



Vale of Aylesbury Local Plan

Regulation 19 Draft

- Infrastructure Delivery Plan

September 2017

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Supporting Documents
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1. Introduction

- 1.1. This Infrastructure Delivery Plan (IDP) provides an assessment of the key infrastructure requirements to support planned new development in Aylesbury Vale over the time period identified in the Vale of Aylesbury Local Plan 2013-2033 (VALP). The new Local Plan allocates land for a range of land uses including housing, retail and employment, the majority of which are centered around Aylesbury Urban Area as the most sustainable settlement in the district. A Cumulative Impact Assessment has been undertaken by AECOM which assesses the cumulative impact of growth anticipated to come forward around Aylesbury and is intricately linked with the Garden Town initiative. Appropriate infrastructure is required to ensure that future development is accompanied by the services and facilities needed to support sustainable development.
- 1.2. The Local Plan identifies a housing need of 19,400 of which 4,200 are to be Affordable Housing based on the 20 year period covering 2013-2033. This has been derived from the Buckinghamshire Housing and Economic Development Needs Assessment (HEDNA) December 2016 which assess CLG household projections that have been locally adjusted looking at market conditions, household formation rates, affordable housing need and employment trends. Aylesbury Vale is projected to need some 79,600 square meters of additional B1a/b floorspace by 2033. Aylesbury Vale is projected to need approximately 16 hectares of additional B1a/b land over the period 2013-2033, and 17 hectares of additional B8 land. B1c/B2 requirements are projected to decrease by 6 hectares. The Housing and Economic Land Availability Assessment study indicates a total potential capacity for 25,571 dwellings on 234 sites and 584,712 sqm of floorspace for economic development on 65 sites to be delivered during the plan period to 2033. In addition to this HELAA capacity there is also planning permission for 0 dwellings (of 5 or more units) on sites outside of HELAA settlements, permission for 413 dwellings (already reduced by 10% for non delivery) on sites below 5 and evidence that 888 dwellings could be delivered in total on windfall sites (sites below 5 in years 4-15). Including this on top of the HELAA capacity gives a total potential capacity of 27,400. This figure accounts for the unmet housing needs from Chiltern, South Bucks and Wycombe districts including the following locations:
 - Woodlands (DH)
 - Buckingham
 - Haddenham
 - Winslow
 - Wendover (Halton Camp)*
 - Salden Chase
- 1.3. Appendix A to the IDP sets out the Infrastructure Delivery Schedule (IDS) of future infrastructure requirements. Appendix B includes mapping of the principle infrastructure requirements relating to Education, Health, Open Space and Leisure Needs and where known the location of new proposals. Appendix D summarises infrastructure provider's responses to the infrastructure planning consultation exercise. The IDS schedule is a current assessment and will evolve over time with further information added to include timing, delivery mechanisms and costs. A copy of this IDP can be viewed at the Council's website at: <https://www.aylesburyvaledc.gov.uk/section/vale-aylesbury-local-plan-valp>
- 1.4. Whilst the IDP should inform development briefs, planning allocations and planning applications that come forward in the Plan period, it remains the responsibility of promoters and developers of individual sites to carry out their own transport assessments and other

* A further transport model will be required to assess the impact of this site on the local network.

studies such as drainage, landscape and biodiversity assessments in relation to individual planning applications. It should be noted that the IDP is a 'living' document and will be continually monitored and updated with best available evidence when infrastructure is either identified, delivered, funding sources change or scheme costs change.

- 1.5. Funding for new infrastructure comes from a variety of sources. Some infrastructure will be secured as part of the grant of planning permission and made effective by associated legal agreements. Other infrastructure will be delivered directly by utility or service providers and statutory bodies, for example the Environment Agency, Highways England or NHS England. Some infrastructure will be provided directly through the Council's Capital Program, New Homes Bonus funding or Community Infrastructure Levy. Other funding will be delivered through government led funding sources, for example the Local Enterprise Partnerships (LEP).
- 1.6. There are thus various agencies, comprising statutory and non statutory bodies, responsible for the building, maintenance and operating of differing types of infrastructure. Aylesbury Vale is working with each of these agencies through the Local Plan process and in the determining of planning applications.
- 1.7. Some of the key infrastructure providers are:
 - Highways England who are responsible for the M40 strategic highway in the District
 - Network Rail owns and operates the national rail network in association with the two train operators in the District. These are Chiltern Railways operating stations at Aylesbury, Aylesbury Parkway, Stoke Mandeville and Haddenham & Thame Parkway. A new high speed link between Oxford and London Marylebone opened in December 2016 part of the East West Rail link project. London Midlands Railways runs the main line in the east of the District operating a service from Birmingham New Street via Milton Keynes and Leighton Buzzard to London Euston.
 - Buckinghamshire County Council is responsible for the local highway network, including the District's main radial roads including the A413, A418, A41, A421 and A422. It is responsible for footpaths, Public Rights of Way, Cycling routes, surface water. The County provides education services, libraries, social services, elderly housing and waste management.
 - Aylesbury Vale District Council is responsible for community centers, sports centers, public open spaces and waste collection.
 - Parish Councils have responsibility for village halls, allotments, street lighting, recreation grounds and public open spaces.
 - Utility companies operate as private companies providing energy, water and telecommunications including broadband
 - Environment Agency who are responsible for flood defenses in major catchment areas
 - NHS who are responsible for health services including primary care principally through GP services with acute care provided by hospitals. The NHS is also responsible for providing mental health care.

Key elements of the Infrastructure Delivery Plan

- 1.8. National Planning Guidance (see Section 2) suggests key infrastructure projects critical to the delivery of the Plan be identified within the Plan i.e. those infrastructure projects that in their absence would make the main objectives of the Plan undeliverable. From this infrastructure projects can be considered to fall into three broad categories:
- Critical (key) infrastructure projects – projects that are essential to enable or unlock strategic housing and employment floor space essential to deliver the scale of growth identified in the Plan
 - Necessary infrastructure projects – projects that will deliver the Council’s aspiration for sustainable growth, in accordance with the Plan Strategy, or mitigate the impact of planned development. Whilst the details and timing of the schemes may change the intention would be to deliver the planned outcome.
 - Desirable infrastructure projects – those projects that support the Council’s aspiration for sustainable growth in accordance with the Plan Strategy, where choices can be made about the relative priorities for investment and the overall benefit.
- 1.9. The Infrastructure Delivery Schedule in the Appendix A is intended to be a ‘live’ document and more information on funding, phasing and delivery will be added as further information is gathered, for example when funding is confirmed and schemes move towards implementation. Infrastructure requirements – the infrastructure requirements have been established through an examination of demographic and household growth trends and their impact on specific infrastructure requirements. This has provided an understanding of the extent to which current infrastructure capacity needs to be increased and the most appropriate way of delivering the increased capacity.
- 1.10. Phasing – Consideration has been given as to when different types of infrastructure is required across the plan period. This has been informed by utility providers, major infrastructure providers and the delivery schedules of major growth projects and the likely available of funding against the delivery and phasing of strategic housing sites.
- 1.11. It is recognised that the amount of detail that it is possible to supply is likely to be less certain and comprehensive for later stages in the plan period. However, for at least the first five years of the plan it should be clear what infrastructure is required, who is going to fund and provide it and how it is related to the rate of housing delivery. Service providers have been encouraged to supply as much of this information as possible to ensure the deliverability of the infrastructure projects in this IDP.
- 1.12. Cost profiling – The projects listed in the Infrastructure Delivery Schedule will be subject to updating and reassessing of costings as projects move through a process from outline cost, detailed costs and actual tendered values for project implementation.
- 1.13. Project funding – Infrastructure projects can potentially consist of a number of funding streams and can be delivered directly by developers or utility companies or by the relevant public sector agencies. Further information on the mechanisms that infrastructure will be delivered by the potential funding sources set out in Section 12.
- 1.14. The timescales set out for the delivery of infrastructure are not necessarily definitive. Where end dates are known they have been identified otherwise a 5 year phasing period based on short, medium and long term time profiles have been used. Keeping the IDP regularly

updated will therefore be essential. The IDP does not prioritise what funding should be allocated for infrastructure, and inclusion of a scheme does not guarantee that it will be delivered.

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2. Policy Framework

National Planning Policy and Guidance

- 2.1 The National Planning Policy Framework (NPPF) (para 156) expects Local Plans to include strategic policies to ensure delivery of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk, minerals and energy (including heat) as well as make provision for health, security, community, cultural infrastructure and other local facilities.
- 2.2. The NPPF requires that local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy, telecommunications, utilities, waste, health, social care, education and flood risk, and to meet forecast demands when taking account of the need for strategic infrastructure within their areas (para 162). NPPF para 179 suggests this could be effected by producing joint planning policies on strategic matters and informal strategies such as joint infrastructure and investment plans.

Ensuring viability and deliverability

- 2.3. Paragraph 173 of the NPPF acknowledges that pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.
- 2.4. NPPF para 177 requires Local Plans to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, planning authorities should identify district-wide development costs and infrastructure and development policies planned at the same time as the Local Plan. Any affordable housing or local standards requirements that may be applied to development should be assessed at the plan-making stage, where possible, and kept under review.
- 2.5. National Planning Practice Guidance (NPPG) states that local plans “should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development. Detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself”

2.6. The Planning Act 2008 (Section 216) defines infrastructure as *including*:

- Road and other transport facilities
- Flood defences
- Schools and other educational facilities
- Medical facilities
- Sporting and recreational facilities
- Open spaces, and
- Affordable housing

2.7. The Council has specific policies that set out the amount and types of affordable housing which is updated in the new Local Plan and therefore it is not necessary to address this further in this IDP.

2.8. This above infrastructure list is not exhaustive and can include other elements of infrastructure such as utility services and green infrastructure. Infrastructure provision can be grouped into types identified in the three categories below.

2.9. Types of Infrastructure

- **Physical Infrastructure** - Physical Infrastructure is infrastructure that is needed to enable communities to operate, such as roads, buses, pipes, cables and communications infrastructure.
- **Social Infrastructure** - Social Infrastructure describes infrastructure that enables communities to be maintained and supported. It covers a range of infrastructure that develops and improves communities such as schools, libraries, community centres and sports facilities including the emergency services.
- **Green and Blue Infrastructure** - Green Infrastructure describes the open spaces and the natural environment needed to provide areas for recreation and quiet enjoyment whilst supporting other aims such as health benefits, biodiversity enhancement and the mitigation of flood risk.

National/County-wide Plans

2.10. There are a range of strategic plans at national level and projects at a county level that aim to deliver improved infrastructure across the District. These include:

- **Strategic Economic Plans.** Prepared by Bucks Thames Valley and South East Midlands Local Enterprise Partnerships. These Plans put forward proposals to deliver increased prosperity and jobs for Buckinghamshire using Growth Fund Bids (i.e. LGF3 and subsequent bidding rounds)

- The HS2 national high speed railway project which will follow a route through the western half of the District to the west of Aylesbury
- East West Rail. National railway project with a new line through the north of the District aimed to improve rail links to and from Aylesbury with a new direct connection to Milton Keynes to the east and Oxford/Bicester to the west.
- Buckinghamshire County Council's Local Transport Plan 4. This identifies a number of strategic transport issues affecting the District and identifies the need to deliver a new east west road link (expressway) (see below) between Milton Keynes and Bicester (see below)
- Highways England proposals as part of the next Route Investment Strategy (RIS2), looking at providing a new expressway in the Oxford to Cambridge Corridor part of which will run through the District
- Vale of Aylesbury Local Plan (VALP): Infrastructure

2.11. The VALP recognises the importance of new and improved infrastructure to support the scale of new development outlined in the Plan. New development can only be considered sustainable if supported by the necessary supporting infrastructure.

2.12. This requirement has been reinforced by the many comments received during the public consultation process of the Plan and the need to make sure that local infrastructure and services can cope with the scale of growth identified.

2.13. Infrastructure planning and funding can be complex with various agencies and providers responsible for the provision, operation and maintenance of infrastructure.

2.14. The Council has published this Infrastructure Delivery Plan (IDP) to support the proposals set out in the new Local Plan which is available at the Councils' website at <http://www.aylesburyvaledc.gov.uk/section/vale-aylesbury-local-plan-valp>

2.15. National Planning Policy advises that policies and proposals contained within the Local Plan should be delivered in a sustainable way to this end; there is a need to identify infrastructure requirements necessary to support the anticipated levels of population and settlement growth across the district.

2.16. The VALP sets the proposed levels of growth in Aylesbury Vale to 2033. Of the strategic objectives of the Plan three are relevant to infrastructure delivery. These are as follows:

- The council, working with its partners, will secure timely and well-located provision of the infrastructure, services and facilities needed to sustain and enhance existing and new communities
- The council will promote enhancement of the district's towns, local centres and village facilities.
- The council will promote provision of, and support for, measures and initiatives that strengthen the quality of life for new and existing residents of the district and address pockets of deprivation and health inequalities especially within Aylesbury town.

2.17. The VALP identifies a broad range of facilities, services and installations needed to support future communities (Section 3 page 44). The following policies are relevant to infrastructure delivery:

- Policy S5 on Infrastructure provision
- Policy S6 on the provision of Transport infrastructure (Rail, roads, cycle routes, buses, footpaths/pedestrian links, parking and management systems)
- Policy I4 on the provision of Utilities and flood protection infrastructure (Water supply and treatment, sewerage, flood prevention and drainage, waste disposal, energy).
- Policy I5 on the provision of Telecommunications infrastructure (including high-speed broadband)
- Policy I2 on the provision of Community infrastructure (schools, sport, cultural and recreation facilities, healthcare, public transport, emergency services, social care facilities, community buildings, places of worship and associated facilities and community recycling facilities)
- Policy I3 on the protection of Community facilities
- Policy I1 on the provision of Green infrastructure

Evidence

2.18. To support the Local Plan the Council and its partners have undertaken a series of technical studies to inform the evidence base of the Plan including the infrastructure planning process. These documents and studies include:

- The Sustainability Assessment
- The Open Space & Leisure Needs Assessment
- Aylesbury Transport Strategy
- Buckingham Transport Strategy
- Water Cycle Study Phase 1
- Strategic Flood Risk Assessment Stages 1 & 2
- County Wide Traffic Modelling Update
- Cumulative Impact Assessment
- Aylesbury Garden Town – Growth Strategy for the Future

These studies are available on the website at <http://www.aylesburyvaldc.gov.uk/supporting-evidence>

Neighbourhood Plans

- 2.19. There are eleven adopted (or “made”) neighbourhood plans in Aylesbury Vale. These are statutory development plan documents which allocate land supported by planning policies. The Neighbourhood Plans adopted for the main strategic settlements of Buckingham, Winslow and Haddenham include local infrastructure projects identified through need or the consultation process. These local infrastructure projects are contingent on delivery through developer contributions when allocated sites are developed. In addition projects will be prioritised for investment from a future Aylesbury Vale Community Infrastructure Levy (CIL).
- 2.20. A minimum of 25% of the levy collected from development in the Parishes will be passed to the Parish Council for investment. Neighbourhood Plan policies provides the local community with an indication of the priorities for investing funds to improve local infrastructure as a result of new development in the neighbourhood plan area. Some of the key infrastructure projects include the allocation of land for allotments, play provision, sports facilities, multi purpose community buildings cemeteries, new health facilities, extra care dwellings, nursery, cycling, footpath improvements and car parking.
- 2.21. Neighbourhood Plans outside the Strategic settlements are split between those that require new infrastructure and those that make no provision. A strong focus in these largely rural areas is often on the need for broadband to serve residential areas and employment sites particularly in the smaller and more dispersed villages. The CIL review recommends closer integration at both the Local Plan and Neighbourhood Plan making stages between the local authorities and the community to ensure agreement over how the neighbourhood share of LIT is allocated

3. Consultation and engagement

Previous Consultations

- 3.1. The VALP has been subject to three rounds of formal public consultation. An Issues and Option Consultation (October to December 2015), consultation on the Draft Plan (July to Sept 2016) and the pre submission Plan (March to May 2017). Previous and new comments from infrastructure providers have been taken into account in the preparation of this IDP. In addition to the formal VALP consultation procedure a separate process of infrastructure planning consultation took place in July 2016 with Infrastructure providers including meetings with key providers. Information received has been summarised in Appendix D.
- 3.2. Parishes were consulted between March to June 2017 on what infrastructure requirements they have in relation to the proposed or forecasted growth to be expected. The consultation will determine which of the 'made' neighbourhood planning areas have an infrastructure list, if this has been costed in part or in full and by who and when the infrastructure is required by.

Missing information/Assumptions

- 3.3. In some cases service providers have been unable to provide information relating to future infrastructure needs for various reasons including the need to wait for in-house service planning to be completed, lack of resource to complete the task or lack of information regarding needs and costs. Where there has been a lack of feedback from providers, the Council has tried best means possible to contact and engage with the service provider including follow ups. Where there are gaps in the information available, where appropriate, assumptions have been produced to provide some baseline information. As the IDP is effectively a 'Live' document it will be updated as further information becomes available.

Summary of Responses

- 3.4. A Summary of responses from infrastructure delivery providers has been included as Appendix D.

4. Transport / Highways

National Rail Projects

High Speed 2 (HS2)

4.1 Phase 1 of HS2 will follow a route through the western part of the district, entering at Wendover in the south of the District, past the western edge of Aylesbury, and then continuing northwards to exit the district at Turweston. The Bill has been returned to the Commons where Members will now consider amendments made by the Lords. Consideration of these Lords amendments is due to take place on 20 February 2017. Following Royal Assent construction work on Phase 1 (London to Birmingham) has commenced.

East west rail (EWR)

4.2 Following the Autumn Statements in 2011, the Government gave a commitment to support a £270m development of the western end of the East West Rail between Bedford and Oxford (Phase 1) as part of the 2012-2019 rail infrastructure investment programme. Construction of the line between Oxford Parkway and Bicester was completed in Sept 2015. Oxford to Oxford Parkway is due to be completed by the end 2016.

4.3 Following the 2016 Autumn Statement the Government committed an additional £110 million to fund the rail link to Milton Keynes as part of the overall aim of completing an east-west rail link between Oxford and Cambridge, including a link between Milton Keynes and Aylesbury. The Government's intention is to "accelerate" the building of western section between the Bedford and Oxford (Phase 1) and the Milton Keynes to Aylesbury lines. The completion timescales of the western section of the line has been changed from March 2019, to some time in the five-year spending period 2019 to 2024. The railway included in the EWR2 route was authorised when the route was first constructed in the 19th Century through a number of separate Acts of Parliament. Network Rail will therefore use its permitted development powers where appropriate. However, where sections of railway were built outside of the Limits of Deviation of the authorising acts a Transport and Works Act Order (TWAO) will be sought to authorise these sections. This TWAO will also pick up ancillary works that cannot be completed under permitted development or by agreement (e.g. level crossing closures, where alternative, safer methods of crossing the railway will be introduced wherever possible).

4.4 The overall strategic aim of the East West Rail project is to provide a new east-west orbital route between the east of England and south central England using primarily existing rail infrastructure. It will provide a link between Oxford, Bicester, Aylesbury, Milton Keynes, and Cambridge with a new station at Winslow. This will allow passenger and freight services to run between Bicester and between Milton Keynes and London via Aylesbury.

4.5 The project has a wider import to support the delivery of a corridor connecting Cambridge, Milton Keynes and Oxford as a potential new 'Silicon Valley' – a globally recognised centre

for science, technology and innovation whilst supporting Local Authorities' ambitions for substantial economic growth based on the creation of new private sector jobs (envisaged to be circa 12,000) and the development of major areas of new housing. EWR when supported by a new road link provided by the proposed Oxford-Cambridge Expressway could be a catalyst to bring the region together to deliver housing development and connectivity in a sustainable manner. It will also provide a connection between existing radial routes out of London facilitating journeys without the need to interchange through London.

- 4.6 Steeple Claydon Station adjacent to the proposed HS2 depot could provide a catalyst for future growth in this part of the district. The site is on operational land and could be provided for within the control of the East West rail franchise at a future date. Currently there are no plans to explore this opportunity further although it may be reviewed in as part of a Local Plan review.

Roads

Oxford to Cambridge Expressway

- 4.7 In the Department for Transport's Road Investment Strategy 2015 a new strategic study was announced to investigate the case for linking existing roads which would create a high quality link between Oxford and Cambridge, via Milton Keynes. Three corridor options have been identified that cross Aylesbury Vale, of which the A421 corridor and potential upgrade being one option. A preferred corridor is not expected to be selected until the end of 2017 with a preferred route selected expected by the end of 2018. This new expressway will then have implications for the wider highway network and the ability to access key residential and employment areas will be maintained or enhanced. However, until the route alignment is selected it is not possible to say what these requirements will be.
- 4.8 The two principal schemes outlined above will be delivered at a higher level and will impact on a wider geographical scale than just Aylesbury. However, they will still have an impact on the residents of Aylesbury and are a key element of the wider policy approach to delivering sustainable development. Enhancements to the regional rail and road infrastructure linking Aylesbury to neighbouring growth areas will open up access to the north, east and west of Aylesbury. As a result, these new links will help to ensure that local communities in Aylesbury and the surrounding rural areas will continue to be developed and grow.

Regional Infrastructure

Local Enterprise Partnership (LEP) Transport Priorities

- 4.9 Buckinghamshire Thames Valley LEP (BTVLEP) is the Local Enterprise Partnership most relevant to Aylesbury Vale. The BTVLEP strategic economic plan considers the following transport schemes as being of high importance to unlocking the future growth potential in Aylesbury Vale:

4.10 East West Railway Phase 1 - Marylebone-Oxford service via Wycombe, Princes Risborough and Bicester. Improving sustainable transport links to East West Rail & Winslow Station. Other potential linkages such as the reopening of the Wycombe to Bourne End Rail Link and establishing a Halt on the East-West Rail Line at Bernwood Fores. Other improvements identified are:

- Aylesbury East Link Road (Aylesbury to Leighton Buzzard) and improvements to the A418.
- Stocklake Link, (East of Aylesbury)
- A355 Wilton Park/ Gore Hill (North to South)

4.11 In addition the South East Midlands LEP identified the following as key infrastructure:

- A421 Corridor (Milton Keynes and Bedford) includes duelling from Fen Farm to J13 (Oxford, Milton Keynes to Cambridge)
- Abthorpe Roundabout (Silverstone & Northampton)

4.12 As a total the projects identified are intended to:

- Strengthening existing transport connections, reducing congestion and increasing capacity and travel times to existing areas;
- Improving North to South transport linkages within Buckinghamshire, with connections to areas beyond including Northampton and Bedford;
- Improving East to West connections across the county with the South of Buckinghamshire benefitting from Tube and Cross Rail improvements.

County-regional infrastructure

4.13 For Aylesbury Buckinghamshire County Council (BCC) is the designated highways authority and has responsibility for the provision of transport infrastructure, including public transport within the district.

4.14 Buckinghamshire County Council adopted a fourth Local Transport Plan in April 2016 (LTP4). This set out the priorities for Buckinghamshire's transport network with high level and specific transport policies.

BCC County Wide Transport modelling

- 4.15 Development within the District to 2033 will have significant impact on the highway network and on the capacity of the public transport network.
- 4.16 Buckinghamshire County Council (BCC) has worked with Aylesbury Vale led on extensive traffic modelling over recent years forming parts of the evidence base for Local Plans across the County. This has included an assessment of the impacts of strategic sites identified in the Local Plans. Similarly traffic modelling and identification of potential mitigation measures have been undertaken for the VALP. The most recent Local Countywide Traffic Modelling undertaken in July 2017 indicates that even with a full suite of mitigation measures, there would be are no significant impacts to the highway network in the Vale. There are some areas where further work is needed to investigate the nature of the mitigation measures needed such as SW of Milton Keynes. In must be noted that of the tow mitigation runs within the traffic model, only the first run identifies committed schemes i.e. those schemes with committed funding. Mitigation measures for the development options tested have been included in the IDS (Appendix A).

Transport Strategies

- 4.17 To asses the impact of growth Buckinghamshire County Council (BCC) and AVDC has commissioned transport strategies for the strategic settlements of Aylesbury and Buckingham. These were subject to public consultation and have now been adopted. They are considered in more detail below

Aylesbury Transport Strategy (ATS)

- 4.18 The ATS has been developed in order to address existing transport issues and accommodate the future planned growth as outlined in the VALP. The strategy is a plan for transport improvements in Aylesbury up to 2033. A number of policies have informed the ATS, including those at a local and national level. These include the aspirations of three key planning documents from Aylesbury Vale District Council (AVDC), the VALP, The Aylesbury Town Centre Improvement Plan and the Greater Aylesbury Garden Town bid.
- 4.19 The Transport Strategy for Aylesbury considers future needs of the Highway Network, Public Transport, Cycling and Walking and future Car Parking provision. It sets out Transport Improvements for Aylesbury as a whole including the Town Centre and sets these out on a short, medium and long term basis.
- 4.20 The Strategy Aims to:

- Complete a series of outer link roads that will take traffic away from the town centre and allow public transport priority improvements to take place on the main radial roads closer to the town centre
- Improve public transport journey time reliability, implement an overarching strategy to connect new developments with each other and to key destinations including the town centre by active travel and public transport
- Consider new ways to redesign roads within central Aylesbury to ensure access for all
- Complete gaps in cycling/walking network, particularly connections between the radial gemstone cycle network
- Improve pedestrian crossing options where safety is an issue or where major roads act as a barrier to pedestrian movements, including the inner relief road around the town centre
- Ensuring a strategic approach is in place for providing sustainable transport access to all new development and ensuring good transport links are in place to all three rail stations around the town centre.

4.21 To achieve the aims of the Strategy key strategic links need to be delivered together with complementary public transport, walking and cycling schemes to ensure that released highway capacity is not taken up by suppressed demand. The following key strategic links are either in development or planned:

- Eastern Link Road (ELR) to provide the remainder of this link including a bridge across the canal and a link south to the A41. The section north of the canal including the Stocklake link (SL) to the town centre is under construction/committed.
- Northern Link Road (NLR) between the western link road and the A418 close to Hulcott crossroads.
- Southern Link Road (SLR) and South Western Link Road (SWLR) from the A413, crossing the two railway lines to the south to a new junction onto the A418.
- South East Link Road (SELR) between the A41 & A413 Wendover Road.

4.22 The Eastern Link and the Stocklake Link Road are the two key links of the transport network that have been recently constructed and link with two other transport infrastructure projects that have been funded and delivered by the Aylesbury East (Kingsbrook) Barratt Homes development—Eastern Link Road (North) and Stocklake Link Road (Rural). Collectively they will provide key infrastructure to enable growth in the east of Aylesbury.

4.23 Whilst it is an aspiration to complete the North West link (between A418 and A41) around the town there is no future development in this part of Aylesbury Vale to secure contributions through developer funding. Funding is likely to be dependant on future grant funding (i.e. DfT)

- 4.24 The new transport infrastructure in and around Aylesbury will be key to the delivery of strategic housing allocations to the east of the Town. A key element of this is the need to deliver both sub-regional and town wide improved road links, especially linking the A41 and the A413 to Leighton Buzzard (M1) and Milton Keynes in the north, and High Wycombe and the Thames Valley to the south. Future housing and employment investment is likely to be reliant in part upon the delivery of such links, to provide access to adjoining employment sites as well as addressing current levels of congestion within the town, and open up new development opportunities.
- 4.25 There are a number of highway and junction schemes considered necessary to accommodate increased levels of developments in the VALP. These are summarised in the IDS Schedule at Appendix A as well as in the Aylesbury Transport Strategy itself.

Aylesbury cycling network

- 4.26 The Aylesbury Transport Strategy and Garden Town Plan identifies potential improvements to the cycling network with possible new routes or improvements to existing routes through detailed feasibility planning, design and implementation. Focus will be on development sites to create continuous safe and attractive walking and cycling networks. This will build on Aylesbury status as a cycling demonstration town in 2008 and the subsequent development of a network of 'gemstone' cycle ways developed across the town increasing walking and cycling facilities.
- 4.27 A new Grand Union Canal triangular cycle route to the East of Aylesbury to complement the exiting cycling infrastructure in the main urban area is proposed in the Aylesbury Garden Town submission document. Such new routes will complement those in the Aylesbury Transport Strategy i.e. rural routes between Aylesbury Vale Park Way and Waddesdon.

Summary

- 4.28 The Aylesbury Transport Strategy aims to provide a balanced and integrated package of measures to mitigate the impacts of the level of growth identified for Aylesbury focussing on measures to enable growth associated with major development sites particularly to the east of Aylesbury. The Strategy updates existing baselines and forecast transport conditions and sets out a list of potential town wide transport schemes to manage the network in the Aylesbury urban area. The principal measures needed are included in the IDS (Appendix A).

Buckingham Transport Strategy

- 4.29 The Buckingham Transport Strategy has been developed to provide a transport strategy for Buckingham that supports future planned growth in the town up to 2033. Whilst the focus of

the strategy is the town of Buckingham, it also recognises that the town will be affected in coming years by proposed growth in other nearby centres, such as Winslow and Silverstone.

4.30 Key aims of the strategy is to:

- Discourage through-traffic to significantly reduce congestion in the town centre.
- Encourage modal shift away from car usage by opening of the East West rail station at Winslow and improved walking/cycling infrastructure
- Live parking availability data (potentially linked to satellite-navigation devices).

4.31 Key infrastructure investments proposed and projected include;

- East-West Rail Station in Winslow
- Bus Connection to Winslow
- Potential new X444 bus route between High Wycombe and Northampton.
- Promotion of Bicester North railway station as a means of accessing London.
- Route downgrade of West St/Brackley Rd
- Introduction of a new (single carriageway) Western Link Road between the A422 and A421 with aim of reducing traffic (including HGV) movements through the town.
- Town centre bus station expansion
- Walking/cycling Transport Improvements through implement the Buckingham Outline Cycling Strategy and the High Speed 2 National Cycle Route Proposal

Summary

4.32 The Strategy addresses future Highway, Public transport, Walking and cycle needs for Buckingham. Whilst schemes have been identified for delivery in the short medium and long term the exact phasing of VALP allocations impacting Buckingham is not known at this stage and detailed timing of delivery is subject to change as more information comes to hand and further transport modelling takes place. In short the likely phasing of developments in the study area will be investigated due to its relevance for the prioritisation and implementation of the transport improvements identified.

Funding

4.33 The BTVLEP is hoping to secure £112m to support the Bucks economy, as part of the Governments next round of Growth Deal Funding for the implementation of the key transport projects identified. Further bids will be made to the future stages of the LEPs Local Growth Deal submissions to Government. BCC have also provisionally allocated sums from an earlier successful Growth Deal Funding (GDF Round 1) part of the Growing Places Fund to transport schemes related to the cumulative impacts of sites and other areas of growth in Aylesbury.

4.34 A number of additional organisations, as well as developers will contribute to the delivery and funding of the wide range of transport schemes outlined in the Transport Strategies. For

example developers will deliver highway improvement schemes directly through Section 278 and Section 106 Agreements. Wider sustainable transport measures may be delivered through future CIL funding or other grants obtained by the transport authority such as the Garden Town and Housing and Infrastructure Fund (HIF).

4.35 As part of the transport improvements required to support growth in Aylesbury Buckinghamshire County Council are looking to develop a series of Primary Public Transport Corridors (PPTCs). These PPTCs will include measures to improve and enhance bus operation and access. These are currently proposed for the A413 Buckingham Road (partially implemented), A41 Bicester Road and A41 Tring Road. The transport improvements needed for the Growth Arc will require:

- the creation of a further PPTC along the A418 Berton Road into Aylesbury
- extension of the proposed A41 Tring Road PPTC
- Smarter choices promotions

Buckinghamshire County Council will be undertaking significant promotion and marketing including exhibitions, use of media and liaison with schools and workplaces to promote public transport facilities, car-sharing initiatives and walking and cycling. The promotion of travel alternatives is essential to manage congestion which may be exacerbated by new developments. However, BCC has limited resources to undertake this work and as a discretionary Council service it cannot be taken for granted that this work will continue throughout the plan period. Although the transport modelling work has assumed that transport behaviour change work will lead to a reduction in car trips in the plan period.

4.36 The County Council is working with the local bus operators to bring forward measures to encourage better services and more coherent use of services managed by different operators. These include:

- Smart ticketing so that users can use the same tickets on different operators' services and/or contactless ticketing.
- Modern buses with lower noise and emissions
- Use of real-time electronic timetabling at bus stops

5. Education

Introduction

- 5.1 Buckinghamshire County Council (BCC) is the Local Education Authority (LEA) and has a statutory duty to ensure that there are sufficient school places in its area. Section 14 of the Education Act 1996 describes this responsibility as follows:
- 5.2 “To ensure that schools in its area are sufficient in number, character and equipment to provide education suitable for the different ages, abilities and aptitudes and special educational needs of pupils of school age...”
- 5.3 School and education provision includes:
- Early years and childcare
 - Primary and secondary schools
 - Special school
 - Further and higher education
 - Adult learning
- 5.4 The Buckinghamshire HEDNA identifies a housing need of 19,300 for the Local Plan Period 2013-2033. The increase in housing required across AVDC is projected to put new pressure on school places with projections of deficiency of places particularly in the strategic settlements accommodating the greatest population growth in both primary and secondary places. This will present a need for a number of new schools to be delivered particularly within strategic sites with the opportunity for that new schools can be future proofed to accommodate demand from other forthcoming developments. In addition extensions to existing schools have been identified to accommodate the level of pupil generation anticipated over the plan period. BCC will also monitor the cumulative impact of smaller scale development which will put pressure on for further expansion of primary and secondary schools and/or new schools. In this regard BCC’s approach is to work with the Department for Education to identify land and seek proposals for new schools in those areas which are likely to experience oversubscription of places.
- 5.5 Sufficient housing growth coming forward will be needed to justify any school expansion (to avoid the introduction of surplus places which can prejudice the provision of efficient education or the efficient use of resources) as schools tend to expand their intake in steps of 30 pupils (i.e. 1 form of entry). Moreover, due to the current CIL regulation which limits the pooling of more than five S106 contributions, developments will need to be of sufficient scale to adequate funding to pay for the infrastructure works required. Based on BCC pupil yield estimates, approximately 700 homes would generate an additional form of entry of primary aged pupils. Furthermore the Council will need to consider the cumulative impact of all relatively large scale applications (of less than 700 homes). This may mean combining

school place provision through more strategic allocations in order to provide larger, more sustainable primary schools.

- 5.6 The County’s School Place Commissioning team have reviewed the key elements of the VALP housing strategy and assessed the potential impacts it could have on the County’s ability to ensure sufficient school places are delivered. There are number of strategic sites in and around Aylesbury town where existing schools are at capacity. Key development sites, including those adjacent to Milton Keynes, will require the provision of new on-site schools (in line with the pupil generation rates) in addition to the current recent and planned expansion of existing schools at Oak Green, St Louis RC, William Harding and Berton CE.

Funding

- 5.7 In June 2010 BCC adopted a policy to ensure a coherent and consistent methodology for assessing the additional education infrastructure requirements generated by new housing developments. This sets out relevant standards including the pupil generation rates per 100 new dwellings and cost per pupil of new provision. Education contributions are calculated by multiplying the number of children likely to be generated by the net dwellings on the development by the costs of providing additional school places.

Primary Schools

- 5.8 Primary School capacity limits have been identified in the settlements identified in Table 1 below.
- 5.9 The schedules in Appendix A provides a summary of the current level of surplus/deficit of places across the District

Table 1 – Primary schools located in rural areas that are close to capacity are listed below:

Haddenham	Long Crendon
Aston Clinton	Wendover / Halton
Pitstone / Ivinghoe	Twyford / Calvert
Newton Longville	

- 5.10 Outside of rural areas settlement growth identified in the VALP would require new primary schools at Aylesbury (Hampden Fields), Aylesbury (Broughton Crossing) Aylesbury (Stoke Mandeville), Haddenham, Wendover, Winslow, Stone, Shenley Road, and Milton Keynes with expansions to existing schools at Aylesbury (Berryfields), Berton, Haddenham, Wendover and Buckingham.
- 5.11 BCC calculate that the additional housing proposed (excluding completions) in the VALP would generate the demand for an additional 10 to 11 forms of entry (equivalent to an additional class per year group) of primary school provision.

Secondary School Places

- 5.12 The planning area for secondary schools used by BCC covers the whole district. Parental choice is exercised to a much greater degree at secondary school level and BCC operates a selective system of secondary education in combination with upper and grammar schools.
- 5.13 Secondary schools are projected to have a deficiency of places based on current trends. BCC monitors projections on an annual basis that take account of migration rates, increases in the birth rate, 11+ qualification rates and the impact of the parental choice.

Secondary Schools

- 5.14 Secondary schools across Aylesbury Vale are all at capacity and close to the limits set by their sites. Estimated pupil growth from over 8000 dwellings with outstanding housing permission is projected to put significantly increased demands for new provision. There are already plans for a two secondary schools on the former Quarrendon school site and on the Kingsbrook (Aylesbury) development where a site has been reserved.
- 5.15 BCC is currently expanding Sir Henry Floyd Grammar School to meet the increased demand for grammar school places. However, if significant expansion of existing grammar schools is not possible, then the increase in housing growth across the district is likely to reduce the number of out of county pupils taking up grammar places. This is likely to require the expansion of existing/new upper schools with Bucks resident children who currently access out of county provision.
- 5.16 BCC consider that any major scheme (of around 2000+ homes) will be required to make either an on-site provision for a new school or else contribute towards the expansion of an existing school. Other smaller scale schemes would be expected to contribute towards additional secondary school provision.
- 5.17 The cost of a new secondary school is estimated to be £40m with the equivalent expansion of an existing secondary school costing approximately £5m.
- 5.18 BCC will seek the use of other funding sources such as BCC capital funding, Government grants and Community Infrastructure Levy funding.

New Provision

- 5.19 Details of the locations (either broad locations within a development site or worked up scheme) for new and expanded schools are detailed in Appendix A –the Infrastructure Delivery Schedule.

Further Education

- 5.20 The two main further education institutions in Aylesbury are the Buckinghamshire New University and Aylesbury College.
- 5.21 There has been significant investment in Aylesbury's education offer over the past few years, with the redevelopment of Aylesbury College under a joint venture with Buckinghamshire University becoming the University Campus Aylesbury Vale which opened in the Autumn of 2015, specialising in IT and Specialist Construction and providing degree level courses and professional development programmes
- 5.22 The choice of Aylesbury Vale as a location for the University Campus Aylesbury Vale (UCAV) has strengthened the perception of the Vale as an area of entrepreneurial excellence and business led University education.
- 5.23 Whilst links with Oxford and the South East Midlands provides Higher Education linkages to research skills and facilities, the roles of the University Campus has proved equally crucial to both the District and the town's continued economic success. Following its redevelopment and the opening of the new training facilities Aylesbury College has become a beacon of good practice in the Further Education sector. Its formula of being a part of the business community is a model being copied across the South East.
- 5.24 The Council is not aware of any new expansion or relocation plans for the University Campus at the current time.
- 5.25 BCC's School Place Commissioning team have reviewed the key elements as part of the draft VALP housing plan and assessed the potential impacts this could have on the County Council's obligation to ensure sufficient school places. From a school place planning perspective, development is preferred in and around the principal settlements. There may also be scope for some limited infilling in rural villages/towns where there is a school, listed below:

Table 2. Potential locations with a school which may be suitable for limited infilling

Stone	Westcott
Waddesdon	Great Horwood
Marsh Gibbon	Padbury
Grendon Underwood	Quainton
Steeple Claydon	Whitchurch
Winslow	Stoke Hammond
Edlesborough	Stewkley
Wingrave	

- 5.26 The following table identifies the current position of school place capacity for each settlement in the district:

Table 3. school place capacity for each settlement in the district:

Settlement	Position
Haddenham	Currently a known problem area, needs 700 homes in order to secure a s106 for a whole school or could get existing school (St Mary's) to move to a 2FE combined school or alternatively get a site within the proposed allocation HAD007. Constrained secondary school position.
Long Crendon	currently school is not interested in expansion, although there is site capacity for expansion. However, currently they do not have enough development (700 dwellings) to deliver the expansion.
Ickford and Oakley	School would like to expand and could accommodate a further 350 homes which would increase the numbers sufficiently to meet the housing threshold to qualify for a new school.
Brill	could fill more places and will expand in future; it also has the capacity to take 100-200 homes and currently takes from Long Crendon.
Broughton	May be inclined to expand by 1FE and could potentially expand if 350 homes would allow for the funding to get the existing school to expand
Aston Clinton	Broughton Crossing had more capacity which Aston Clinton's Growth could have used, however now Aston Clinton's MDA site for 400 dwellings which has recently been consented is utilising that space. A new school at Woodlands could provide the required capacity in the area
Aylesbury	Ok
Buckingham	Ok
Wendover	not a lot of capacity left, however expanding to meet the needs of Halton, which is already oversubscribed. RAF Halton closure and subsequent redevelopment may lead to a potential new school. Current schools are not adequate sites for future expansion and the provision of a new school on site would be beneficial moving into the future in case current schools are refused permission to expand.
Winslow	could expand, needs a new secondary school and currently has a free school with 80 intake. Existing school Sir Thomas Freemantle will be relocating within the town as of September 2017.
MK	Salden Chase reserves site for a 3FE Secondary School and could seek to make this bigger if needed. Uncomfortable with having a school close to the border with MK, it would be better to redraw the boundary of MK to include the expansion to MK from a schools point of view.
Edlesborough	could accommodate up to 200 max, or enough 700 dwellings to provide a new school.
Steeple Claydon	could accommodate up to 200 max, or enough 700 dwellings to provide a new school.
Stone	could accommodate up to 100 max, or enough 700

	dwellings to provide a new school.
Waddesdon	could accommodate up to 200 max, or enough 700 dwellings to provide a new school, the secondary school doesn't wish to expand at the present.
Wing	would not be adverse to expansion, there is capacity for up to 500 which should then meet the threshold for school expansion.
Wingrave	could accommodate up to 200 max, or enough 700 dwellings to provide a new school.
Bierton	expanding to help with continued growth in Broughton Crossing (Aylesbury East site of 2,450 just started being built out). Could expand significantly and displace children from Aylesbury.
Cheddington	Neighbourhood plan allocates 150 dwellings – can't take any more growth on top of this.
Cuddington	could take a few may be up to 100 dwellings, taken from the Aylesbury overspill – will always be full.
Grendon	could expand up to 100. Could also expand the school.
Gawcott	Could expand to 50
Great Horwood	Could expand to 50
Maids Moreton	could take more, currently 1FE infant. 350 homes would be needed to create 1FE Combined which is what they want.
Marsh Gibbon	Could expand by 200 homes
Marsworth	could take more,50, but only infant so would have implications for Pitstone
Newton Longville (and Whaddon and Thornborough)	Cant expand however, already takes many pupils from MK, so it would just displace these, Newton Longville is currently taking children from the Newton Leys development (within AVDC on edge of MK) so Newton Longville cant expand.
North Marston	Could expand by 100
Padbury	Could expand by 100
Quinton	Could expand by 100
Stewkley	Could expand by 100 to 200
Stoke Hammond	Could expand but although on a tight site. Already taking 250 taken up by current applications
Tingewick and Gawcott	Could expand by 50
Weston Turville	Full – cant expand
Akeley	Could take more (undisclosed), twinned with Chackmore
Calvert	400 homes were built but not enough to qualify for a new school – 500 needed for a new school; this might be a good place as it should have had a school before. Currently pupils go to Twyford, which is full and there maybe less appetite for a new school at Calvert for this reason.
Calvert –Dagnal	Could take 200-300
Drayton Parslow	Could take 100-200
East Claydon	Could take 100-200 although looking to become combined
Oakley	Could take 350

5.27 All smaller villages apart from Twyford/Calvert could take a few more up to 100 but nothing more.

5.28 Schools which are located in rural areas that are already close to capacity are listed below, in table 4.

Table 4. Rural Schools close to capacity

Haddenham	Long Crendon
Aston Clinton	Wendover / Halton
Pitstone / Ivinghoe	Twyford / Calvert
Newton Longville	

5.29 Further investment would be needed in Haddenham if this settlement was intended to become a strategic focus for housing growth.

5.30 The Local Authority (LA) would need to rely on sufficient housing growth coming forward to justify any school expansion (to avoid the introduction of surplus places which can prejudice the provision of efficient education or the efficient use of resources) as schools tend to expand their intake in steps of 30 pupils (i.e. 1 form of entry). Moreover, due to the recently introduced Government legislation which limits the pooling of more than five contributions, developments will need to be sufficiently large enough to ensure sufficient funding to pay for the infrastructure works. Based on BCC pupil yield estimates, approximately 700 homes would generate an additional form of entry of primary aged pupils. Furthermore the LA will need to consider the cumulative impact of all relatively large scale applications (of less than 700 homes). This may mean combining school place provision through more strategic allocations in order to provide larger, more sustainable primary schools.

5.31 Paragraph 55 of the National Planning Policy Framework indicates that Local planning authorities should avoid new isolated homes in the countryside. Increased development in rural areas is likely to provide fewer opportunities for school expansions (due to fewer housing numbers/pupil demand and limited schemes in which to pool contributions) and can result in increased home to school transport distances and costs as well as reduced social cohesion if the local school becomes oversubscribed.

5.32 The Education and Inspections Act 2006 places a duty on local authorities to promote choice and diversity in relation to provision of school places. Forecasting at planning area level also has the effect of cancelling out the effect of changes in parental preference (and ensuring uniform trends in pupil numbers) which allows local authorities to make more effective decisions about adding and removing capacity.

5.33 AVDC's housing needs assessment has identified the need for over 30,000 homes in the district over the next 20 years which is likely to present a number of new school opportunities on major sites. It may be possible for the capacity of these new schools to be future proofed to accommodate demand from other development. Alternatively, BCC could work with the Department for Education to identify land and seek proposals for new schools in those areas which are likely to experience oversubscription for places.

5.34 The number of strategic sites identified in and around Aylesbury town where existing schools are at capacity (e.g. Haddenham or development near to Milton Keynes) will also require the provision of on-site new schools (in line with the pupil generation rates quoted above) in addition to the current planned expansion of existing schools (e.g. Oak Green, St Louis RC,

William Harding, Berton CE, Haydon Abbey). In Aylesbury there are currently pending planning applications for over 5000 homes including 3000 at Hampden Fields (16/00424/AOP and WTV022 in the plan), 400 on Aston Clinton Road (15/03806/AOP – not included in plan), 1100 at Woodlands (16/01040/AOP – not included in plan) and 190 at Lower Road Stoke Mandeville (15/01619/AOP and SMD012 in the plan).

5.35 Options to meet the above housing identified in the Vale of Aylesbury plans include:

- Provision of 2fe and 3fe primary school on Hampden Fields
- Provision of 2-3fe school to accommodate development in the south within the Stoke Mandeville Parish (approx. 2000 homes) – 2-3 hectare school site to be identified;
- Provision of 1fe school on 1 hectare site within development for 808 homes in the Stone Parish (STO016)
- Expand Berton CE School by half a form of entry;
- Expand second Berryfields Primary School from 2fe to 3fe primary school;
- Provision of 2fe school on Woodlands (although not included in plan this could address the shortfall of 1325 homes left to identify in Aylesbury);

5.36 Secondary schools across Aylesbury Vale are all at capacity and close to the limits of their sites. Estimated pupil growth from over 8000 dwellings with outstanding housing permission is projected to put increased pressure on secondary schools. There are already plans for a new secondary school up to 10fe on the Broughton Crossing development (2450 homes) where a site has been reserved although further expansion/new school options are currently being explored. Any major scheme (of around 2000+ homes) would be required to make either on-site provision for a new school or else contribute towards the expansion of a new school. Other smaller scale schemes would be expected to contribute towards additional secondary school provision provided no more than five planning obligations are allocated towards a single scheme.

5.37 BCC is currently expanding Sir Henry Floyd Grammar School to meet the increased demand for grammar school places. However, if significant expansion of existing grammar schools is not possible, then the increase in housing growth across the district is likely to reduce the number of out county pupils taking up grammar places. This is likely to require the expansion of existing/new upper schools with Bucks resident children who currently access out county provision.

5.38 With regard to the need for additional special school provision – this will be informed by review currently being carried out by the SEND team.

Requirement for S106 Contributions

- 5.39 Education contributions are calculated by multiplying the number of children likely to be generated by the net dwellings on the development by the costs of providing additional school places.
- 5.40 BCC supports draft policy S5 and policy 13 which requires all development to make appropriate on-site (via S106) and off-site (via CIL) infrastructure.
- 5.41 The cost per pupil for building additional primary facilities is £15,143 based on the DfE build cost multipliers.
- 5.42 Based on BCC pupil yield rates and build cost multipliers, the following primary school contributions would be required to meet the need arising from the reserved sites:

Provision	Cost per dwelling							
	Flats			Houses				Average
	1 Bed	2 Bed	3+ Bed	1 Bed	2 Bed	3 Bed	4+ Bed	
Primary	£403	£1,298	£2,640	1,715	£3,296	£5,787	£6,965	£4,464

- 5.43 The approximate cost for each additional form of entry is £3.1m based on the above cost multipliers.
- 5.44 On certain large and strategic sites in the District i.e. where development will result in deficiencies of school places and additional capacity is required, there will be a requirement for both land and financial contributions secured under S106 agreements. The approximate cost for each additional form of entry is £3.1m based on the above cost multipliers.
- 5.45 Other funding sources for education provisions may be secured from BCC capital funding, Department for Education Targeted Basic Needs Funding and CIL funding.

6. Health

Primary Health Care

- 6.1 Primary care provides the first point of contact in the health care system. In the NHS, the main source of primary care is general practice. The aim of primary care is to provide an easily accessible route to care, whatever the patient's problem. Primary care is based on caring for people rather than specific diseases. This means that professionals working in primary care are generalists, dealing with a broad range of physical, psychological and social problems, rather than specialists in any particular disease area. It is estimated that over 90% of all NHS patient activity takes place in primary care.
- 6.2 Whilst this section focuses on provision of specific health facilities it is an important to highlight the strong relationship between the built and natural environment, and the integration of these, with opportunities for physical and mental health. In particular the provision of green infrastructure, open space and recreational opportunities combined with active travel for everyday journeys can make a significant contribution to physical and mental health, and hence the overall wellbeing of Aylesbury Vale residents.
- 6.3 Clinical Commissioning Groups (CCGs) replaced Primary Care Trusts (PCTs) in 2013. CCGs are clinical led statutory NHS bodies responsible for the planning and commissioning of healthcare services for the local area. The Aylesbury Vale CCG covers most of Aylesbury District with Milton Keynes CCG covering a smaller area covering the north east of the District.
- 6.4 Department of Health averages for GP provision is 1,800 patients per Whole Time Equivalent (WTE) GP. NHS England adheres to national guidance with regard to list sizes, and recognises that anything above 1,800 puts pressure on GP practices and the services it is able to offer to patients. This standard is used for indicative purposes only, and GP practices may operate at significantly different below these levels due to issues such as an elderly or rural or indeed town centre population.
- 6.5 There are GP recruitment issues at a national level which can be exacerbated in Buckinghamshire due to its relatively high house prices, partnership costs and the high number of elderly patients and their need for homeout-patient visits. These recruitment issues are likely to continue in the short term with a large number of GPs approaching retirement age, seven day and extended opening becoming a requirement over the next two years, and increased numbers of complex housebound patients or those living in high-intensity patients at home and in care homes.
- 6.6 All GP practices are experiencing unprecedented workload pressures which has now been recognised both locally and nationally and a range of limited funding streams for day to day operational use have recently become available focussing on supporting the most vulnerable practices, building resilience in the primary care team and developing innovations and new ways of work at practice level.

6.7 Aylesbury Vale CCG has adopted the following basic principles:

- The CCG will strive to develop modern, fit for purpose services that are accessible to local populations. The CCG will also consider the development of commercial/semi-industrial fabric that is easy to convert, provides flexibility for the future and is located within areas of need and is close to public transport and parking facilities.
- Ensure that practices remain resilient and sustainable; the CCG will no longer support the establishment of new single-handed GP practices and would only wish to fund new practices that can cater for at least 10,000 population (5 GPs).
- Wherever possible, the CCG will promote the consolidation of services onto fewer sites to maximise the use of existing infrastructure and to promote joint working.
- The CCG will increasingly commission services that can be delivered in primary care that have traditionally been delivered in secondary care, thus promoting care closer to home. The CCG wants to explore the development of out of hospital services provided in a community hub-type setting.
- Development plans need to be in line with the Buckinghamshire Primary Care Strategy.

6.8 In the majority of cases, primary care services are already operating under extreme pressure and physical constraints, such as the lack of space, hampers the delivery of additional services.

6.9 The delivery of infrastructure to accommodate local housing growth will be determined by NHS England taking into account national strategic agendas, NHS guidance and regulations relating to the provision of primary and community care facilities and local strategic priorities. Delivery is subject to the availability of funding and developer contributions.

6.10 The Estates and Technology Transformation Fund (ETTF) is a multi-million pound investment to accelerate the development of infrastructure to enable the improvement and expansion of joined-up out of hospital care for patients. More broadly, it supports the delivery of Sustainability and Transformation Plans, set out in the Delivering the Forward View: NHS Planning Guidance 2016/17 – 2020/21.

6.11 This investment programme supports general practice to make improvements across a range of areas, including in premises and in technology, linked to estates strategies and digital roadmaps for the NHS in local areas. This programme includes both capital and revenue funding and will run until 2019. So that the CCG can gain a better understanding of its primary care estate, in 2016, it has commissioned a multi faceted survey on all primary care assets. The CCG will use the information in the survey to inform its strategic estates investment strategy.

6.12 Currently, there are 24 primary care premises in the Aylesbury Vale District Council area: 15 main surgeries and 9 branches, split into 3 localities: North, Central and South and the CCG encourages practices within a locality to work together wherever possible.

6.13 These practices provide care to a registered population of some 210,000 and their average list size is 12,466, although they range between 3,959 and 28,801 patients (data as at 1.1.17). An additional increase of 26,800 dwellings in the VALP plan period 2013 to 2033 would deliver a population increase of 67,000 suggesting a need for an additional 5.37 GPs practices to meet additional demand based on the current average of 12,466 patients per practice in the AVDC area.

6.14 In June 2016, the CCG submitted plans for four schemes in or near the AVDC area to be funded via ETTF:

- Berryfields Medical Centre, Aylesbury – new build
- Norden House Practice, Winslow – new build
- Trinity Practice, Thame – new build and joint project with Oxford CCG
- Trinity Practice, Long Crendon – new build

6.15 Bids for these schemes were unsuccessful with the exception of the Trinity Practice at Long Crendon, where pre-project planning costs were approved by NHS England.

Strategic Settlements

Aylesbury

6.16 New medical centres are proposed on housing developments at Berryfields (North West Aylesbury) and on Hampden Fields (East of Aylesbury). New medical facilities will be provided at the Kingsbrook housing development (East of Aylesbury) but final details have yet to be decided. In addition expansion of GP practices at Poplar Grove, Meadowcroft and Stoke Mandeville (East of Aylesbury) would provide increased capacity to accommodate future needs in these areas

Haddenham

6.17 The Haddenham Medical Centre is expected to accommodate the levels of growth envisaged with additional flexibility provided by management operations within the clinic itself.

Winslow

6.18 Additional demand will be placed on the existing practice at Norden House in Winslow (which is already at full capacity) but potentially offset by new provision at Salden Chase, the urban extension to Milton Keynes. Any new development sites at Winslow will be expected to contribute to a new clinic at Norden House.

Buckingham

- 6.19 The existing Swan Practice is the only practice in Buckingham and it serves a large number of existing over 28,000 patients. Future provision at the sites at Salden Chase and nearby Whaddon could off set the need for a new clinic to supplement the Swan practice, however part funding for a new surgery is contingent on the implementation of a planning permission for new development at London Road. The CCG will be engaging with patients and other stakeholders during the course of 2017 to look at the location of a community hub that would serve patients in the Winslow and Buckingham areas.

Sites adjoining Milton Keynes

- 6.20 Whilst some 3,655 homes are to be delivered on sites south west of Milton Keynes (including Salden Chase and Eaton Leys), there are currently no GP practices in either the Milton Keynes Borough Council or Aylesbury Vale District Council area capable of accommodating this planned level of growth. The nearest practices within Aylesbury Vale are at Winslow and Buckingham and neither of these has a catchment area that covers this particular part of Aylesbury Vale. Similarly across the border in Milton Keynes the closest practice at Westcroft does not have a catchment area covering this part of Aylesbury. The current road network and public transport infrastructure mean that there is considerable travel time to any of the practices in the area. None of the current practices have the capacity to provide healthcare to meet the needs arising from the proposed new levels of development.
- 6.21 Milton Keynes CCG commissions health care services for residents within the Milton Keynes area. Its geographic area of responsibility covers all the wards in Milton Keynes plus the wards of Great Brickhill and Newton Longville in Aylesbury Vale. Therefore the housing allocations within the AVDC boundary forming part of Milton Keynes extension at Salden Chase (1,855 dwellings) and Eaton Leys (1,800 dwellings) falls within the Milton Keynes CCG boundary. Salden Chase and Eaton Leys are both subject to planning applications (although the Eaton Leys application that falls within AVDC has subsequently been withdrawn), however the site at Whaddon (2000 dwellings) is not. The current planning applications if approved will affect several existing GP practices in Milton Keynes CCG (Drayton Road, Hilltops, Parkside, Westcroft and Whaddon) and in order to mitigate the impact of these developments, Milton Keynes CCG are seeking contributions towards the cost of providing additional health care facilities within their administrative area.
- 6.22 Milton Keynes council has adopted social infrastructure planning obligations for developers based on a tariff approach and propose a charge per dwelling in line with this tariff. Closer working between AVDC and Milton Keynes on the current planning applications is being undertaken to assess needs, including an agreed methodology on the scale of contributions. Additional information on requirements is included in the Health section of the IDS.

Rural Areas

- 6.23 The impact of smaller housing developments is harder to evidence in terms of healthcare provision particularly as development often takes place in a piecemeal fashion. However, the cumulative effects can be significant, particularly on a practice that is used to catering for smaller communities. It is unlikely that smaller scale developments would be large enough to generate new build and therefore it is anticipated that there will be a requirement for modification to existing premises using developer contributions. Thus no new practices are anticipated at the current time but extensions to existing practices at Wing and Ashcroft will be expected from developer contributions.

Acute Health Care

- 6.24 In terms of acute (hospital based) healthcare, Aylesbury district is within the area covered by the Buckinghamshire Healthcare NHS Trust. The NHS Trust includes Stoke Mandeville Hospital and community hospitals at Thame and Buckingham. There is full Accident & Emergency and trauma unit at Stoke Mandeville. The Hospital Trust has not replied to the consultation process and therefore has not identified any specific extra provision at hospitals as a result of the growth identified in the VALP plan. On going consultation with the Trust will be required to ensure that this remains a robust assumption.

Mental Health

- 6.25 Mental health care provision within Aylesbury Vale is the responsibility of the NHS Foundation Trust. The Hospital Trust has not replied to the consultation process and therefore has not identified any specific extra provision at hospitals as a result of the growth identified in the VALP plan. On going consultation with the Trust will be required to ensure that this remains a robust assumption.

Adult Social care

- 6.26 BCC is responsible for the provision of Adult Social Care within Aylesbury District. This provision is based upon revenue funding of support packages, within private sector care facilities, people's own homes or accommodation developed by Registered Providers.
- 6.27 BCC has requested consideration be given to the VALP's housing mix in order to ensure the creation of lifetime homes. This additional housing capacity will help meet the county's future population needs, in particular the housing needs of older and more vulnerable people in Buckinghamshire. The VALP addresses this requirement through Housing Mix Policy H6 as well as accessibility and adaptability standards as part of housing technical standards.
- 6.28 The additional housing needs of the elderly have been included in the growth figures, however, it is important to note that with a growing elderly population comes additional pressure on GP services in terms of time spent caring for the elderly and the complexity of their conditions.

6.29 BCC stresses the need for additional housing provision, specifically designed to meet the needs of the elderly. In Aylesbury Vale District the following is considered to be the ideal long term solution for elderly housing needs to 2025:

- 150 unit mixed tenure retirement village scheme 50 rental/100 leasehold, preferably in Aylesbury
- Two leasehold housing with care schemes, one high capital value one downsizer model, in Wendover or Haddenham
- 2-3 nursing homes required of approximately 200 beds, in Winslow and Buckingham
- Potential for enhanced sheltered schemes in Buckingham, Haddenham and Wendover

Health Impact Assessment

6.30 A Health Impact Assessment (HIA) helps ensure that health and wellbeing are being properly considered in planning policies and proposals. HIAs can be undertaken at any stage in the development process, but are most effective undertaken at the earliest stage possible. HIAs can be undertaken as stand-alone assessments or as part of a wider Sustainability Appraisal, Environmental Impact Assessment, or Integrated Impact Assessment

6.31 The Garden Town initiative considers the importance of undertaking an HIA. As the Garden Town programme starts to come to fruition the importance of an HIA will be made clearer. The council is fully committed to commissioning an HIA as part of the Garden Town work and any review of the VALP.

7. Utilities

Water Supply

- 7.1 Water service provision is planned through 5 year Asset Management Plans (AMPs). Whilst this identifies funding for the short term it does not encompass the timescales of the VALP. Thus detailed infrastructure planning is held over to subsequent 5 year AMPs. However there are longer term Water Resource Management Plans that look at strategic needs over the longer term (over a 25 year period). Service provision is driven by regulations, housing growth, existing deficiencies such as leakage, and economic and climate change factors.
- 7.2 Thames Water (TW) is the main water undertaker in the District and covers the majority of the southern half of the District. Thames Water do not believe there will be any “show stoppers” in delivering the growth anticipated in the District but significant future treatment and network infrastructure is likely to be necessary in the years to come. This will be delivered and phased in line with the levels of growth anticipated.
- 7.3 Anglia Water (AW) is the second water undertaker within the District and provides services in an area to the north of the District. Anglia Water expects a need for improvements to the water supply and/or foul sewerage networks to serve the specific housing allocation sites identified. The foul infrastructure requirements will be dependant on the location, size and phasing of development. All sites will require a local connection to the existing sewerage network which may include network upgrades. Similarly water infrastructure provision will be dependant on location and scale of development and contributions to upgrades or strategic schemes will be obtained through provisions in the Water Industry Act 1991.
- 7.4 Both Thames Water and Anglia Water have provided a detailed assessment of the development sites with associated upgrades required to the network to deliver the potential development sites identified through the HELAA process.

Water Resources

- 7.5 Ensuring the long term security and resilience of drinking water supplies for its customers is an important focus of Thames Water’s work. Particular challenges in this respect include projected population growth in Thames Water’s area, particularly in Greater London but also in the wider Thames Valley, and climate change, which brings increased risk of drought. The Environment Agency has designated the Thames Water region to be “seriously water stressed” which reflects the extent to which available water resources are used. Future pressures on water resources will continue to increase and key factors are population growth and climate change.
- 7.6 Thames Water supply area is divided into six Water Resource Zones (WRZ). Aylesbury is primarily within the Slough, Wycombe and Aylesbury WRZ. Their overall assessment shows a positive supply/demand balance up to 2040 in this WRZ but with an anticipated large deficit of supply in London.

- 7.7 As a statutory water undertaker, Thames Water has an obligation under section 37 of the Water Industry Act 1991 to develop and maintain an efficient and economical system of water supply. Thames Water Final Water Resources Management Plan (WRMP) 2015 – 2040 sets out a raft of short, medium and longer term proposals to ensure sufficient water resources in the Thames Valley and London area. These include demand management and measures to address leakages as well as new reservoirs and water transfer schemes from other parts of the country to London and the South East.
- 7.8 The WRMP identifies the need for a large water supply scheme to supply additional water resource from the mid 2020s onwards. The preferred scheme included in the plan is a 150 Ml/d wastewater reuse scheme. However, the robustness and resilience of this chosen option for water supply has not been confirmed and there remain a number of uncertainties associated with the scheme which require further work and resolution over the next 4 years. Given these uncertainties, the WRMP identifies three potential water supply options (wastewater reuse scheme, inter basin raw water transfer scheme, reservoir storage option within the Thames catchment) to be subject to detailed further studies over the 5 year period from 2015 to 2019 to determine what represents the ‘best value’ water supply option for Thames Water to promote in its updated WRMP which will be submitted to the Secretary of State for approval in 2019, covering the period 2020-2045 and setting out updated and further proposals to ensure additional water resources are provided in a timely manner to cater for new planned growth. The current WRMP acknowledges that demand management measures alone are unlikely to address the predicted long term water supply shortfall and that major investment in water transfer, storage or reuse infrastructure will be required. Thames Water is now implementing a more detailed programme of studies to inform the next WRMP including technical feasibility analysis in considering the water storage options. These include at Abingdon and Longworth in the Vale of White Horse area and a site near Chinnor in South Oxfordshire District, Wycombe District and Aylesbury Vale District area.
- 7.9 Thames Water indicate that their customers typically use 30% more water than 30 years ago and therefore water efficiency measures employed in new development are an important tool to help sustain water supplies for the long term. Such measures include greywater reuse, rainwater harvesting techniques and water efficiency products.
- 7.10 The Council will need to ensure allocations will require local network reinforcements to accommodate proposed new housing. Developers will be required to fund studies (i.e. to test flow and pressure) in order to demonstrate that there is adequate capacity both on and off site to serve the development and that their development would not lead to problems for existing users¹.
- 7.11 Thames Water state the water network capacity in the area is unlikely to be able to support the demand anticipated. Upgrades to the existing water infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is an identified capacity issue, the developer will be required to provide a detailed

¹ *The Upper Thames Reservoir proposal, if progressed, is likely to constitute a Nationally Significant Infrastructure Project under the Planning Act 2008, for which a Development Consent Order would be sought from the Secretary of State for the Environment, Food and Rural Affairs.”*

water supply strategy informing what infrastructure is required, where, when and how it will be delivered. Thames Water will also likely request appropriately worded planning conditions to ensure the recommendations of the strategy are implemented ahead of occupation of the developments. Thames Water stress the importance of carrying out these studies early as local network upgrades can take around 18 months to 3 years to design and deliver.

7.12 A general summary of capacity is listed below. Local infrastructure will be delivered on a case by case basis:

- Weston Turville development is supportable and Thames Water are looking to deliver improvements within the current AMP period to meet the new demand requirements.
- Development at Berton, Whitchurch and Wendover should be supportable dependant on the development size.
- Thames Water has concerns regarding the capacity of the infrastructure supply to Haddenham and would require notice to investigate further when sites and property numbers are known.
- Marsh Gibbon, Grendon Underwood and East of Quainton have small mains supply. Thames Water has expressed concerns about any increased demand in this area.

7.13 Anglian Water identifies the following key projects within their current AMP:

Water Network

- Old Stratford to Kiln Farm trunk main scheme - A 900mm trunk main from Old Stratford to Kiln Farm Milton Keynes and designed to supply 28,000 new dwellings in the Milton Keynes and Aylesbury Vale area. The main was laid and commissioned in 2016.
- Deanshanger to Greaworth scheme - A new 400mm main has been laid between Deanshanger to Greatworth to supply additional growth in the Buckingham, Silverstone and Brackley areas.
- Wing Strategic main (Wing to Beanfield to Hannington sections)
- The Wing Strategic main which was laid in 2009 is outside AVDC geographical area as it is laid between Rutland and Northampton. However, the scheme is designed to bring more water to supply growth until 2025 in the area south from Rutland water reservoir to several areas including Aylesbury Vale.

Sewerage Network

7.14 The key issue will be to ensure that there is sufficient hydraulic capacity of the network to cater for the growth being proposed. This should be determined through drainage strategies and detailed discussions between the sewerage undertakers and the developer particularly where the point of connection to the existing network is appraised against the scale of development and its potential phasing.

7.15 Thames Water has identified that the sewage network capacity in the area is unlikely to be able to support the demand from new development unless upgrades are carried out. Where Thames Water has identified capacity constraints drainage strategies will need to be provided by the developer to set out:

- Requirements to mitigate the impact of the development whether by upgrade of pipe network, offline balancing tanking or controlled discharge
- Location of upgrade either on site, off site, public highway or third party land
- Timescale for upgrade linking flow capacity to phasing of the development
- Funding responsibilities including any necessary legal agreements regarding requisition, diversion, etc.

7.16 This will help ensure that sufficient hydraulic capacity is provided ahead of occupation of new development, and in so doing, avoiding any increased risk of sewer flooding.

7.17 Thames Water also supports the use of Sustainable Drainage (SUDS) schemes in new development. SUDS not only help to mitigate flooding by controlling surface water through sustainable drainage systems, but over the lifetime of the development they can also help to:

- Improve water quality
- Provide opportunities for water efficiency
- Provide enhanced landscape and visual features
- Support wildlife
- Provide amenity and recreational benefits

7.18 Thames Water aim is to work with the District Council, Buckinghamshire County Council as the Lead Local Flood Authority and the Environment Agency to ensure that SUDS opportunities are maximised and that they are effectively adopted and maintained over their lifetime.

7.19 Anglian Water also point out that foul network improvements are generally funded/part funded through developer contribution via the relevant sections of the Water Industry Act 1991. The cost and extent of the required network improvement are investigated and determined when Anglian Water is approached by a developer and an appraisal is carried out. There are a number of payment options available to developers. Options include deducting the revenue that will be raised from the newly connected dwellings (through the household wastewater charges) over a period of twelve years off the capital cost of the network upgrades. The developer then pays the outstanding sum directly to Anglian Water.

7.20 Anglian Water would not generally expect there would be a need for provision within planning obligations sought by the District Council or Community Infrastructure Levy in accordance with planning legislation. In general, water recycling centres (WRC) (previously

referred to as sewage or wastewater treatment works) upgrades where required to provide for additional growth are wholly funded by the utility providers through the Asset Management Plan.

- 7.21 From a wastewater network growth perspective, developments sites must be assessed according to the scale of discharge and the point(s) of connection. The drainage strategy and identified detriment assessed on a site by site basis will determine how this can be achieved. If opportunities for strategic solutions can be identified, these can be promoted for investment during the 5 year cycle Asset Management Plan process.
- 7.22 Anglian Water closely monitors housing and economic growth in the region to align investment and the operation of infrastructure to additional demand for both water and used water. The growth risk assessment for the majority of Water Recycling Centres in the Aylesbury Vale area indicates that additional investment is not currently required within the current Asset Management Plan period (2015-20).
- 7.23 Anglian Water have identified a need for further investment at Buckingham WRC and are currently working to identify to what extent improvements are required to serve additional growth in the relevant catchment and how it will ensure that the water environment is protected.

Surface water drainage and flood management

- 7.24 Developments are required to be designed to reduce the risk of flooding and divert surface water flooding through appropriate design and the introduction of effective sustainable drainage systems. In addition, individual applications will require flood risk assessments in accordance with the policy of the VALP
- 7.25 Road embankments, rail embankments and other transport infrastructure can affect water flows during floods and the new infrastructure will cross the floodplain at points along its route. New transport infrastructure should be designed so that the potential loss of floodplain and change of flow pathways resulting from their implementation do not have an adverse effect on flood risk. They should also be designed to ensure that they remain operational and safe for users in times of flood. New road networks can contribute towards evacuation during floods. There may be opportunities to build-in flood management measures at the design stage of such infrastructure. For example, consideration should be given to the possibility to provide further flood mitigation by constructing strategic transport routes on embankments, where/if appropriate, to act as dams and store water upstream.
- 7.26 BCC have identified a number of flood management schemes required to militate against the impact of future development.

Water Cycle Study 2016/17

- 7.27 The current Water Cycle Study (WCS) undertaken for the VALP provides a detailed study on current and future water supply and water treatment capacity in the District. The study identified that in terms of Water Resources and Water Supply Infrastructure at most sites

there is capacity to supply the proposed development and development would have a low impact on water supply infrastructure. However, at some settlements and specific sites, investment and upgrades will be required in the future to ensure that there is water available and that the necessary water supply infrastructure is present to serve the proposed levels of growth.

- 7.28 For Wastewater Collection AW found that some sites would have adequate WwTW capacity and network capacity but many would require significant infrastructure and/or treatment upgrades to serve proposed growth. There are also major constraints to surface water infrastructure that would require upgrade. Anglian Water have applied a “red” RAG assessment to wastewater treatment at Buckingham, Silverstone and Stanbridgeford. They are currently progressing a scheme at Buckingham to accommodate growth as part of current Asset Management Plan period (2015 to 2020). This scheme has a design horizon of 2021. No further commentary has been provided on the specific constraints at Stanbridgeford and Silverstone... TW indicated that for each Sewer Drainage Area Catchment (SDAC) within the District some SDACs currently have the ability to accommodate additional wastewater flows. Some were found to have a high index and a lower ability to accommodate additional flow; this was true of SDACs around Aylesbury and recommended that a detailed assessment of sewerage infrastructure is completed for all sites before development.
- 7.29 In terms of Wastewater Treatment Works Quality Consent Assessments a total of 16 WwTWs were found to exceed their Dry Water Flow (DWF) permits. This situation would be exacerbated as a result of the proposed levels of growth in the District.
- 7.30 For Water Quality Impact Assessment the WCS developments could lead to an adverse impact on the quality of the receiving watercourse at Whaddon, Wing Cublington and Winslow, with the exception of Buckingham, deterioration could be redressed by applying a tighter permit and upgrade to treatment. At Buckingham, environmental capacity could be a constraint to growth.
- 7.31 The Water Cycle Study, including a detailed assessment of infrastructure requirements, can be viewed as part of the evidence base at: <http://www.aylesburyvaledc.gov.uk/supporting-evidence>

Electricity and Gas Networks

- 7.32 National Grid have indicated that in relation to both gas and electricity transmission, the planned distribution of housing growth in Aylesbury district will not have a significant effect upon the National Grid’s strategic infrastructure capacity, and that the existing network will cope with additional demands. However it is likely that some off-site infrastructure reinforcements will be required on the local gas networks for individual sites.
- 7.33 National Grid operates the national electricity transmission system across Great Britain. It is the role of local distribution companies to distribute electricity to homes and businesses. Specific development proposals within the Aylesbury Vale area are unlikely to have a significant direct effect upon National Grid’s electricity transmission infrastructure. Generally, network developments to provide supplies to the local distribution network are a local

distribution network operator (UK Power Networks) responsibility for operating the local electricity distribution network as a response to overall regional demand growth rather than by site specific developments. If new infrastructure is required in response to an increase in demand across the local electricity distribution network the operator may request improvements to existing National Grid substations or a new grid supply point.

- 7.34 National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales. Generally, network developments to provide supplies to the local gas distribution network are as a result of overall regional demand for growth rather than site specific developments. The gas distributor for AVDC is Southern Gas Networks. Contact Southern Gas Networks.
- 7.35 The main Gas supplier for the District, Southern Gas Networks (SGN) have assessed the impact of developments for the period of 2017-2033, and based on the spread of development, we can conclude that on the whole, our gas infrastructure will not be significantly affected by the levels of growth proposed for individual sites listed. However a number of sites listed for year 6 -15 will need substantial network reinforcements.
- 7.36 It may be that for both the primary electricity and gas infrastructure it can support the additional housing growth planned in Aylesbury to 2033. However it may be necessary to install additional volt cable circuits from existing primary substations to serve new development areas. If additional loads materialise then some local reinforcements may be required.

Delivery

- 7.37 It is the responsibility of the developers of each site to liaise directly with the relevant utility provider to ascertain exactly the level of upgrades that may be required to serve the sites and to deliver these in association with the company in order to avoid any objections to planning applications that could otherwise result in a refusal of planning permission. Upgrades that may be required will be new substations and new gas mains.
- 7.38 The principle statutory obligations relevant to the development of the gas network, arise from the Gas Act 1986 (as amended), an extract of which is given below:-

Section 9 (1) and (2) which provides that:

9. General powers and duties

(1) It shall be the duty of a gas transporter as respects each authorised area of his:-

(a) to develop and maintain an efficient and economical pipe-line system for the conveyance of gas; and

(b) subject to paragraph (a) above, to comply, so far as it is economical to do so, with any reasonable request for him –

(i.) to connect to that system, and convey gas by means of that system to, any premises; or

(ii.) to connect to that system a pipe-line system operated by an authorised transporter.

(1A) It shall also be the duty of a gas transporter to facilitate competition in the supply of gas.

(2) It shall also be the duty of a gas transporter to avoid any undue preference or undue discrimination –

(a) in the connection of premises or a pipe-line system operated by an authorised transporter to any pipe-line system operated by him; and in the terms of which he undertakes the conveyance of gas by means of such a system.

7.39 SGN would not therefore develop firm extension or reinforcement proposals until they are in receipt of confirmed developer requests.

7.40 As SGN is the owner and operator of significant gas infrastructure in the area and due to the nature of our license holder obligations;

- Should alterations to existing assets be required to allow development to proceed, and then the alterations will require to be funded by a developer.
- Should major alterations or diversions to such infrastructure be required to allow development to precede this could have a significant time constraint on development and as such any diversion requirements should be established early in the detailed planning process.

Broadband

7.41 High-speed broadband is a requirement for modern living and facilitating working from home. Internet infrastructure providers have been working on an upgrade to the national broadband network. For example, BT Openreach aim to meet their target that by 2017 95% of UK

premises will have super-fast broadband, through the process of laying fibre optic cables over the current copper lines.

7.42 New build developments will be required to provide adequate infrastructure to ensure premises have access to superfast broadband infrastructure. This will be factored into the specification of the developments, such that this is fully considered and if possible, delivered as part of the development, rather than retrospectively. Developers should ensure that there is sufficient broadband capacity to accommodate new development and upgrade to fibre optic broadband if not already existing. BDUK – operates connected counties for Herts and Bucks – exploring solutions in:

- The Lee
- Hampden Row
- North Marston
- Allocated Funding Phase 1 £4.7m and Phase 2 £6.1m

Aylesbury Vale Broadband Company

7.43 The Council is working closely with Buckinghamshire Business First and Aylesbury Vale Broadband to deliver high quality broadband across the county. This work has been focussed on detailed research (mapping and analysis of existing broadband provision), survey work linked to demand stimulation and commercial awareness, liaison with BT to facilitate the acceleration of exchange upgrades (superfast/fibre), development of a wireless 'pilot' project in Aylesbury Vale and direct liaison with wholesale broadband suppliers. It represents an opportunity to deliver a 21st century broadband infrastructure to Bucks through a working relationship with BDUK (the agency set up to deliver the Government's aspirations for broadband provision).

7.44 The Government's Superfast Extension Programme, supported by investment from BDUK, local government and the private sector through the Connected Counties Project, is aiming to extend countywide coverage (business and residential) of superfast broadband (up to 40 mbps) to at least 90% of the county's premises with the remainder achieving speeds of at least 2 mbps using a number of alternative technologies (wireless etc.).

7.45 The Council has committed to allocate up to £1.54m of New Homes Bonus (NHB) for the next stage of the broadband rollout programme across the Vale. The programme will be targeted primarily at areas where the market will not deliver based on existing commercial drivers (so-called 'white spaces') with local pilot projects aimed at dealing with extremely difficult to reach areas that may not be delivered through traditional financial models as much of the District is rural. Funding is thus being used to extend superfast broadband across Aylesbury Vale, to areas that were out of reach of commercial and gap funding investment to focus on areas that would not be covered under a usual commercial investment business case. The investment in high speed broadband will be targeted specifically towards communities and businesses within the Vale, where existing provision is poor. The aim is to enhance the Vale's and thereby Buckinghamshire's competitive

advantage, particularly for its residents and SME base, through access to next generation connectivity. Through this intervention, Aylesbury Vale aims to generate increased employment opportunity, wealth creation, increased GVA and greater returns from the entrepreneurial tax base.

- 7.46 The Local Plan lays the ground for where new development is located and hence the potential to enhance provision through policies for future provision (e.g. ducting to premises). This is linked to working with developers to encourage them to liaise with providers earlier in the process of development and hence enable early engagement with the wholesale providers.
- 7.47 Private networks – linked to the above are private networks – e.g. those which provide direct connections to private concerns but may be able to enable provision in the wider community. An example of this is the Bucks County Council (BCC) private network and in particular where it runs to schools in the rural areas. In effect this would enable localised (likely wireless) connectivity around schools on a subscription basis. This may therefore enable some areas to gain provision with no wholesaler investment. The same approach could be applied to enable communities to benefit. i.e. where larger businesses are located in business parks or where large employers are located. Link to Mobile Operators Association

8. Waste Disposal

- 8.1 Buckinghamshire County Council as Waste Management Authority are in the process of producing a Minerals and Waste Local Plan 2016-2036 which will cover the VALP plan period up to 2033. The Minerals and Waste Local Plan is currently at Preferred Options stages so can only be afforded limited weight for decision making until such time as it is adopted.
- 8.2 The Buckinghamshire Minerals and Waste Core Strategy provides the strategic policy framework, and provisions for minerals and waste planning in Buckinghamshire, until 2026. The Minerals and Waste Core Strategy replaces some of the 'saved' policies contained in the Minerals and Waste Local Plan, and forms part of the Development Plan for Buckinghamshire.
- 8.3 The Minerals and Waste Core Strategy sets out strategic objectives for Waste which are set out below:
- SO2: Improving the Sustainability of Waste Management
 - SO6: Spatial Distribution of Waste Development
 - SO7: Safeguarding of existing Waste Sites
 - SO8: Transportation of Waste

- 8.4 As Waste Management Authority the County Council Will plan for an equivalent amount of waste to that generated within the County (net self sufficiency) in managing its wastes to 2026, and to meet prevailing targets for increases recycling and diversion from landfill.
- 8.5 The strategy for waste is to encourage waste prevention and to safeguard existing waste management capacity within Buckinghamshire, whilst increasing local provision fro recycling and composting so as to increasingly divert waste from landfill.
- 8.6 For waste that cannot be recycled the strategy is to allocate land for a single Strategic Waste Complex (SWC) which will include an energy recovery facility at Calvert Landfill Sit.
- 8.7 The proposed SWC at the Calvert Landfill site requires will require infrastructure to ensure that the movement of waste is as sustainable as possible and does not result in adverse impacts on the environment or the quality of life of its communities. The most important of these comprise the provision for waste transfer station facilities to serve the SWC so as to minimise the distance that waste is carried and vehicle movements, and of a new road access to the site.
- 8.8 In terms of safeguarding site for future waste management purposes. Woodham Ind Estate could be used for strategic capacity, contingency, or recycling and composting capacity purposes.

9. Emergency Services

Fire

- 9.1 Buckinghamshire Fire and Rescue Service (BFRS) is the responsible authority within Aylesbury district. There is a state-of-the-art Fire Station at Stocklake in Aylesbury. Aylesbury Fire Station provides full-time fire cover for Aylesbury and the surrounding villages in co-ordination with part-time retained stations. The BFRS have not replied to the infrastructure planning consultation but it is reasonable to assume that the levels of development proposed across Aylesbury District has the potential to place an increased demand on their services.
- 9.2 From previous consultation an issue highlighted by the fire service is in securing efficient and effective vehicular access, through appropriate design within developments which include adequate highways and parking arrangements thereby avoiding issues the Fire Authority have with some existing developments within the County, where inconsiderate parking can compromise emergency responses. Developers are being encouraged to carefully plan access and parking throughout their sites so that emergency access is not compromised. In addition the Fire Authority currently requires that an appropriate number of fire hydrants are installed on larger sites by developers. This is being achieved through the planning application process and specifically the s106 regime

Police

- 9.3 Thames Valley Police (TVP) has a statutory duty to secure the maintenance of an efficient and effective police force for its area under the direction and control of its Chief Constable and Crime Commissioner. TVP have undertaken work to understand the impact of growth (both housing and population) on their services. However the scale of development set out in the Local Plan would require a relatively modest increase in infrastructure provision. It is envisaged that items such as police cars, ANPR cameras, mobile IT, bicycles and communications equipment would be required to new housing allocations identified in the VALP. Some adaptations may also be required to existing and new estate buildings to ensure the Police maintain an effective service in areas with growing populations.
- 9.4 TVP infrastructure requirements are identified in the IDS but include in the short term the replacement of Bletchley Police Station, a smaller element of the funding for which will need to come from developer contributions from the Milton Keynes settlement extension. In the medium term Aylesbury Police Station will require redevelopment to accommodate future demand and in the long term a new Touch Down Office will be required as part of any proposals for a new settlement, if a new settlement is brought forward in the VALP.

Delivery

- 9.5 The identified infrastructure highlighted by TVP above will be primarily as a result of the cumulative impact of developments a number of sites and not necessarily by individual sites. Therefore TVP may make submissions to Aylesbury District Council for CIL funding (when adopted) to deliver these improvements. Further feasibility work will be required from TVP to confirm the scope of works, costs and timing prior to making requests for CIL from the Council.

Ambulance

- 9.6 The South Central Ambulance Service (SCAS) falls within the Thames Valley Commissioning Group Area (an area determined by the boundaries of the local Clinical Commission Groups). This area covers Berkshire, Oxfordshire and Buckinghamshire. The area coverage is not specific to Aylesbury Vale. Funding is provided by the Clinical Commission Groups linked to a bidding process and evidenced by factors such as population growth and need, particularly from specific groups such as the needs of the elderly. The SCAS operates from a five year strategy which includes funding.
- 9.7 The SCAS operates out of Stoke Mandeville Hospital and covers all of the AVDC area. In 2018 a joint service unit (Ambulance /Police/Fire) will open at Ashlands in Milton Keynes within the Milton Keynes administrative area which will provide cover for the north of the District. Funding will come from the closure of the existing ambulance station at Bletchley.
- 9.8 South Central Ambulance Service (SCAS) NHS Foundation Trust is the responsible authority within Aylesbury district. Its three main functions are:
- the accident and emergency service to respond to 999 calls

- the 111 service for when medical service is needed fast but not a 999 emergency
- the patient transport service.

9.9 SCAS currently do not have further capacity to absorb additional emergency and non emergency calls.

9.10 It has identified the need for additional funding for new vehicles to cope with increased demand especially in rural locations.

Delivery

9.11 The SCAS has identified the need for further provision of stand by points across the district. Priority areas for new stand by points within Aylesbury District have been identified by the SCAS. Whilst SCAS are responsible for the delivery of these points AVDC will assist the SCAS where it is possible to do so principally through new site opportunities associated with new health provision or other types of compatible developments.

10. Open Space, Recreation and Community Facilities

Previous / Current Strategies

- 10.1 The Council initially undertook a Leisure and Cultural Facilities Audit Needs Assessment in 2004 which identified quantitative and qualitative deficiencies in provision for a number of community facilities including:
- Community and village halls
 - Parks and open spaces
 - Playgrounds
 - Playing pitches and pavilions
 - Other outdoor sports facilities Indoor sports centres and swimming pools
 - Arts and entertainment facilities
 - Facilities for young people
- 10.2 The overall deficiency in facilities were identified and costs of meeting unmet need and future needs arising from new development incorporated into a financial contribution model or ready reckoner future proofed to take account of indexed costs. A review in 2012 updated the standards for the provision of leisure and cultural facilities.

New Strategies

- 10.3 A new Open Space, Sports and Recreation Needs Assessment (OSSRNA) 2016/17 for Aylesbury Vale is currently underway to assess whether the standards in the Leisure and Cultural Facilities Audit need updating and changing. Stage 1 of the Assessment is focussing on determining the future levels of open space, sports and recreation needs.

Outdoor Sports and Recreation Needs

- 10.4 Sports England have outlined how planning policy can play an important role in facilitating social interaction and creating healthy, inclusive communities by encouraging communities to become more physically active through walking, cycling, informal recreation and formal sport plays. At the same time planning can play an important part in the process of providing enough sports facilities of the right quality and type and in the right places to achieve this aim. This means positive planning for sport and protection to prevent the unnecessary loss of sports facilities with an integrated approach to providing new housing and employment land with community facilities.

- 10.5 Sport England supports local authorities to ensure that Local Plan policies are underpinned by robust and up to date assessments and strategies for indoor and outdoor sports provision. Aylesbury Vale current Playing Pitch Strategy (PPS) drafted in 2010 is out of date. It is intended to review the strategy in 2017 which will identify current and future supply and demand as well as identifying what provision would be required in the future. This process will be led by AVDC involving engagement with National Governing Bodies for Sport and Sport England. Sport England supports AVDC in producing an up to date and robust PPS and a Built Facility Strategy to inform future Local Plan Policies and Infrastructure Plans.
- 10.6 It is important that the Infrastructure Delivery Plan reflects the current and future demands/needs for the Aylesbury Vale District which have been identified through the production of the strategies to guide what pitches and facilities are needed and where they are required. This would also ensure that local investment opportunities means such as the CIL are utilised to support the delivery of the recommendations of the PPS.

Indoor Sport & Leisure

- 10.7 The Council's Open Space, Sports and Recreational Needs Assessment (OSSRNA 2016/17) will identify current levels of provision of indoor and outdoor sports facilities within the district and identify existing deficiencies and the need for new provision. In terms of indoor sport provision the strategy will assesses the current and future needs for swimming pools, sports hall, squash courts, health and fitness stations and other forms of indoor sports.
- 10.8 The Council currently operates a number of indoor centres. In addition many indoor sports facilities are provided by schools and clubs or run by volunteers and accessible to residents for nominal charges or membership fees. Health and fitness is the exception, where the majority providers are in the commercial/private sector. Additional provision of health and fitness facilities will also be brought forward by the private sector to meet future demand.

Open Space

- 10.9 The Assessment of Open Space, Sports and Recreation Needs for Aylesbury Vale Final Report 2017 determines the council's future approach to open space planning. It will identify current levels of open space provision by type across the District and provide local standards for providing open space in new developments, with an action plan for addressing open space deficiencies in terms of quantity, quality or accessibility.
- 10.10 Policy I1 sets out standard for open space provision at 2.4 hectares of strategic open space per 1,000 population. This is in addition to any private or communal open space required as part of providing sustainable, high quality environments.

10.11 The standards are further broken down based on the size, character, use and catchment of open spaces, the Council distinguishes between strategic and local open space provision, with strategic open space types having typically large catchments such as playing pitches and parks.

Community Centers

10.12 Community Centres were included in the Leisure and Cultural Facilities Audit Needs Assessment 2004. However this is now in need of updating. Stage 2 of the Open Space, Sports and Recreation Needs Assessment 2016/17 will consider in details the future needs for:

- Community Centres
- Entertainment Complexes
- Arts Centres
- Commercial Leisure Provision

10.13 Currently the Sport England 'Village and Community Halls' design guide sets a local standard of provision at 0.14sqm of community facility space per person with a minimum size of building required in new developments at 575m². The 'Shaping Neighbourhoods' Guidance sets a standard of 1 centre per 4,000 population. There are 13 community centres in Aylesbury Vale (five council managed and eight independently managed). Applying these standards to a projected population growth of 26,800 new dwellings through the Local Plan period generates a requirement of 17 community centres. On this basis an additional six community centres will be required across the district by the end of the Plan period.

Delivery

10.14 Funding for new Community Facilities have largely been developer led and this will continue to be the case. A future CIL represents a potential new funding source. The scale of individual developments is normally insufficient to justify new community facilities. Where larger sites are being developed in areas of existing deficiency this provides the opportunity to support new provision. On larger scale sites where the development itself creates the need for new community facilities, or exacerbates existing deficiencies, it may be necessary to provide community facilities on site or suitable off-site provision to ensure the development meets future needs. Reflecting this a number of community facility projects, particularly within the larger strategic housing sites have been completed, commenced or have secured funding which will address some of the identified deficiencies in the need for new community facilities. However such needs will be assessed on a case-by-case basis on strategic sites in line with the possibilities of providing economies of scale through joint use i.e. by ensuring new schools are made available for wider community use or that new changing rooms or clubhouses have additional meeting rooms that can meet community facility needs.

10.15 Once adopted Parish and Town Councils who currently manage community facilities would benefit from a proportion of CIL funds (25% of CIL funds where there is a neighbourhood plan in place, otherwise 15%), collected from new developments in their area, known as the 'local allocation', which can be used to provide and improve community facilities in their areas.

Sport Halls

10.16 Given that current demand for sport hall provision is met, with a potential small surplus, future demand will be based on any increase in demand resulting from the growth in population as a result of new housing development. The application of the quantitative standard to each of the growth proposals leads to the following future estimate of need:

- Aylesbury Strategic Settlement (33,300 people) – the need equivalent to an additional 9 badminton court hall or 2.25 four court sports halls to the qualitative standards identified above.
- Buckingham Strategic Settlement (4,558 people) – the need equivalent to an additional 1.28 badminton court hall or 0.32 four court sports hall. In practice no additional stand alone provision justified, although a relevant financial contribution to improve/expand existing provision would be.
- Haddenham, Wendover and Winslow Strategic Settlements – in practice the population growth for each of these settlements justifies no more than the maximum equivalent of 0.66 of a badminton court per settlement. No additional stand alone provision is therefore justified, although a relevant financial contribution to existing provision would be.
- Adjacent to Milton Keynes (10,685 people) - the need equivalent to an additional 3 badminton court hall or 0.74 four court sports halls to the qualitative standards identified above. However, this will ultimately depend on the distribution of the housing developments. Currently, within the VALP (Draft Plan), proposed development is relatively evenly split between sites within the parishes of Newton Longville and Whaddon, so potential demand will also be split. Both locations are accessible to indoor sports facilities within.
- Milton Keynes, particularly Newton Longville's proximity to Bletchley and Bletchley Leisure Centre. Both the location and nature of future provision will therefore need to be determined once the final decision on location is made and discussion is held between neighbouring authorities.
- Larger, Medium and Smaller Villages – across all the villages the population growth anticipated after 2016 is just over 8,000 people, leading to the need for an additional 2.24 badminton courts. By itself this would not justify the need for an additional sports hall, and given the geographical spread of the villages, and the lack of any area of major population concentration, provision in any location would be difficult to justify. Instead, focus should be concentrated on ensuring local community centres have adequate lower level sports facilities as defined within the qualitative standard for these facilities (see section below).

Swimming pools

10.17 As discussed above, there is no currently identified need for additional public swimming pool water space within the District. Future demand will therefore be based on any increase in demand resulting from the growth in population as a result of new housing development. The application of the quantitative standard to each of the growth proposals leads to the following future estimate of need:

- Aylesbury Strategic Settlement (33,300 people) – the need equivalent to an additional 6 lane pool to the qualitative standards identified above.
- Buckingham Strategic Settlement (4,558 people) – the need equivalent to an additional 0.9 lanes. No additional stand alone provision is justified, although a relevant financial contribution to existing provision would be.
- Haddenham, Wendover and Winslow Strategic Settlements – in practice the population growth for each of these settlements justifies no additional stand alone provision, although a relevant financial contribution to existing provision would be.
- Adjacent to Milton Keynes (10,685 people) - the need equivalent to an additional 2.17 lanes. As with sports halls total need will ultimately depend on the distribution of the housing developments. Currently, within the VALP (Draft Plan), proposed development is relatively evenly split between sites within the parishes of Newton Longville and Whaddon, so potential demand will also be split, limiting further the requirement for a new facility. Both locations are accessible to indoor sports facilities within Milton Keynes, particularly Newton Longville's proximity to Bletchley and Bletchley Leisure Centre. Both the location and nature of future provision will therefore need to be determined once the final decision on location is made, but on current projections no new pool facility is predicated to be required as a result of the planned housing developments.
- Larger, Medium and Smaller Villages – across all the villages the population growth after 2016 is anticipated at just over 8,000 people, leading to the need for an additional 1.6 lanes. By itself this would not justify the need for any additional pool provision, and given the Geographical spread of the villages, and the lack of any area of major population concentration, provision in any location would be difficult to justify.

Community Centres and Village Halls

- Aylesbury Strategic Settlement area (growth of 33,300 people) – as with all proposals the solution will depend on where the developments will occur, and should take account of the principles set out above. The growth would warrant a minimum of six additional community centres although consideration should be given as to how they could be integrated within other community “hubs” (sports centres, health centres, education facilities etc.) to provide greater sustainability;
- Buckingham Strategic Settlement (growth of 4,558 people) – Buckingham stands between the Sustainable Settlements (as defined for community centres/village halls) and the Aylesbury Strategic Settlement. As a semi urban area of some 15,000 people, application of the Aylesbury quantitative standard of 1 centre per 5,300 people is more appropriate and is based on a greater range of usage data than

available in the Buckingham area, providing a more robust standard. This would indicate that there is no shortage of community centres in Buckingham. With the proposed 4,558 population growth, provision of an additional Community Centre will be required.

- Aylesbury Rural Area (as defined for the purpose of this typology) – provision in these areas should be based on the hierarchy identified earlier. In itself the growth of population in any one area or aggregate of areas is unlikely to generate the need for a new facility, but development funding should be used to refurbish and upgrade existing facilities to meet the levels set out in the provision standards.
- Adjacent to Milton Keynes (10,685 people) - the need equivalent to two community centres. Total need will ultimately depend on the distribution of the housing developments. Currently, within the VALP (Draft Plan), proposed development is relatively evenly split between sites within the parishes of Newton Longville and Whaddon, so potential demand will also be split.

Artificial Grass Pitches

- Aylesbury Strategic Settlement (33,300 people) – the need equivalent to an additional 1 pitch to the qualitative standards identified above.
- Buckingham Strategic Settlement (4,558 people) – the need equivalent to 0.14 of a pitch. In practice no additional stand alone provision is justified, although a relevant financial contribution to the existing provision or towards a smaller AGP MUGA where none exists would be.
- Haddenham, Wendover and Winslow Strategic Settlements – in practice the population growth for each of these settlements justifies no more than the maximum equivalent of 0.07 pitches per settlement. No additional stand alone provision is therefore justified, although a relevant financial contribution to existing provision or towards a smaller AGP MUGA where none exists would be.
- Adjacent to Milton Keynes (10,685 people) - the need equivalent to an additional 0.31 of a pitch. However, this will ultimately depend on the distribution of the housing developments. Currently, within the VALP (Draft Plan), proposed development is relatively evenly split between sites within the parishes of Newton Longville and Whaddon, so potential demand will also be split. Both locations are accessible to AGP facilities within Milton Keynes. Both the location and nature of future provision will therefore need to be determined once the final decision on location is made.
- Larger, Medium and Smaller Villages – across all the villages the population growth anticipated is just over 8,000 people, leading to the need for an additional 0.24 pitches. By itself this would not justify the need for an additional AGP, and given the geographical spread of the villages, and the lack of any area of major population concentration, provision in any location would be difficult to justify.

Natural Grass Playing Pitches

Aylesbury Strategic Settlement (33,300 people) – the need for another 16 grass pitches and 1 cricket pitch.

- Buckingham Strategic Settlement (4,558 people) – the need for another 3 grass pitches and 1 cricket pitch.
- Haddenham, Wendover and Winslow Strategic Settlements – each would generate the need for another 2 grass pitches and 1 cricket wickets.
- Adjacent to Milton Keynes (10,685 people) - the need for 8 grass pitches and 3 cricket wickets. However, as with the other sports the location will ultimately depend on the distribution of the housing developments.
- Larger, Medium and Smaller Villages – the largest population growth across all the villages is projected to be in Aston Clinton. The application of the quantitative standards to the population increase does not identify the need for additional pitch provision and this would therefore be true of all other village settlements. However, a financial contribution to existing provision would be justified.

Outdoor Tennis

- Aylesbury Strategic Settlement (33,300 people) – the need for another 13 tennis courts.
- Buckingham Strategic Settlement (4,558 people) – the need for another 3 tennis courts.
- Haddenham, Wendover and Winslow Strategic Settlements – each would generate the need for another 2 tennis courts.
- Adjacent to Milton Keynes (10,685 people) - the need for 7 tennis courts. However, as with the other sports the location will ultimately depend on the distribution of the housing developments.
- Larger, Medium and Smaller Villages – the largest population growth across all the villages is projected to be in Aston Clinton. The application of the quantitative standards to the population increase does not identify the need for additional tennis court provision and this would therefore be true of all other village settlements. However, a financial contribution to existing provision would be justified.

Indoor Tennis

10.18 The LTA's British Tennis Places to Play Strategy 2011-2016 sets the aspiration for indoor tennis facilities as:

- Indoor tennis courts within a 20 minute drive from of people's home.

Recreation

10.19 This is purely an accessibility standard, not a quantitative one. However, from Map 6 it can be seen that the major population areas of Aylesbury Vale fall within a 20 minute drive time of one or more indoor tennis centres. The exceptions are the rural parishes to the west and North West of Aylesbury. Given the population densities in these areas it would be difficult to justify a major indoor tennis centre, although an option would be for one of the tennis clubs in this area to cover one or more of their courts. In terms of quantitative standards, whilst the LTA do not provide any for indoor facilities they are currently providing funds to improve or develop facilities where an LTA registered club can demonstrate sustainable growth through facility development and a tennis development plan. It is understood that Halton Tennis Club is seeking funding for additional indoor courts, and they, or any other relevant club, should be supported where they can demonstrate they meet the LTA criteria.

Outdoor Bowls

10.20 There are three outdoor bowls clubs in the Aylesbury Strategic Settlement. With decreasing participation at this stage it would be difficult to justify additional provision as a result of population growth in the area.

Indoor Bowls

10.21 Based on the Sport England Facilities Planning Calculator there is a theoretical need for just fewer than 13 rinks to serve the Aylesbury Vale District area. Existing provision is just over this theoretical requirement. This takes no account of accessibility factors in terms of travel time or facilities in neighbouring authorities, where indoor rinks in High Wycombe and at Bletchley Leisure Centre, Milton Keynes, would serve part of the Aylesbury Vale catchment. Looking purely at the population within the Aylesbury Strategic Settlement the Sport England Facilities Planning Calculator estimates a current need for 5 rinks, which is met by current provision. Looking just at the largest area of population growth – the Aylesbury Strategic Settlement – using the calculator to evaluate future demand as a result of the potential growth proposals would lead to the need for 2.3 indoor rinks, or less than half an indoor centre. The growth in all other settlement areas with a substantially smaller population growth projection would lead to a minimal demand for indoor bowls facilities and any new single stand alone facility would be very difficult to justify.

Athletics

10.22 Even with an increase in the District's population there is no immediate justification for an additional track based on the strategic requirement of one track per 250,000 people within a 30 minute drive time and the statements within the UKA strategy. The catchment of other tracks covers the Vale as well as the catchment of the track at Stoke Mandeville. There is, however, a case for investment in appropriate facilities to enable the Stoke Mandeville stadium to be used by the club for competitive matches. This is further emphasised by the interest generated by the 2012 Olympic and Paralympic Games. As the birthplace of the Paralympics, Stoke Mandeville has an important national and local role to play in the

development of disability sport. Quality provision is necessary to encourage and capitalise on interest in participation as a result of London 2012.

Golf

- 10.23 The English Golf Union Ltd Strategic Plan 2014-17 perhaps unsurprisingly focuses predominantly on sports development initiatives to increase participation rather than setting targets for an increase in facility provision. Nearly all courses across Aylesbury Vale appear to be offering full memberships and “guest” memberships or pay as you play options. There is no indication that the courses are operating at full capacity or that additional course provision is currently required. There are no defined planning standards for golf courses. The research publication Golf participation in Europe 2015 / Golf Advisory Practice in EMA identifies that, for England, there is 1 Golf Course per 29,032 people. Used purely as a benchmark, the 13 courses in Aylesbury Vale are more than adequate for both current and future population needs, and any future proposals for course provision should be based on a detailed feasibility demonstrating clearly why additional provision is required.

Health & Fitness

- 10.24 Given the great diversity of both providers and facility types there is no quantitative or qualitative standard that could sensibly be used to determine future provision. Much will depend on the commercial market as Aylesbury grows and the health and fitness industry develops and diversifies. However, it would be prudent to ensure that fitness facilities provided within any new secondary schools required as a result of the growth of the district should be designed to a standard and quality to facilitate community as well as educational use.

Squash

- 10.25 There are no current recommended quantitative standards for future squash court provision. On present national participation evidence it would be difficult to argue that there is a deficiency in provision and that, from a planning perspective, additional facilities are required.

Climbing Walls

- 10.26 The BMC’s Strategic Plan 2009-2012 sets out the importance of providing an infrastructure of clubs, climbing walls and training opportunities to enable progression of new and existing participants, whilst its 2015-19 strategy focuses on the development of membership, participation by young people and hillwalking. However, in neither strategy are there “standards” for provision provided and no identified geographical priorities. There are no major indoor climbing facilities within Aylesbury Vale, although much of the district is serviced by facilities just beyond its boundaries. In terms of participation, the Sport England Active People’s Survey identifies that some 0.25% of over 14’s in England participate in climbing or mountaineering on a regular basis. Not all of these will be using climbing walls, but transposed to the 2016 population of Aylesbury Vale this would equate to some 480 people. This is not a substantial market to confidently predict the need for a new facility

within the District. However, the Sport England figures are for adult (14 years and above) only, and exclude the younger age groups. The key issue is why a facility may be of interest to the Aylesbury Strategic Settlement area in particular. There is value in considering it as part of a focus for retaining young people in the town by providing a wider range of more attractive and “edgy” facilities. The £5.25m XC Centre in Hemel Hempstead came about from a perceived lack of relevant sports provision for young people, and ultimately involved consultation with some 14,000 children and young people, and partnership working between the Council, Youth Connexions and Dacorum Sports Trust. The facility comprises indoor climbing, caving and skate boarding and was predominantly funded through the Big Lottery. The climbing element has reportedly been more of a “slow burner” in terms of usage. Provision of a similar facility to serve Aylesbury would be more a question of deciding whether it fits within the wider strategic redevelopment of the Aylesbury area than viewing it as stand alone issue, but any practical decision would need to be informed by a more detailed feasibility as to what “mix” of activities was required and the ongoing viability of such provision.

Stadia

- 10.27 There is no major stadium within the Aylesbury Vale District nor currently a club of sufficient size and stature to warrant a 10,000 plus seat facility, although the lack of provision means that Aylesbury United FC have to ground share in Thame. From a comparative perspective the future size of the Aylesbury Strategic Settlement area will be the same as, or greater than, many locations where reasonable sized stadia exist. The issue is more about whether there is a desire to proactively pursue the future development of a stadium within Aylesbury Vale. This will require the Council to identify a suitable site with the potential for enabling development, and to work with or actively seek prospective tenants/developers of such a facility. The alternative is to establish it as a future aspiration and be prepared to encourage and support on an opportunistic rather than proactive basis any future proposals.

11. Green & Blue Infrastructure

VALP Green Infrastructure Policy

- 11.1 The policy framework for green infrastructure is set out in Policy I1 of the VALP which provides the overarching approach which seeks to conserve and enhance the existing Green Infrastructure whilst ensuring enhancement opportunities arising from new development contributes positively towards it. The Local Plan aims to protect key green infrastructure assets, namely identified greenspaces and sites, habitats and species of biodiversity, whilst addressing the protection and enhancement of rivers and streams and their associated corridors.
- 11.2 In addition the Green Infrastructure policy seeks to ensure that the issue of biodiversity and open space in new development is properly addressed including the creation of new open space and new areas or features of biodiversity interest. It sets out the requirements for green infrastructure in new development, including the requirement to ensure that priority is given to the retention and protection of trees, hedgerows, or other landscape features which are, or could become, valuable features of the site for their visual amenity, historic, biodiversity or other value.

Green Infrastructure Strategies

- 11.3 The Buckinghamshire Green Infrastructure Strategy produced in 2009 provided the context or strategic Green Infrastructure planning in the County. The Aylesbury Vale Green Infrastructure Strategy undertaken in 2011 covering the period 2011-2026, provided more detail to the earlier 2009 strategy. Both strategies identified an overall deficiency in green infrastructure in the district with 69% of dwellings meeting none of Natural England's Accessible Natural Green space standards (ANGst). The Aylesbury Vale Green Infrastructure Strategy identified a lack of larger areas of accessible greenspace around Aylesbury as a whole and the town has a relatively limited number of urban greenspaces. Aylesbury also has a relative lack of medium to large accessible greenspaces in proximity to the town and the main residential areas. There are no sites over the 20ha size threshold within 2km. Within 5km of the southern edge of Aylesbury there are a number of sites up to the 100ha size threshold along the Chilterns escarpment, however being more than 5km away from other parts of the town, they do not offer sustainable access. There are no sites over 500ha in size within 10km of Aylesbury but similarly sites such as the Ashridge Estate to the east of the Vale do provide public access. The under provision will be exacerbated by urban growth unless new accessible GI is provided, links to existing sites are improved and current suitable sites receive investment to enable them to withstand increased use where appropriate. Despite a dense network of paths and bridleways, there is a lack of multipurpose access links for walking, cycling and horse riding.
- 11.4 The aims of the Aylesbury Vale Green Infrastructure Strategy are to ensure that high quality GI is delivered which is accessible, attractive for residents and visitors to the Vale which conserves and enhances the Vale's special natural and historic environment, its wildlife and its landscape. The 9 overarching principles of the strategy are to:

- Achieve a shared vision for GI across Aylesbury Vale. It builds upon the opportunities and constraints identified in the Buckinghamshire GI Strategy and the principles established in the Green Infrastructure Guide for MKSM (EQOL, 2005).
- Seek to encourage the public, private and voluntary sectors to work in partnership to direct improvements to existing GI and in the design of new GI, including sites that are adjacent to and cross the boundaries of the District.
- Address the GI deficit in Aylesbury Vale through underlining the need for standards for provision in new and existing communities, providing quality of life benefits to residents and visitors and underpinning the concept of sustainability.
- Set out principles which are applied to all new GI and to existing sites, to deliver high quality design and management.
- Guide the provision of GI to achieve high quality multi-functional sites and maximising the implementation of the seven key functions.
- Ensure that GI is properly considered in the strategic and detailed planning of growth through setting in place principles for its provision.
- Secure community engagement and inspire a sense of place, ensuring that the needs and wishes of local people are taken into account in the design, enhancement and management of sites.
- Provide a framework for investment in GI and to guide priority setting for the provision of new GI and the enhancement of existing sites.
- Raise the profile of GI and highlight its value to developers, Councillors, community organisations, statutory bodies, the farming community, residents and visitors.
- Encourage GI providers to measure public satisfaction and determine future need by quality audits and application of District-wide standards to their provision.

11.5 In response to the identified deficits the Aylesbury Vale Green Infrastructure Strategy advances two priority areas for the creation of new natural green infrastructure in the northern half of Aylesbury Vale and around the town of Aylesbury itself. Priority Action Areas Area 1 – North Aylesbury Vale is designed to address the most prominent deficiency in accessible GI which is in an area around Winslow and Buckingham. There are a number of strategic issues for this area to be addressed: There is a notable lack of larger areas of accessible greenspace in the arc around the south and west of Milton Keynes; this deficit will be exacerbated as Milton Keynes expands. Winslow has no accessible greenspace over 20ha within 10km, which is below the minimum ANGSt level. Buckingham meets the minimum ANGSt level for the provision of larger areas of accessible greenspace. The needs of communities on the west side of Milton Keynes, Leighton Linlade, Buckingham and Winslow need to be addressed to counter this deficiency and to help buffer the associated pressures of growth from outside the county and the major housing growth planned around the south west of Milton Keynes. Opportunities to create new and enhance existing greenspaces and to provide access links between these sites have been identified for this Action Area such as at Whaddon Chase, Stockgrove Country Park, Ouse Valley, Stowe Landscape Gardens and Bernwood Forest.

11.6 Priority Action Areas Area 2 – Aylesbury Vale Environs. Aylesbury and its surrounds are covered in this Action Area. The need is to provide high quality and multifunctional GI for

existing and future communities is of particular importance because of the potential of significant housing growth. Strategic opportunities to create new and enhance existing greenspace and to provide access links between sites have been identified for this Action Area including Quarrendon/North Aylesbury, Tring Reservoirs, College Lake Wildlife Centre and Wendover Woods. There are a number of strategic issues for this area: There are a limited number of accessible greenspace sites within the clay vale relative to the Chilterns escarpment. The escarpment includes a number of important and popular sites, in particular Wendover Woods and also sites such as Bacombe and Coombe Hills which are well-used but are more sensitive due to their nature conservation status.

- 11.7 The two Action Areas are brought forward and reflected in the Buckinghamshire Green Infrastructure Delivery Plan (2013) with the two projects areas identified as the Aylesbury Linear Park and Whaddon Chase respectively. The projects at Aylesbury contained within the wider the Linear Park proposals have, in part, been delivered through the Berryfields Major Development Area (MDA) which is currently under construction. The East of Aylesbury MDA site will also contribute to the delivery of the Linear Park proposals including a 100ha Wetlands Park. Further development sites around Aylesbury will deliver green infrastructure in line with the Buckinghamshire Green Infrastructure Delivery Plan.
- 11.8 The MDAs proposed at the edge of Milton Keynes will be expected to deliver the Green Infrastructure in line with the priority Area Action 1: North of Aylesbury and specifically projects focussed around Whaddon Chase.
- 11.9 Buckinghamshire Green Infrastructure Delivery Plan contains more details regarding individual projects within the two Action Areas. Other green infrastructure which can be delivered on key sites include:
- SuDS features which can provide valuable habitat with landscape features.
 - Green roofs can insulate buildings, provide a roof top garden, reduce the urban heat island effect and provide important wildlife habitat.
 - Street trees which provide the most significant green features in an urban landscape, clean and cool air around them, and improve physical and mental wellbeing.
 - The programme of projects arising from the Buckinghamshire Green Infrastructure Delivery Plan are summarised in the IDS
- 11.10 Additional new Green Infrastructure can be delivered as part of major infrastructure projects including those related to transport. Off site mitigation works to address the environmental impacts of HS2 in Aylesbury Vale is intended to deliver additional Green Infrastructure in the rail corridor.

Delivery

- 11.11 The Buckinghamshire Green Infrastructure Delivery Plan identifies a raft of possible funding sources from local authorities, central government departments, landfill taxes, national lottery, voluntary and community groups, community management, CIL in addition to the existing GI delivery bodies. However it is anticipated that the majority of funding will be secured through developer contributions via s106 agreements in the short to medium term. An action plan for the Aylesbury Vale Green Infrastructure Strategy will be produced and coordinated by AVDC with an annual progress report made to the Buckinghamshire GI Consortium.

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12. Funding & Delivery

Mechanisms used to fund and deliver infrastructure

- 12.1 The requirements for new and improved infrastructure will be delivered either by developers or by public bodies and infrastructure providers through a number of delivery mechanisms and potential funding sources.
- 12.2 This section looks briefly at the various mechanisms used through the planning process to deliver infrastructure improvements. As part of the infrastructure planning process service providers have been asked to identify potential funding sources that could contribute to the cost and provision of identified infrastructure. Where possible this has been included in the IDS. The identification of possible funding does not represent a commitment from any of the funding bodies listed.

Funding of Infrastructure

- 12.3 The wide variety of necessary infrastructure requires funding from a range of sources. Some examples of how infrastructure is funded and delivered are described below:
- 12.4 Site enabling infrastructure is the basic infrastructure needed to allow a development to be acceptable and useable. This may include but is not limited to site roads, drainage, parking, footpaths, landscaping and amenity space within the site. These works are usually secured through a planning permission with legal agreements and/or with planning conditions and the costs met wholly by the developer.

Planning Conditions

- 12.5 A planning condition may be placed on a grant of planning permission by the local planning authority. Such conditions permit development or phases of development to go ahead only if certain infrastructure requirements are satisfied.
- 12.6 Paragraph 206 of the National Planning Policy Framework (NPPF) states that planning conditions should only be imposed by local authorities where they are:
- Necessary;
 - Relevant to planning;
 - Relevant to the development to be permitted;
 - Enforceable;
 - Precise; and reasonable in all other respects.

- 12.7 A “Grampian” condition may be used to control aspects of the development which are required to occur outside of the development site (such as related highway improvements) and on land which is not necessarily owned by the applicant. The condition is worded to the effect that the development being permitted must not be commenced (or must not be occupied, as appropriate), until the required off-site works have been completed.
- 12.8 Planning conditions can be used to secure for example:
- Requirements for drainage strategies to be submitted detailing on and off site drainage works
 - Requirements for full details of sustainable drainage systems to be submitted for approval
 - Requirements for full details of ecological enhancement, tree planting and landscaping to be submitted for approval.
- 12.9 Section 106 planning obligations are legal agreements referred to above which place obligations on developers to deliver infrastructure such as formal open space directly on site or to pay financial contributions to public sector agencies to deliver infrastructure off-site such as additional school places. Planning obligations must be:
- Necessary to make the development acceptable in planning terms
 - Directly related to the development
 - Fairly and reasonably related in scale and kind to the development
- 12.10 Paragraph 203 of the National Planning Policy Framework (NPPF) states that planning obligations should only be used where it is not possible to address unacceptable impacts of development through a planning condition.
- 12.11 Planning obligations may be used to secure a range of infrastructure from new developments. The S106 Agreements may contain planning obligations that will require certain pieces of land to be used for specific purposes (e.g. open spaces) and may require financial payments to be made to the District Council or County Council.
- 12.12 Schools – Planning obligations will be used to secure both land and financial contributions for new primary school provision.
- 12.13 Public Open Space – Planning obligations will be used to secure land that is required as open space in perpetuity. There will be either be a requirement that the land is passed over to the District Council or the relevant town or parish council for adoption or a requirement that appropriate management arrangements are put in place for the management and upkeep of the open space. If the land is adopted by the District Council there will normally be a requirement for a commuted sum that will cover 25 years of maintenance costs of the open space.

- 12.14 Utilities – Planning obligations may be secured to ensure the installation and repair of Sustainable Drainage Systems (SuDS) for the lifetime of the development as well as the setting up of a management company for the purpose of administering and maintaining the SuDS.
- 12.15 Transport – Planning obligations may be used to fund alterations or improvements to the public highway, having regard to the needs arising from a development. Where highway schemes require developers to offer up land within their control for adoption as public highway, a S278 agreement may be combined with clauses entered into under Sections 38/72 of the Highways Act 1980.
- 12.16 Planning obligations may be used to secure the following types of transport measures:
- local junctions, new roundabouts, new pedestrian crossings and footpath provision or widening including improvements to cycle and pedestrian facilities adjacent to sites.
 - payment of contributions new or enhanced bus service(s) to serve development sites.
 - submission and implementation of Travel Plans and the payment of monitoring fees
 - Other Infrastructure
- 12.17 Other forms of infrastructure not listed above have other private company funding streams / arrangements or delivered under other national legislation outside the planning regime.
- Local Growth Fund – existing LEP funding regime
 - Housing Infrastructure Fund - focus local infrastructure investment to unlock land for housing with a new £2.3bn Housing Infrastructure Fund to deliver infrastructure for up to 100,000 new homes in areas of high demand. The fund, which runs to 2020-21, was announced in the Autumn Statement as part of a series of measures to boost UK infrastructure
 - Community Infrastructure Levy or Local Infrastructure Tariff
- 12.18 The Community Infrastructure Levy (CIL) is a standard levy on new development charged per square metre. The funds will be collected by Aylesbury Vale once a CIL regime has been adopted by the Council and then reinvested in infrastructure necessary to support growth in the area.
- 12.19 The Council intend to adopt a Community Infrastructure Levy (CIL) by summer of 2018. This will be a charge on residential and retail developments to fund additional infrastructure to support the development of the area. Some types and sizes of development, including small extensions, affordable housing units and development by charities will be exempt from liability to pay the levy, and some developments will be zero rated.

12.20 The Government consulted on CIL reforms in Summer 2016 and a review of this consultation has now been made available in relation to the consultation on the Housing White Paper. The CIL review set out several recommendations of which the government may choose to accept or reject. Some of the more relevant recommendations are identified below:

- Replace CIL with the a Local Infrastructure Tariff (LIT)
- Continue to seek s106 agreements on more strategic sites
- Seek LIT on same types of infrastructure identified in existing CIL regulations
- Pooling of up to five s106 agreements to be revoked
- Standardised CIL rate set between 1.75-2.5% above GDV (Gross Development Value)
- Limited exceptions from Tariff
- Small development of 10 and under should pay LIT and no other obligations.

12.21 The CIL review has suggested that a twin tracked system of collecting s106 on larger sites and a tariff based on a small percentage (yet to be determined) over the gross development value on smaller sites. This would ensure clarity between what the tariff and what a s106 should be used towards. It has also been proposed that the 5 pooled s106 contributions should be revoked which will ensure that the delivery of important infrastructure isn't delayed.

12.22 Parish and town councils will receive 15% of CIL funds collected from developments in their areas. This rises to 25% for those parish and town councils with adopted Neighbourhood Development Plans.

Local Enterprise Partnerships

12.23 Buckinghamshire Thames Valley (BTVLEP) and South East Midlands (SEMLEP) Local Enterprise Partnerships Over the two years 2013-15, the Buckinghamshire Thames Valley LEP has secured up to £115m grant funds which have been used to support or part fund measures to grow the Buckinghamshire economy. Through the Local Growth Deal 2 process approximately £800k has been secured for works related to the Aylesbury Town Centre Masterplan.

12.24 The Government has set aside further funds for distribution through the LEPs. BCC and AVDC have made bids through the LEP for funding through previous and current Local Growth Deal 4 bidding processes particularly for highway schemes including transport schemes related to growth in Aylesbury.

Bucks CC Capital Programme

- 12.25 Buckinghamshire County Council's Capital Programmes identify and allocate funding to certain infrastructure such as schools, road maintenance and refurbishment of play areas.
- 12.26 Buckinghamshire County Council's 2016/17 to 2018/19 Capital Programme identifies a total of £37m for primary school spaces and £53m for secondary school places across the County over this four year period.

Targeted Basic Needs Programme

- 12.27 This is a Government programme to provide additional support to those local authorities who are experiencing the greatest pressure on school places through the funding of new Academies and Free Schools, as well as enabling investment to permanently expand good and outstanding schools with high levels of demand. Buckinghamshire County Council will make submissions to future rounds of funding where required.

NHS Estates and Technology Transformation Fund

- 12.28 This is a multi-million pound investment to accelerate the development of infrastructure to enable the improvement and expansion of joined-up out of hospital care for patients. GP practices have been invited to bid for investment with the majority of bids focusing on helping GP practices make improvements in access to clinical services by extending existing GP services. The bids are submitted to the relevant Clinical Commissioning Group who then submit endorsed proposals to NHS England.

Utilities

- 12.29 Statutory undertakers such as Thames Water and BT Openreach fund and deliver various infrastructure improvements such as new reservoirs, sewage treatment works and laying new fibre optic broadband cabling. Funding is not usually secured through S106 Agreements for statutory undertakers as they fund works from their own capital programmes for example additional sewage treatment capacity on a predictive basis and funded through 5 year Asset Management Programmes.

Central Government Funding

- 12.30 Central Government fund new and improved infrastructure through general taxation and delivered through various agencies including:
- Highways England for improvement to the Strategic Road Network.
 - Buckinghamshire County Council through the targeted Basic Needs Programme for areas experiencing pressure on school places.

- The Buckinghamshire Thames Valley Local Enterprise Partnership distributes funding for measures to grow the Buckinghamshire economy including for transport and town centre regeneration measures.
- The NHS Estates and Technology Transformation Fund is a multi-million pound investment programme to accelerate the development of infrastructure to enable the improvement of GP practices.

AVDC's Capital Programme

- 12.31 Aylesbury District Council's current major projects programme identifies funding across a number of Council's service areas. Funding is identified for the 2016/17 financial year for infrastructure projects including the replacement and renewal of Council play areas and a new Pool and Leisure Centre at Buckingham.
- 12.32 In addition the other infrastructure responsibilities of the Council relates to delivery and maintenance of Parks and Gardens and to the Councils Recycling and Waste Collection service. The key capital projects for 2015/16 are:
- Education facility-Bucks New University/Aylesbury &Wycombe College £16.5m
 - Swan Pool and Leisure Centre, Buckingham £2.7m
 - Pembroke Road Depot upgrade £3.65m
 - Community Centre Improvements £0.4m (funded from capital receipt disposal of Elmhurst Community Centre)
 - Play area replacement programme £0.42m

Aylesbury Garden Town

- 12.33 In January 2017 the council was successful in its Garden Town Bid for Aylesbury as part of the government's Garden Town Programme. The bid recognises Aylesbury's unique role in delivering 50% of the districts housing needs and the opportunity that developing new housing allocations (combined with existing committed and sites already built) in delivering around of 15,800 new dwellings between 2013 and 2033. The success of this bid has provided the opportunity to develop Aylesbury and the surrounding area in a visionary and sustainable way. The council will now be in a position to apply for funding from the government to support those new communities with the roads and facilities they'll need, and ensure everyone can travel around the Vale more easily.
- 12.34 Housing delivery will be largely through allocations comprising major urban extensions. Berryfields to the north west of Aylesbury is part way through completion to be built out by 2021. A second large urban extension of 2,450 at Aylesbury East is currently under construction with first completion expected by end 2016. Further large urban extensions subject to planning applications include 3,060 dwellings at Hampden Fields (south of

Aylesbury), 1,401 dwellings at sites north of Stoke Mandeville and 1,398 dwellings at land between Oxford Road and Lower Road.

- 12.35 As sites get developed the Garden Town master plan will also explore the options around community ownership, looking at longer term stewardship of community infrastructure such as allotments, green infrastructure and community facilities.

Conclusions

- 12.36 Aylesbury's intention is to deliver new homes and jobs in a sustainable and timely manner. The Council will seek to ensure that the infrastructure provided through new development, secured through the funding sources identified meets the needs of local communities. The VALP allocates sites for new housing, employment and retail uses and sets out the various transport requirements that developers will have to deliver or contribute to, as well as other infrastructure requirements such as improvements to education and health provision that will need to be delivered over the Plan period.

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