisted due to the damage it will cause to the current wildlife and flora.***

90. Despite the changes that have occurred in the 20<sup>th</sup> century and the increase in development due to the MOD, Halton has maintained much of its rural character and its strong sense of place. The farmland and the RAF grass Airfield to the north of the village are very significant, because they act as a buffer between Halton, Weston Turville and Aston Clinton parishes, and help to retain Halton’s individual identity see [\(HAL12\)](#). Halton Parish forms an important part of the view from the Chiltern Hills across to the Vale of Aylesbury.





Permanent pasture adjacent to Perch Bridge (left) and Lower Farm (right). Both areas feature historically significant Medieval Ridge and Furrow topography and both areas form important buffers between Wendover and Weston Turville respectively.

91. NPPF 101 states the designation of land as Local Green Space through local and Neighbourhood Plans allows communities to identify and protect green areas of particular importance to them. Local Green Spaces in Conservation Areas and the Green Belt can benefit from additional designation and the land doesn't need public access or ownership to be designated. This Plan has identified at [Appendix 17](#), Local Green Space, which is in close proximity to the community it serves, and holds particular local significance, for its beauty, historic significance, recreational value (including as a playing field), tranquillity, or richness of its wildlife and character.

### ***Policy HAL24 – Local Green Space***

***The sites at [Appendix 17](#) are to be designated as Local Green Space, where development is ruled out other than in very special circumstances.***

### ***Policy HAL25 – Changes in Land Use***

***Changes in land use will only be permitted in cases where it is demonstrated that they are enhancing and sympathetic to the following aspects:***

- a. Historic assets.***
- b. Rural settings and recreational facilities.***
- c. Do not have a detrimental impact on the natural environment.***
- d. Increases and enhance bio diversity.***

92. Halton Parish is in the chalk foothills and runs downhill from the Chiltern Hills, which have a number of chalk streams (some underground), brooks and natural springs. In the winter Halton airfield is subject to surface water runoff and water logging and it abuts a flood plain (see [Appendix 13](#)).

### ***Policy HAL 26 – Abating Flood Risk***

***Proposals for new development in Halton's Neighbourhood Plan area with flood risk implications should be in accordance with the following criteria:***

- a. Demonstrate that flood risk is not increased elsewhere.***

- b. Ensure that surface water run off does not exceed the existing rate using sustainable drainage and permeable paving and surfacing.***
- c. Be sited in areas of the least flood risk.***

## PROPOSED PARISH PROJECTS

### Connectivity -Broadband

93. Due to the increased requirement for hybrid working reliable and fast broadband services are required for the Parish. The 1,000 new homes, and any supporting businesses that will result from the development of RAF Halton, must be provided with fibre broadband services as a minimum.

### Community

94. NPPF (98) states that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities and can deliver wider benefits for nature and support efforts to address climate change. Over the years the MOD disposed of the village and further plots of land for development but no community provision was made. The village is surrounded by MOD land but has no green space of its own. The Permanent Under Secretary for Defence assured Halton Parish Council (at their February 2016 meeting), that this deficit would be addressed as part of the planning process ([Appendix 18](#)). Halton Village has no village green, allotments, play parks or a sports pitch.

95. The Parish Council conducted two studies into the feasibility and affordability of community green spaces. The first is the Allotment Survey, which was conducted in consultation with Parishioners. It identifies suitable areas for allotment provision and how the Parish Council would administer the allotment sites. The second is The Sports Field and Green Spaces Paper, which identifies the Parish requirements for sporting amenities, village green spaces, and a community centre. It states the Parish requirement and the way in which the Parish Council would promote and maintain the infrastructure. The Parish Council conducted a separate exercise to ensure that all green spaces including the sports pitches can be maintained and utilised for the benefit of the parishioners and wider community. Without considering future income, and based only on the current and future precept (which will eventually include an extra 1,000 homes); retaining the sports and leisure facilities is deemed affordable.

- a) Allotments. Halton Village should be provided with allotments for the size of the present village (currently residents drive to allotments at Wendover and Weston Turville). All allotments in Halton Parish will be owned, run and administered by Halton Parish Council. At the request of the DIO the Parish Council conducted an Allotments Survey which can be viewed [here](#).
- b) Village Green. Halton Village should be provided with a green space which would allow the present community to exercise and hold community events such as the village fete. The cricket pitch, which residents (since Covid) are permitted to use for recreation, would be ideal as it lies within the green belt. The Halton Parish Council - Sports Field and Green Spaces Paper can be viewed [here](#).
- c) Sports Pitches. The Community wishes to maintain access to the sporting facilities after the closure of RAF Halton, see Section 106 Projects for details.
- d) Community Centre. The Parish will require a larger community facility to complement the current village hall, see Section 106 Projects for details.

- e) Medical Facilities. The Nhs Buckinghamshire Clinical Commissioning Group did not include provision for GP Facilities for the RAF Halton site in the VALP, as they ‘no longer align with Nhs real estate goals of provision of healthcare at scale.’<sup>2</sup>. The current plan is to build a ‘super surgery’ on the Stoke Mandeville Hospital site, which will serve patients (circa 20,000) from new housing developments being built around the South of Aylesbury including the Halton site. This centralisation of services is not aligned with current Nhs Policy, which is to provide medical services within the local community. The Parish Council will continue to lobby for medical provision to be included within the RAF Halton site.

## Historic Heritage

96. Halton Parish Council will actively support the HAA to secure a museum in St George’s Church, to preserve the stained-glass windows and to retain STEM training and the First World War Trenches for Buckinghamshire children.
97. The Parish Council will also support Buckinghamshire County Museum’s aim to move out of its current building (the old village school building), and to find larger and more suitable premises.
98. Halton Parish Council will work with all stakeholders to develop Heritage Trails across the Parish. To incorporate the Parish’s Neolithic history, through to the village’s connection with the Rothschild family and the military history of RAF Halton, including the First World War trenches.

## Natural Heritage

99. Halton Parish Council will work with the Canal Trust and AGT to actively encourage and support the restoration of the towpath along the Wendover Arm of the Grand Union Canal; including the renovation of the decorative Wendover Arm Canal Signs. The towpath from Wendover to Buckland is an AGT blue infrastructure project.
100. Halton Parish Council will work with Buckinghamshire Conservation Officers to promote and protect the designated green spaces at [Appendix 17](#).

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<sup>2</sup> Strategic Outline Case, Hampden Fields Primary Care Facility, Nhs Buckinghamshire CCG. July 2020

## SECTION 106 PROJECTS

***The Community Infrastructure Levy is a charge by local planning authorities (Buckinghamshire Council) which accompanies planning applications for built development. The money is pooled to fund infrastructure, referred to in this document as Section 106 aligned.***

***The following are projects that the Halton Neighbourhood Plan identifies section 106 and any future Community Infrastructure Levy (CIL) monies should be used towards subject to meeting the tests of the CIL Regulations.***

### Community

101. Allotments. The provision of allotments shall be incorporated into the development of the RAF Halton site; not all of the 1,000 homes will have gardens as many residents will be in apartments when the barrack blocks are repurposed. Land with allotment sites will be owned, managed and administered by Halton Parish Council. [View Halton Parish Allotment Survey here.](#)

102. Sports Pitches. RAF Halton's sporting heritage will be lost when the MOD disposes of the site to a property developer. This will be a huge loss to the local community and local and wider sports clubs which use the sports pitches and AstroTurf. Halton Parish Council wishes to take over ownership of the Hockey AstroTurf and floodlights, the Sports Pitches in front of the Nuffield Pavilion and the football pitch and running track (all abutting Halton Lane). All areas are in the Green Belt and the Parish Council will not only continue to achieve RAF Halton's sporting legacy, but will also retain the green open spaces that characterise the village. The Parish Council has conducted a feasibility study. [View the Halton Parish Council Sports Field and Green Spaces Paper here.](#)



Left: Halton Parish Council wishes to re-purpose the Nuffield Pavilion and its adjacent carpark as its new Community Centre. Right: The cricket pitch will make an ideal Village Green.

103. Community Hall. Halton Village Hall will be too small to accommodate the influx of new parishioners. Halton Parish is entitled to a new Community Centre which will support the substantially increased Halton Community. Rather than a new build, Halton Parish Council wishes to re-purpose the Nuffield Pavilion and its adjacent carpark as its new Community Centre.

- a. The Nuffield Pavilion will require some modification for disability access to the first-floor conference room, and to accommodate a Parish Office. The changing rooms would allow Halton Parish Council to hire out the sports fields to local clubs, and take over the maintenance of the pitches immediately on disposal to ensure continuity for clubs, and no

degradation of the facilities. The rental income would be reinvested in the sporting infrastructure for the benefit of the local community. Its location between the old village and the new development makes it central to bringing the community together as one. There is a lack of parking in the village so the carpark would supply much needed parking for visitors and events. [View the Halton Parish Council Sports Field and Green Spaces Paper here.](#)

104. Village School. The Parish Council has connected with the Halton Combined Community School (HCCS) management, and the school will need to double in size to accommodate the pupils from the RAF Halton development. The present school is in the Green Belt and has no capacity to extend. The optimum solution is for the old Halton primary school and its sports field to be refurbished (currently the Bucks County Museum Archive). The current youth centre (originally the RAF Catholic Church) stands between the current school buildings and the old Halton primary school, and would provide an ideal school hall (equidistant between the two buildings). The narrow road which is accessed from the B4009 is one way and has a small Buckinghamshire Council carpark. The road and carpark would serve both schools making an ideal lower and upper school campus. [\(HAL 19\)](#).

## Transport and Road Safety

105. The Parish Council routinely monitors traffic throughout the Parish to provide evidence to support road safety measures, as the highways are the responsibility of Buckinghamshire Council. The Parish Council commissioned Buckinghamshire Council to conduct a Feasibility Study to improve road safety around Perch Bridge, Halton Lane.

**106.** Perch Bridge. Perch Bridge is a narrow 19<sup>th</sup> century canal bridge which is not built to cope with the influx of vehicles, cyclists and pedestrians that the new RAF Halton development will bring. New residents on the current Kermode Hall and Old Workshops sites will drive to Aylesbury and beyond along Halton Lane and over Perch bridge to avoid driving through Wendover or Weston Turville. There will not be enough room for two cars, cyclists and walkers to pass safely (access to the canal footpath is at the bridge). A relay system is the only safe option for this area which will become a dangerous pinch point. The canal bridge at Broughton Crossing received traffic lights to make crossing it safer with the increased traffic using it due to the Kingsbrooke development. Halton Parish Council requires the same level of investment, and traffic lights must be provided at this location to make it safe due to the increase in traffic volume. The Feasibility Study can be viewed [here](#).

- a. Pavement. Due to the increase in vehicles, cyclists and walkers that the new development at Halton will bring; a pavement for pedestrians should be created on both sides of Perch Bridge. A short stretch of pavement should be created between the bridge as far as High Moors, and to meet the pavement at Perch Meadow. A pavement should also be created on the Wendover side of the bridge to meet the footpath on Halton Lane. This will make it safer for drivers and pedestrians alike as the road is narrow, on a bend, and uphill from the Wendover direction; this causes drivers and pedestrians to have poor visibility of each other.

107. Main Point. The junction with Chestnut Avenue and the B4009 Upper Icknield Way will need to be addressed due to the extra volume of transport that the new development will bring. The majority of dwellings will have 2 cars which will result in 2,000 extra vehicles moving around the Parish roads. This junction will become difficult to manoeuvre and requires the provision of a roundabout or a traffic light system and speed restrictions to slow traffic and make the junction safe.

108. Chestnut Avenue. Chestnut Avenue will bisect the area of development around Kermode Hall and the Warrant Officers' and Sergeants' Mess with the Old Workshops site. Chestnut Avenue is already a busy road, which is difficult to cross safely. The increase in the population and vehicles will require the provision of safe pedestrian crossings for residents traversing between sites.

109. Traffic calming. measures will need to be put in place throughout the Parish to accommodate the increase in vehicle volume. The narrow country roads were not built to accommodate the future traffic requirement and speeds will need to be controlled through the inhabited area of the village.

- a. Halton Lane is of particular concern as it is already an accident black spot, due to the narrow hairpin bends and the crossing at Perch Bridge.
- b. Traffic calming will also be required on Halton Village Road and Chestnut Avenue as the latter will have new development on both sides of the road. Reducing the speed limit from 60mph to 40mph on Halton Village Road (a country road with no pavements, which approaches the village from Weston Turville).
- c. The stretch of the B4009 between Halton House and Main Point is already busy. Due to the speed of traffic, it is difficult to for pedestrians to cross, and the footpath has become extremely narrow over the years due to the lack of 'siding out', which puts the pedestrians at risk due to their close proximity to the vehicles. Reducing the speed limit from 40mph to 30 mph will make the area safer, both for pedestrians and drivers.

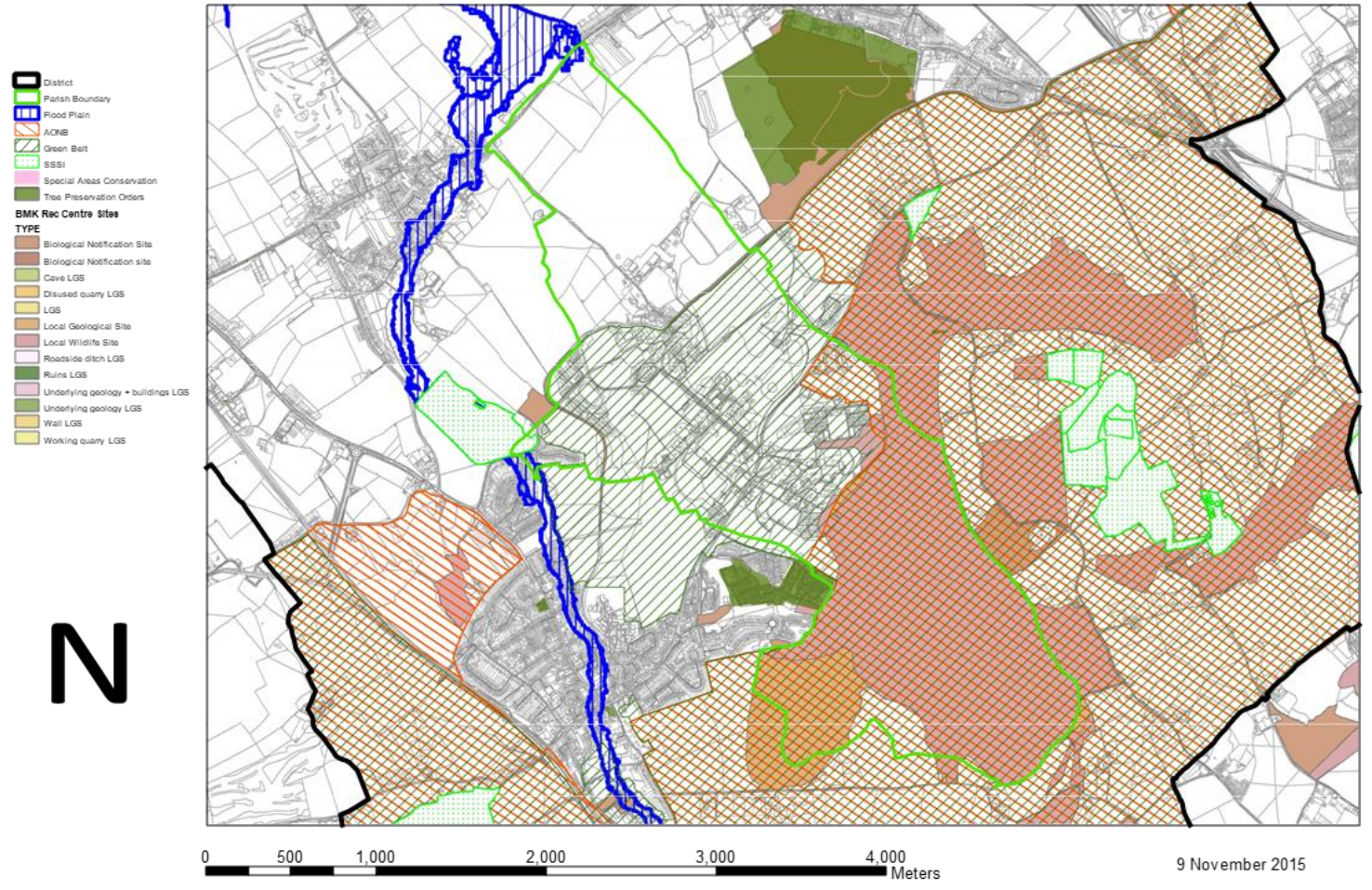
## **MONITORING PROGRESS**

110. Halton's Neighbourhood Plan has been prepared to deal with issues raised by the local community and to secure the agreed aims and objectives at paragraph 5.

111. This Plan will be monitored biannually by Halton Parish Council, reviewed community consultation every five years, and updated as required. It will also be reviewed when a new Local Plan is adopted by the Local Planning Authority, Buckinghamshire Council.

Halton Parish Council  
Parish Office  
Village Hall  
Old School Close  
Halton Village  
HP22 5NG

# APPENDIX 1 Environmental Constraints



Halton Neighbourhood Plan

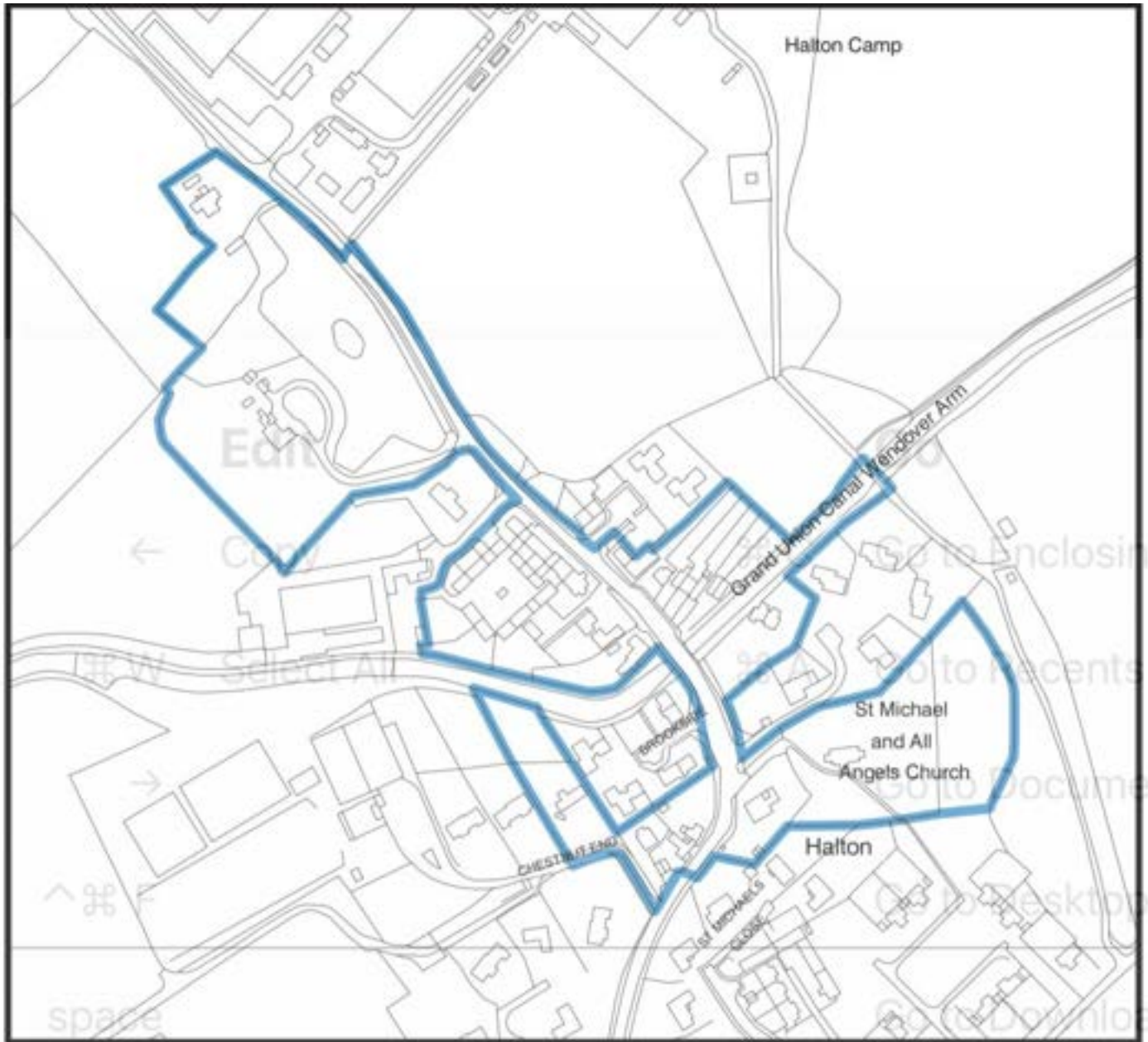
Environmental Constraints

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## APPENDIX 2 Halton Village Conservation Area

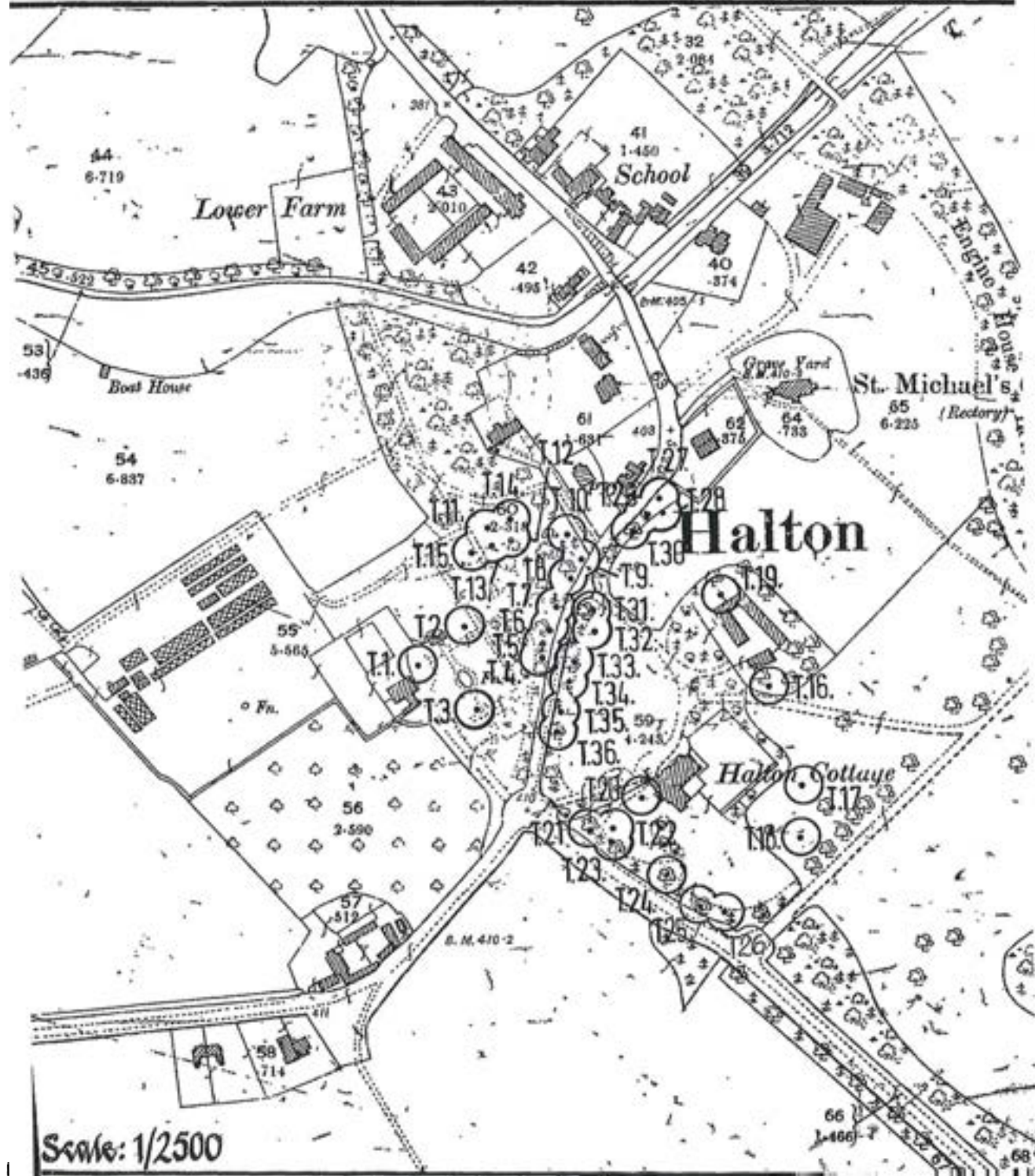
Key: Blue Border delineates the designated Halton Conservation Area



Halton

# APPENDIX 3 Halton Village Tree Preservation Orders

Buckinghamshire Council (Aylesbury Rural Area) Tree Preservation Order No. g 19  
Preservation Order Status is recorded and a metal label attached.



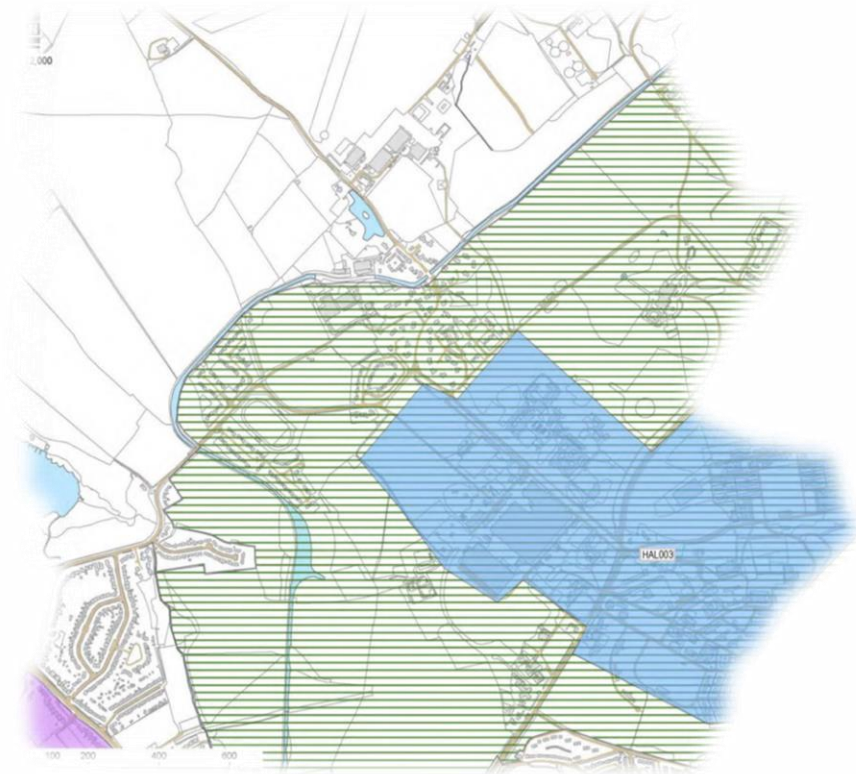
## APPENDIX 4 Halton Parish Public Rights of Way

**Key:**  Dashed lines (HAL) denote Halton Parish Public Right of Way (PROW).



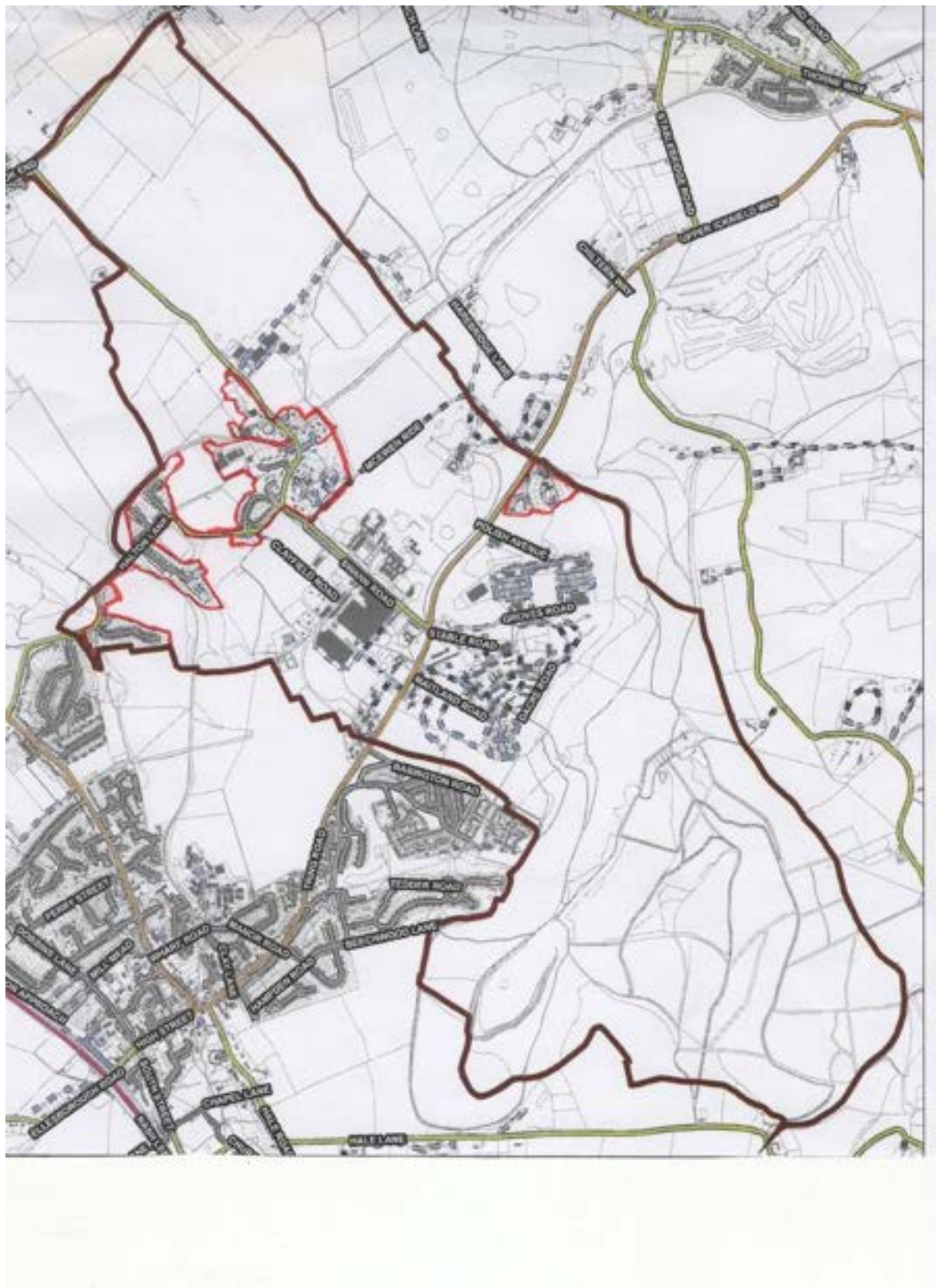
## APPENDIX 5 RAF Halton Strategic Allocation Site

Green hatched area denotes the Green Belt. Blue hatched area denotes the Allocation Site

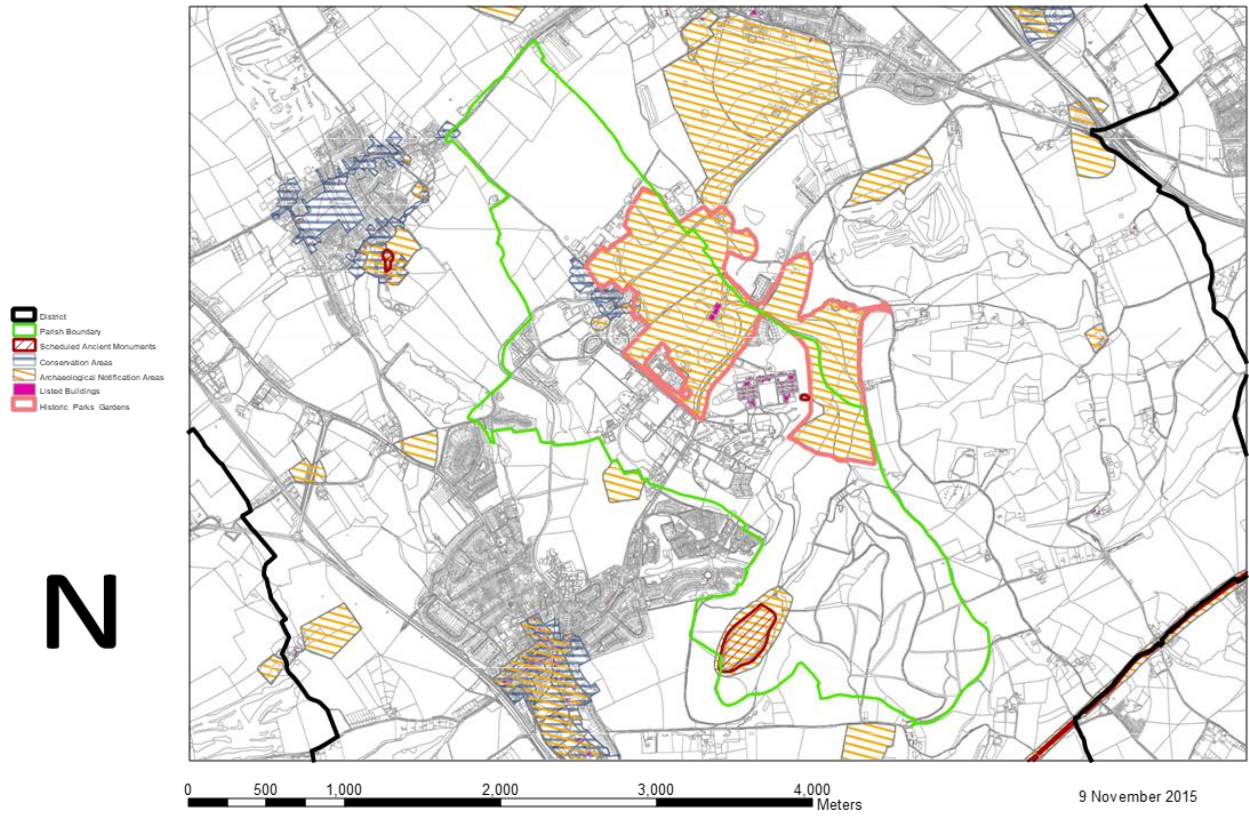


# APPENDIX 6 Settlement Boundaries

 Halton Parish Boundary     Halton Settlement Boundary



# APPENDIX 7 Halton Parish Historic Constraints

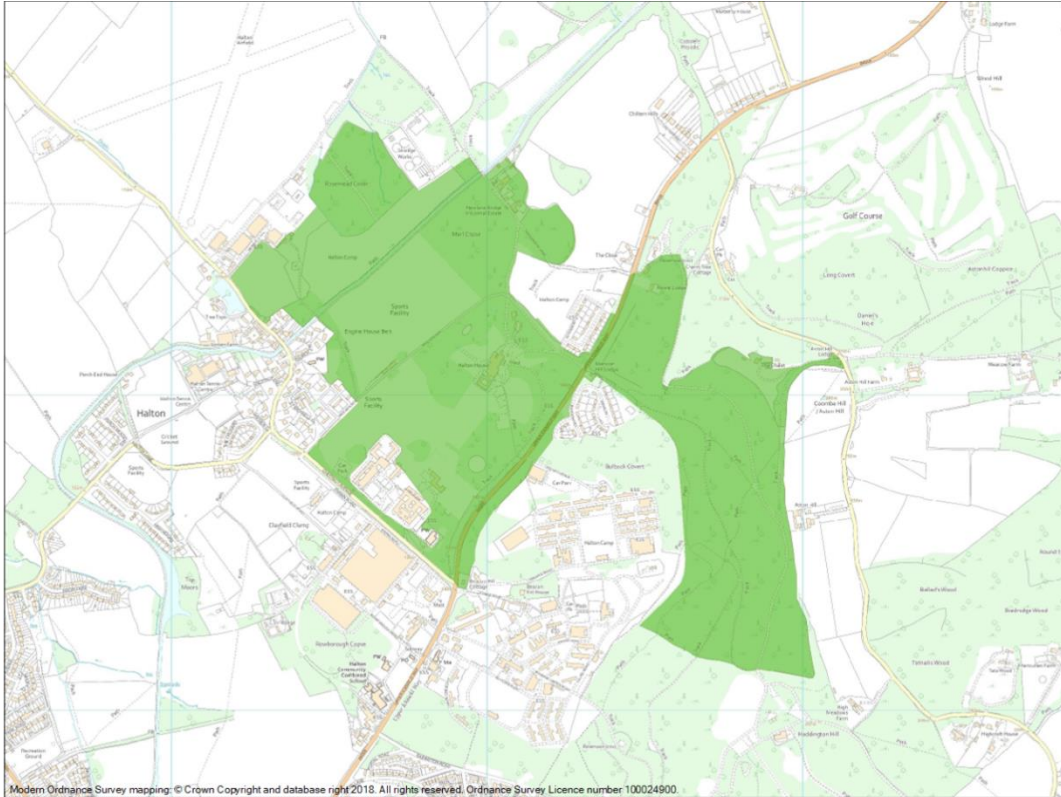


Halton Neighbourhood Plan

Historic Constraints - Parish

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# APPENDIX 8 Halton House Grade II Listed Parkland



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This is an A3 sized map and should be printed full size at A3 with no page scaling set

Name: HALTON HOUSE

**Heritage Category:**  
Park and Garden  
**List Entry No:** 1000601  
**Grade:** II  
**County:**  
District: Buckinghamshire  
Parish: Halton, Aston Clinton

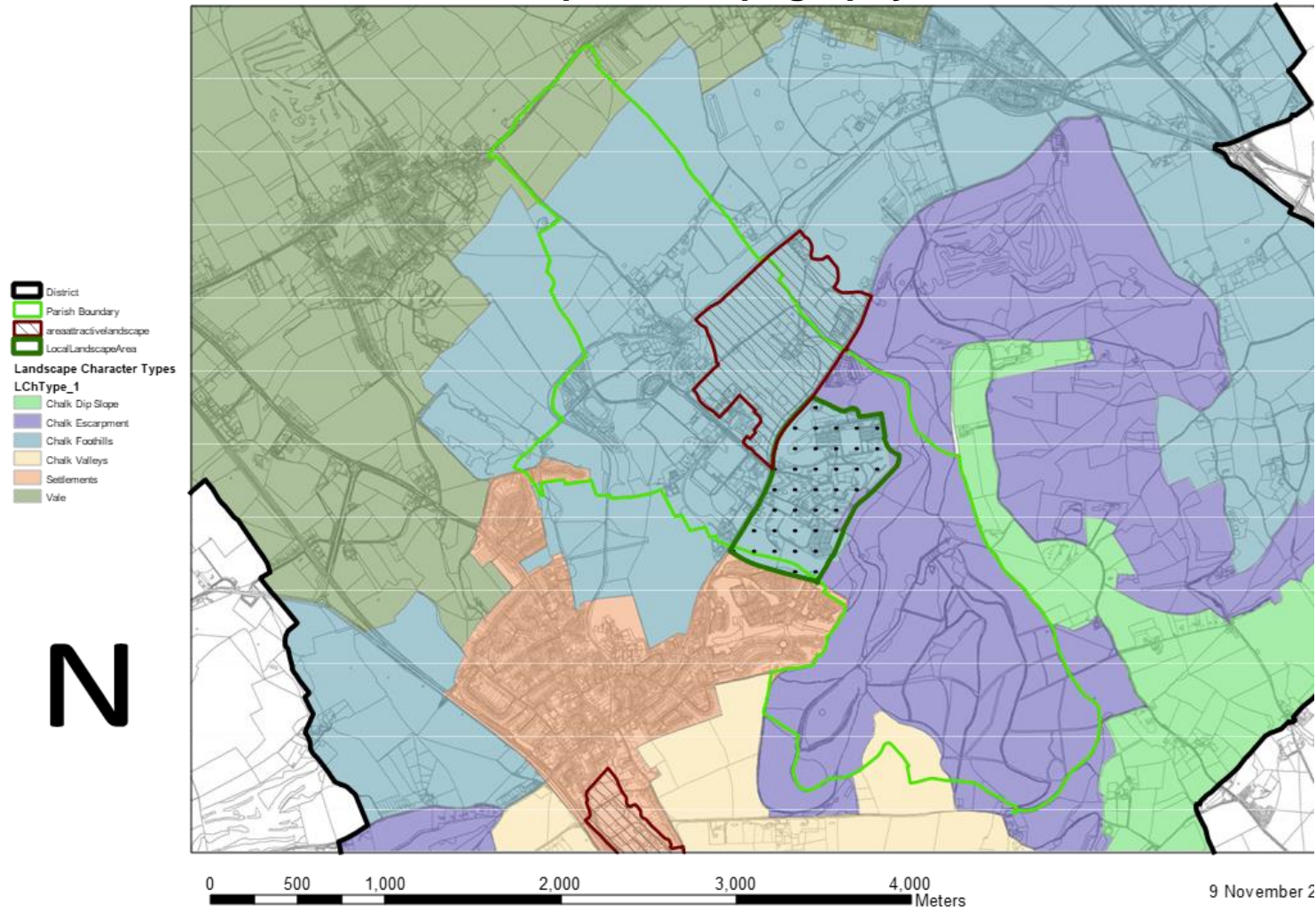
Each official record of a registered garden or other land contains a map. The map here has been translated from the official map and that process may have introduced inaccuracies. Copies of maps that form part of the official record can be obtained from Historic England.

This map was delivered electronically and when printed may not be to scale and may be subject to distortions. The map and grid references are for identification purposes only and must be read in conjunction with other information in the record.

**List Entry NGR:** SP 88158 10020  
**Map Scale:** 1:10000  
**Print Date:** 4 July 2021



# APPENDIX 9 Halton Parish Landscape and Topography





## APPENDIX 10 Halton Parish Important Views and Vistas

One of the many attractions of living in Halton Village is gazing upon the attractive views within the village, along the canal and across the beautiful Buckinghamshire countryside. Many people visit the village to enjoy these vistas.



### 1. Chestnut Avenue

Chestnut Avenue links the B 4009 to Halton Village. It screens some of the utilitarian RAF buildings on either side and forms a wonderful approach to the village.

Left: Looking northwest down Chestnut Avenue. Right: Looking southeast up Chestnut Avenue



### 2. RAF Playing Fields

The elevated position of the RAF playing fields, lying to the northwest of Halton House, affords spectacular views over the Vale of Aylesbury.

The top photo is looking north-westwards with the playing fields in the foreground, the airfield hangars in the middle distance and the Vale of Aylesbury beyond. Mentmore Towers, a country house built for the Rothschild family between 1852 and 1854, can just be made out in the far distance.



The lower photo is looking south-eastwards towards the wooded Chiltern escarpment from the RAF playing fields to the west of Halton House.



### 3. Halton Airfield

Looking north-westwards from the Upper Icknield Way with Halton Airfield in the middle distance. See Appendix 13 for additional pictures of the airfield.



#### **4. The Blue Bridge**

Looking north-eastwards along the canal towards the Blue Bridge from the village bridge.



#### **5. The Blue Bridge**

Looking south-westwards along the canal towards the village bridge from the Blue Bridge. The large house to the left is Dashwood.



#### **6. Perch Bridge**

Looking south-eastwards along the canal towards Perch Bridge.



#### **7. Wendover Arm of Grand Union Canal taken from Perch Bridge**

Looking south-eastwards along the canal from Perch Bridge towards Wendover.

#### **8. Pasture south of Perch Bridge**

Looking south-eastwards across permanent pasture from Perch Bridge. Ridge and furrow topography can be seen crossing the field. The wooded



Chiltern escarpment can be seen in the distance.



### **9. Halton Airfield**

Looking south-eastwards across the airfield towards the hangars and hardstands. The Chiltern Escarpment forms a beautiful backdrop to this view. Both of the pre-war Admiralty 'F' Type Seaplane Sheds can be seen in the middle distance. The more recent Hangar 1 is to the right.



### **10. Pasture Northwest of Village Hall**

Looking south-eastwards from the RAFA Club across permanent pasture to the Chiltern Escarpment in the distance. Airfield infrastructure can be seen in the middle distance including two Yarnold Sangar pillboxes.



### **11. Halton Meadows**

Looking north across Halton Meadows. In the Springtime, Halton Meadows boasts a profusion of wildflowers including pyramid orchids, buttercups and clover.

### **12. Nuffield Playing Fields**

This area is located between the built environment of RAF Halton and Halton Village and comprises sports pitches and



large areas of mown grass. Spectacular views are afforded by a number of avenues of mature sycamore trees.

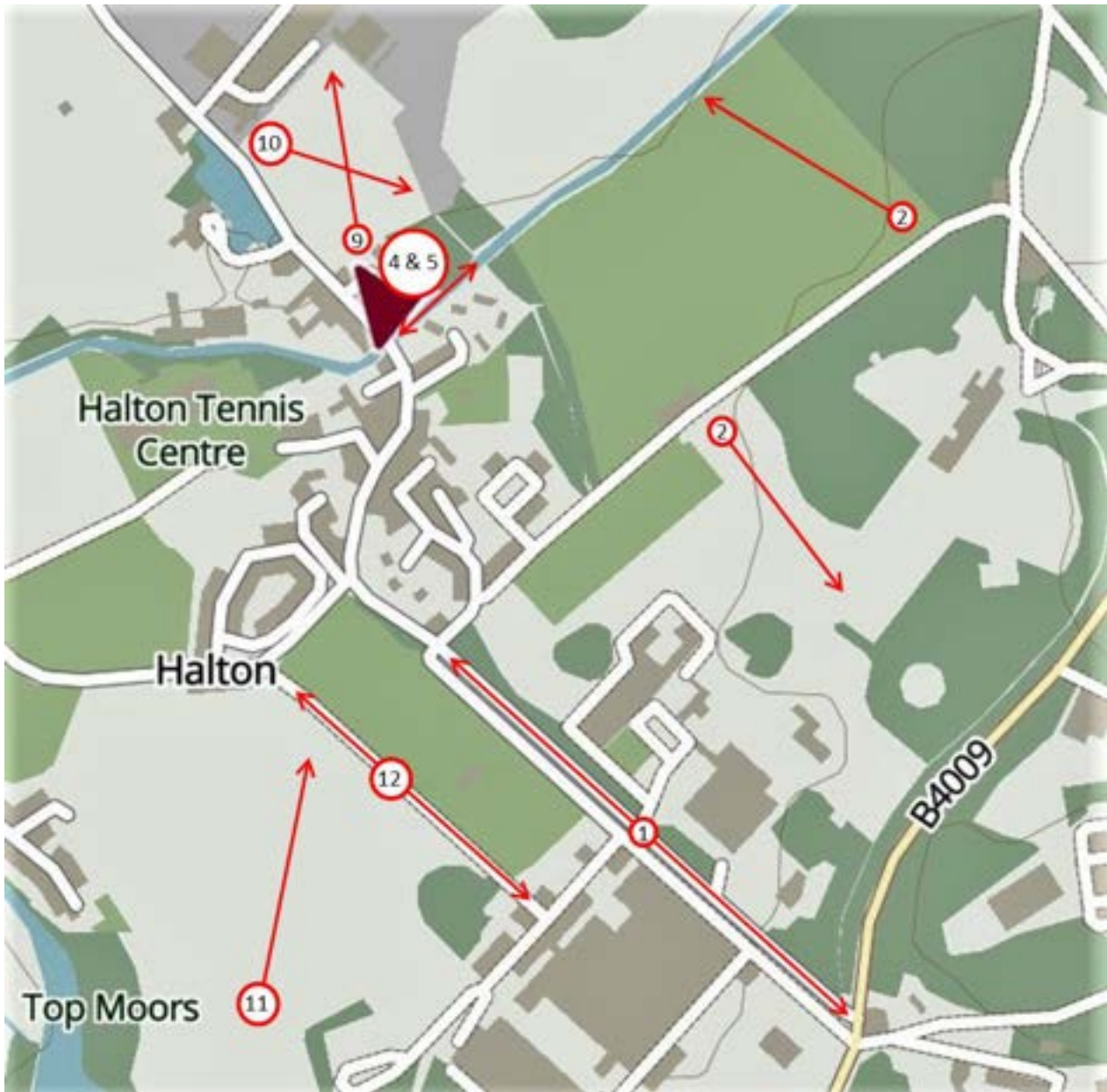


Looking south from Wendover Woods towards the Hale.

### **13. Wendover Woods**

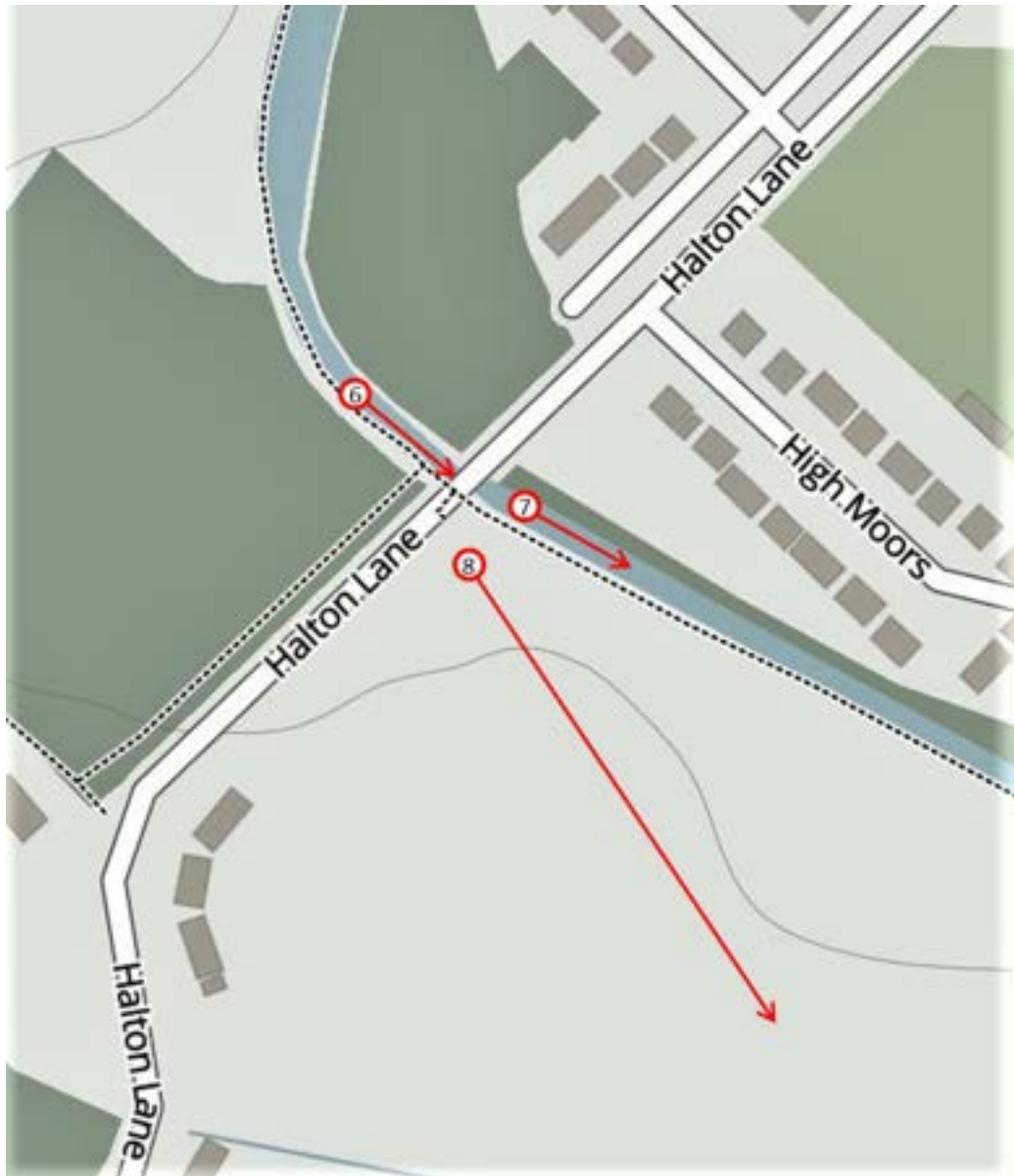
Wendover Woods is a landscape of remarkable beauty and distinctive character with a unique interaction between geological, ecological and cultural heritage features. A large part of Wendover Woods lies within Halton Parish and there are a profusion of outstanding vistas which evolve with the changing seasons.

### Map Showing Important Views and Vistas in Halton Parish



1	Chesnut Avenue	9	Halton Airfield*
2	RAF Playing Fields		
3	Halton Airfield*	10	Pasture Northwest of Village Hall
4	The Blue Bridge	11	Halton Meadows
5	The Blue Bridge	12	Nuffield Playing Fields
		13	Wendover Woods*
		*	Not shown on map

## Map Showing Important Views and Vistas in Halton Parish



1	Chesnut Avenue	8	Pasture South of Perch Bridge
2	RAF Playing Fields	9	Halton Airfield*
3	Halton Airfield*	10	Pasture Northwest of Village Hall
4	The Blue Bridge	11	Halton Meadows
5	The Blue Bridge	12	Nuffield Playing Fields
6	Perch Bridge	13	Wendover Woods*
7	Perch Bridge		
		*	<u>Not shown on map</u>

# APPENDIX 11 Halton Parish Design Guide

## The purpose and scope of this design guide

1. This Halton Parish design guide seeks to secure high quality design for all new developments, with a clear and positive contribution to the wider context. It describes the distinctive character of Halton Village and the RAF Halton site, and those aspects of the built and natural environment that the community most value. It sets out clear design principles to guide future development proposals in and around Halton Parish. It is intended as a user-friendly document for planners, developers, designers and community members, and in conjunction with the Halton Neighbourhood Plan, it should be a material consideration in determining planning applications for developments within Halton Parish.
2. There are three components to the landform of the Parish i.e. The rolling plateau of the Chiltern Hills, (including Halton and Wendover Woods), the chalk escarpment which forms a dramatic back-drop to the Village and the Vale of Aylesbury. [\(See Appendix 9\)](#) In addition to the woods, there are a number of small copses, hedgerows, field trees, garden trees within the village, and the parkland of Halton House.
3. The farmland and the Parish's long association with agriculture and the open grass airfield have helped to give the Parish its special appeal, and are vital in conserving its rural character.



Open spaces, farmland, copses and numerous trees contribute to the rural character of the village.  
Left: 9, 10 and 11 Halton Village. Right: Canal Cottage, the former Lower Farm and The Leys.

4. The disused canal, which is now a pure chalk stream, is a haven for wildlife and gives the Parish its three bridges, two of which are attractive 19th Century features.

## **Residential Buildings**

5. The landscape is one of wide green spaces with open vistas, woodland, parkland and a meandering water way. The village and the MOD houses have remained small and compact, and in overall terms they do not intrude significantly on the landscape due to the green spaces that separate them and the extensive tree and hedgerow networks that surround them.
6. Any new development must conserve, and wherever possible enhance, the existing trees and hedgerows, the local wildlife and the traditional character of the village and RAF Halton's military heritage. Any development should be in harmony with the landscape when considered from all views. Halton Parish does not want a new development to deliver a suburban character which reduces the amenity and visual impact of the environment including the canal.

7. Successful designs are those that fit into the landscape and reflect the building traditions of the area. However, with the impact of climate change the use of energy efficient and environmentally sensitive materials and building techniques, combined with high quality locally distinctive architecture and locally produced building materials, provide environmental benefits.

8. Greater consideration should be given to sustainable approaches such as higher levels of insulation, double or triple glazing filled with argon gas, and installation of sensitively sited and designed renewable energy technologies (solar panels and ground source heat pumps) are encouraged as are electrical vehicle charging points, rainwater harvesting systems and permeable 'hard' surfaces. Opportunities should be taken to build in features to increase biodiversity, such as ponds, the planting of native species, provision of gardens that are big enough to plant shrubs and trees to mature and help landscape the development, and bat and bird boxes.



The former village pond at Tree Tops, a haven for wildlife.

9. Front gardens are a feature of Halton Village. They help the properties fit into the landscape, they avoid hard edges and encourage wildlife.



Most civilian (left) and RAF houses (right) in the village benefit from front gardens and space between buildings. This creates a sense of space and openness which is greatly cherished by residents.

10. The space between buildings should be positively designed as part of the overall development, including space within individual plots and any shared areas and play parks. It is important to plan the layout and density so as to accommodate green space provision and strengthen the network of green spaces gardens and wildlife corridors.

11. The buildings themselves should enhance, rather than spoil the landscape of Halton Parish. The main architectural features of the traditional buildings in the immediate area of a proposed new development should be interpreted into the design. Consistent colouring and use of materials helps to soften the view as the new development will match the older buildings in the vicinity.



12. For example, the Recruit Training, Maitland Site, and the Kermode Hall site at RAF Halton have traditional buildings built in the early 20<sup>th</sup> century in brick with windows with small panes of glass, glazing bars and slate roofs. The military architectural heritage should be retained during building conversions, and any new buildings should reflect the military style, to harmonise with their surroundings. The site should retain its green open nature with space and landscaping around buildings and street lights should reflect the traditional style. The unique areas of woodland, grassland and orchids should be protected and enhanced for wildlife and climate benefit. Protected Species Surveys must be undertaken to conserve wildlife, particularly the local bat population.



Above left and right: The RAF Halton barracks were constructed immediately after the First World War and designed as a permanent base for the world's first independent air force. The buildings are largely original, although their slate roofs have been replaced with tiles. Below left and right: The former accommodation blocks at RAF Bicester which have been sensitively re-developed. Appropriately designed infill developments compliment the conversion of the historic military buildings.

13. The Old Workshops are brick buildings painted cream with grey roofs, and give the site a traditional industrial look. There is an opportunity to deliver housing of a modern design to evoke the demolished workshops. Buildings which are rendered cream with grey roofing and a sharp industrial style would be in keeping with the site's heritage; as a place where Halton apprentices trained to build and maintain aircraft. Cream render is also in keeping with the old village nearby. Street lighting should reflect the house styles. The new houses should be softened by incorporating green areas, trees, and gardens across the site so that it merges better within its rural surroundings.



Above left and right: The Old Workshops, RAF Halton. In 1916 the Royal Flying Corps moved its air mechanics school from Farnborough to Halton. In 1917, the school was permanently housed in these workshops built by German prisoners of war and in 1919 the No. 1 School of Technical Training was established. Future development of the workshop site should sensitively reference the form and geometry of the original military buildings, such as the multi-award-winning Elmsbrook development near Bicester (bottom left) and the new Nuffield Pavilion (bottom right). Both developments echo the roof line of the historic workshops.

14. Future developments that are close to Halton Village should take into account the architectural details of the village.

15. Throughout Halton Parish new buildings should be no more than two stories in height with pitched roofs in plain red clay tiles wherever possible or as for the RAF site -slate.

16. Chimneys are a feature of the village and should be incorporated into new buildings to add interest and to break up the roof line.



Many of the older properties in the village have prominent chimney stacks. Left and Centre: The former Lower Farm displays ornate chimney stacks with moulded spiral and diamond patterns. Right: Ivy Cottage has clustered brick stacks at either end of the steeply-pitched roof.

17. Decorative barge boards are also a feature of the village. Barge boards on gabled roofs and porches should be considered in the design.



Barge boards are fascia boards located at the gable end of a roof and are used to protect the roof timbers. Left: Highly decorative barge boards and applied timber detailing on the former Lower Farm. Right: Undulating barge boards on 8 Halton Village.

18. The careful use of dormer windows can add significantly to the appearance of a building and allows the roof space to be used. Catslide dormers are used throughout the village and are less obtrusive than pitched dormers. If dormers are used, the roof materials and pitch should match that of the main roof. Window frames should be smaller but match those on the main elevation. Velux style windows should only be used on the rear of the roof to avoid disrupting the appearance of the building.



Cat slide dormer windows are similar to traditional dormer windows but, instead of having a flat roof, they have a slight pitch to them making them more attractive. Left: Canal Cottage. Right Ivy Cottage.

19. Walls should be a mixture of white or cream render or red or orange brick. Hanging wall tiles and wide weather boarding should also be considered to add interest and ensure that every property is not a duplicate of the next, without losing cohesiveness. Flint dressing can also be considered as a feature, but it should be napped with the dress face exposed. Although many of the buildings in the village have 'Tudor style' decorative wall timbers we would not advocate this for a new development.



Left: 10 and 11 Halton Village showing rendered walls. Some houses in the village are rendered with 'pebble dash' and some have painted brickwork. Right Tile-hung gable with Rothschild motif, the Old Post Office.

20. Windows must be traditional in style, with either small panes of glass and glazing bars or casement windows with one central glazing bar. Patio doors should be confined to the rear of the building.

21. All types of porches and canopies can be found throughout the village. Adding a porch or a canopy to a new building can create interest, especially on a flat fronted detached house. The design of the porch should mirror the materials of the main building and be in proportion to the house, weather boarding is commonly used in the village. In general, front doors should be of a simple rural design.



A variety of porches can be found in the village ranging from a simple tiled roof to partially or fully enclosed structures. Most have clay-tiled roofs with timber supports and brick footings. Left: 10 and 11 Halton Village. Centre: Tree Cutters Cottage. Right: The former school house.

22. Parking areas, garages or covered carports should be located at the side of the building, with the garage located to the side or rear of the dwelling to help reduce the prominence of garages and cars, and gardens to the front of the property. Wide weather boarding is commonly used for outbuildings in the village and may be a useful design for garages and car ports, with roofing tiles to match the house. Car parking areas should be of a permeable surface to avoid water runoff and screened with shrubs.



Above: This recently constructed car port demonstrates how a new design can make reference to nearby heritage buildings. The timber-framed and timber clad car port is on brick footings and has a slate roof, echoing the roofing material used in the adjacent Leys development.

23. It is important to reduce the impact of car parking for developments of multiple dwellings such as apartments. The car parks should be sited to minimise their visibility both from inside and outside the dwelling. Permeable surfaces are preferred for water runoff, with soft landscaping and tree planting to screen the area and break up the space.

24. We do not want a repeat of the Princess Mary Gate development where there is inadequate car parking provision for each property, resulting in bumper to bumper on-street parking along very narrow roads. This detracts from the development and is a road safety danger, as cars and emergency vehicles have difficulty traversing the site. If vehicle access and parking is considered from the outset, it can become an integral part of the development.

25. Paving throughout the village is tarmac with traditional grey stone sett kerbs. This makes for a durable and long-lasting pavement, although asphalt is now considered more environmentally friendly.



Dolerite kerb stones can be found through the centre of the village and add character to the paved areas.

26. Although this style of paving would key a new development into the Parish, due to climate change it may be better to use permeable paving solutions to allow rainwater to permeate into the ground. Although block paving gives a suburban look to an area, which the Parish wishes to avoid, some areas such as The Leys and Bridle Manor have traditional stone setts, which could be matched to achieve a more traditional look.



Left: The Leys. Right: Bridal Manor. Both are examples of the reuse of existing, older buildings and the courtyards feature original cobble paving and imaginative planting.

27. Street lighting should be of steel construction for longevity and with LED bulbs for energy efficiency. Traditional designs in black are preferred as they should be an attractive feature of the street scape in developments with a traditional architectural style. Although solar panelled lighting is more environmentally friendly, such street-lamps require 6-8 hours of sunlight a day and annual cleaning of the solar panel to be effective, which makes them inefficient for our climate.

28. Brick walls, estate fencing, picket fencing and hedges are traditional boundaries throughout the village with simple wooden or estate railing gates, these should be used in a new development to add to the sense of place within Halton Parish.



Top left: Lattice brick wall outside Ivy Cottage. Top right: Estate fencing on Aston Hill. Bottom left: Wooden picket fencing outside 8 and 9 Halton Village. Bottom right: mixed hedging to the rear of 31 and 32 Halton Lane.

29. Existing trees and shrubs should always be retained to assist integration of a new building and its surroundings. Tree and shrub planting may be required to link a new development visually with existing woodland. Planting should leave sufficient space around a building for trees to grow and mature without tree roots or branches causing an issue. The planting must be native species, but with consideration for climate change; native trees and shrubs should be chosen for their ability to adapt, and therefore grow to full maturity. Cyprus and other quick growing evergreen

hedges are to be avoided as they grow well beyond the required height and look out of place. Better to use yew or beech for all year-round leaf cover.



Above left and centre: trees along Chestnut Avenue screen some of the utilitarian RAF buildings on either side and provide a wonderful approach to the village. Right: Trees add beauty and character to many views in the village.

30. The planting of good hedges and trees from the outset of a development should be considered as an important way of integrating a development into its surroundings and adding to green infrastructure for the benefit of wildlife. It also adds a sense of security for homeowners.

### **Employment Buildings**

31. The RAF hangars and their hard standing about the Halton Conservation Area on its west side, the Grade II historic parkland to its south side and the grass airfield on its north side. Therefore, the hard standing must not be extended beyond its current footprint, and clearly any new development should conserve and enhance the natural beauty of the surroundings.

32. The RAF hangars and hard standing could provide local employment opportunities. Before proposing new buildings for employment use, consideration should be given to the sensitive re-use of existing buildings which can be converted to employment use without affecting their architectural integrity. Protected Species Surveys must be undertaken to conserve wildlife, particularly the local bat population.



Left: Hangar 3 is one of two Admiralty 'F' Type Seaplane Sheds completed in 1922 and still in use today. Right: Hangar 4 is a very unusual, scaled-down version of a 'C' Type Hangar showing the armour-plated doors on the northeast elevation. Hard standing can be seen in front of both hangars.

33. When considering the design of new employment buildings, they will not have to directly imitate the style and form of the hangars. Rather they should be well sited and designed in sympathy with the character and appearance of their surroundings. Although the use of traditional building materials is preferable on visual and sustainability grounds, it is recognised that functional considerations may restrict their application in connection with new employment buildings. Given the range of modern materials and colours available, the use of concrete blocks for walls and drab metal roofs is not acceptable. Good industrial and sustainable design should complement the

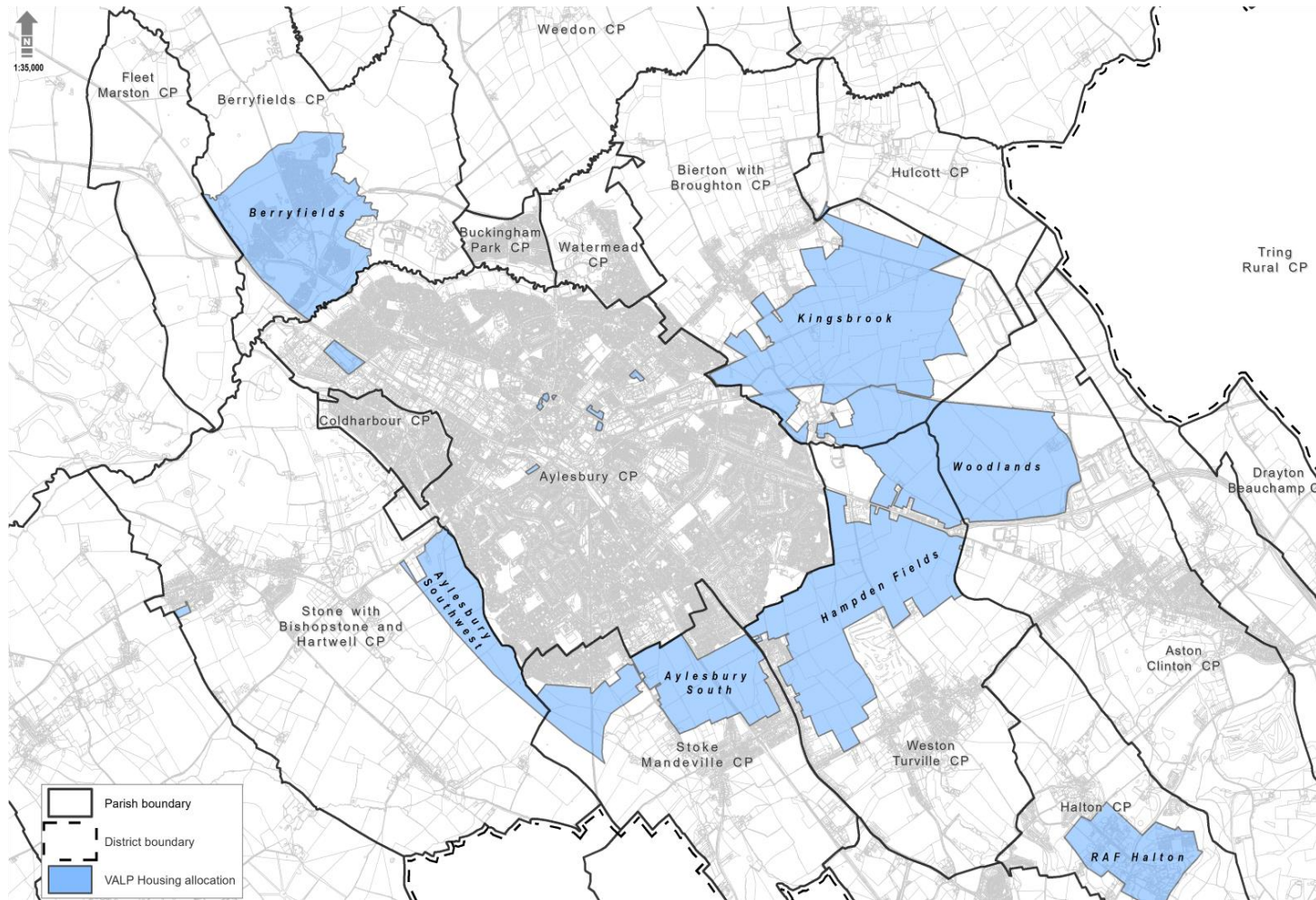
Hangars. Acceptable development may include a solar farm. All development must meet the Halton planning criteria (within the Halton Policies).



Examples of new vernacular architecture developed in sympathy to the surrounding environment. Top left: The state of the art indoor Golf and Cricket Centres at Millfield School. Top right: Dursley Garden Centre set in 20 acres of woods, fields and hard footpaths. Bottom: The Chalfont St Giles HS2 Headhouse which provides ventilation and emergency access to the 16km (10 miles) Chiltern tunnel.



# APPENDIX 12 Aylesbury Housing Allocations

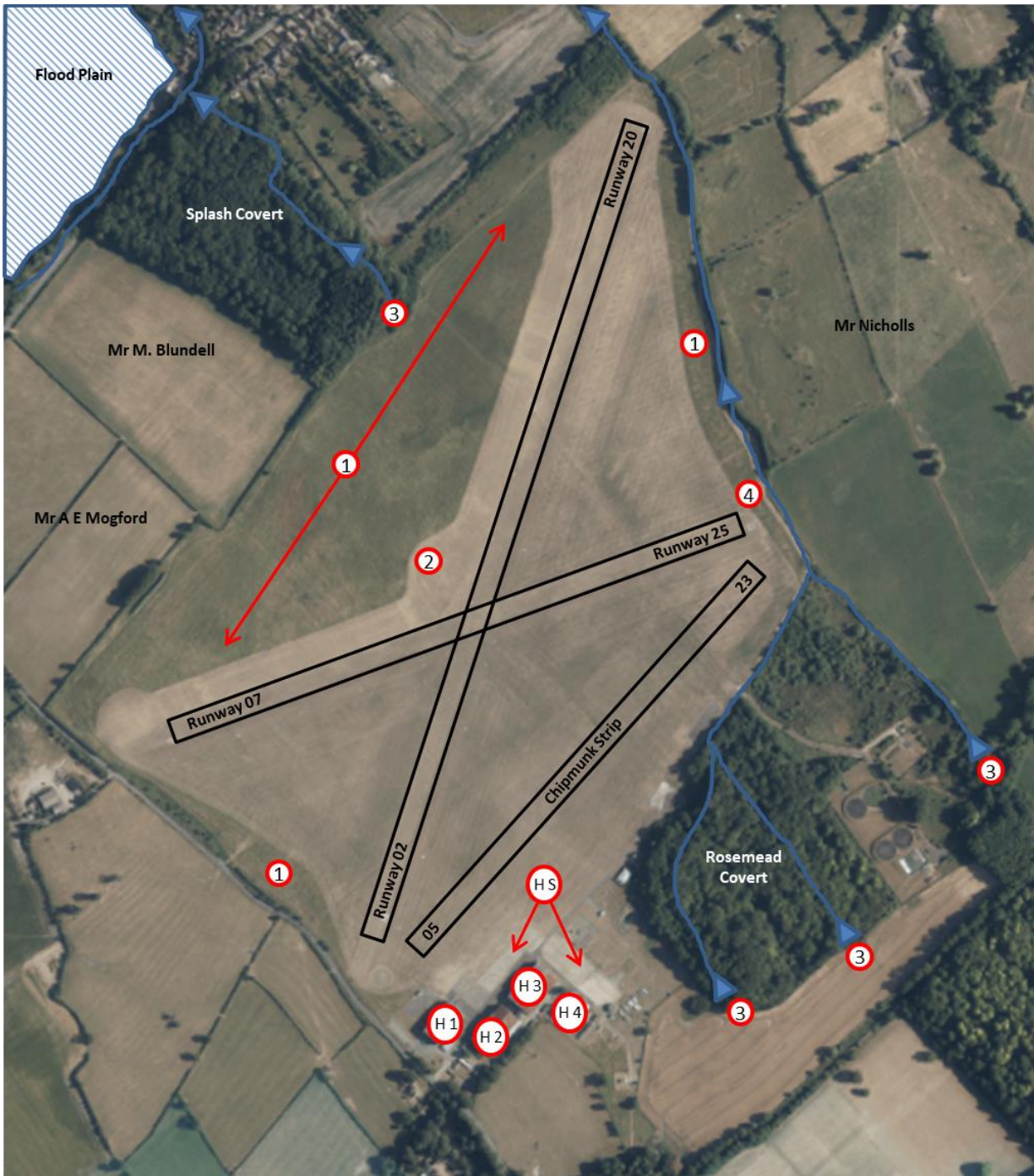


## APPENDIX 13 Halton Parish Key Features of Halton Airfield

1. Game Crop. A portion of the airfield to the north and east of the runways has, for many years, been set aside for the protection of wildlife. It is mowed in late August after ground nesting birds have fledged and wildflowers have seeded. Today, numerous bird species use this cover including the Skylark, one of the most threatened species in Britain because of habitat loss. The airfield also supports five different species of raptors, including: Little Owl, Tawny Owl, Kestrel, Red Kite and Buzzard. Orchids have been recorded in this area.
2. Runways. The declared runway directions of 20/02 and 25/07 have changed very little over many years, except for the maintenance of runway markings following periodic magnetic deviations. An undeclared take-off and landing area heading 23/05 is known as the 'Chipmunk Strip' and follows an old bridleway of clinker, which due to its good drainage is only activated when the other runway surfaces are unusable because of water logging.
3. Airfield Circle. RAF Halton airfield is one of only a few airfields that still retain a chalk-cut airfield identification circle. It measures approximately 75 metres in diameter and each capital letter of HALTON measures 6 metres by 4.5 metres. They were introduced in the early 1900s to distinguish official aerodromes from the surrounding countryside. In addition, each letter is orientated North – South, providing additional information for aviators.
4. Drainage. Water rising from natural springs in Rosemead Covert and clean outfall from the sewage plant is diverted via a ditch and culverts around the eastern margin of the airfield. Rainwater collected from the hangar roofs enters a culvert that conducts overflow from the village pond and drains into a ditch at the western edge of Rosemead Covert. Rainwater run-off from Halton Village Road flows east onto the airfield via the main entrance directly toward the south western corner of the airfield via the concrete aprons and grassed areas where it collects. A general flow occurs from the highest point at the intersection of the runways northerly, down the slope toward an attenuation pond at Splash Covert, thereafter around the northern perimeter of Splash covert via a ditch and culvert under Lower Icknield Way towards the grand Union Canal. Designated floodplain occurs to the northwest of Splash Covert.
5. Hangars. A variety of military buildings and infrastructure can be found on the airfield, including aircraft hangars. In the early 1920s, two large Admiralty 'F' Type Seaplane Sheds were delivered using the railway connecting Wendover to RAF Halton (these may have been intended for use at RNAS Felixstowe). They were completed in 1922 and are still in use today as Hangars 2 and 3. The other pre-war hangar still stands as Hangar 4. It is a rare, scaled-down version of the 12-bay 'C' Type Hangar. The RAF Halton 'C' Type Hangar only has 7 bays and was set up to train aircraft engineers on how a 'C' Type was laid out and how to operate the armour-plated doors. Hangar 1 is the most recent addition to these airfield buildings. Each hangar is fronted by hardstanding aircraft manoeuvring areas provided with oil-intercepted drains and equipped with heavy-duty aircraft picketing rings.
6. Yarnold Sangar Pillboxes. During the 1980s, two officers in the RAF Regiment wanted to reduce the effort involved in maintaining sandbag-based defensive posts around RAF airfields. Having seen some large concrete drainage pipes, the officers contacted the pipe manufacturer and asked them to create a prototype pillbox. The prototype was tested by firing bursts of machine gun fire at it and it performed well. The design and protective information were presented to the RAF and they adopted the design in about 1986. Several of these defensive structures can be seen on the airfield today.

7. Hidden Historical Features. On the eastern perimeter of Halton Airfield 10m north of the 25-runway threshold is a partially obscured, World War 2, reinforced concrete bunker or defensive/observation position. This heritage military feature is worthy of excavation and preservation. At the western perimeter between the runway thresholds are the remains of brick-built footings for a dispersal hut and an air-raid shelter, these are visible during high summer as crop-marks. A 15m diameter circular concrete plinth located to the south of runway 20 threshold acted as a compass-setting base and retains its north marking brass arrow.

## Map of Halton Airfield



1	Game Crop	H1	Hangar 1
2	Airfield Circle	H2	Hangar 2
3	Location of springs	H3	Hangar 3
4	Hidden Bunker	H4	Hangar 4
	Ditches, streams and runoff	HS	Hardstand areas

# APPENDIX 14 Halton Parish Road Safety Survey

## Results of road safety survey 2022

Councillor Sue Barber April 2022

### Aim of Survey

1. To give parishioners an opportunity to voice their feelings on road safety in the village and for them to feel they are being listened to, and consulted.
2. To provide information/evidence to support future applications/bids for funding to improve road safety in the village.
3. To obtain a view on what people see as the main priorities and concerns that need to be addressed, and assess if that matches the PC priorities.

### The survey method

Hard copy surveys were put through the letter boxes of all house in the parish, including RAF properties. The survey was also advertised on the RAF internal net and on public Facebook.

278 hard copies were distributed

Responses – total responses 55 of which 42 were hard copies, 15% return rate. Hard copies were easier to analyse and appeared to encourage more additional comments.

### Responses Data

#### 1. Where do you live and work?

44 live in Halton  
4 live in Wendover  
4 other- Pitstone, Aylesbury, Princes Risborough, Little Kimble  
19 work in Halton  
4 work in Wendover

#### 2. How often do you drive in the parish?

Daily	46
Weekly	15
Monthly	4

#### 3. Do you or members of your family walk/cycle around the roads, if so which main roads do you walk/cycle most frequently?

Halton Lane	walk 45	cycle 12
Halton Village	walk 41	cycle 12
Chestnut Ave	walk 40	cycle 12
Upper Icknield Way	walk 25	cycle 8
Airfield Road	walk 13	cycle 7

#### 4. If you have children, how do they travel to school?

Walk	9
Driven	9
Cycle	3
Bus	1

#### 5. Are there any roads/pavements you feel need attention to make walking/cycling safer?

Halton Lane	39
Chestnut Ave	22
Halton Village	18
Airfield Road	16
Upper Icknield Way	11

#### 6. What do you think the speed limit is on the following roads?

Chestnut Ave	30mph	50				
Halton Lane	30mph	47				
Upper Icknield Way	30mph	33	40mph	26		
Airfield Road	30mph	23	40mph	8	60mph	22

Interestingly some people thought there was a 20mph limit: 1 in Chestnut Ave, 2 in Halton Lane, 1 in Airfield Road, 3 in Halton Village. Or it is possible they misread the question and thought we were asking what the speed limit should be.

**7. Have you been involved in or witnessed an accident on any of the parish roads?**

Some accidents we were not aware of: car hitting the bridge, wing mirror damaged as two cars 'met' on the bridge, gate crashed into after bridge, cat killed in village, 2 accidents at junction with Halton Lane and Chestnut Ave no details given.

No details given of any of these incidents. (All references to bridge are Perch Bridge)

A number of people reported seeing cars overturned in Halton Lane

**8. please indicate which solutions you feel would help reduce traffic speeds and make the parish safer for drivers, walkers and cyclists?**

Roundabout (Main Point)	25
Chicanes and priority systems (Chestnut Ave, Halton Lane, Village)	23
Police speed checks (Halton Lane, Chestnut Ave)	20
Speed humps (Halton Lane, Chestnut Ave, Village)	15
Advisory 20mph limit (Halton Lane, Chestnut Ave, Village)	15
Improved signage (every location)	13
MVAS (Halton Lane, Chestnut Ave, Village)	13
Improved road markings (most locations mentioned)	12
Traffic lights (Perch Bridge)	12
Speed cushions (Chestnut Ave, Halton Lane, Village)	8
Rumble strips (Halton Lane, Chestnut Ave)	8
Community Speed watch (no one volunteered to help)	5

**Highlights from additional comments made, most common topics mentioned.**

Reduce speed limit Airfield Road

Traffic calming on most roads

Parking on roads in village dangerous

Zebra crossing on Chestnut Ave – I think this was from RAF people who cross the road a lot

Overhanging vegetation

Overweight HGVs

**The main areas of concern**

Halton Lane, Perch Bridge and Chestnut Ave received the most comments regarding speed of traffic and state of pavements.

Overweight HGVs

The pavement in Chestnut Ave leading to the tennis club by the houses in Garden Close was mentioned due to overhanging vegetation and the condition of the pavement.

A number of people stated they would like to cycle but felt it was too dangerous due to speed of traffic and state of roads.

Some people stated they didn't let their children walk to school due to the state of pavements and speed of traffic, this also applies to cycling.

**Conclusion**

In general, a useful exercise which hopefully made parishioners feel they were being listened to. The response was good, and people clearly wanted to express their views and many took a great deal of time to add written comments over and above the question responses. The respondents have genuine concerns about their safety and that of their families.

The survey created an active debate and numerous comments on Facebook which have not been included as they reflected survey comments but we have copies for reference.

## APPENDIX 15 Halton Parish Listed Heritage

In England, a listed building is one that has been placed on a statutory list maintained by Historic England. Listing marks and celebrates a building's special architectural and historic interest, and also brings it under the consideration of the planning system so that it can be protected for future generations. In and around Halton Village there are nine listed buildings or features.



### 1. Lower Farm

The three-storey, south eastern end of the building (now known as Talisman Cottage) is believed to date from the 17th century. It has served as the estate office and a tavern. In 1870 it was extended by architect George Devey and renamed Lower Farm. The enlarged building displays a wide range of architectural materials including brick, stone, roughcast render and wall tiles. Details include spectacular, twisted chimney stacks, highly decorative barge boards, elegant arched lights and leaded casements and applied timber detailing. The building is adorned with Rothschild symbols and mottos, including *Concordia Integritas Industria* and incised plaster panels. It is separated from the road by an ornate brick wall, matching the one outside Ivy Cottage.



In 1980 Lower Farm was sold by the RAF to a local farming family. In 1984 it was converted into four separate dwellings: Talisman Cottage, The Kiln, The Buttery and Spirals.



### 2. Woodcutters Cottage

Woodcutters Cottage is a small two-storey detached 19th century cottage. The building is unique within the village because it is constructed from flint with red brick dressings. It has a steeply pitched hipped tiled roof with half-hipped gables. It is adorned with an incised plaster panel showing foresters at work and this gives rise to the name of the property. The house was originally occupied by one of the many estate grooms.



### **3. St Michael and All Angels**

Although parish records can be traced back to the early 1600s, the current church was built by Henry Rhodes in 1813 and restored 1886-7. The only trace of an earlier structure consists of some stone curbing to the east of the present church. It is built with squared blocks of sarsen stone and the joints are galletted with pieces of flint. There is an organ in a small gallery at the west end and the tower houses four bells cast by John Briant of Hertford in 1814. The stained glass window above the altar was crafted in 1995.



### **4. Commonwealth War Graves**

The churchyard has been used for RAF burials since the First World War. Most of the graves from that war are located in the north western part. Most of the graves from the Second World War and later conflicts lie to the northeast of the church. Some graves are scattered in various positions. There are approximately 20 First World War and 90 Second World War casualties commemorated in this site. The Cross of Sacrifice stands close to the main war graves plot.



### **5. Blue Bridge**

The Rothschild Bridge was built in 1880 and spans the Wendover Arm of the Grand Union Canal. It is a single span and is built from cast iron with moulded stone and brick piers and abutments. The parapet is decorated with panels of ornamental ironwork including the Alfred Rothschild cipher in gold and the five arrows motif of the Rothschild family. The bridge was refurbished by the RAF in 1994.





## **6. Ivy Cottage**

Ivy Cottage was constructed in about 1870. It has a part tile hung, gable wing to the north west which jetties over the lower storey on exposed beam ends. The building has a steeply pitched tiled roof containing a three-light catslide dormer, tall brick chimney stacks and decorative brick and timber detailing on either side of the front door. It is separated from the road by an ornate brick wall which matches the one outside Lower Farm. It was originally two semi-detached cottages to house Alfred Rothschild's butler and carpenter.



Ivy Cottage originally had an open veranda at the front with an incised plaster panel called '*The Wounded Trumpeter*'. This was a representation of the 1819 painting by Horace Vernet which can be seen in the Wallace Collection in London. When the house was extended, the veranda and the etching became part of the drawing room.



## **7. Old Post Office**

Originally built in the 18th century, the building was altered during the 19th century and now consists of two cottages. It has a steeply pitched gable roof decorated with fish scale tiles. The projecting tile hung gable contains a Rothschild decorative element. Of particular note are the four oval plaster panels incised with figurative compositions representing the Four Seasons on the upper storey of the main range. The larger of the two properties was the village shop and Post Office until the early 1980s.



The main entrance to Halton House showing the porte-cochère, the pedestal light and the service wing.



The northwest elevation of Halton House

## **8. Halton House**

Sir George Dashwood sold the Halton Manor to Lionel Freiherr de Rothschild in 1853. Lionel then left the estate to his son Alfred in 1879. At this time the estate covered approximately 1,500 acres between Wendover, Aston Clinton and Weston Turville. Alfred commissioned William Cubbitt and Company to build a new house in the style of a French Chateaux. It was finished in just three years and opened in 1883. Alfred used Halton House as a place to hold weekend house parties. Members of the government, military leaders and the wealthy elite of London society all enjoyed lavish hospitality at Halton House. However, Halton's glittering life lasted less than thirty years, with the last party taking place in 1914. Alfred's health began to fail and he died in 1918. He had no legitimate children, so the house was bequeathed to his nephew Lionel Nathan de Rothschild. Lionel had no interest in the property and the house and the diminished estate were purchased by the Air Ministry. Shortly after the RAF acquired the Halton estate, the house became RAF Halton's officers' mess, a role it fulfils to this day.

## Map of Halton Listed Buildings



- |   |                           |   |                  |
|---|---------------------------|---|------------------|
| 1 | Lower Farm                | 6 | Ivy Cottage      |
| 2 | Woodcutters Cottage       | 7 | Old Post Office  |
| 3 | St Michael and All Angels | 8 | Halton House*    |
| 4 | Commonwealth War Graves   |   |                  |
| 5 | Blue Bridge               | * | Not shown on map |

## APPENDIX 16 Halton Parish Non-Designated Heritage Assets

The following are unlisted buildings or features which make a positive contribution to the character, social history and understanding of Halton Village by reason of their age or architecture. These heritage assets deserve to be conserved and enhanced.



### **1. Halton Lodge and 39 Brook Road**

This large building at the northwest end of the Parish, comprises two, semi-detached properties. A complex, multi-gabled roof contains catslide dormer windows. The principal elevations comprise patterned brick, render and wall tiles. The building is decorated with applied timber detailing and the Rothschild cypher. The windows contain elegant arched lights. Incised plaster panels display the Rothschild motto *Concordia Integritas Industria* and the date 1877. The property was occupied by the estate gamekeeper and builder.



### **2. The Kennels**

At the north-western end of the village is a part brick, part timber estate cottage known as the Kennels. The cottage has a half-hipped roof, applied timbers detailing, an incised plaster panel and attractive brick outhouses. The property was originally occupied by the estate head gamekeeper.



### **3. Tree Tops**

This large, rendered building is partially screened from view by trees and hedgerows. The building is set back within substantial grounds which are dominated by a large pond. Tree Tops has been used by the RAF for most of its life. The MoD sold the house to private buyers and the house and gardens have since been extensively renovated.



#### **4. The Leys**

The Leys was formerly the farm yard and outbuildings to the rear of Lower Farm. It was converted into 12 dwellings in 1992. The buildings feature slate roofs, arched brick windows and brick and weatherboard elevations. Original cobbled paving has been preserved in the central courtyard.



The cobbled courtyard



#### **5. Canal Cottage**

Canal Cottage is unusual in that it lies at right angles to the road and parallel to the canal. It is an attractive 19th century cottage with a distinctive mansard roof, the only example of this type of roof in the village. Facing the canal, a catslide dormer window has been set into the lower roof plane. A two-storey, weather-boarded lean-to adds interest and prominent chimneystacks dominate the roofline. The house is separated from the road by a traditional, wooden picket fence. The house was originally occupied by one of the many estate gardeners.



The former school house (left) and school (right)

## **6. Village School and School House**

Alfred Rothschild took a keen interest in the education of the children of his estate workers. He supplied school uniforms and paid for parties, treats and school outings. Most of the pupils followed their parents into employment on the estate. The village school closed in 1926, after which it was used as the RAF nurses' mess. It was converted to the Village Hall and a private house in the 1930s. The buildings feature prominent chimney stacks, tile-hung gables, rendered brick walls and a decorative timber and tiled entrance porch.



## **7. 7 – 9 Halton Village**

Numbers 7 to 9 Halton Village date from the late 19<sup>th</sup> century. They have prominent gables, applied timber detailing and decorative wooden barge boards. The buildings retain their original wooden transom windows. On the ground floor, there are canted bay windows each with a hipped tiled roof. Two prominent brick chimney stacks are situated at each end of the fully hipped roof. They are separated from the road by a traditional, wooden picket fence. The houses were originally occupied by grooms and security police.



## **8. 10 – 11 Halton Village**

Numbers 10 and 11 Halton Village form a pair of late 19th century semi-detached cottages situated some distance back from the road and adjacent to the canal. Unusually, they lack the distinctive Rothschild flamboyance seen elsewhere in the village, implying that they were unaltered during the construction of other estate houses. Front doors lie behind timber and tiled open porches. These cottages were originally occupied by kitchen staff.



### **9. Dashwood**

Dashwood is a large house situated some distance back from the road. It was originally a thatched property with internal features dating back to the 17<sup>th</sup> century. It was extensively altered by Rothschild in the 1880s when the tiled roof, symmetrical gables, applied timber detailing and prominent chimneystacks were added. It became a single property in the early 1980s. The house name is taken from the Dashwood family who sold the Halton estate to Rothschild in 1850. A farm worker and power house operator originally lived here.



### **10. The Bothies**

This property lacks the distinctive Rothschild flamboyance seen elsewhere in the village, implying that it was unaltered during the construction of other estate houses. The steeply pitched gable roof is covered with handmade plain clay tiles. The first floor is mainly clad in decorative tiles. Prominent brick buttresses support the ground floor walls which are rendered. The window openings are noticeably small in relation to the wall area. The Bothies was occupied by estate gardeners.



### **11. The Cricket Pavilion**

Alfred Rothschild built the cricket pavilion and grounds on the west side of the village. Alfred was a keen follower of cricket and boasted of the prowess of the team he could field from his house staff. The pavilion housed a refreshment room, ladies' and gentlemen's dressing rooms and a kitchen. The Pavilion features a prominent gable on the southwest elevation with applied timber detailing and the Alfred Rothschild cipher bearing the date 1906. It is now the clubhouse of the Halton Tennis Centre.



The bell in the tower was used to summon Halton's part-time fire brigade.

## 12. Bridle Manor

Bridle Manor was formerly known as Grange Yard Stables and it was here that the Halton fire engine, carriages and horses were kept. Estate workers formed a part-time fire brigade comprising eleven firemen and a horse-drawn fire engine with steam pumps. The bell in the bell tower was used to summon the firemen. During World War I, the buildings housed military personnel. In the 1950s it became the home of the RAF Saddle Club. In 1972 the stables were sold to a private developer who created the current seven dwellings.



## 13. Garden House

Garden House features a complex, multi-gabled tiled roof, large brick chimney stacks and applied timber detailing. Original wooden transom windows have been retained. The northwest elevation features a mixture of tile hung gables and rendered and red brick finishes. It was sold to private owners in 1972. It was home to Alfred Rothschild's Head Gardener.



## 14. St Michael's Lodge

St Michael's Lodge guarded the southwest approach to Halton House. Prominent gables on the principal elevations display terracotta finials, decorative wooden barge boards and flamboyant applied timber detailing. There are canted bay windows with hipped tiled roofs on the ground floor. It was owned by the MoD until 1971 when it became a private dwelling. It was formerly occupied by estate police.





### **15. 29 and 30 Halton Lane**

These two and three-storied buildings feature prominent gables on the principal elevation, wooden weather boarding, applied timber detailing and decorative brick walls. To the rear of each property are prominent brick chimney stacks. They are separated from the road by traditional wooden picket fences. They were originally occupied by an estate worker and the Head Chauffer



### **16. 31 and 32 Halton Lane**

These cottages have prominent gables, large brick chimney stacks, applied timber detailing and decorative wooden barge boards. The first floors are rendered and on the ground floor there are canted bay windows each with a hipped tiled roof. Front doors lie behind timber and tiled open porches. Attractive timber and brick outhouses to the rear are a feature of these properties. They were originally occupied by an electrical engineer and a butler.



### 17. Perch Bridge

Perch Bridge spans the Wendover Arm of the Grand Union Canal at the southwest end of the village. It is a single span and is built from cast iron with moulded stone and brick piers and abutments. The parapet is decorated with panels of ornamental ironwork painted white. There are no Rothschild references on the bridge and the age is uncertain. However, because it is not a typical brick-built hump-backed canal bridge and because of the decorative iron work, it was probably built by the Rothschild estate.



### 18. Mansion Hill Lodge

Mansion Hill Lodge guarded the southeast approaches to Halton House. It features prominent gables on the principal elevations, applied timber detailing and decorative brick work. On the northeast elevation, the first-floor jetties out over the front entrance porch, supported on timber struts with brick footings. Alfred Rothschild's cypher occurs above the front porch.



The Rothschild motto *Concordia Integritas Industria* can be seen on the northwest elevation. It was formerly occupied by estate police.



### 19. Airfield Hangars

A variety of military buildings and infrastructure can be found on the airfield, including aircraft hangars. In the early 1920s, two large Admiralty 'F' Type Seaplane Sheds were delivered using

Hangar 3. One of two Admiralty 'F' Type Seaplane Sheds completed in 1922 and still in use today.



Hangar 4. A very unusual, scaled-down version of a 'C' Type Hangar showing the armour-plated doors on the northeast elevation.



the railway connecting Wendover to RAF Halton (these may have been intended for use at RNAS Felixstowe). They were completed in 1922 and are still in use today as Hangars 2 and 3. The other pre-war hangar still stands as Hangar 4. It is a rare, scaled-down version of the 12-bay 'C' Type Hangar. The RAF Halton 'C' Type Hangar only has 7 bays and was set up to train apprentices on how a 'C' Type was laid out and how to operate the armour-plated doors.

**20. Airfield Circle**

RAF Halton airfield is one of only a few airfields that still retains an airfield circle. It measures approximately 75 metres in diameter and each letter is approximately 6 metres by 4.5 metres. They were introduced in the early 1900s when few aircraft carried radios and helped to distinguish grass air strips from the surrounding countryside. In addition, the vertical element of each letter is orientated North – South, providing additional information for aviators.



**21. Yarnold Sangar Pillboxes**

During the 1980s, two officers in the RAF Regiment wanted to reduce the effort involved in maintaining sandbag-based defensive posts around RAF airfields. Having seen some large concrete drainage pipes, the officers contacted the pipe manufacturer and asked them to create a prototype pillbox. The prototype was tested by firing bursts of machine gun fire at it and it performed well. The design and protective information were presented to the RAF and they adopted the design in about 1986. Several of these defensive structures can be seen on the airfield today.



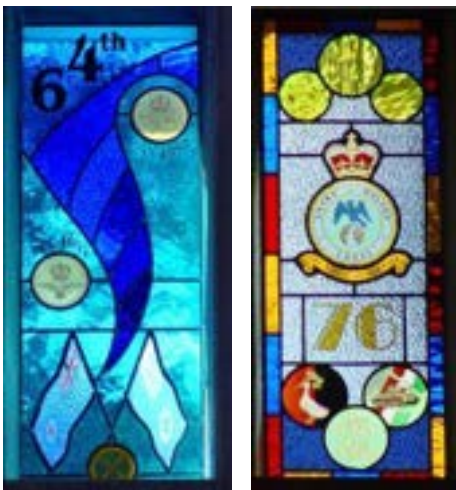
## **22. Hidden Bunker**

On the northeast edge of Halton Airfield is a partially obscured, World War 2 concrete bunker or defensive position. This heritage military feature is worthy of excavation and preservation.



## **23. The Stained Glass Windows of St. George's Church**

The Royal Air Force Apprentice scheme began in 1920 at RAF Halton, having been devised by Chief of the Air Staff Hugh Trenchard. RAF apprentices were an elite band who went on to hold some of the highest ranks in the Royal Air Force. Each intake of 'Trenchard Brats' was given an Entry Number. In 1997 the RAF Padre at St George's Church, the Reverend Richard Lee, encouraged the RAF Halton Aircraft Apprentices Association to install stained glass windows in St George's church to commemorate each Entry. Soon windows depicting Entry numbers, Wing colours, Entry badges and Entry activities were appearing in glorious coloured glass. For example, the 2nd Entry shows the tunic and puttees that the early apprentices wore and one of the aircraft types that was in service in 1922. The number in the window commemorating the 57<sup>th</sup> Entry was produced to replicate the number on a Heinz Baked Bean can. The 64<sup>th</sup> Entry window depicts a tornado which swept across the camp during their time at Halton causing much damage to the workshops. The 76<sup>th</sup> Entry shows badges of the Commonwealth Air Forces who sent boys to be trained with the Entry and includes a Russian Tank commemorating the Soviet invasion of Hungary which took place during their apprenticeship.



Stained glass windows in St George's Church representing the 2<sup>nd</sup>, 57<sup>th</sup>, 64<sup>th</sup> and 76<sup>th</sup> Entries



The summit of the Chiltern Hills in Wendover Woods, 267 metres above sea level.

#### **24. Chiltern Summit**

The Chiltern Hills stretch from Goring-on-Thames in the southwest to Hitchin in the northeast, a distance of about 45 miles. In 1965, almost half of the Chilterns was designated an Area of Outstanding Natural Beauty (AONB). The highest point at 267 metres above sea level lies in the southeast corner of Halton Parish. The summit cairn was erected by the Parish Councils of Halton and Aston Clinton, the Chiltern Society, the Forestry Commission (now Forest England) and the RAF to commemorate the Silver Jubilee of Queen Elizabeth the Second in 1977.

## APPENDIX 17 Halton Parish Designated Local Green Spaces

The natural heritage of Halton Parish is rich and diverse and greatly enhances the quality of life for residents. With the proposed development of 1,000 dwellings in the Parish it is important to identify and protect open green spaces. The following sites are all in close proximity to the Community they serve, not all permit access to non-MOD personnel. All are of historic significance, and recreational value and they are all havens for wildlife. They are important areas for maintaining and increasing bio diversity and combatting climate change. Some are tranquil places for residents to relax and enjoy the natural environment, contributing to good mental health and exercise. Others such as the playing fields are also important assets to enable physical exercise and team sports, contributing to the health and wellbeing and community spirit of the Parish and wider community.



Native Box woodland growing in Halton Parish on the lower slopes of Wendover Woods (left) and a nearby information board (right).

### 1. **Native Box Woodland** - *Victorian Nature Conservation started in Halton Parish*

Nature conservation began in this country during Victorian times – and it started right here in the Parish of Halton. It was led by Charles Rothschild whose family owned the Halton Estate. Charles wanted to create nature reserves across the country. He recognised the rarity of native Box woodlands and campaigned for the preservation of the country’s largest Box wood south of Wendover near Great Kimble. Thanks to Charles, this woodland survives today and is a site of national and international importance. Native Box trees grow on the lower slopes of Wendover Woods in the Parish of Halton and may well have been studied by Charles. [See Natural Heritage and Environment.](#)



The gardens on the north side of Halton House

### 2. **Halton House Gardens**

To the immediate front and rear of the house Alfred Rothschild created paths, flower beds, lawns, a Chinese Water Garden, a Grotto and an Italian Garden.

Today the gardens mainly lie to the northwest and southwest side of the house. To the northwest, a flight of balustraded stone steps leads across a broad gravel terrace, down to a straight gravel path leading to a circular pond and fountain. Columnar cypresses flank this central path. This formal area is backed by mature trees and shrubs on the northwest garden boundary.



Former water feature on the northwest side of Halton House



The Water Garden on the north side of Halton House

### **3. The Water Garden**

The derelict Water Garden consists of a waterfall, stream bed and lake all set within a landscape of stone and ferns. The water feature has occasionally been restored but is now in very poor condition. Can be viewed from the Public Right of Way.

### **4. The Italian Garden**

The remains of the Italian Garden can be found to the northwest of Halton House. The entrance to the garden is marked by wrought iron gates depicting the Alfred Rothschild cypher. In the garden beyond, remnants of mosaic floors can still be seen together with a derelict colonnade.





Former parkland to the west of Halton House is now RAF playing fields



Former parkland to the northwest of the canal is now occupied by farmland and the airfield.



Avenue of mature sycamore trees on the Nuffield Playing Fields.



'Welcome to RAF Halton' at the entrance to the playing fields created using Box hedging.

## **5. Halton House Park**

The park originally surrounded the gardens to the northwest and southwest. In addition, woodland drives extended up the Chiltern escarpment to the south and east to a Swiss-style chalet near the summit. The western area of the former parkland is bisected by the Wendover Arm of the Grand Union Canal, and a Public Right of Way. The two parts of the park were connected by the Blue Bridge completed in 1880. The original parkland to the northwest of the canal is now occupied by farmland and the airfield. The parkland south of the canal is now largely RAF playing fields and has been curtailed by RAF development. A number of overgrown tracks meander northwards over Harelane Bridge through mixed woodland to connect Halton House with the former Rothschild properties of Aston Clinton Park and Green Park.

## **6. Nuffield Playing Fields**

This area is located between the built environment of RAF Halton and Halton Village and comprises sports pitches, large areas of mown grass and avenues of mature sycamore trees. Towards the RAF station there is an assault course and an all-weather games pitch. Towards the Cricket Pitch there is a football pitch surrounded by a running track. A sign welcoming visitors to RAF Halton can be found at the north entrance to the playing fields. It has been created using Box hedging and should be retained. The playing fields are used extensively by the local community and are crossed by a number of Public Right of Way.

## **7. Cricket Pitch**





The Cricket Pitch, which is edged with mature trees.

This sits on the corner of Halton Lane, opposite the Football Pitch and the Running Track. It is mown, with an original grass wicket and cricket nets, which are no longer used. During Covid the Station Commander granted permission for parishioners to use the cricket pitch for outdoor exercise (as the village does not have a village green). By kind permission of the Station Commander the parishioners are allowed to continue using the pitch post Covid unless it is being used as a film location.



Buttercups and a pyramid orchid growing in Halton Meadows.

### **8. Halton Meadows**

This is an area of interconnected fields which lie to the southwest of the Nuffield Playing Fields and to the northeast of the canal. Hay is harvested from these fields by the local farmer each year, but they have never been intensively farmed. As a result, there is a profusion of wild flowers, including orchids, each year and the meadows are home to deer, owls and other wildlife. A Public Right of Way crosses the meadow.



### **9. Tree Tops Pond**

A large pond is located in the garden of Tree Tops and attracts a wide variety of wildlife. The wooden bridge over the pond was designed by Christopher Wallace, son of Barnes Wallace. Christopher was a highly respected timber engineer who helped restore the windmill at Lacey Green. Can be viewed from Halton Village.



Rosemead Covert

### **10. Woodland**

Woodland frames some of the important architectural features in the village. It also provides a haven for wildlife and greatly enhances the quality of life for residents.

- a. **Rosemead Covert** lies on the northwest side of the canal. It contains stands of mature beech and yew trees and a natural spring. It is frequented by owls,



Engine House Belt

badgers, foxes and deer. It is a haven for wildlife.

- b. **Engine House Belt** consists of mixed woodland to the northeast side of the village. Meandering through this covert is the track that leads over the Blue Bridge. Badgers, foxes and deer are regular visitors. Owls and Red Kites nest in the mature trees. There is access to part of it by a public right of way.



The Wendover Arm of the Grand Union Canal near Perch Bridge

### **11. Wendover Arm of the Grand Union Canal** – *our very own chalk stream*

The Wendover Arm of the Grand Union Canal was planned as a feeder to carry water from springs near Wendover to the summit of the Grand Union Canal at Bulbourne. However, when it opened in 1799 it was made navigable. Despite several attempts to rectify leakage, most of the canal ceased to be used for navigation in 1904. A pipeline was constructed along part of the bed, so that water could still be supplied to Tring summit. Because the section through the village is unnavigable, the water is crystal clear. It is, in effect, a chalk stream and is a haven for wildlife including kingfishers, egrets and herons. Valued by walkers and cyclists, protection from motorised boats will maintain its bio-diversity, which depends on the purity of the water.



### **12. Ridge and Furrow**

Ridge and furrow topography is a result of ploughing with non-reversible ploughs on the same strip of land each year. It is visible on land that was ploughed in the Middle Ages, but which has not been ploughed since then. Good examples of this archaeological feature can be found in the meadows belonging to Lower Farm on the northwest side of the village. It contributes to the rural character of the Parish and also forms a green buffer between Halton Village and Weston Turville. The open aspect is enjoyed by walkers who use the public right of way



Ridge and furrow topography in permanent pasture on the northwest side of the village.



Halton Airfield looking towards the Chiltern Hills

that crosses the fields.

### **13. Airfield**

Halton Airfield is in the chalk foothills of the Chilterns and adds greatly to the rural character and tranquillity of the village. Its historic significance, support to local and migratory wildlife, and chalk streams are outlined at [Appendix 13](#). It is the last green space between Halton and adjacent parishes, with key views between the Vale and the Chilterns AONB. It is enjoyed from the public right of way that skirts the airfield and the parish border with Aston Clinton.



The Holloway at the Hale. It marks the boundary between Halton Parish to the left and Wendover Parish to the right.

### **14. Holloways**

Holloways are routes of habit, connecting the fertile Vale of Aylesbury with the more marginal upland areas on the Chiltern Hills where the commons and woodlands provided pasture and timber. Many are at least 1500 years old while some date back to the Iron Age. They were used by drovers taking their flocks of sheep from the vale to the common grazing above. Others would have been part of longer distance routes or packhorse trails across the Chilterns. Turnpikes, canals and railways gradually had an impact on these old routes. Most are now abandoned and are used by walkers, such as the holloway following the boundary between Halton and Wendover parishes near the Hale. Valued for their history, biodiversity and tranquillity.

# APPENDIX 18 Halton Parish - Letter from the Permanent Under Secretary for Defence



Ministry  
of Defence

MARK LANCASTER TD VR MP  
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MSU/4/6/2/1/SM

14<sup>th</sup> March 2017

*Dear David,*

Further to our meeting on 28 February 2016 in relation to the closure of RAF Halton in 2022, I can confirm that Ministry of Defence officials have held discussions with Aylesbury Vale District Council to consider the impact of the closure and future use of the site on the local community.

Further survey work will be carried out during the course of the next few months to develop the evidence base required to assess the appropriate potential future uses of the site in more detail. As discussed, the Defence Infrastructure Organisation have updated the current stakeholder plan and engagement strategy to ensure that the Parish Council are formally recognised and engaged as a stakeholder to be consulted as part of this work through the "Halton Stakeholder Engagement Group".

*Yours  
sincerely*

MARK LANCASTER TD VR MP

Rt Hon David Lidington MP  
House of Commons  
London  
SW1A 0AA