



Proposed Submission Draft Vale of Aylesbury Local Plan (Regulation 19)

Infrastructure and Viability Topic Paper

November 2017

Table of Contents

1.0	Introduction	3-4
2.0	National Context	4-5
3.0	Local Context and Planned Growth	5-7
4.0	Neighbourhood Plans	7
5.0	Infrastructure Delivery and Viability	7-9
6.0	Community Infrastructure Levy	9-10
7.0	Issues Raised In Consultation Responses	10-12
8.0	Changes Made at Proposed Submission Stage	12-15
9.0	Appendix	16-19
	Glossary Term Definition.....	16-19
	Growth Delivery Partners.....	19

1.0 Introduction

- 1.1 This topic paper summarises the background, context and evidence which has informed the drafting of the Proposed Submission Draft Vale of Aylesbury Local Plan (VALP) (Regulation 19) infrastructure and viability policies. The topic paper outlines the overall strategy for both strategic and detailed types of infrastructure to viably deliver the proposed housing and employment growth in the VALP, the allocation of strategic sites and the approach to planning applications.
- 1.2 This topic paper relates to the following policies set out in the proposed submission plan:
- S5 Infrastructure
 - I1 Green Infrastructure
 - I2 Sport and Recreation
 - I3 Community Facilities and Assets of Community Value
 - I4 Flooding
 - I5 Water Resources
 - I6 Telecommunications
 - Strategic Site Allocations policies - various
- 1.3 The paper should be read with the following documents:
- Vale of Aylesbury Local Plan -- Proposed Submission VALP -- 2013 - 2033, September 2017
 - Cumulative Growth Impact -- Aylesbury -- Final Report -- AECOM, June 2017
 - Assessment of Open Space, Sports and Recreation Needs for Aylesbury Vale -- Final Report March 2017
 - Vale of Aylesbury Local Plan – Infrastructure Delivery Plan 2013 -- 2033, September 2017
 - Vale of Aylesbury Local Plan -- Viability Assessment Final Report, August 2017
- 1.4 This topic paper is one in a series, which sets out how we have developed the proposed submission Local Plan. Each topic paper will look at relevant national and local policy and guidance that informs the VALP. Topic papers explain how the strategy has developed and the data, evidence and feedback that has informed choices made in formulating policies. The topic papers aim is to provide background information; they do not contain policies, proposals or site allocations. All topic

papers will be finalised to accompany the submission of the VALP to the Secretary of State for examination.

- 1.5 Transport infrastructure is dealt with in a separate Transport topic paper. So is affordable housing which is considered in the Housing topic paper. Work to ensure delivery of other infrastructure, at the strategic level, is set out in section 5.

2.0 National Context

- 2.1 The National Planning Policy Framework (NPPF) places great emphasis on the delivery and promotion of viable infrastructure to support growth. The following paragraphs of the NPPF identify the Government's commitment in achieving this:

- 2.2 Paragraph 31 states:

Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large-scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.

- 2.3 Paragraph 42 states:

Advanced, high quality communications infrastructure is essential for sustainable economic growth. The development of high-speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services.

- 2.4 Paragraph 162 states:

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 (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

- 2.5 Paragraph 173 states:

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.

2.6 Paragraph 175 states:

Where practical, Community Infrastructure Levy charges should be worked up and tested alongside the Local Plan. The Community Infrastructure Levy should support and incentivise new development, particularly by placing control over a meaningful proportion of the funds raised with the neighbourhoods where development takes place.

2.7 Paragraph 177 states

Local Plans are required 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 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.

2.8 The 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”

3.0 Local Context and Planned Growth

3.1 Aylesbury Vale is a large district, with a resident population of 174,100 people at the time of the 2011 census, and an estimated 78,591 homes in March 2016. Around 40% of the population live in the main town of Aylesbury. The other largest settlements are Buckingham, followed by Haddenham, Wendover and Winslow. There are a large number of smaller settlements dispersed across the rural parts of the district.

3.2 The district continues to grow in terms of population and houses. The rates of house building over recent years have remained high with an average of 1,127 dwellings built each year over the past five years. Out of this total, an average of 349 were affordable dwellings.

3.3 Over the past five years, an average of 29% of new homes have been built on brownfield sites. This percentage has decreased in the past five years and is

expected to continue to decrease in the future as the supply of available brownfield sites decreases and greenfield urban fringe sites are built.

- 3.3 The VALP aims to ensure that there is sufficient and appropriate infrastructure to meet future needs. In order to identify the required infrastructure an Infrastructure Delivery Plan (IDP) has been produced. The IDP identifies the necessary and critical infrastructure required to deliver the Council's growth aspirations and requirements to 2033. It has also identified desirable infrastructure requirements which support the sustainability objectives of the Local Plan but can be prioritised according to funding availability and overall net benefit.
- 3.4 Although the production of the IDP is an iterative process as infrastructure is continually being delivered through the development management process, it is crucial that items of infrastructure are identified as early as possible in the process to better plan for the required growth to be delivered over the Local Plan period.
- 3.5 This topic paper defines the term 'infrastructure' and identifies the issues affecting strategic and non-strategic infrastructure. The paper goes on to set out the policy approach in the VALP Strategy and how the Community Infrastructure Levy will be a key mechanism for the delivery of infrastructure. Finally, the paper identifies how a range of stakeholders have been fully involved in assessing the infrastructure requirements of growth.
- 3.6 Infrastructure to support development is essential to the creation of sustainable communities. In this context infrastructure is taken to mean those facilities, services, and installations required as a consequence of the proposed growth agenda needed for the continued functioning of Aylesbury Vale District. The term infrastructure covers a wide variety of services and facilities provided by private and public bodies including:
- transport infrastructure – rail, roads, cycle routes, buses, footpaths/pedestrian links, parking and management systems;
 - utilities and flood management infrastructure – water supply and treatment, sewerage, flood prevention and drainage, waste disposal, energy;
 - telecommunications infrastructure including high-speed broadband provision across the district;
 - 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; and
 - green infrastructure – a network of high quality, multi-functional green spaces which improve connectivity of towns and villages and the wider countryside. It also delivers ecological enhancements, and economic and social quality of life benefits for local communities at both the local and strategic level. It can include green corridors, such as hedgerows or transport routes, and open green spaces, such as parks, allotments and country parks

- 3.6 In assessing development proposals, consideration will be given to delivering strategic infrastructure and other community needs to both new and existing communities and the provision of access to facilities including healthcare, education, employment, retail and community facilities

4.0 Neighbourhood Plans

4.1 The policies in the proposed VALP are strategic in nature to allow for some of the detail to be shaped by communities through neighbourhood planning where applicable. This may be through a Neighbourhood Development Plan, Neighbourhood Development Order, or the Community Right to Build. There are a number of parishes which have expressed an interest in developing neighbourhood plans to supplement the Proposed VALP strategy and provide greater detail on what the strategic policies will mean for the settlement.

4.2 Within Aylesbury Vale, 14 Neighbourhood Plans have been ‘made’ at Buckingham, Buckland, Cheddington, Edlesborough, Great Horwood, Haddenham, Long Crendon, Marsh Gibbon, Pitstone, Quainton, Waddesdon, Wing, Wingrave with Rowsham, Winslow. These Neighbourhood Plans are now integral part of the local planning system. The following list of ‘made’ Neighbourhood Plans contain land within the Green Belt:

- Edlesborough (passed referendum) - no specific policies on the Green Belt
- Pitstone- no specific policies on the Green Belt
- Buckland – Policy BP2 resists any significant development in the Green Belt except in very exceptional circumstances
- The following neighbourhood plans that are emerging contain land within the Green Belt:
 - Ivinghoe (Pre Submission) - Policy HSG1 states that inappropriate development in the Green Belt will be resisted unless exceptional circumstances can be demonstrated
 - Aston Clinton (Pre Submission) – no specific policies on the Green Belt
 - Halton (early stages)
 - Wendover (early stages)

5.0 Infrastructure Delivery Plan and Viability

5.1 The 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.

5.2 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; and
- 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.

5.3 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).

5.4 The other key aspect of the provision of infrastructure is how it will be carried out. Implementation is about enabling the development and the infrastructure that is necessary to be provided. In the context of the Vale of Aylesbury Plan this means ensuring the development proposals promoted are provided in a timely manner. This will involve the Council working with service providers, developers and land owners to identify what actions are required, their costs and any potential difficulties that will need to be addressed to ensure that the proposed development can start and that the necessary infrastructure can be provided at the appropriate time to support the growth and minimise adverse impact on communities.

5.5 The Council has participated in discussions with the infrastructure providers in relation to what will be needed, and when, to support the proposed housing and

employment growth and how it might be provided, and also to identify if there are any major deficits which could delay or even prevent development without necessary upgrades. This has shaped the scale, phasing, and distribution of development which are set out in the IDP.

- 5.6 In considering how infrastructure will be provided, it is important to consider viability. The term viability in this context means the likelihood that the growth proposals will be provided from a financial view point. This means looking at the degree to which the scale of development appears to be capable of generating sufficient value to cover the various associated costs and developer's profits. These costs include development costs and the costs of meeting the potential planning obligations related to new infrastructure, while also providing sufficient land value and profits to incentivise the land owners and to provide risk reward for the developers and finance providers.
- 5.7 It is important to note that the concept of viability is not fixed, so there is not a specific point when one can say a development is viable. Rather it is subject to change over time and as a consequence costs will move up and down together – with reference to financial values, profits, development costs, and affordable housing. A key element in this will be monitoring by the Council and managing the process of considering risks and their impact over the timeline of the development in the provision of infrastructure.
- 5.8 Viability testing is an important part of the plan-making process. The National Planning Policy Framework (NPPF) introduced a clear requirement to assess viability of the delivery of local plans and the impact on development of policies contained within them. In addition, further guidance on this requirement is covered by the national Planning Practice Guidance (PPG) and other publications. In order to meet the requirements of the NPPF, A viability study(reference?) was conducted to assess the VALP policies. This objective was to determine the impact on development viability of including the various relevant policy requirements of the emerging VALP including recommendations on affordable housing targets and, latterly, potential allocation sites viability (where delivery progress had not already reached planning stage or been committed e.g. through planning permissions or development having commenced).
- 5.9 The conclusions of the study considered that at the whole plan VALP level, the range of development scenarios and policies likely to be contained within and supporting the VALP to have good prospects and capable of meeting the requirements of NPPF paragraphs 173 / 174, regarding the cumulative impact of which are unlikely to unduly undermine viability at the overall VALP delivery level.

6.0 Community Infrastructure Levy

- 6.1 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.
- 6.2 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.

- 6.3 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.
- 6.4 The Government commissioned a review of the Community Infrastructure Levy with the task of assessing the extent to which CIL 'does or can provide an effective mechanism for funding infrastructure, and to recommend changes that would improve its operation in support of the Government's wider housing and growth objectives'. The CIL review team's report was published in October 2016 and in summary recommended that the Government should replace the CIL with a hybrid twin tracked system of a broad and low-level Local Infrastructure Tariff (LIT) and s106 for larger developments. Some of the more relevant recommendations are identified below:
- Replace CIL with the Local Infrastructure Tariff (LIT);
 - Continue to seek s106 agreements on more strategic sites;
 - Seek LIT on some 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; and
 - Small development of 10 and under should pay LIT and no other obligations.

7.0 Issues raised in consultation responses

- 7.1 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 further consultation on the Draft 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.
- 7.2 Parishes were consulted between March and June 2017 on what infrastructure requirements they have in relation to proposed or forecast growth. The consultation determined 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.

- 7.3 The topic paper on Duty to Co-operate considers in full the wider liaison with several stakeholders. In terms of infrastructure, the Council's discussions with infrastructure providers have resulted in the following:
- 7.4 Internal consultation has identified the necessity for the provision of green spaces, play areas, community centres, allotments, and affordable housing to support the growth proposed in the VALP strategy. There will also be the need for additional refuse/recycling collections leading to the likely requirement for extra vehicle/s. An assessment of the existing and future needs for leisure facilities and green infrastructure (for both public and private facilities) has been carried out by technical experts along with Council Planning and Leisure Services officers.
- 7.5 As part of the previous VALP consultation in 2016 Policy S5 attracted 144 responses and the majority of respondents considered that this policy is not strong enough in its current form. All agreed on the importance of infrastructure, stating that the currently presented strategy was not sufficient for the stated purpose. Many different aspects of infrastructure were referenced as requiring further consideration in these responses from flood risk management measures to traffic and rail, water and sewerage and community infrastructure.
- 7.6 The 2017(?) assessment of open space, sport and recreation needs provides a review and update of the 2012 assessment examining new AVDC information, standards and policies relating to open space, sport and recreation facilities in the district, and taking account of the housing proposals set out in the VALP. Clearly any growth in population will increase the demands on the existing community infrastructure within Aylesbury Vale, and in many instances will lead to the need for additional and/or improved existing facilities and services to cope with that demand.
- 7.7 The Council has engaged with all relevant providers of electricity, gas, water supply and sewage disposal in the district. There is an on-going electricity supply issue within Aylesbury but the present shortfall has been resolved by securing the provision of the new sub-station at Bishopstone, paid for by the College Road North development (Arla Dairy) and Berryfields developments. Future developments at Aylesbury will require a system upgrade to be paid for by developers. The companies have informed the Council that future developments elsewhere within the district can be accommodated, and any future upgrade of utility provision will be met by the development process therefore no specific provision needs to be made in VALP at this stage. Consultation has been carried out with representatives of the gas, electric and telecommunications networks, seeking their views on the implications of the VALP strategy growth level scenarios. No concerns were raised to the growth scenarios in the district wide consultation (Dec 2015 (?)). Gas and telecommunications network providers set out that they could make little assessment until specific sites are known (i.e. for neighbourhood plans, a future district-wide allocations document or for planning applications) and no strategic issues were identified that VALP needs to address at this stage.
- 7.8 Anglian Water and Thames Water have been involved in the preparation of the water cycle evidence for the Vale of Aylesbury Plan which looks at all stages of water and wastewater provision for development. The water companies have commented on

the improvements required to water supply, wastewater networks and wastewater treatment work infrastructure as a result of the growth in the VALP strategy. There is no specific strategic requirement to include in VALP at this stage.

- 7.9 The Thames Valley Police have outlined their requirements for the level of growth proposed. This is mainly operational needs and equipment. There is no specific strategic requirement to include in VALP at this stage.
- 7.10 Stoke Mandeville Hospital has been, and continues to be, redeveloped as part of the updating of facilities within the district. Buckingham Hospital is set to remain and new investment is proposed to upgrade facilities there.
- 7.11 New healthcare facilities at a local level will be commissioned as and when required when the growth proposed in the Plan is implemented. The NHS Buckinghamshire and Oxfordshire Cluster (previously known as the Buckinghamshire Primary Care Trust) have not identified any strategic infrastructure requirements which VALP needs to address at this stage. Requirements at Buckingham and Winslow will come forward independently or as part of the neighbourhood planning process.

8.0 Changes made at Proposed Submission Stage (Regulation 19)

- 8.1 Below is a summary of key changes made:

Page number/ Section/ Paragraph	Original text/Comment (Proposed Submission Vale of Aylesbury Local Plan, November 2017)	Suggested changed text/AVDC response
Response from Buckinghamshire County Council		
	Aylesbury should be the centre for growth, Haddenham as a potential new settlement should rank second due to its strategic position and links to transport network.	Noted
Paragraph 3.36	'necessary and critical infrastructure – need confirming	Completed
Paragraph 3.38	The infrastructure definition could be amended to include a national and international dimension and reference the importance and reliance that the district has on infrastructure not currently within its administrative boundaries. This ranges from water supply and sewerage/ water treatment facilities including reservoirs, the energy generation and transmission network to international gateways for business, freight, construction materials, leisure and tourism of which Luton Airport and Heathrow play an important part.	The list set out in the VALP is considered to be broad enough to cover the types of infrastructure which will have an impact within the Local Plan area
IDP	There is a need for the VALP to give greater consideration towards supporting 'healthy communities' by including cross cutting objectives which aim to deliver accessibility, inclusivity and adequate infrastructure which facilitates active and sustainable lifestyles. This could include policies on place making, amenity, health and wellbeing, which look to support opportunities for healthy and active lifestyles through providing access to high quality walking and cycling routes, supporting initiatives for local food growing, avoiding concentrations of hot food takeaways and recognising the need to ensure greater access to open space, sport and recreation facilities for communities of all ages.	Acknowledged however, sustainable vision identifies the promotion of high quality of life, connected and integrated communities and healthy communities
IDP	Within the Plan, there are still only a few references to health and social care, and the plan is unclear about what it will specifically deliver in terms of health care and social care infrastructure. The only reference to health care facilities appears to be in relation to Aylesbury and Salden Chase. A policy should include integrating facilities and delivery of services, which includes flexible multiuse buildings in community ownership, co-location of doctors, pharmacy facilities and enhancement and new social care and local healthcare facilities to meet long-term health needs.	The IDP has and will identify community/health hubs as a preferred NHS/CCG strategy. The CCG operate outside the LPA's control and hence it would be difficult for AVDC to implement a policy to develop these health/community hubs
Response from Chiltern, Aylesbury Vale and Milton Keynes Clinical Commissioning Groups (NHS)		
	Advise consultation with other healthcare providers Need more information on phasing of developments and confirmed location in order to advise further	Noted and existing dialogue with CCG has identified constraints, needs and potential co-location of services and community hubs.

	Note development plans should account for Bucks Primary Care Policy Delivery of infrastructure to support local facilities (and growth thereof) subject to developer contributions and funding Particular concern re village infrastructure and the significant healthcare effects that could result from increases in local population / pressure on services	
Regulation 18 VALP consultation		
Infrastructure/IDP	Respondents were concerned that the proposed housing volumes would create significant strain on the area's infrastructure in general terms. This includes the built environment, in addition to transportation infrastructure, (transportation infrastructure was often mentioned as a separate concern). Respondents would have greater comfort in the VALP if an infrastructure plan was available which took account of or incorporated the VALP proposals. Respondents were not convinced that the infrastructure, as exists currently, would be able to handle significant increases in capacity and use.	The IDP does take account of the development strategy and this has been tested through the subsequent transport models
Services	With regard to the provision of services, social and structural to support the influx of proposed new household levels, respondents were concerned that the current services (health, doctors, hospitals, schools, shops and pubs) would be overwhelmed by demand resulting in lower levels of access for current residents and loss of amenity. Access to doctors and GPs was a key concern along with education provision and availability of school places for the children and young people in the area.	The IDP accounts for these services and service providers have been heavily consulted on the development strategy in order to identify appropriate levels of infrastructure
Chiltern, Aylesbury Vale and Milton Keynes Clinical Commissioning Groups (NHS)		
IDP	Advise consultation with other healthcare providers Need more information on phasing of developments and confirmed location in order to advise further. Note Development Plans should account for Bucks Primary Care Policy Delivery of infrastructure to support local facilities (and growth thereof) subject to developer contributions and funding Particular concern re village infrastructure and the significant healthcare effects that could result from increases in local population / pressure on services	Noted Phasing has been confirmed in proposed VALP and IDP Liaised with CCG about locality provision and demand from new proposed development strategy
Sport England		
Infrastructure	Welcome the protection of green belt, footpath and cycle routes from inappropriate development. Suggests a number of improvements to policy statements. Concern regarding the Infrastructure Delivery Plan and detailed in an attached report. Objects to the use of "standards" in the last bullet point of Detailed Infrastructure and advises that the local authority use a needs/evidence based approach.	AVDC will be using a sport England endorsed playing pitch strategy as well as a built sports facility strategy and the open space strategy to determine the demand and supply of facilities across the district and that they are compliant with para 73 of the NPPF..

	<p>Considers that the Detailed Infrastructure policies are not compliant with the NPPF, paragraph 73. Consequently objects to the Draft Plan. Recommend tools and guidance produced by Sport England to address issues.</p>	
Milton Keynes Council		
<p>Services, Infrastructure and Housing:</p>	<p>Note the reliance on Milton Keynes for services, infrastructure and facilities and consequently wish to highlight the importance of assessing impacts, and implementing mitigation, for Milton Keynes. Traffic impacts are mentioned as particularly concerning. The submission attaches a draft Memorandum of Understanding to set out their position in more detail. Key points to note are: an objection to policy wording referring to “a long-term defensible edge” for sites; and a point of disagreement (between MK and AVDC) over to which housing market areas, allocations should be attributed to.</p>	<p>MK – Bucks CC commissioned a county-wide model using Jacobs who used NTEM (– National Trip End Model) rates for all of the neighbouring districts outside the study area including the MK highway network.</p>

9.0 Appendix

Glossary Term Definition:

National Planning Policy Framework (NPPF)

Is the Government's statement of national planning policy. All Local Plans must be in general conformity with this and is tested at a local plan examination. The NPPF was published on 27 March 2012 and replaced numerous planning policy guidance documents, statements and circulars. It was accompanied by technical guidance to the NPPF on flood risk, on minerals and waste and a planning policy statement on Travellers sites.

Infrastructure Delivery Plan (IDP)

The IDP's role is to identify all items of infrastructure needed to ensure the delivery of the growth targets and policies contained in the VALP strategy. This ensures that an appropriate supply of essential infrastructure is provided alongside new homes, workplaces and other forms of development up to 2033.

Local Development Scheme (LDS)

The detailed timetable and project plan of all development plan documents and supplementary planning documents that are to be produced over a set period – normally three years.

Locationally-Fixed Infrastructure

Infrastructure that has to be provided at a specific location. An example may be upgrades to an existing Flood Alleviation Scheme.

Local Enterprise Partnership (LEP)

A voluntary partnership between local authorities and businesses formed in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within its local area. They carry out some of the functions previously carried out by the regional development agencies which were abolished in March 2012. The two LEPs that involve AVDC are the South East Midlands LEP (covering Aylesbury Vale, Central Bedfordshire, Milton Keynes Council, South Northamptonshire District and other Bedfordshire and Northamptonshire districts) and the Buckinghamshire Thames Valley LEP (covering all of Buckinghamshire).

Aylesbury Vale District Local Plan (AVDLP)

The spatial development plan for Aylesbury Vale used to determine planning applications. Adopted by AVDC in February 2004, only some of the policies have been saved for use in planning decisions. The AVDLP will be replaced by the proposed VALP Strategy, other future proposed VALP development plan documents and neighbourhood plans.

Local Delivery Vehicle (LDV) – Aylesbury Vale Advantage (AVA)

Organisations which support Local Authority partners to implement agreed projects, plans and strategies by helping deliver key infrastructure, prepare bids to secure funding and co-ordinate investment to help develop and deliver projects. The Vehicle covering the district is known as Aylesbury Vale Advantage.

Climate Change

The lasting and significant change in weather patterns over periods ranging from decades to hundreds of years, impacting on river and sea levels and the rate of flows on watercourses.

Community Infrastructure Levy (CIL)

Is a charge on new buildings and extensions to help pay for supporting infrastructure. This new charge replaces the section 106 tariff, but section 106 agreements (S106) will still be used for the specific impacts of a development (such as a new access road) and for affordable housing. Unlike S106, CIL is non-negotiable and collection is purely an administrative process. The levy and what it covers is set out in a charging schedule that is consulted on prior to submission to Government and an public examination prior to adoption by the Council.

Department for Communities and Local Government (DCLG)

DCLG sets national policy on local government in England, including what it does, how well it works and how it is funded. It is responsible for setting the cycle of local government elections in England and also has responsibility for the legislation that governs the review and updating of electoral arrangements within local authorities, work which is a statutory duty of the Electoral Commission

Development Plan Document (DPD)

The statutory development plan for determining planning applications and appeals in the district. This currently comprises the Adopted Aylesbury Vale District Local Plan (AVDLP) 2004 saved policies. The Proposed VALP strategy would replace parts of AVDLP. It is intended that the remaining development management policies in AVDLP will be replaced by a proposed VALP delivery DPD and/or adopted neighbourhood plans.

Duty to Co-operate (DTC)

DTC is a legal requirement on the Council in the proposed VALP strategy plan preparation process. The duty concerns the Council and adjoining districts, counties and other identified public bodies. Council is required to provide sufficient evidence to demonstrate that the duty has been undertaken appropriately for the plan being examined. A topic paper has been prepared to provide evidence for the proposed VALP strategy examination that the duty has been satisfied.

Green Infrastructure (GI)

A planned network of high quality multi-functional green space and interconnecting links in, urban and rural areas with environmental features designed in delivering a

wide range of environmental social and economic quality of life benefits for local communities

Neighbourhood Plan

A type of planning policy document that after adoption can be used (alongside the Vale of Aylesbury Local Plan) to determine planning applications. The Plans are prepared by a parish council or neighbourhood forum for a particular neighbourhood area (made under the Localism Act 2011) and have to be in general conformity with the district plan, undergo examination and a referendum.

Vale of Aylesbury Plan (proposed VALP)

The new planning policy Development Plan Document for the district covering the period 2013-2033. The first part of the proposed VALP will be a strategy document due to be adopted in early 2014. It is envisaged a proposed VALP Delivery document will follow afterwards and replace the other development management policies in the Adopted Aylesbury Vale District Local Plan 2004.

Affordable Housing

Affordable housing social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices.

Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Homes that do not meet the above definition of affordable housing, such as low cost market housing, may not be considered as affordable housing for planning purposes.

Homes and Communities Agency (HCA)

The national housing and regeneration agency for England, with a capital investment budget of around £4bn for the period 2012-15 with a forecasted doubling of this budget for 2018-2019. The agency contributes to economic growth by helping communities to realise their aspirations for prosperity and to deliver high-quality housing that people can afford.

The HCA provides investment for new affordable housing and to improve existing social housing, as well as for regenerating land.

Non-Strategic Infrastructure

That infrastructure provided as part of development wherever that development is located and whatever its magnitude. This relates primarily to infrastructure directly linked to the additional burden of development on a community and will generally be "local" facilities.

Section 106 Agreement

S106 of the Town and Country Planning Act 1990 allows a local planning authority to enter into a legally-binding agreement or planning obligation with a land developer over a related issue. The obligation is commonly referred to as a 'Section 106 Agreement (S106)'. However, the Government viewed S106 as providing only partial and variable response to capturing funding contributions for infrastructure.

Strategic Infrastructure

Infrastructure not usually delivered directly by development “on-site”, but where developments will be making a financial contribution towards that delivery elsewhere. At present, strategic infrastructure is generally secured through S106 developer contributions, but in future this will be dealt with through the Community Infrastructure Levy (CIL) – see (CIL). Examples of this would include East-West Rail and infrastructure serving the district as a whole. This type of infrastructure has also shaped the spatial distribution and apportionment of growth in the VALP.

Growth Delivery Partners

The following are considered to be the key delivery partners with the Council on implementing transport schemes in support of the proposed VALP strategy:

- Buckinghamshire County Council/Transport for Bucks;
- Aylesbury Vale Advantage;
- Network Rail;
- Other neighbourhood plan authorities;
- Development industry;
- infrastructure providers from the private and public sector
- Town/parish councils which are preparing neighbourhood plans
- Local Enterprise Partnerships (SEMLEP and Bucks TVLEP)