



LOCAL PLAN for Buckinghamshire

Baseline Infrastructure Study

March 2024



Contents

1.0.	Introduction	5
1.1.	Background	5
1.2.	What is Infrastructure?	6
1.3.	Purpose of the Baseline Infrastructure Study	6
1.4.	Infrastructure Delivery Plan	7
1.5.	Methodology	7
1.6.	How will infrastructure be funded?	8
1.7.	National Policy and Guidance	9

2.0.	Baseline Assessment – Infrastructure Providers	11
2.1.	Emergency Services	11
2.2.	Healthcare	15
2.3.	Utilities	24
2.4.	Waste Management	39
2.5.	Education	44
2.6.	Crematoriums and Cemeteries	61
2.7.	Other Infrastructure	62

3.0.	Baseline Assessment – Town and Parish Councils	63
3.1.	Akeley Parish Council	75
3.2.	Amersham Town Council	75
3.3.	Ashendon Parish Council	80
3.4.	Ashley Green Parish Council	81
3.5.	Aston Clinton Parish Council	81
3.6.	Aston Sandford Parish Meeting	82
3.7.	Bierton Parish Council	84
3.8.	Buckland Parish Council	84
3.9.	Burnham Parish Council	85
3.10.	Chalfont St Giles Parish Council	86
3.11.	Chalfont St Peter Parish Council	87
3.12.	Cheddington Parish Council	89
3.13.	Chepping Wycombe Parish Council	89
3.14.	Chesham Town Council	92
3.15.	Dinton-with-Ford and Upton Parish Council	96
3.16.	Drayton Beauchamp Parish Meeting	96
3.17.	East Claydon Parish Council	97

3.18.	Edgcott Parish Council	98
3.19.	Edlesborough Parish Council	100
3.20.	Fulmer Parish Council	100
3.21.	Granborough Parish Council	102
3.22.	Great and Little Kimble cum Marsh Parish Council	102
3.23.	Great Missenden Parish Council	104
3.24.	Hambleden Parish Council	108
3.25.	Leckhampstead Parish Council	109
3.26.	Little Chalfont Parish Council	110
3.27.	Little Marlow Parish Council	115
3.28.	Little Missenden Parish Council	116
3.29.	Longwick cum Ilmer Parish Council	119
3.30.	Marlow Bottom Parish Council	119
3.31.	Marsh Gibbon Parish Council	120
3.32.	Mentmore Parish Council	121
3.33.	Middle Claydon Parish Council	121
3.34.	Newton Longville Parish Council	123
3.35.	Padbury Parish Council	126
3.36.	Pitstone Parish Council	128
3.37.	Princes Risborough Parish Council	129
3.38.	Seer Green Parish Council	131
3.39.	Shabbington Parish Council	132
3.40.	Slapton Parish Council	135
3.41.	Stewkley Parish Council	135
3.42.	Stoke Hammond Parish Council	138
3.43.	Stone with Bishopstone and Hartwell Parish Council	141
3.44.	Wendover Parish Council	143
3.45.	West Wycombe Parish Council	148
3.46.	Westbury Parish Council	148
3.47.	Wexham Parish Council	151
3.48.	Winslow Town Council	152
3.49.	Wooburn and Bourne End Parish Council	154
<hr/>		
4.0.	Conclusion	158
4.1.	Key Findings – Overview of Current Capacity	158
4.2.	Policy Related Considerations	160
4.3.	Evidence gaps	162
4.4.	Considerations for the IDP	165
4.5.	Next Steps	165
<hr/>		
5.0.	Appendices	167

5.1.	Appendix 1 – Infrastructure Providers Questionnaire	167
5.2.	Appendix 2 - Town and Parish Council Questionnaire	168
5.3.	Appendix 3 – Acronyms	169

1.0. Introduction

1.1. Background

- 1.1.1. Buckinghamshire Council came into effect in April 2020, bringing together the former Buckinghamshire County Council and former district councils of Aylesbury Vale, Chiltern, South Bucks and Wycombe.

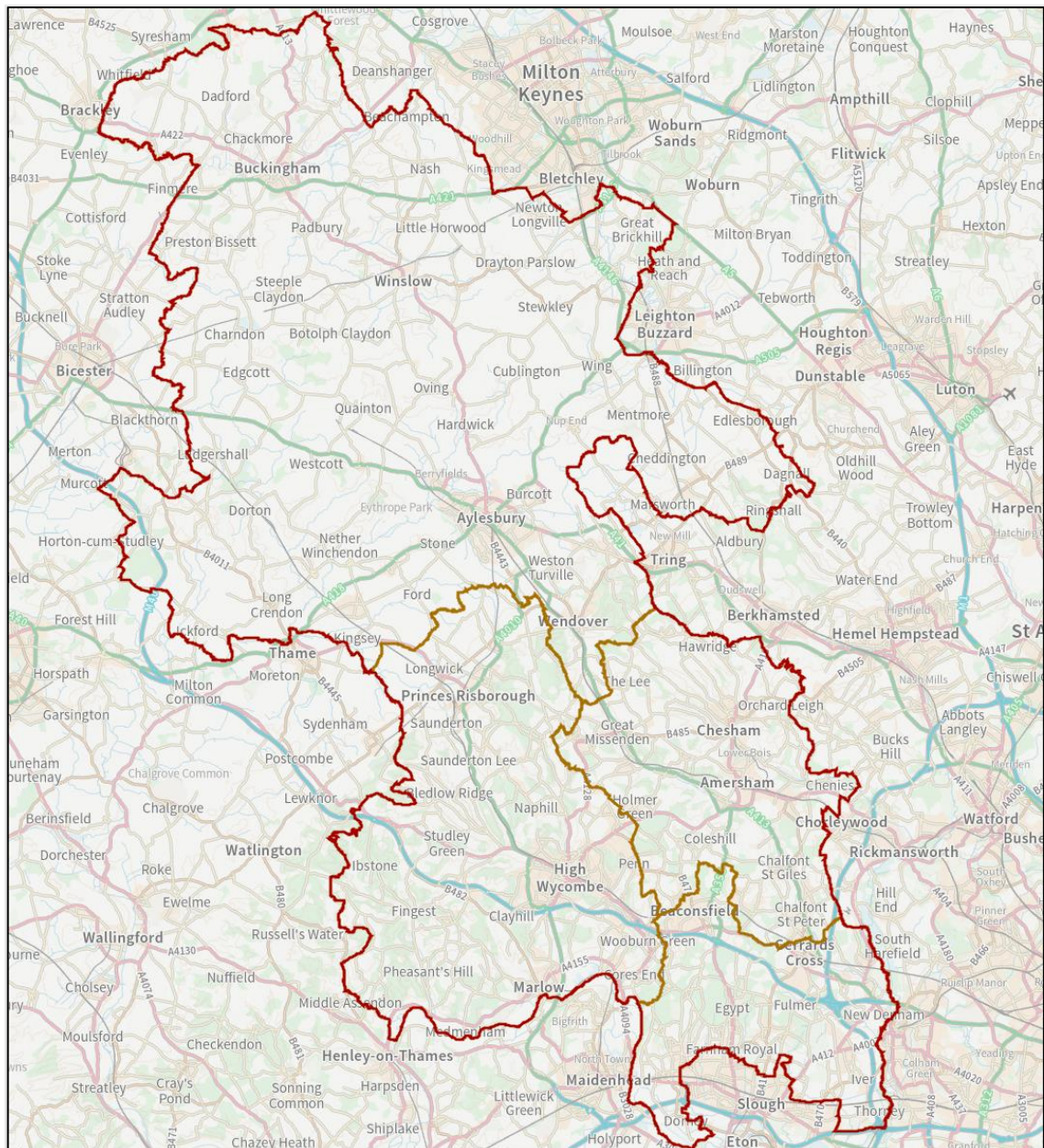


Figure 1: Map showing the four former district council areas merged to form Buckinghamshire Council in 2020 (Source: Buckinghamshire Council, 2023).

- 1.1.2. Buckinghamshire Council is preparing a new Local Plan, which will set the strategy for future growth and associated infrastructure up to 2045.
- 1.1.3. The Local Plan will guide future development and land use in Buckinghamshire. It will set out where development is likely to take place, what factors will be considered when planning applications for development are submitted, and the infrastructure that needs to be provided, protected and/or improved. It will therefore have a major influence on how Buckinghamshire will grow and change in the future.
- 1.1.4. The Local Plan's aims as set out in the Vision and Objectives, in relation to infrastructure is to ensure the right infrastructure required to support communities is provided in the right place and at the right time, and make best use of existing infrastructure, in particular to:
- Facilitate wider connectivity across Buckinghamshire and beyond;
 - Ensure improved local connections within and between settlements;
 - Provide and protect appropriate social infrastructure including for health, education, skills training, sports, recreation and other community facilities;
 - Provide and connect green and blue infrastructure to enhance the landscape and biodiversity;
 - Provide flood risk mitigation and sustainable drainage solutions, negotiating with utility companies for adequate sewerage and wastewater infrastructure; and
 - Encourage adequate provision of energy (gas and electricity), water and other utilities.

1.2. What is Infrastructure?

- 1.2.1. Infrastructure provides the framework to support and sustain communities living and working within the Council's area. Where development occurs and is planned, infrastructure helps form the services and facilities to integrate, build on and sustain these places.
- 1.2.2. The Council is not solely responsible for the provision and funding of all new infrastructure and services. Other agencies, whether public, private, or voluntary all play a critical role in this process.

1.3. Purpose of the Baseline Infrastructure Study

- 1.3.1. The purpose of the Baseline Infrastructure Study (BIS) is to provide a snapshot of the current state of infrastructure provision in Buckinghamshire, in particular:

- Current infrastructure quality and capacity issues;
- The challenges faced by infrastructure providers;
- Infrastructure gaps;
- Future anticipated infrastructure capacity issues;
- Locational infrastructure differences; and
- Any plans and strategies by infrastructure providers to manage future capacity.

1.3.2. The BIS investigates infrastructure issues and importantly engages with infrastructure providers and is an important early step for considering infrastructure planning in the Local Plan making process. This report provides a baseline position on infrastructure capacity as of March 2024, linked to the responses from providers and Town and Parish Councils at that time as well as plans and strategies that they have referred to. The report needs to be read in that context, and it will be updated as part of the Infrastructure Delivery Plan (IDP).

1.3.3. Along with other studies, the BIS will help inform the new Local Plan's overall spatial strategy (where potential housing and employment growth should occur, and what infrastructure is necessary – and where – to accompany this). The BIS will also help to inform the preparation of an Infrastructure Delivery Plan – the next stage in the Local Plan making process relating to infrastructure.

1.3.4. The BIS covers the types of infrastructure related to the scope of the new Local Plan and to the powers available under Local Plan regulations for Local Planning Authorities. The council will continue to monitor the infrastructure required to support the growth proposed in the new Local Plan in Buckinghamshire as the evidence work on infrastructure proceeds.

1.4. Infrastructure Delivery Plan

1.4.1. The BIS will inform the future preparation of an Infrastructure Delivery Plan (IDP), the purpose of which is to set out what type and level of infrastructure will be required - and where and when - to allow development to occur as planned. The IDP will also set out the mechanisms for delivering these infrastructure elements, including partners, funding sources, timescales for implementation etc. In preparing the IDP, Buckinghamshire Council will engage and collaborate with infrastructure providers.

1.5. Methodology

1.5.1. The following methodology was used to prepare the BIS:

1. All the infrastructure providers operating in Buckinghamshire were identified, including relevant Buckinghamshire Council services, private organisations, and town and parish councils.
 2. A questionnaire (see Appendix 1) was prepared in relation to infrastructure capacity for each provider to fill out and return (sent via email). A separate questionnaire (see Appendix 2) was prepared for town and parish councils. Infrastructure providers were asked how they anticipated that their infrastructure will be performing by 2033. This time horizon coincides with the end date of both the Vale of Aylesbury Local Plan and the Wycombe District Local Plan. Infrastructure providers were also asked about their plans for managing infrastructure up until 2040. At the time the BIS questionnaire was sent out, 2040 was assumed to be the new Local Plan end date.
 3. Responses received from infrastructure providers and town and parish councils were summarised. Additional publicly available published information was summarised in the BIS and included where relevant from infrastructure providers and other sources.
- 1.5.2. As infrastructure covers a wide spectrum, some elements are being covered by separate topic specific studies for the new Local Plan and will therefore not be covered by the BIS. This has been highlighted within the report. For example, transport infrastructure will be covered by the 'Buckinghamshire Local Plan Baseline Transport Study.'
- 1.5.3. The future preparation of the IDP will take account of the BIS as well as these separate studies, allowing for a more overarching and detailed analysis and explanation of infrastructure issues and proposals.

1.6. How will infrastructure be funded?

- 1.6.1. In many cases, developers will be required to invest and provide the necessary infrastructure required to support and enable new development to take place. Developers will contribute towards the provision of new infrastructure (e.g. open space) and improvements to existing provision (e.g. a new road layout) to meet the additional demands created through new development. It is important to note that developers are only responsible for infrastructure provision associated with new growth, they are not responsible for addressing existing infrastructure deficiencies. In other cases, infrastructure will need planning in a coordinated way between public and private bodies, particularly where multiple agencies are involved.

- 1.6.2. Developers/site promoters are required to factor in the delivery of infrastructure as part of their plans. Planning Practice Guidance states that it is the responsibility of site promoters to engage in plan making, consider any costs including their own profit expectations and risks, and ensure that proposals for development are policy compliant. Policy compliant means development which fully complies with up-to-date plan policies.

1.7. National Policy and Guidance

- 1.7.1. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. Several sections of the NPPF are relevant to the purpose of the BIS, the key ones are outlined below.
- 1.7.2. Paragraph 7 of the NPPF states that "The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner".
- 1.7.3. Paragraph 11(a) sets out that "all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects".
- 1.7.4. Paragraph 20 states that "strategic policies should set out an overall strategy for the pattern, scale and design quality of places (to ensure outcomes support beauty and placemaking), and make sufficient provision for:
- a) homes (including affordable housing), employment, retail, leisure and other commercial development;
 - b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
 - c) community facilities (such as health, education, and cultural infrastructure); and
 - d) conservation and enhancement of the natural, built, and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation".
- 1.7.5. Planning Practice Guidance (NPPG) on Plan-Making sets out that *"at an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners, and site*

promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- *assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and*
- *take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas” (Paragraph: 059 Reference ID: 61-059-20190315, www.gov.uk/guidance/plan-making).*

2.0. Baseline Assessment – Infrastructure Providers

2.0.1. The following assessment is broken down by topic areas. It has considered the responses received to the questionnaire from infrastructure providers and publicly available published information.

2.0.2. The following infrastructure providers were consulted:

- South Central Ambulance Service
- Thames Valley Police
- Buckinghamshire Fire and Rescue Service
- Buckinghamshire, Oxfordshire and West Berkshire Integrated Care System (BOBICB)
- Buckinghamshire Healthcare NHS Trust
- Frimley Health NHS Foundation Trust
- Broadband - Buckinghamshire Council
- Mobile Technology - Buckinghamshire Council
- Nation Grid Electricity Transmission
- Scottish and Southern Electricity Networks
- UK Power Networks
- National Grid Electricity Distribution
- Cadent Gas
- Scotia Gas Networks (SGN)
- Waste Management - Buckinghamshire Council
- Early Years and Childcare Education – Buckinghamshire Council
- Primary and Secondary Education - Buckinghamshire Council
- SEND Education - Buckinghamshire Council
- Adult Learning - Buckinghamshire Council
- Buckinghamshire College Group
- Buckinghamshire New University
- University of Buckingham
- Crematoriums and Cemeteries - Buckinghamshire Council

2.1. Emergency Services

2.1.1. The South Central Ambulance Service and Thames Valley Police provided responses to the questionnaire. The information below represents a summary of the response received, including the views of the organisation on infrastructure issues as well as publicly available information.

2.1.2. Buckinghamshire Fire and Rescue Service did not respond to the questionnaire.

2.1.3. Police:

2.2.4. Thames Valley Police (TVP) is one of the 43 police forces in England and Wales and is the largest non-metropolitan force. It covers three counties: Buckinghamshire, Berkshire, and Oxfordshire, and serves a diverse population of over 2.34 million people.

2.1.5. TVP are in the process of changing to a five-area command model based on the areas identified in the map below, to be called Local Command Units (LCUs).

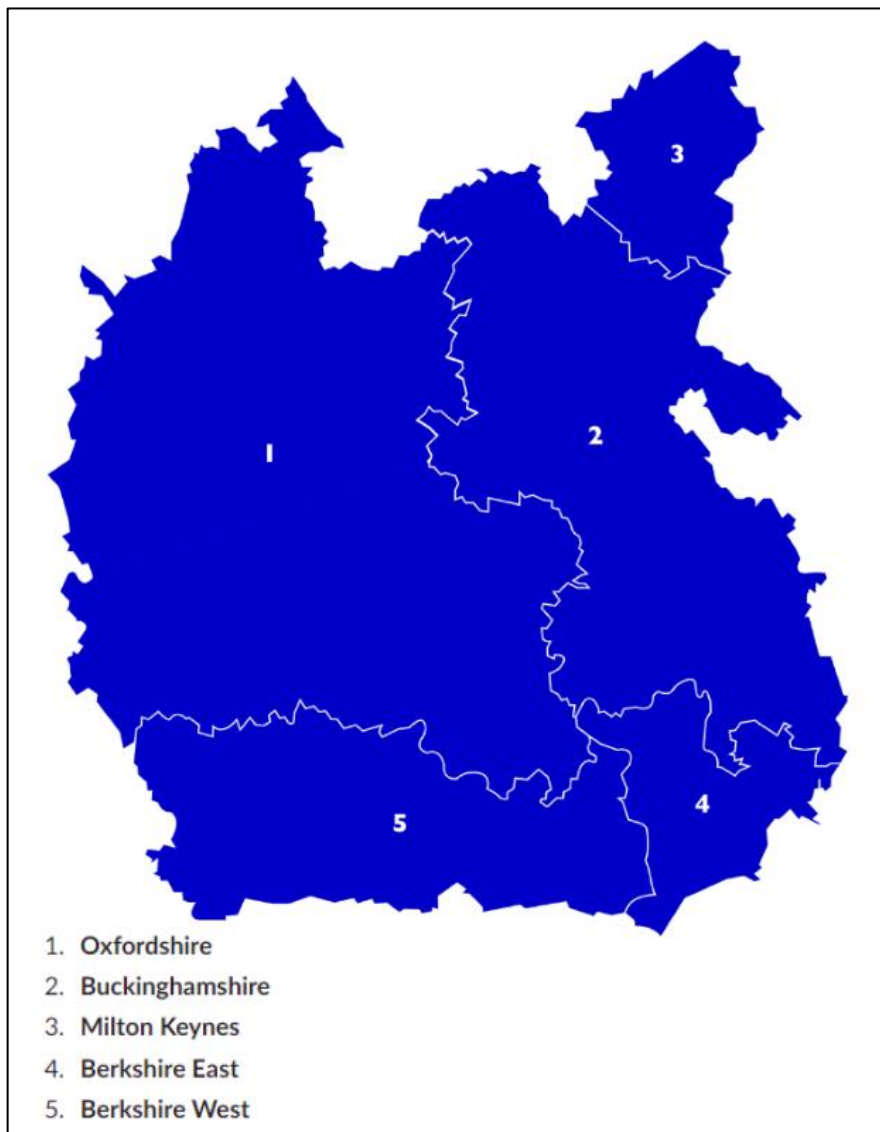


Figure 2 Map showing the area TVP covers and the five new command areas (Source: TVP, 2024).

2.1.6. TVP facilities are starting to become stretched as each of our current main police stations at Aylesbury, High Wycombe and Amersham have little room capacity or

vehicle capacity. Expansion of any of these hubs would require a restructure of staff or business. This could more readily be achieved in Aylesbury but may require further building works. The building used at High Wycombe is probably under the most strain currently.

2.1.7. To deal with capacity issues, TVP review their staff deployments and office design/layout to be flexible to need. They are currently restructuring due to a move to a county-wide command team which has resulted in current building works taking place, which should enable them to be fit for the next 5-10 years depending on any significant changes. They also have additional smaller satellite stations for their neighbourhood teams to assist with county-wide coverage and quicker response times. Taplow Police Station also has potential capacity if more is required.

2.1.8. Due to the nature of policing, desk space is not required for each individual officer. TVP also have space saving processes to enable more of their workforce to be located out of a station, which they can continue to review and change as demand increases. In general, officer funding is linked to per head of population, which will inform infrastructure need and growth.

2.1.9. To deal with future growth, TVP review potential demand and population growth models to inform strategic decision making, they will plan to utilise and maximise the property they currently have available and utilise technology to enable more agile working.

2.1.10. Currently TVP stations are based in town centres. Nationally, policing has moved towards having larger stations being strategically placed close to the major road network combined with smaller town centre offices. Any significant growth plan TVP undertake may consider moving to this type of model.

2.1.11. Having one LCU covering Buckinghamshire will better enable the LCU and Buckinghamshire Council to work more closely together when considering the strategic implications of planned growth on policing across the whole county.

2.1.12. Ambulance Service:

The South Central Ambulance Service NHS Foundation Trust (SCAS) provides a range of emergency, urgent care, and non-emergency healthcare services, along with logistics services. Their three main functions are:

- The accident and emergency service to respond to 999-calls;
- The 111-call service for when medical help is needed fast, but it is not a 999-call emergency; and
- The Non-Emergency Patient Transport Service.

- 2.1.13. SCAS delivers most of these services to the populations of Berkshire, Buckinghamshire, Hampshire, Oxfordshire, and Sussex. They serve a population of over 7 million and answer over 500,000 urgent calls a year. They have 4,500 staff and over 1,100 volunteers, to provide care 24 hours a day, seven days a week.
- 2.1.14. SCAS has over 103 sites across Berkshire, Buckinghamshire, Hampshire and Oxfordshire, and a Non-Emergency Patient Transport Service (NEPTS) Centre in Sussex, to support the delivery of their patient transfer service (PTS) contract. They have:
- Headquarters in Bicester, Oxfordshire and Otterbourne, Hampshire. Each of these sites also houses a Clinical Co-ordination Centre, where 999-calls and NHS 111-calls are received, clinical advice provided, and emergency vehicles dispatched if needed.
 - A 111-call facility in Milton Keynes.
 - Four PTS Contact Centres, and 24 PTS bases.
 - 23 Ambulance Resource Centres.
 - A community deliver care service, which supports patients at home and in their local area.
- 2.1.15. Relevant weaknesses and threats are identified in the SCAS's 'Our Future Vision and Strategy 2022-27' including:
- Capacity and capability will be compromised if staff are not maintained and developed.
 - There is competition for workforce from other employers.
 - There is uncertainty about whether service capacity will be able to meet demand in the future as this can impact performance.
 - Some estates are tired and not fit for purpose.
- 2.1.16. SCAS suggest that they are starting to be stretched to deliver their services. Their funding is set via NHS commissioners, and they are required to remain within the budget. However, they can dynamically move resources from areas that are not experiencing pressure to others that need support.
- 2.1.17. In relation to future planning, SCAS are currently going through a modernisation programme, which has 5 years to deliver. This should enable SCAS to deliver a quality service for many years to come, subject to normal yearly parameters. SCAS only plan to a five-year period, due to the variety of challenges and variables year on year.
- 2.1.18. SCAS consider that the new Local Plan is valuable and important to assist with the planning of their future developments. Specifically, it will be important for them to

understand what impact the new Local Plan will have on GPs, social services, and hospitals, as this will impact their service delivery. SCAS are limited on expansion of facilities to meet future growth demand, due to funding. If funding becomes available, SCAS could explore relevant options.

2.2. Healthcare

2.2.1. The Buckinghamshire, Oxfordshire, and West Berkshire Integrated Care System, and the Buckinghamshire Healthcare NHS Trust provided responses to the questionnaire. The information below represents a summary of the responses received, including the views of the organisation on infrastructure issues as well as publicly available information.

2.2.2. The Frimley Health NHS Foundation Trust did not respond to the questionnaire.

Integrated Care Systems:

2.2.3. Integrated Care Systems (ICSs) were established in 2022 and are partnerships that bring together NHS England organisations, local authorities, and other partners such as volunteer community and social enterprise (VCSE) organisations to take collective responsibility for planning healthcare provision, improving health and reducing inequalities across geographical areas. This includes mental health provision. When the NHS was formed in 1948, General Practitioners (GPs) remained as independent contractors, which means they operate GP surgeries around the country. Integrated Care Boards (ICBs) allocate the NHS budget to commission healthcare services for the population. ICBs are also responsible for deciding how and where to spend developer contributions. (Homes England: Fact Sheet 4, 2024) Buckinghamshire is part of an ICB with Oxfordshire and West Berkshire, called the 'BOBICB'.

10-year Infrastructure Strategy:

2.2.4. In March 2024, NHS England asked every ICS to develop a 10-year system-wide infrastructure strategy that aligns to its clinical vision, delivers the NHS Long Term Plan and sets out how the local estate will be used.

2.2.5. These plans will ensure the most efficient and productive use of NHS resources in helping to address necessary backlog maintenance, support the recovery of NHS core services, and produce flexible solutions to meet the future needs of patients and staff.

2.2.6. These plans should incorporate requirements from the NHS trusts and primary care network estates within a system and support national strategic plans and priorities such as those for the New Hospital Programme.

2.2.7. NHS England has published guidance and templates to support systems in the development of their infrastructure strategy.

2.2.8. Key focus areas for infrastructure strategies include:

- how the estate, digital, equipment and workforce models contribute to delivery of the overarching system strategy, related clinical pathways and national priorities;
- what estate sits in a system, the condition of that estate and how it can best be used;
- what the required additional investment is in the short and long term;
- what the options and plans are for property or land that is no longer required, or needs repurposing or acquiring;
- what needs to be done to deliver against sustainability and net zero ambitions
- how the estate's cost-effectiveness, productivity and efficiency can be increased, and long-term running costs reduced; and
- what resources are required at the system level and within partners, and how the system collaborates with non-health bodies such as the local authority and voluntary, community and social enterprise (VCSE) sector.

2.2.9. BOBICB are yet to develop an Infrastructure Strategy. A key enabling action in the BOBICB's Primary Care Strategy 2024 (PCS) is to develop an Infrastructure Strategy to set a clear expectation that system partners will work together to utilise the public estate and community assets to deliver the priorities of the PCS and support primary care resilience.

Primary Care:

2.2.10. As guidance, 1,800 people per one full-time General Practitioner (GP) is considered standard by the NHS London Healthy Urban Development Unit (HUDU), based on guidance by the Royal College of GPs. Although these standards are formulated for a London context, they are considered to be applicable nationwide. 5 full-time GPs is considered adequate to provide healthcare services for a population of approximately 9,000 people, which is equivalent to 3,800 homes based on the average national household size. The demand for local GPs will vary - larger homes such as family-sized dwellings typically accommodate more people than smaller homes, such as flats. Specialist types of housing, such as retirement villages, may also create a higher-than-average demand for GPs (Planning Contribution Model Guidance Notes, NHS London HUDU, 2009).

2.2.11. Primary Care Networks (PCNs) were created as part of the NHS Long-Term Plan to bring GPs together to work at scale. PCNs were created for a range of reasons,

including improving the ability of practices to recruit and retain staff, to manage financial and estates pressures, to provide a wider range of services to patients, and to integrate with the wider health and care system more easily. There are 13 PCNs within Buckinghamshire.

- 2.2.12. The BOBICB have advised that infrastructure and services in Buckinghamshire are currently stretched beyond capacity/struggling. Although there is significant local variation between the 47 GP practices in Buckinghamshire, most are stretched or very stretched to meet the healthcare needs of currently registered patients. Some premises are not fit for purpose and need improvement to ensure quality.

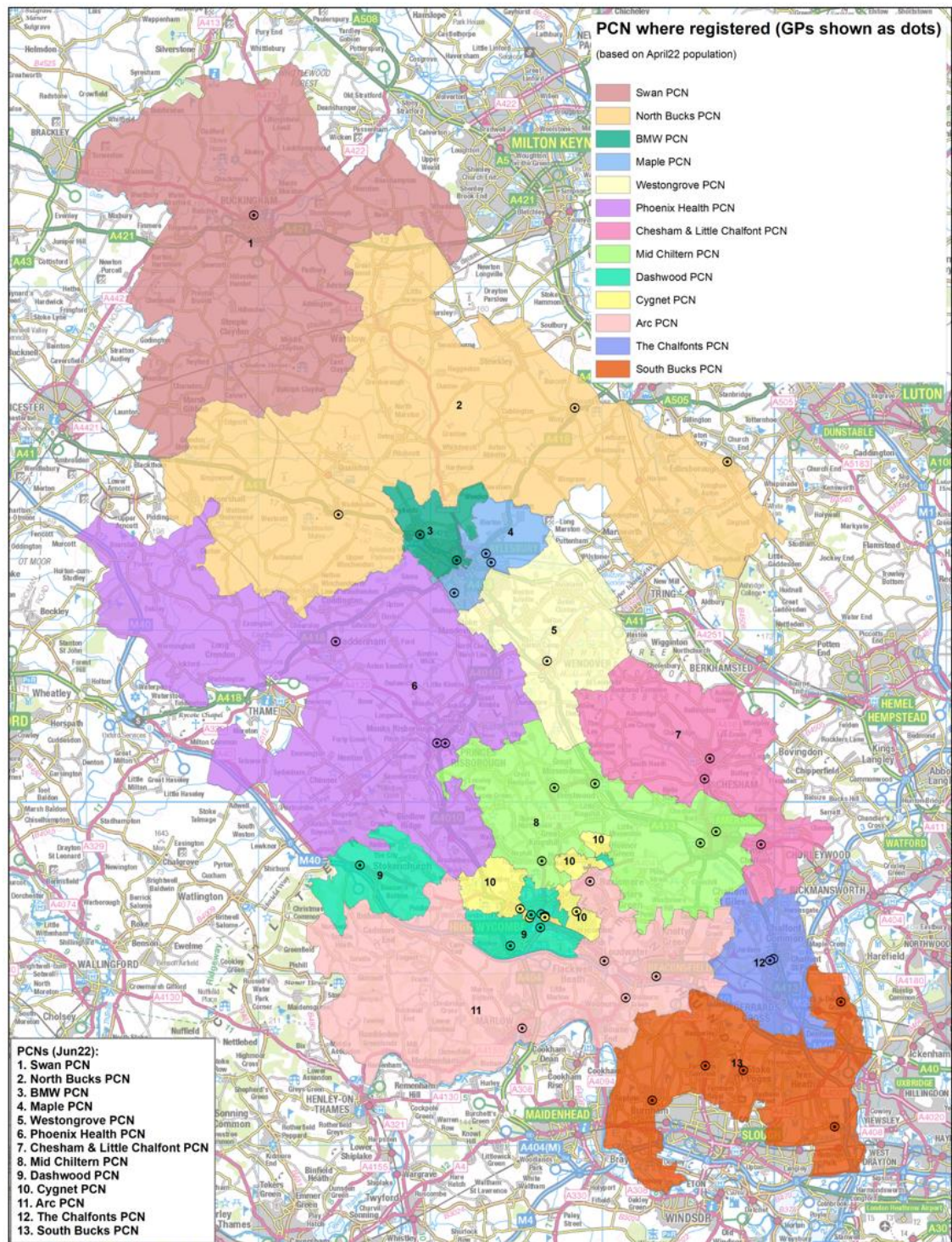


Figure 3 Map showing PCNs and GPs in Buckinghamshire (Source: BOBICB, 2023).

- 2.2.13. Community pharmacy has experienced significant capacity pressures during the winter months, primarily driven by the unprecedented pressures from Flu and Strep A infections.
- 2.2.14. Despite some improvement in access to NHS high street dental services, the population continues to experience varying levels of challenges in securing

appointments. This is driven by the increase in level of complexity in presentation, dental workforce challenges, and practice withdrawal from the NHS contract.

- 2.2.15. Work continues with national and regional teams to identify long term solutions to NHS dental access. Alongside increasing capacity using an Additional Access scheme (located in Haddenham), a local Flexible Commissioning Scheme is in development to prioritise access for the most vulnerable of our population.
- 2.2.16. Integrated working across primary care services continues to ensure that the population has sufficient access to appropriate care. Additional resource is in place to support the development and resilience of community pharmacy capacity.
- 2.2.17. Work continues to further understand local issues related to pharmacy, optical and dental services, to collaboratively develop local solutions to meet current and future needs and build service resilience as part of an integrated primary care offer.
- 2.2.18. To help deal with the current (and future) capacity issues, the following GP surgery developments and/or expansions are proposed:
 - Aylesbury – the extension of Poplar Grove Surgery, subject to s106 deed of variation – over the next 2-3 years;
 - Aylesbury – Hampden Fields, subject to s106 deed of variation;
 - Aylesbury – sustainability and transformation partnership bid to NHS England to part-fund the replacement and enlargement of Whitehill Surgery in the next 2-3 years;
 - Buckingham – Sustainability and transformation plan bid to part-fund replacement and enlargement of Swan Practice buildings with a new development at Lace Hill in the next 2-3 years;
 - Winslow – NHS Property Services led project currently underway;
 - Chalfonts - Calcot Medical Centre project to be complete in 2023; and
 - Opportunistic small-scale projects, including refurbishment, funded by developer contributions (CIL or s106 agreements) or Minor Improvements Grants to increase capacity.
- 2.2.19. The GP surgery developments and/or expansions discussed above focus on certain strategic geographical areas with high population growth. Even if these are completed, BOBICB forecast that in 2033 there will remain widespread pressure on many practices due to growing population and healthcare need. If any of the developments and/or expansions do not go ahead this would leave major localised gaps, and services struggling and stretched beyond capacity.
- 2.2.20. They are also all subject to funding allocations by external bodies, involvement of multiple partners (including GP practices, primary care networks, and third-party

developers), and subject to change over time, if funding sources and/or project costs change significantly.

- 2.2.21. The primary care estate is under significant capacity pressure and developer contributions are essential to help mitigate these issues alongside other sources of funding. Larger primary care developments are reliant on a procurement model of third-party developer and GP long leases which are more complex to deliver and can have unsustainable long-term revenue implications for the BOBICB. Emerging condition and compliance issues at practice level over the next ten years, will also impact on infrastructure. At present there is not a significant additional funding scheme for modernisation and improvement of the primary care estate.
- 2.2.22. BOBICB forecast that between 2033-2040 that their plans will need to respond to proposed housing development and any changes in models of healthcare. However, they have no plans for meeting growth beyond 2033 and considering potential growth to 2040 ahead of published local authority housing data.
- 2.2.23. BOBICB suggest the new Local Plan can better help them deliver infrastructure and services through:
- A policy commitment to healthcare contributions associated with any additional housing development, including support for expanding existing primary care facilities as the default approach. The largest housing developments (or clusters of development) may need new primary care facilities and associated land allocations.
 - A CIL funding scheme with a component for healthcare, which would provide much more assured and efficient funding for primary healthcare infrastructure.
 - Should an Infrastructure Levy replace s106 and CIL, the BOBICB would push for an agreement for a significant proportion of the levy go towards healthcare estate issue mitigation.
 - Policies that facilitate pooling of contributions from multiple sites towards infrastructure improvements.
 - In relation to pharmacies, opticians and dentists, identification of the opportunity for local integration and collaboration, and pooling and prioritising of capacity and resources as appropriate.
 - Providing affordable housing for key workers in health and social care.
 - Ensuring that there are good transport links to health hubs.
- 2.2.24. BOBICB advise that they are working with Buckinghamshire Council on a methodology to quantify and calculate sufficient developer contributions to fund additional GP related infrastructure in locations where there is and will be significant housing growth. They intend that this work will consider pharmacy, optical and dental in the future.

2.2.25. BOBICB point out other issues that may be relevant for the preparation of the Local Plan:

- BOBICB have recently taken on responsibility from NHS England for commissioning other primary care services, including community pharmacy, optometry, and dentistry. They will provide further detail in relation to these service areas as their plans develop.
- Workforce cost and availability remains a constraint for service development.
- Infrastructure development may include Integrated Community Team (ICT) improvements to support digital healthcare delivery.
- Business financial sustainability requires larger practices in fewer buildings.
- Clinical model and flexibility require larger practices in fewer buildings.
- Transport and access challenges to primary care hubs.
- Developments that reduce air pollution and support green travel schemes can help to reduce the impact on healthcare.
- Healthcare building extensions can encroach on existing areas, such as car parking. Service expansion can put pressure on existing internal spaces.

Developer Contributions:

- 2.2.26. Developer contributions operate in very different ways when it comes to funding health infrastructure through developer contributions.
- 2.2.27. Section 106 of the Town and Country Planning Act 1990 (Section 106) contributions are secured accompanying a planning permission to make developments acceptable in planning terms and will only be granted if there is a fully costed, identified project which is linked to the specific development. This is a key reason why having an up-to-date Primary Care Strategy and Infrastructure Strategy in place is so important.
- 2.2.28. There have been instances where Section 106 agreements have specified the funding of healthcare facilities, however, the BOBICB and local GPs have had no strategy or plans for new infrastructure and therefore the new facilities have fallen through, leading to local community disappointment.
- 2.2.29. The other source of developer contribution is the Community Infrastructure Levy (CIL). CIL is levied on new development to fund infrastructure. CIL can be used to fund infrastructure projects, which are not specifically linked to the development.
- 2.2.30. Developer contributions, whether from Section 106 agreements or CIL, cannot fix existing shortcomings in primary healthcare, they can only be used to mitigate an increased need for healthcare resulting from the new development.
- 2.2.31. Competing uses for developer contributions, such as the funding of new schools, roads, and leisure facilities, which are often easier projects to deliver and can be

brought forward more quickly also present challenges for healthcare provision. Contributions as a result are often used to fund these projects over healthcare.

- 2.2.32. There are also timeframe challenges in accessing money as healthcare providers cannot forward-fund projects. They often must wait for a certain number of homes to be built before any contribution funding can be released.

Hospitals:

- 2.2.33. Two NHS Trusts serve Buckinghamshire. The majority of Buckinghamshire is served by the Buckinghamshire Healthcare NHS Trust, while areas in the south of Buckinghamshire are served by Frimley Health NHS Foundation Trust. A Trust in this context is an organisational unit within the NHS generally serving either a geographical area or a specialised function.

Buckinghamshire Healthcare NHS Trust:

- 2.2.34. Buckinghamshire Healthcare NHS Trust (BHT) provide acute and community healthcare services to Buckinghamshire. This includes community, planned and emergency (major trauma and A&E), acute hospital medical and surgical care and specialist and tertiary health care. BHT run Wycombe Hospital, Stoke Mandeville Hospital, Amersham Hospital, Buckingham Community Hospital, Marlow Community Hospital, Chalfont and Gerrards Cross Hospital and Thame Community Hospital (which is located outside of Buckinghamshire but serves Buckinghamshire's population).
- 2.2.35. BHT have advised that their infrastructure and services are currently stretched beyond capacity/struggling. Currently they have several infrastructure constraints including:
- Buildings coming to the end of their life (which they will be responsible for upkeep and replacement).
 - Buildings and equipment that are currently stretched beyond capacity are particularly acute in cancer services, emergency bed capacity, physiotherapy and occupational therapy services, MRI, and CT diagnostic capacity.
- 2.2.36. These represent the current areas of insufficient capacity; other areas may come under capacity pressures as population needs and technology change.
- 2.2.37. To help deal with the current (and future) capacity issues, BHT are using technology where possible. For outpatients they use a digital platform to reduce face-to-face attendances and allow patients to be seen virtually in their own homes. This has helped to reduce pressure on their outpatient infrastructure. They are also setting up a virtual ward to enable lower risk patients to be cared for virtually at home using technology to monitor them remotely. These measures however do not address the infrastructure shortfalls outlined above.

- 2.2.38. BHT will look to use technology where possible to help deal with future growth and development pressures, however they do not have the financial resources themselves to improve infrastructure and services from the pressures of population growth.
- 2.2.39. BHT forecast that in 2033 with the help of development contributions (Section 106/CIL) their services will still be stretched, but not beyond capacity. Without development contributions, however their services would be stretched beyond capacity.
- 2.2.40. BHT forecast that between 2033-2040 that their services will be under more pressure and constraint because of the county's aging population. However, they are mainly focussing on the next 10 years, the period up to 2033.
- 2.2.41. BHT view the new Local Plan as being particularly important in helping them to deliver their infrastructure and services. Developer contributions are vital in funding the necessary infrastructure required to cope with population growth. Infrastructure funding is required across all their main Acute and Community Hospitals across Buckinghamshire. If an Infrastructure Levy replaces the current developer contribution framework, BHT would seek agreement for a proportion of the levy to go towards healthcare infrastructure mitigation.
- 2.2.42. BHT advise that all their services have different population and/or housing thresholds associated with providing major new infrastructure. Accordingly, they have agreed a methodology with Buckinghamshire Council to better plan for the need for new infrastructure with strategic areas of population and housing growth. This relates to the scale of growth anticipated in the Aylesbury Vale area and it is being implemented as part of consideration of representations from BHT on relevant planning applications.
- 2.2.43. BHT have advised that the provision of healthcare in Buckinghamshire is a dynamic process and there are likely to be other services in addition to the four specific areas highlighted above that may experience infrastructure overload or capacity constraints.
- 2.2.44. BHT also state that sufficient affordable housing for healthcare key workers is important and needs to be considered.

Frimley Health NHS Foundation Trust (FHFT):

- 2.2.45. The Our Future FHFT Strategy 2020-2025 supports and mirrors the principles set out in the NHS Long Term Plan, which contribute to the overall health and wellbeing of patients, communities, and people, including:

- A new service model, which includes improving out-of-hospital care and a focus on population health and local partnerships through integrated care systems (ICSs);
- Taking greater action on prevention and health inequalities, including smoking, obesity, and alcohol;
- Further progress on care quality and outcomes, including a strong start in life for children and young people, and better health and care for major conditions including cancer, cardiovascular disease, stroke, and diabetes;
- Building our workforce, focusing on the workforce implementation plan, international recruitment, and apprenticeships;
- Digitally enabling care, with a particular focus on outpatients and primary care; and
- Improving efficiency, reducing waste and returning to financial balance.

2.2.46. The Strategy identifies the following key challenges:

- There is an underlying deficit of £23.4m from 2018-2019 with further pressures and the need to invest in infrastructure to meet the challenges associated with changing healthcare needs and technologies;
- There is no single agreed approach to continuous improvement based on learning and innovation;
- The need to meet the needs of patients and improve safety and outcomes in a system that is under increasing pressure with growing volume and complexity of demand;
- The need to address unwarranted variation in the quality of services due to inconsistent pathways;
- Rapid pace technology is advancing and requires a new approach to healthcare;
- The need to reduce vacancy rates to meet the NHS Long Term Plan's goal of 5% by 2028; and
- The need to move towards a system control total as part of the ICS causing a shift from investments in hospitals towards primary and mental health care.

2.3. Utilities

Broadband:

2.3.1. An internal Buckinghamshire Council department provided a response to the questionnaire. The information below represents a summary of the response received, as well as publicly available information.

- 2.3.2. Since 2013, the proportion of premises in Buckinghamshire which could access superfast speeds has risen from 68% to 96.93% as of July 2021. This progress was made largely through the successful commercial roll out of fibre broadband.
- 2.3.3. Broadband resourcing is not currently an issue, however with the expansion of commercial broadband rollout in Buckinghamshire, as well as the National Government's Project Gigabit, more pressure to the digital infrastructure programme is expected.
- 2.3.4. Project Gigabit is the National Government's flagship £5 billion programme to enable hard-to-reach communities to access fast gigabit-capable broadband. It is being undertaken by Building Digital UK (BDUK), an executive agency sponsored by the Department for Science, Innovation and Technology. It targets homes and businesses that are not included in broadband suppliers' plans, reaching parts of the UK that might otherwise miss getting the digital connectivity they need. The fast, reliable connections delivered by Project Gigabit will level-up mostly rural and remote communities across the UK, as well as tackling pockets of poor connectivity in urban areas.
- 2.3.5. The contract for Buckinghamshire has been awarded to City Fibre and will lead to investment upwards of £50m into fibre development, providing Gigabit capable coverage to 20,000+ premises in Buckinghamshire alone. The installation works are targeted to begin in the summer of 2024 and should run for two years but may run longer if required.
- 2.3.6. During the implementation of Project Gigabit, there will be pressure on internal Buckinghamshire Council resources to support the delivery of the programme. A significant part of this will be managing the impact of the works on highways and road usage.
- 2.3.7. Future broadband infrastructure provision could potentially be funded using gainshare money received from previous broadband delivery contracts.
- 2.3.8. As part of developing the Local Plan for Buckinghamshire, requirements that stipulate gigabit-capable fibre connections as part of new development would help broadband infrastructure provision and should be investigated.

Mobile Technology:

- 2.3.9. An internal Buckinghamshire Council department provided a response to the questionnaire. The information below represents a summary of the response received, as well as publicly available information.

- 2.3.10. Buckinghamshire Council's Digital Infrastructure Programme looks after the improvement of mobile connectivity throughout the county, as well as the provision of broadband. There has been a significant increase in the deployment of this technology because of Central Government's wireless infrastructure strategy.
- 2.3.11. 4G coverage within Buckinghamshire currently stands at 96%. However, this does not mean that all four of the main mobile network operators (Vodafone, Three (3), EE and O2) are covering that percentage of the county, it means that access to at least one of them is available across 96% of the County's geographic area.
- 2.3.12. To enhance the coverage across the County, Buckinghamshire Council has recently secured £3.8m worth of funding through the Department for Science, Innovation and Technology's (DSIT) 5G Innovation Regions Programme. This has led to a consortium of Councils (Buckinghamshire Council, Oxfordshire County Council, Central Bedfordshire Council, Cambridgeshire Council and Berkshire Council) joining up to develop use cases for the investment. The primary use case for Buckinghamshire Council is a £1.5m investment to creating a 5G corridor along the new East-West Rail route from Bicester to Bletchley. Although the primary focus will be for rail use, there will be consequential improvements to mobile connectivity for trackside neighbours.
- 2.3.13. There is an expectation that DSIT will release further funding for mobile improvements and as there is now a region formed to compete for these, it is anticipated that there will be more capital funding available for Buckinghamshire Council to utilise in this area.
- 2.3.14. One of the key priorities for mobile network operators is to build masts, and other infrastructure, close to newly developed housing as good mobile coverage will be expected by residents. There is an additional opportunity for this be factored in as part of developing the Local Plan.

Electricity:

- 2.3.15. National Grid Electricity Transmission (NGET) provided a response to the questionnaire being responsible for electricity transmission in England and Wales.
- 2.3.16. UK Power Networks (UKPN) and Scottish and Southern Electricity Networks (SSEN) provided responses to the questionnaire being the responsible Distribution Network Operator in the central and southern parts of Buckinghamshire, respectively.
- 2.3.17. National Grid Electricity Distribution (NGED) did not respond to the questionnaire being the responsible Distribution Network Operators in the northern part of Buckinghamshire.

- 2.3.18. A separate Renewable Energy Assessment has been prepared as evidence for the new Local Plan, and this will provide greater detail about Buckinghamshire's baseline position in relation to renewable energy.
- 2.3.19. The Council has provided additional information and explanation about the electricity network and distribution systems in the sections below as these are quite complex. Potential implications for the new Local Plan are also highlighted.

Electricity Network:

- 2.3.20. There are three key stages in the electricity network.
- Generation: the generation of electricity from power plants;
 - Transmission: transmitting high voltage electricity in bulk from power plants throughout the UK via high voltage transmission networks. The transmission networks are like motorways, moving energy efficiently over long distances; and
 - Distribution: lowering voltage to usable levels and distributing electricity from the high voltage transmission networks to local distribution networks. The distribution networks are like the A-roads, carrying gas and electricity into your home or business.
- 2.3.21. Electricity substations convert high-voltage electricity from the transmission network, so that it can be delivered to your home or business safely.
- 2.3.22. Distribution Network Operators (DNO) are the operators of the power distribution system, which delivers electricity to homes and businesses. They are responsible for infrastructure including networks of towers, transformers, poles, cables and meters that deliver power. There are three DNOs operating in Buckinghamshire:
- UK Power Networks (UKPN);
 - National Grid Electricity Distribution (NGED); and
 - Scottish and Southern Electricity Networks (SSEN).

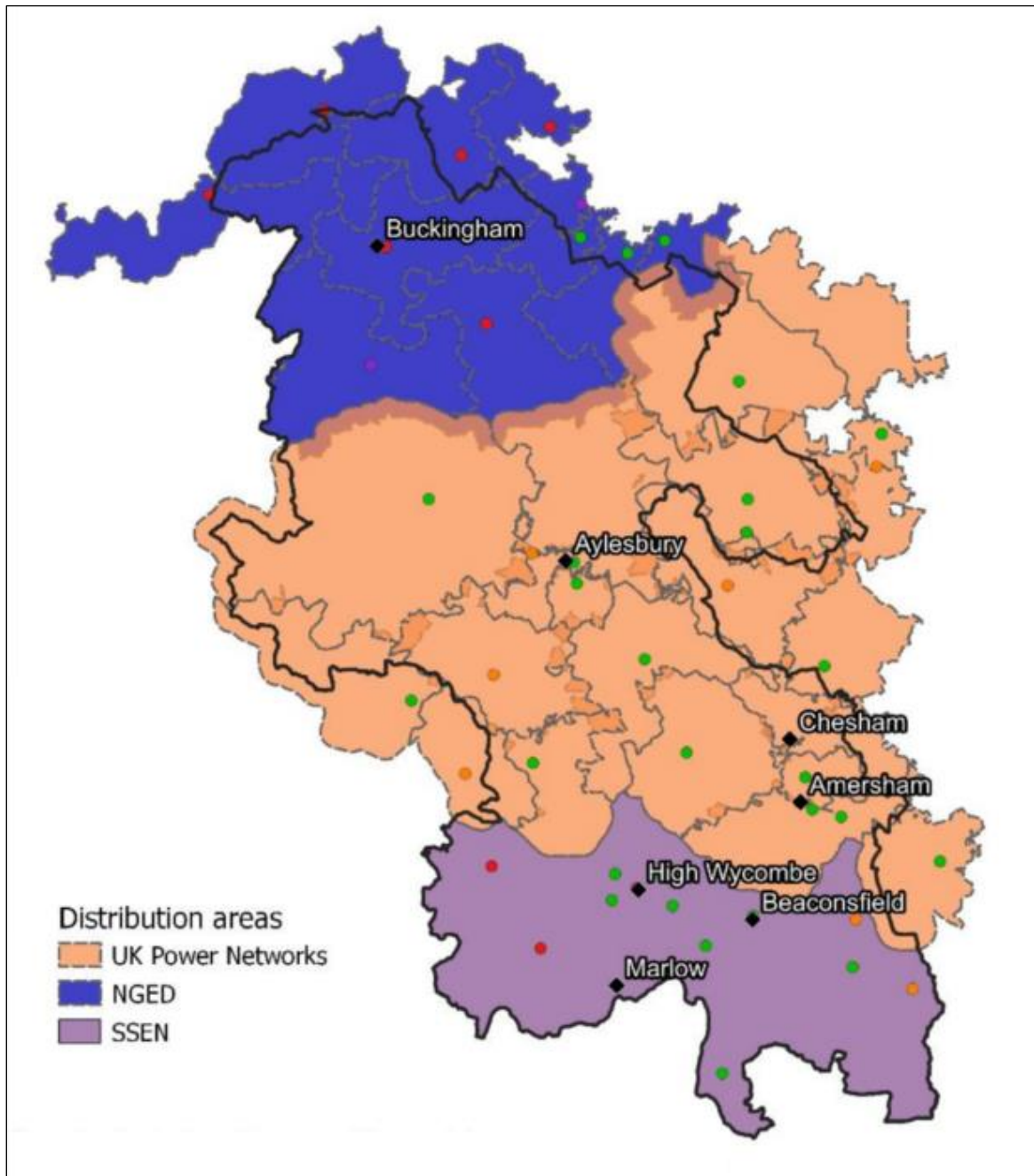


Figure 4 Map showing the three DNOs operating in Buckinghamshire. (Source: Local Plan for Buckinghamshire: Climate Change Study - Renewable Energy Assessment, Oct 2023).

- 2.3.23. DNOs are also responsible for any excess local generation making its way to the transmission network, such as rooftop photovoltaic (PV). They design infrastructure to cope with certain peaks in demand in generation, normally with excess capacity known as headroom. Infrastructure that must handle larger peaks is more expensive, as is upgrading existing infrastructure. Therefore, DNOs may refuse connections if a grid area is too constrained, and they deem upgrading too costly. They may also charge a connection fee to upgrade their infrastructure.

- 2.3.24. Grid connections generally fall into two categories: generation (creating electricity for the grid) and demand (taking energy from it).
- 2.3.25. DNOs must manage grid capacity in their operational areas for new connections. This is a dynamic situation and changes principally because of new connections being made and new or upgraded infrastructure being installed.

DNO Future Planning:

- 2.3.26. DNOs are regulated by the Office of Gas and Electricity Markets (Ofgem) who are Great Britain's independent energy regulator. Ofgem are responsible for working with government, industry and consumer groups to deliver a net-zero economy, at the lowest cost to consumers; ensuring good practice and fair treatment for all consumers, especially the vulnerable; and enabling competition and innovation, which drives down prices and results in new products and services for consumers.
- 2.3.27. Ofgem require DNOs to publish a Network Development Plan (NDP) every two years to provide stakeholders with transparency on network constraints and needs for flexibility. Network Development Plans have three distinct purposes:
- To assess the future suitability of the distribution network under credible future energy scenarios over a 5-to-10-year period;
 - To identify sites that require intervention due to network constraints and assess the options available to remedy the constraint to ensure the network complies with relevant design standards and technical limits of assets. Solutions could be provided through flexibility services, conventional reinforcement, or operational mitigation; and
 - To provide Ofgem and other stakeholders with transparent plans to develop the distribution network and continue to enable the transition to net zero.
- 2.3.28. To inform the NDP, forecasting is undertaken by DNOs for different scenarios that reflect differing factors that can influence the dynamic energy landscape, such as changes in consumer behaviour, changing government policy and support, economic growth, and technology development. The forecasting developed is called Distribution Future Energy Scenarios (DFES), which forecasts different scenarios up until 2050 in line with the Net Zero timeframe. The scenarios are assessed, and a 'best view' scenario is selected, which outlines the expected pathway over a 10-year period. The DFES are updated regularly because of the changing energy landscape and the need to stay relevant. The scenarios are also informed through engagement with a wide range of stakeholders.
- 2.3.29. The requirement for DNOs to prepare NDPs is positive for the future planning of energy in Buckinghamshire. However, as Buckinghamshire has three DNOs operating,

who are responsible for much larger areas than just Buckinghamshire, specific future energy planning for Buckinghamshire can be challenging.

- 2.3.30. Another method may be for a Local Area Energy Plan (LAEP) to be prepared. A LAEP focusses on specific localities (e.g., cities, towns, neighbourhoods). They aim to achieve net-zero emissions by identifying changes needed in the local energy system and built environment (such as better insulation in buildings, better design for passive heating/cooling, and the use of heat pumps instead of gas for heating) within a given timeframe. A LAEP could be prepared specifically for the Buckinghamshire Council area or individually for each of the DNO areas. This is achieved by exploring potential pathways specific to the area, which consider a range of technologies and scenarios, and when combined with stakeholder engagement leads to the identification of the most cost-effective preferred pathway and a sequenced plan of proposed actions to achieving an area's Net Zero goal. (Network Development Plan, Western Power UK, 2022, and Proposals for the Form of Statement of Network Development Plans, Energy Networks Association, 2021).

National Electricity Generation:

- 2.3.31. The UK's legal obligation to achieve Net Zero carbon emissions by 2050 is playing a pivotal role in transitioning electricity generation primarily through the growth in renewable energy and the decline in the use of oil and coal.
- 2.3.32. 2022 was one of the greenest years on record for electricity generation helped by COVID-19 lockdowns - more electricity was generated from renewable and nuclear sources than from fossil fuels.

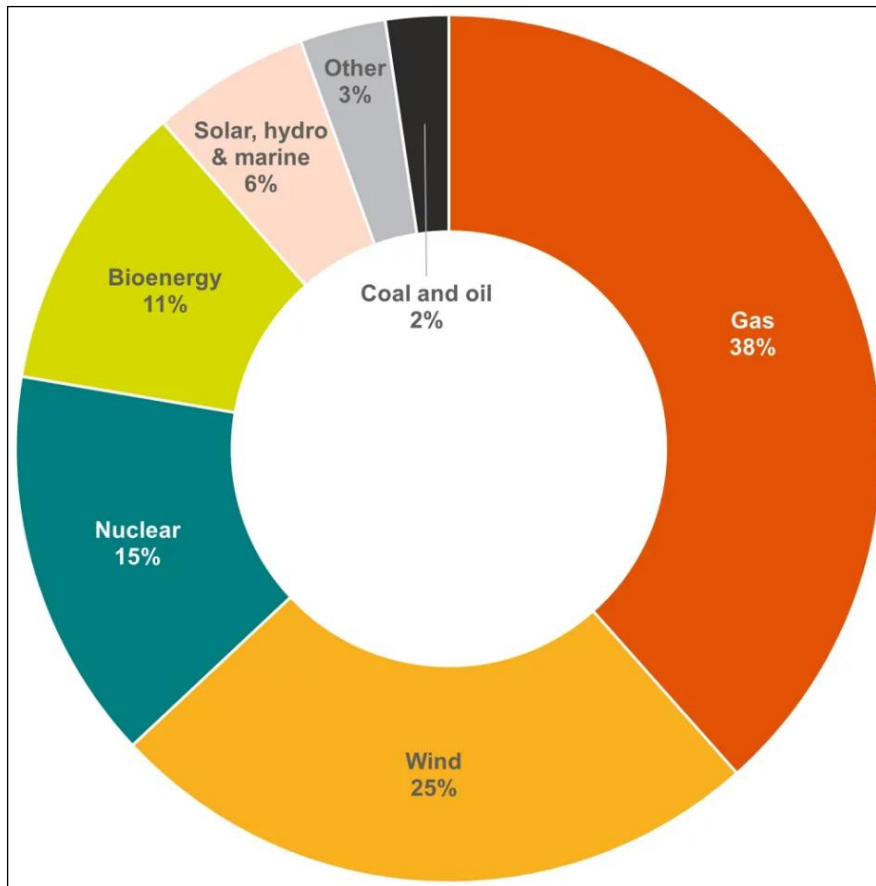


Figure 5 Graph showing sources of electricity generation in the UK in 2022 (Source: Energy Trend, 2023).

- 2.3.33. While the growth in renewable sources of electricity generation is positive, there are significant challenges for the UK. Achieving Net Zero carbon emissions by 2050 will require other sectors to decarbonise by electrifying, such as transport, heating and industry. This means that the amount of electricity the UK will need to generate will need to dramatically increase by 2050 – potentially double the amount (Energy white paper: Powering our net zero future, 2020). Furthermore, this will require substantial improvements to the way electricity moves from the generation source to where it is needed via electricity transmission infrastructure.

National Electricity Transmission Infrastructure:

- 2.3.34. A report from the Electricity Networks Commissioner in June 2023 outlined recommendations for the Secretary of State to consider for accelerating the deployment of strategic electricity transmission infrastructure.
- 2.3.35. The UK has been successful in investing in renewable electricity generation recently, however not with investment in electricity transmission networks. As a result, the grid is extremely congested. 80 gigawatts (GW) of generation are currently connected, while more than 230GW of generation is currently waiting to be connected.

- 2.3.36. The commissioner states that: “To deliver 50GW of wind power and 24GW of new nuclear will be a major step towards decarbonising our economy and providing customers with clean, secure, affordable electricity, but that magnificent achievement will be wasted if we cannot get the power to homes and businesses.”
- 2.3.37. The current length of time taken to build new electricity transmission infrastructure 12 to 14 years. The Commissioner sets out 18 recommendations with the ambition to reduce this timeframe to 7 years. Without a significant reduction in the timeframes to build new electricity transmission infrastructure, it is unlikely that the government will meet its Net Zero by 2050 target.
- 2.3.38. The key challenges for why the delivery of new electricity transmission infrastructure takes so much time to deliver are:
- A large skilled workforce of engineers and technicians must be mobilised to plan, design, build, commission, and connect the infrastructure into one of the most complex electricity transmission systems in the world;
 - Specialised high voltage grid components need to be ordered from equipment manufacturers, who already have limited capacity due to fulfilling other orders from elsewhere; and
 - The timeframes and complexity needed to gain regulatory approval (planning approval), including the need for community consultation and agreement about detailed design.
- 2.3.39. A key recommendation is to produce a Strategic Spatial Energy Plan (SSEP) by 2025. A SSEP outlines the broader energy strategy for a region or country. It provides a high-level vision and roadmap for energy infrastructure development, considering factors such as energy security, sustainability, and economic growth. If produced, a SSEP will have a major influence on new electricity transmission infrastructure in Buckinghamshire as it will set out what needs to be built, where, and when.
- 2.3.40. Buckinghamshire Local Energy Strategy 2018-2030:

The Buckinghamshire Local Energy Strategy 2018-2030 prepared by the Buckinghamshire Thames Valley Local Enterprise Partnership (BTVLEP) and the Buckinghamshire Energy & Resource Management Group makes the following conclusions regarding energy:

- The amount of renewable generation in Buckinghamshire has been significantly increased with the building of the Energy from Waste facility at Greatmoor. This facility generates over a third of the renewable electricity in the County and has brought Buckinghamshire in line with national renewable

electricity targets. The centre also provides a significant heat opportunity in an area currently poorly served by existing infrastructure.

- The next largest volume of renewable electricity comes from landfill gas generation, which will decline over the coming years as gas output from closed landfills decreases over time. More renewable generation will be needed to replace this if Buckinghamshire is to remain aligned with national renewable energy targets. In addition to private individuals and organisations, there is a role of community led action, such as crowd funding of solar farms as took place at Gawcott Fields Community Solar.
- The electricity grid situation in Buckinghamshire is complicated. There are three DNOs in the area and many areas have constrained grids which may make new developments difficult to connect. Greater collaboration between the DNOs should be facilitated, enabling better strategic investment, identifying future constraints at an earlier stage, and providing a framework for wider collaboration across the growth corridor.
- Aylesbury is highlighted as the area expecting both the most significant growth in housing and with a considerable proportion of available connection points already constrained. The Aylesbury Garden Town Status should be utilised to ensure the highest energy efficiency standards are applied to all new development and to provide a framework for other new settlements in Buckinghamshire.
- The potential to use 'smart grid' approaches to manage demand could be applied in Buckinghamshire to help alleviate grid constraints by allowing greater use of the existing infrastructure. This could allow greater installation of onsite renewable generation, helping to achieve carbon reductions and meet renewable energy targets, such as the solar farm at Westcott Venture Park.

National Grid Electricity Transmission:

2.2.41. National Grid Electricity Transmission (NGET) are responsible for transmitting electricity throughout England and Wales.

2.3.42. Buckinghamshire is currently served by several high voltage substations in East Claydon, Amersham and Iver, as well as high voltage overhead line circuits (OHL) between East Claydon, Amersham and Iver.

- The East Claydon 400/132KV substation includes four 400/132KV 240MVA super grid transformers (SGTs) that feed the local DNOs, who are SSEN and NGED.
- The Amersham 400/132KV substation includes two 400/132KV 240MVA SGTs that feed the local DNOs, who are SSEN and UKPN.

- The Iver 275/132KV substation includes four 275/132KV 240MVA SGTs and four 275/66KV 180MVA SGTs that feed the local DNOs, who are SSEN and UKPN.

2.3.43. It has been identified by NGET that against a projected future increase in required distribution demand and embedded generation connections, transmission reinforcement works will be required in this region through the installation of new/larger SGTs and upgrading the overhead line capacity. This will ensure that the networks continue to provide for the growth of the Council both domestically and industrially.

2.3.44. To deal with current capacity issues, the following upgrade works are planned:

- At East Claydon 400/132KV substation upgrade works include the replacement of all four SGTs with larger 460MVA units to deliver capacity for demand embedded generation. A rebuild for asset condition and power system security reasons has also been identified. It will be replaced with an indoor Gas Insulation Switchgear (GIS) substation.
- At Amersham 400/132KV substation upgrade works include the installation of two additional 240MVA SGTs to deliver capacity for demand connection.
- At Iver 275/132KV substation upgrade works include replacing three of the four SGTs with 360MVA units to deliver capacity for demand connection.

2.3.45. In addition to upgrading existing substations, NGET are also constructing a new 400/132kV substation called 'Uxbridge Moor' in the vicinity of Iver to connect several demand customers. The timescales for these projects are in the next 5 to 7 years and will be funded through NGET's regulatory allowance from Ofgem.

2.3.46. The above-mentioned upgrade works will enable a significant increase in the power flows across the transmission network and into the distribution networks, enabling further domestic consumption and provision, project delivery is scheduled for 2037. Future demand and embedded generation have already been identified as requiring further supply from the transmission network. This will not be complete until 2037+.

2.3.47. Existing assets on the transmission system are built to cater to a specific threshold of connected and demand capacity. If it is identified that the capacity of our network is or could become oversubscribed, then NGET will look to invest in upgrading the asset(s) or building new infrastructure to provide additional capacity for this and future growth.

- 2.3.48. The volume and location of any new high voltage electricity assets are determined by the generation and demand contracted to connect to the network. Local distribution networks can also drive a requirement for increased infrastructure.
- 2.3.49. When the need for new infrastructure has been identified, NGET examines the assets in a particular area. All factors are considered to identify the most effective option, which aligns with security of supply and power system requirements. Therefore, where and when new infrastructure is triggered, the governing requirements for provision, always requires the most economic, efficient, and safe solution to secure regional and national supply.

Aylesbury Grid Reinforcement:

- 2.3.50. Reinforcement of the electricity grid for Aylesbury is essential to Buckinghamshire Council's plans to deliver thousands of new homes across the Aylesbury Garden Town (AGT) sites, to realise the Aylesbury Garden Town strategic development objectives. Due to insufficient grid capacity in the Aylesbury region, the development sites cannot come forward without reinforcement to the electricity distribution network.
- 2.3.51. Project funding was granted by the Homes England Housing Infrastructure Fund (HIF) for the delivery of the Aylesbury Grid Reinforcement (AGR) Project, facilitated via a contract with UKPN, who are the responsible DNO in the area. It is anticipated that the AGR Project will provide significant additional grid capacity to support the delivery of over 7,500 homes across the Aylesbury Garden Town developments allocated in the Adopted Vale of Aylesbury Local Plan (Sites AGT1, AGT2, AGT3 and AGT4).

UK Power Networks (UKPN) - Electricity Distribution:

- 2.3.52. UKPN are responsible for electricity distribution infrastructure in the central part of Buckinghamshire. They suggest that their network is coping and that there are no current capacity issues in Buckinghamshire supplied by them.
- 2.3.53. Investments to deal with future growth are paid for through their regulatory price control process, ultimately funded by electricity bill payers. Their process for forecasting the needs of customers is published under their Distribution Future Energy Scenarios.
- 2.3.54. By 2033 UKPN anticipate that their infrastructure will be coping. Their planning timeframe covers the present day to 2050. Plans for reinforcement are based on these forecasts, and analysis of actual load requirements and new connections activity. All funding towards projects is planned to be funded by UKPN through its existing and future price control process.

- 2.3.55. The new Local Plan can assist UKPN with their infrastructure planning by providing specific information on the location and scale of new developments across the county. As part of developing the IDP, the Council will work with UKPN and other stakeholders to help align future infrastructure provision with new development.

Scottish & Southern Electricity Networks (SSEN) - Electricity Distribution:

- 2.3.56. SSEN are responsible for electricity distribution infrastructure in the south of Buckinghamshire. They suggest that areas of their network are coping and have available capacity, while other areas will require reinforcement.
- 2.3.57. When it is forecasted that capacity will be exceeded, SSEN puts plans in place to mitigate the potential capacity issues. This could be by procuring flexible services to keep their network operation within limits, exploring replacing the asset with the capacity issues with a similar but larger one, or considering installing new infrastructure to divert or split the network load.
- 2.3.58. Being regulated by Ofgem means that SSEN's investment is funded through a Price Control Framework – a Framework to secure funding via consumer bills (known as the standing charge) to enable them to undertake necessary network investment. They are also funded by new customer connection activity. As part of their business plan submission for their current Price Control Framework (April 2023 to March 2028), views were included on what infrastructure needs are required to mitigate capacity issues.
- 2.3.59. SSEN undertakes extensive stakeholder engagement to understand customer and consumer behaviour, electricity needs for the future, government policy and ambitions to inform future forecasting and create Distribution Future Energy Scenarios. The scenarios enable SSEN to forecast up to 2050 (in line with the UK Governments Net Zero ambition) to understand the needs of their network in the long term, in terms of changes in demand and generation on their network.
- 2.3.60. SSEN are interested in developing a collaborative working relationship with Buckinghamshire Council by planning for future energy requirements, which may entail developing a LAEP. This relationship would enable SSEN to understand the needs of the Council and its constituents, to enable them to invest and shape their network to meet specific and targeted goals. Planning for future energy requirements and evidencing it through robust engagement will help SSEN to justify the need for anticipatory investment to their regulator (Ofgem) to ensure that the appropriate funding is allocated by them to enable investment to be made. For SSEN's investment plans to facilitate the Council's Net Zero ambitions, it is important that SSEN and the Council support each other to justify the need for investment.

Gas:

- 2.3.61. The information below represents a summary of publicly available information only. Cadent and Scotia Gas Networks (SGN) being the two responsible Distribution Network Operators in relation to gas infrastructure in Buckinghamshire did not respond to the questionnaire. This gap in responses will be followed up in the work for the IDP.

Net Zero by 2050:

- 2.3.62. Gas is currently the largest contributor to the UK's mix of sources of electricity generation. It is a fossil fuel and contributes significantly to greenhouse gas (GHG) emissions. The path towards Net Zero will require a substantial reduction in the burning of gas to reduce emissions. The UK energy industry is committed to phasing out the unabated use of gas. (Accelerating the transition from fossil fuels and securing energy supplies, House of Commons Environmental Audit Committee, 2023).
- 2.3.63. However, as the UK continues to act to decarbonise the power system by moving to a higher proportion of renewable electricity generation, gas will be used as an important transition fuel. When generating electricity, oil and coal produce more GHG emissions than gas. Substituting oil and coal with gas could reduce short to medium term GHG emissions. Gas also plays a key role as a flexible way of generating electricity, it offsets wind generation during periods of low wind and contributes to electricity supply security.

Heating:

- 2.3.64. 70% of domestic heat in the UK is generated from gas, predominantly burning it in gas boilers. (Ofgem's Future Insights Series: The Decarbonisation of Heat, 2016).
- 2.3.65. To assist in achieving Net Zero by 2050, the government will likely move away from the use of gas for heating. The government is considering a ban on gas and boilers for newbuild homes from 2025 onwards, substituted with such devices as electric heat pumps. Further phasing out of gas boilers will also likely occur, not just for newbuilds.

Gas Pipe Network:

- 2.3.66. Reductions in natural gas use have created uncertainty about the long-term future of the gas pipe network. Some suggest that it could be partly or fully decommissioned, while others suggest that it could be re-purposed to transport other gases, such as green hydrogen. A significant advantage of using green hydrogen is that only minor modifications to the networks would be needed for its transportation and storage,

which would be quicker and cheap than constructing a new pipe network. (The Parliamentary Office of Science and Technology 2015).

- 2.3.67. There are limits to new development within proximity of certain gas pipelines. This affects parts of Buckinghamshire, and safeguarding of existing pipelines is considered in the detailed consideration of new development sites.

Gas Network:

- 2.3.68. There are three key areas in the gas network:

- Source: gas is sourced from the North Sea, pipelines from Europe or delivered as LNG (liquified natural gas);
- Transmission: transmitting high pressure gas throughout the UK. The transmission networks are like motorways, moving energy efficiently over long distances; and
- Distribution: responsible for lowering gas pressure to usable levels and distributing it to local distribution networks. The distribution networks are like the A-roads, carrying gas and electricity into your home or business.

- 2.3.69. Gas pressure reducing stations reduce the gas pressure so that it can be carried along the local gas distribution network and used in your home or business.

- 2.3.70. Distribution Network Operators (DNO) are the operators of the gas distribution system, which delivers gas to homes and businesses. They are responsible for infrastructure including pipes. There are two DNO's operating in Buckinghamshire - Cadent and SGN.

- 2.3.71. There are many areas in Buckinghamshire that are not connected to the gas network, in particular the rural areas between Aylesbury and Buckingham, and areas to the west of Marlow.

- 2.3.72. The non-gas map created by Kiln for Affordable Warmth Solutions, in conjunction with the Department for Business, Energy and Industrial Strategy (nongasmap.org.uk), suggests that:

- 37.1% of properties in Aylesbury Vale do not have gas;
- 29.3% of properties in Wycombe do not have gas;
- 24.6% of properties in Chiltern do not have gas; and
- 24% of properties in South Bucks do not have gas.

2.4. Waste Management

- 2.4.1. Waste management services are delivered by Buckinghamshire Council. The county is divided into a north waste service and south waste service.

North Waste Service:

- 2.4.2. The north waste service is currently coping. Waste collection rounds changed in February 2023 to absorb housing growth over the next 4 years. It is not known if the service can continue to absorb growth and keep within Heavy Goods Vehicles (HGV) limits until 2040. Buckinghamshire Council's current Operators Licence permits 60 HGV vehicles to operate at any one time throughout the whole of Buckinghamshire. It is estimated that by 2040 this limit will be breached, and a greater allowance will need to be applied for via the Traffic Commissioner.
- 2.4.3. Pembroke Road Waste Transfer Station has two environmental permits over two buildings which can respond to an increase in recycling. The site has an HGV limit of 60 vehicles; this would be at breached if an electric fleet were introduced as the current range per vehicle does not match diesel. Now, 56 HGVs are registered. Vehicle limits may also be breached if there are legislative changes through the Governments Resources and Waste Strategy requiring specific and/or additional material stream to be collected separately from other materials and statutory duties related to business waste. The site is already at capacity for staff parking, with staff having to park offsite. This will only worsen over time as the staff establishment grows.
- 2.4.4. To deal with future growth and development the north waste service will continue to optimise waste collection rounds every 4 years. It is anticipated that the north waste service will be coping in 2033. No service plan is currently in place for the period 2033 to 2040.

South Waste Service:

- 2.4.5. The south waste service is starting to be stretched. Due to historic reasons, waste depots are currently very spread out across the south of Buckinghamshire (Amersham, Burnham, and High Wycombe). This causes logistical difficulties with collections and disposal of waste and recycling. Ideally depots would be more central or have better facilities to manage a mix of waste streams. Current depots do not have capacity or infrastructure to accept all waste types, making it difficult to coordinate collections and to make services efficient. Current depots (in particular, High Wycombe's Clay Lane depot) are also not fit for purpose, have poor welfare facilities for staff, no parking, and are in a general poor state of repair. Clay Lane depot is due to be

redeveloped at some point in the future, but no new site has been scoped for a replacement depot in the Wycombe area.

- 2.4.6. Current capacity issues are dealt with by working towards improvements to current depots, and to potentially establish a new depot in the Wycombe area. However, there is no current scope, budget, or timescale for this.
- 2.4.7. To deal with future growth and development the south waste service will continue to optimise waste collection rounds every 4 years, use contractor contingency, and develop existing depots where possible, and look for new sites/opportunities.
- 2.4.8. It is anticipated that the south waste service will be stretched beyond capacity in 2033 if no further development of depots or infrastructure is in place.
- 2.4.9. No service plan is currently in place for the period 2033 to 2040. An understanding of the expected planned growth assumptions and spread would be required.

Primary and Secondary Household Recycling Centres (HRC):

- 2.4.10. Beaconsfield is the primary HRC in this locality and is currently coping. Amersham is the secondary HRC in this locality and requires Chesham HRC to help meet customer demand.
- 2.4.11. Buckingham is the primary HRC in the northern Buckinghamshire locality and is beyond capacity. A replacement site to serve the north is approved as part of the capital Medium Term Financial Plan (MTFP). Consideration is also being given to see if this new facility should include a Waste Transfer Station or more, such as a Waste Vehicle depot. A detailed business case will be developed as part of the project to consider business needs and value for money. Waste infrastructure such as this requires minimum 6 years lead in time. Timescales are subject to funding being secured, land search completion, land acquisition, planning, licencing, other consents, design, consultation, public procurement regulations, and construction. If there are legal challenges this can increase risk of deliverability, cost and timescale.
- 2.4.12. Aston Clinton is the primary HRC in the Aylesbury locality and is currently coping, but only with the support of other sites. Aylesbury is the secondary HRC in this locality and is starting to be stretched/struggling.
- 2.4.13. High Heavens is the primary HRC in the High Wycombe locality and is currently coping /starting to be stretched. Amersham is one secondary HRC (which as stated above also supports the southern Buckinghamshire locality) and is starting to be stretched, Bledlow is another secondary HRC in this locality and is under capacity. Bledlow reopened in January 2023 to ease demand pressure off Aylesbury and High Heavens.

The Haddenham catchment area uses the Aylesbury HRC. There is a long-term aspiration for a replacement HRC for Bledlow near the Princess Risborough catchment area, there would be a minimum 6-year lead in time from the point at which funding is secured.

- 2.4.14. Langley is the primary HRC in the southern Buckinghamshire locality and is currently coping. Burnham is the secondary HRC in this locality and is seriously under capacity. This area also supports the Slough locality.

Buckinghamshire Waste Strategy:

- 2.4.15. Buckinghamshire's strategic approach to waste management is currently being reviewed and progressed and due to be completed during 2024/25. Detailed infrastructure need is currently out of scope and will be assessed later. The approach will reflect the key legislative / policy drivers that are emerging from Department for Environment Food and Rural Affairs (DEFRA), for example as part of the Resources and Waste Strategy (RAWS), and their impacts on waste management services. This will likely include some high-level indication of future infrastructure requirements and future delivery plans.

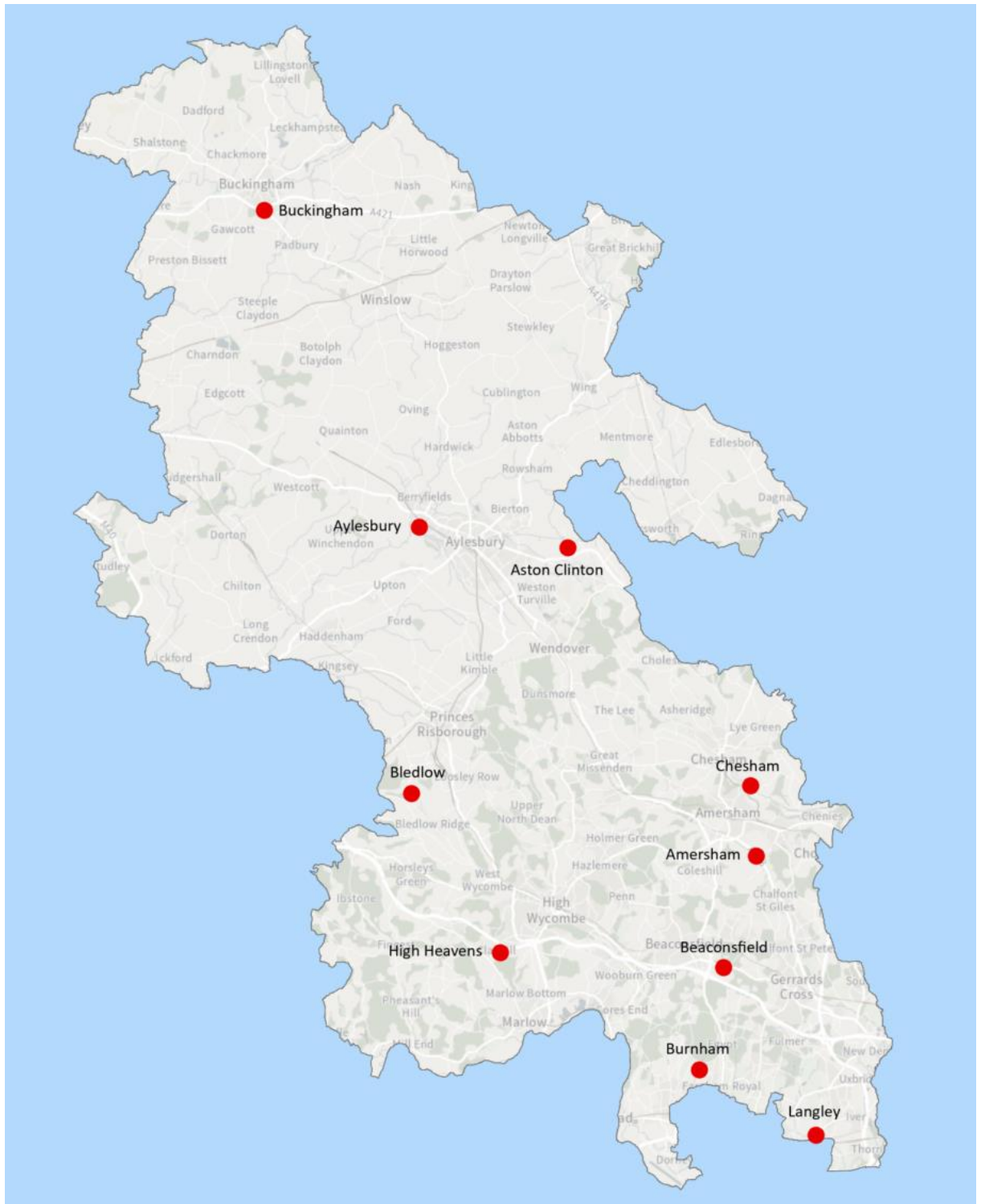


Figure 6 Map showing the location of primary and secondary household recycling centres in Buckinghamshire. (Source: Buckinghamshire Council, 2024).

Local Plan and Development Management Considerations:

- 2.4.16. An accurate map showing the location, amount, and type (apartments for example have different waste management needs to houses) of housing growth will assist the

future planning of waste infrastructure. This information will become available as the development of the new Local Plan progresses.

- 2.4.17. There are high-level considerations in relation to growth thresholds triggering the need for new infrastructure. For example, 200 to 1,000 new dwellings near Buckingham HRC would further exacerbate the current overly stretched capacity issues, however, if this scale of development were located near Bledlow HRC the existing site would still be under capacity.
- 2.4.18. Larger scale developments, for example 10,000 to 20,000 dwellings in one area would likely exceed most HRC's capacity limits. This would require the development of one new 'super' HRC to cater for a larger catchment area and reconfigure the network of HRCs to a model based on fewer larger 'super' HRCs as opposed to less smaller ones.
- 2.4.19. Buckinghamshire Council should consider where best to locate future waste facilities. Waste facilities need to be accessible to a good strategic road network, to minimise traffic impacts on residential and other more sensitive areas. Waste facilities need to be near the 'spine' of Buckinghamshire - not too close to the border, to reduce cross-border issues. Waste facilities need to be in areas that are not exposed or windy (litter concerns) or close to major watercourses (pollution concerns).
- 2.4.20. Buckinghamshire Council can also consider how to mitigate the impact of waste facilities which may be in urban areas through separation measures such as, buffer zones, screening, allocating employment land uses rather than sensitive land uses.
- 2.4.21. Waste management, waste reduction and waste prevention should be highly integrated as part of Council's high-profile climate change agenda.
- 2.4.22. It would be advantageous to maximise flexibility in relation to planning classifications for waste facilities, to support site selection and land acquisition processes to develop new waste management facilities. It can be difficult to identify a suitable and acceptable location for a waste facility, when need arises. Allocating sufficient land where a waste facility would be acceptable as part of new growth area allocations would be useful.
- 2.4.23. Waste management needs to be an integral part of designing and planning for new developments. Current guidance should ideally become standard requirements in the new local plan to reduce issues that impact our service and occupants, such as unsuitable reversing areas, long drag distances, and shared facilities with no management plans and communal bin collection points.
- 2.4.24. It would be useful for the Local Plan to be consistent with the Minerals and Waste Local Plan (2016-2036), and to include design guideline policies that consider access to

dwellings, road suitability for servicing fleets, and space for multiple receptacles for householders and business waste.

2.5. Education

- 2.5.1. Buckinghamshire Council is responsible for early years and childcare, primary and secondary education, Special Education Needs and Disabilities (SEND), and adult learning.
- 2.5.2. Buckinghamshire College Group, Buckinghamshire New University, and the University of Buckingham did not respond to the questionnaire in relation to higher education services/infrastructure. The work on the IDP will need to address this gap in reviewing the position on the capacity of Tertiary Education in Buckinghamshire.

Early Years and Childcare:

- 2.5.3. Childcare and early education is carried out by both the Council and other providers, including:
- Day nurseries;
 - Pre-schools or nursery schools;
 - Maintained nursery schools;
 - Schools/academies with nursery schools;
 - School governor led pre-schools;
 - Childminders; and
 - Nursery units of independent schools.

Government Reform

- 2.5.4. Early years education and childcare services are currently just coping with current demand for places. The government announced their plan to increase entitlements to early years funded education and childcare places in the spring budget announcement 2023, including:
- From April 2024, all working parents of 2-year-olds will be able to access 15 hours per week free childcare per week;
 - From September 2024, all working parents of children aged 9 months up to 3-years-old will be able to access 15 hours per week free childcare per week;
 - From September 2025, all working parents of children aged 9 months up to 3-years-old will be able to access 30 hours free childcare per week; and

- A national wraparound childcare programme for all primary school children from reception to year 6 to have access to 8am-6pm childcare to enable parents to work a full day with travel time.
- 2.5.5. As these entitlements increase, the childcare market will need to respond to additional demand as more parents return to work or return to work earlier following maternity leave. To respond to this demand there needs to be suitable and accessible sites available from which to deliver 8am-6pm childcare all year round.
- 2.5.6. From September 2024 there will be an increase in demand, which will result in the childcare market starting to be stretched, especially for the youngest children aged 9 months to 2 years. It takes time and resources to increase capacity within the childcare market, and as the announcements were only made in March 2023, there will be little time to develop new provision and train staff for the increased demand.
- 2.5.7. Childcare places specifically for children with SEND also needs to be considered as the population grows.
- 2.5.8. It is worth noting however that government agendas and priorities can change regarding education and support for working parents.

Council Obligations for Early Years and Childcare:

- 2.5.9. Buckinghamshire Council has a statutory duty under Section 6 of the Childcare Act 2006 to carry out an assessment of the sufficiency of childcare within the County for working parents, parents who are studying or training for employment, and for children aged 0 to 14 years (up to 18 years for children with a disability). Under Section 7 of the Childcare Act 2006, Buckinghamshire Council is required to secure sufficiently funded early years provision for eligible children aged 2 to 4 years old.
- 2.5.10. The current Childcare Sufficiency Assessment identifies priorities for Buckinghamshire Council to monitor, support and improve current provision and increase the number of childcare places in identified areas.

Dealing with Increased Demand:

- 2.5.11. To help ensure that enough capacity is developed to support the new expanded government entitlements for working parents, Buckinghamshire Council will investigate its own property portfolio to see if there are opportunities that can be explored and developed. In addition, where new primary schools are planned, Buckinghamshire Council will investigate the need for a nursery to be included.
- 2.5.12. For larger housing developments, the inclusion of standalone nursery buildings will often be required. Funding for these often come from developer contributions. Some funding has been made available by the government, including a small amount to

increase capacity in existing childcare providers and schools, and to support new childcare providers joining the market. This is a limited funding stream however, which is set to end in 2026.

- 2.5.13. Factors such as the number of working households, new housing developments, and large employment sites either opening or closing, parents choosing out of county providers (and vice versa), all have an impact on the demand for childcare increasing or decreasing in any locality.
- 2.5.14. A 500-house development will generally trigger a need to develop between 30 and 50 early years and childcare places, depending on the housing type planned. Therefore, planning for at least 30 places morning and afternoon, and where possible 60 places to ensure sufficient childcare for 2 to 4-year-olds before they begin primary school.
- 2.5.15. Employment and staffing issues are currently impacting the availability of childcare places because of the lack of trained experienced staff. This will remain the case for several years as the average time to gain a qualification as a practitioner is 2 years and longer for management roles. Support with recruitment and retention in partnership with colleges and universities to increase the number of qualified staff available is ongoing.

Future Planning:

- 2.5.16. Demand for childcare is reactive and dependant on the economic situation at the time. Should the current trends continue, and more households seek work or training, the demand for childcare will continue to increase to support those activities. Based on Buckinghamshire Council's current capacity, and assuming no growth, the infrastructure will be stretched beyond capacity by 2033.
- 2.5.17. The childcare market is dependent on multiple factors when assessing current and future demand. Planning tends to be short and medium term (2.5 to 5 years), as factors such as population changes affect the sustainability of providers in the market.
- 2.5.18. The new Local Plan can assist by taking into consideration:
 - The employment opportunities that childcare and early years education can contribute within medium to large scale housing developments.
 - The need for sufficient developer contributions to support the creation of proportionate sized suitable buildings according to predicted demand.
 - The need for developer contributions as part of smaller developments to support/expand existing services.
 - That the demand for early education and childcare services will be higher where more affordable housing, first time housing, and family homes are provided.

- The need for good transport links to support employment opportunities in early education and childcare.
- The need for childcare facilities and employment opportunities to be close together and accessible to our most vulnerable families.
- The need for key worker housing to be accessible and local to early years and childcare facilities to support their employment.

Primary and Secondary Education:

- 2.5.19. In Buckinghamshire, there are 126,804 children and young people under the age of 18, representing 23% of the county's total population (2020 Mid-year Population Estimate). There are 236 state schools and academies in Buckinghamshire attended by 88,304 children and young people (January 2022), along with 328 Early Years settings.
- 2.5.20. Buckinghamshire has a strong mix of education provision, which offers variety and choice. It is currently one of only a handful of counties in the Country to have an almost fully selective secondary system with a mix of grammar and non-selective secondary schools, along with a wide range of early years providers, infant schools, junior schools and combined schools, free schools, all age through schools, Pupil Referral Units (PRUs), special schools, schools with Additional Resourced Provision (ARPs), a Further Education college and other post 16 providers.
- 2.5.21. The current national demand generated by new homes is for the provision of one average sized primary school (2 form-entry) (FE) per 1,104 new homes, and one average sized secondary school per 8,107 new homes, based on the Department for Education's national average pupil yields and 2022/23 average school sizes for England (Homes England: Fact Sheet 5, 2024).

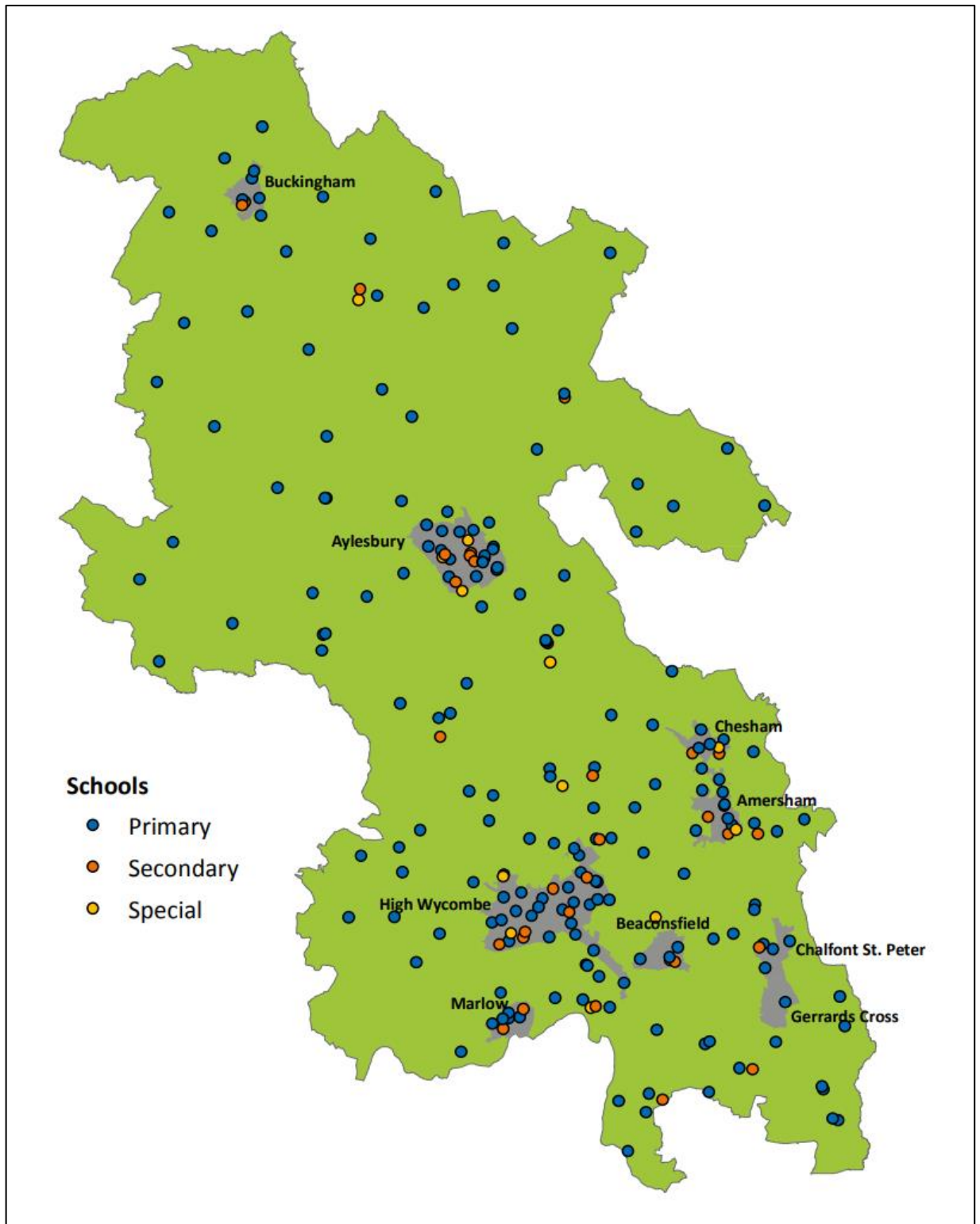


Figure 7 Map showing schools in Buckinghamshire. (Source: The Buckinghamshire Education Strategy 2022 – 2027).

- 2.5.22. Primary school pupils were rising rapidly in Buckinghamshire (6,000 pupils between 2012 to 2018), although this has slowed in recent times, and the 2021/22 academic year saw the first drop in 15 years (-112 pupils). Following heavy investment in new facilities, the Council is now having to consider how to reduce surplus places in some

areas. While it may seem that having a surplus of places is a positive thing to cater for long term need, additional need may never come, or it may even reduce further. Future need is difficult to predict as it is dependent on several factors, such as change in birth rates, migration, and the alternative intermediate use of surplus spaces.

- 2.5.23. Secondary schools have seen a significant rise in pupil numbers in recent years (2,800 pupils), which has required significant additional capacity to meet the demand.
- 2.5.24. In September 2021, 85% of secondary schools, 20% of special schools, 50% of all age through schools, 33% of Pupil Referral Units and 22% of primary schools in Buckinghamshire had become academies, bringing the total percentage of academies in Buckinghamshire to approximately 31% of all schools.
- 2.5.25. Academies are independent, state-funded schools, which receive their funding directly from central government, rather than through a local authority. The day-to-day running of the school is with the head teacher or principal, but they are overseen by individual charitable bodies called academy trusts and may be part of an academy chain. These trusts and chains provide advice, support, expertise and a strategic overview. They control their own admissions process and have more freedom than other schools to innovate.
- 2.5.26. One of the key priorities of the Buckinghamshire Education Strategy 2022 – 2027 is to provide access to and availability of high-quality educational places. This can be tackled through such measures as ensuring there is sufficient high-quality school places by working proactively in partnership with schools to meet demand.

Demand from Neighbouring Councils:

- 2.5.27. Buckinghamshire's grammar schools experience an influx of pupils from neighbouring councils, due to parental choice, although there is volatility in 11+ qualification rates:
- Royal Latin School (Buckingham) from Milton Keynes/Northamptonshire (2FE)
 - Aylesbury Town grammar schools (Aylesbury) from Milton Keynes (2FE) and Oxfordshire/Bedfordshire/Hertfordshire (2.5FE)
 - Chiltern grammar schools (Chiltern area) from Hertfordshire (2.5FE)
 - Wycombe grammar schools (Wycombe area) from Maidenhead (4FE)
 - Burnham Grammar School (Burnham) from Slough (3FE)
 - Khalsa School (Slough area) from Slough (2-3FE)
- 2.5.28. There is also significant movement of Buckinghamshire resident children attending neighbouring authority schools:
- Pitstone (Cottesloe catchment) to Hertfordshire (1FE)
 - Aston Clinton (John Colet catchment) to Hertfordshire (1FE)

- Chesham/Amersham to Hertfordshire (1FE)
- Buckingham catchment to Northamptonshire (1FE)
- Haddenham (Princes Risborough catchment) to Oxfordshire (1FE)
- Long Crendon/Brill to Oxfordshire (2FE)
- Burnham to Maidenhead (3FE)
- Stokenchurch (Great Marlow catchment) to Maidenhead (1-2FE)
- Chalfont St Peter to Hertfordshire (1FE)
- Iver/Stoke Poges to Slough (1FE)

2.5.29. Any spare capacity within the grammar school sector is generally filled by pupils living outside Buckinghamshire, due to their popularity with parents. Projections are therefore generally capped at their capacity. This means that all capacity will be filled in these schools, and this is an assumption moving forward for school place planning purposes.

2.5.30. Secondary schools in Hertfordshire are showing an increase in their own pupil numbers, which is putting increased pressure on Chiltern Hills Academy (Chesham) and Cottesloe School (Wing), as Buckinghamshire pupils are unable to obtain places that they have historically favoured in these areas.

2.5.31. Oxfordshire is experiencing a peak in Year 7 pupils, which is increasing pressure on schools in High Wycombe, although their expansion plans have helped to reduce some of the pressure. Oxfordshire is also planning significant housing development, part of which includes a secondary school currently (Icknield Community College, Watlington) close to the Buckinghamshire boundary may relocate further into Oxfordshire. This school currently takes a substantial number of Buckinghamshire pupils from the southwest of the county, but those places may no longer be available to Buckinghamshire pupils once the school is in its new location.

2.5.32. Northamptonshire and central Bedfordshire are also experiencing a significant increase in their secondary school population in areas close to the boundary of Buckinghamshire, which will put increased pressure on Buckingham and Cottesloe schools due to their popularity.

2.5.33. With the increasing secondary population within Buckinghamshire, not only will local schools within Buckinghamshire import areas struggle in the future to meet demand arising from their local area, but adjoining authorities (in particular Milton Keynes, Hertfordshire and Maidenhead) may also be impacted as their pupils will have reduced access to places within Buckinghamshire.

Supply and Volatility:

- 2.5.34. Pupil growth in new schools located in new housing estates is extremely volatile. Typically, pupil numbers are slow to build up, then accelerate, then fall to a settled number.
- 2.5.35. In areas with increased levels of affordable homes, which generate higher numbers of children particularly in non-intake years, there is higher than expected pupil demand. There are also peaks in demand in certain development areas, such as Berryfields and Kingsbrook in Aylesbury.
- 2.5.36. Department for Education guidance encourages a certain level of surplus places to allow for volatility in year-on-year changes in the number of births, migration levels, parent preferences. The guidance suggests that between 5% to 10% surplus is a reasonable level to aim for.
- 2.5.37. There are several rural areas in Buckinghamshire where the level of surplus capacity is projected to increase to over 20%, such as Waddesdon, Winslow, Wycombe West. Small schools in these kinds of areas largely rely on attracting children from larger towns to remain viable.
- 2.5.38. Volatility in 11+ qualification rates can impact on the demand for upper and grammar schools. For example, an increase in 11+ qualification will increase demand for grammar school places, while at the same time reducing the need for upper school places and/or private sector/out of county provision and vice versa.
- 2.5.39. There is also movement of Buckinghamshire pupils to comprehensive schools in neighbouring authorities, although demand/capacity changes in neighbouring counties may disrupt this. As a result of these factors planning for future school places is very complex and subject to change. The following information shows the Council's current programme for addressing school capacity issues based on the current level of housing growth and five-year housing supply data.

Primary Schools - Area Specific Issues and Actions:

Buckingham:

- 2.5.40. The existing population in Buckingham is extremely volatile due to migration (linked to housing development and the mobile university population), which leads to peaks and troughs in pupil demand. There are also significant in-year admissions compared with other planning areas. As a result, the Council needs to retain higher levels of operating surplus capacity to meet demand.
- 2.5.41. Works were carried out at Roundwood School to provide additional places to meet growth in the catchment. The Lace Hill Development (700 homes) which included a new school, is now complete, and the resulting migration into the area has slowed.

But there are still outstanding housing permissions for approximately 500 homes in the area, and sites in the area have been allocated for development with potential for over 700 additional new homes.

- 2.5.42. The Council will continue to monitor the pre-school age population and pupil trends on an annual basis to ensure that additional school places are provided if increased demand arises. The Council has undertaken feasibility studies at Buckingham Primary School and Maids Moreton School to ensure plans are in place to provide additional permanent capacity to meet increased demand from new housing. In readiness to enable future expansion, Maids Moreton School was converted from an Infant school to a Combined school.

Aylesbury Town:

- 2.5.43. The 4+ population in Aylesbury Town has been rising over the last few years, mainly due to the housing growth in the town. To meet rising demand, the Council has opened three 2FE primary schools and expanded existing schools through 'bulge classes' and permanent expansions. Further new schools are also planned as part of the new developments.
- 2.5.44. A second 2FE primary school on the Berryfields development (Green Ridge Primary School) was opened in 2017/18 (the first primary school opened in 2013). The Council has carried out works to expand Bierton School by 20 places each year from 2020/21, to support growth on the new Kingsbrook development and opened a new school on the development in 2021/22, Kingsbrook View Primary Academy. The location of the new development on the edge of town means that most of the existing schools in the town are not within walking distance of the new housing, and therefore unlikely to be able to rely on their capacity to accommodate growth areas. There is another site reserved on the Kingsbrook development for a second primary school and it is currently proposed that the second primary school opens in 2025. The school competition process has been completed and a sponsor appointed. In addition, schools are planned on the other large development sites that have been identified to the south of the town. The Council has also produced feasibility studies at individual schools to provide additional capacity to allow the Council to respond swiftly to any peaks in demand or to accommodate increased housing (Green Ridge School, Elmhurst School, and Haydon Abbey School). Due to the rising pressure on places on the Berryfields development, the Council has decided to progress the 1FE expansion of Green Ridge School.
- 2.5.45. There is some movement of pupils in Aylesbury Town to schools in Waddesdon, Haddenham and Wendover (approx. 2FE in total), although these are in rural areas and therefore not realistic options for addressing the increased demand in the town.

Increased housing growth in these areas may displace pupils back to Aylesbury Town over the longer term.

Haddenham:

- 2.2.46. Haddenham and the outlying villages are experiencing high levels of population migration due to its good links to London and the reputation of its schools. Families have in the past moved into the area to take up new housing as well as existing housing as it becomes vacant. To meet existing pressure in the area, the Council permanently expanded Haddenham St Mary's Church of England School by 1FE and its feeder school Haddenham Junior School. The projections show that schools in the area may have difficulties meeting future demand based on Audit Commission recommendations to maintain between 5-10% surplus places to allow for volatility in preferences. There are approximately 1,000 homes which have already been permitted or allocated under current plans in Haddenham itself, which may require additional school capacity in the future to meet any increased demand arising from volatility/changes in migration trends.
- 2.5.47. The Council will continue to monitor the pre-school age population and pupil trends on an annual basis to ensure that additional school places are provided if increased demand arises. The Council has undertaken a feasibility study at Cuddington and Dinton Church of England School and Brill Church of England School to ensure plans are in place to provide additional permanent capacity to meet any increased demand from new housing. Further feasibility studies may be required in the future.

Princes Risborough:

- 2.5.48. Substantial housing growth is planned for to the west of Princes Risborough, which will require the provision of additional capacity/new schools, as schools in the area are close to capacity. The major expansion allocated in the existing local plan for the area sets out a requirement for two primary schools within the expansion.
- 2.5.49. The Council has provided additional capacity to allow Great Kimble School to extend its age range to include KS2, releasing reception places currently reserved at its feeder schools. The Council will need to continue monitoring the pre-school age population and pupil trends on an annual basis as well as housing growth to ensure that any further additional school places, such as Princes Risborough Primary School, or new schools are provided to meet any increased demand.

High Wycombe:

- 2.5.50. High Wycombe is situated in a valley and the hills can create difficult walking routes to schools; however, it has good public transport access. Significant numbers of parents are also prepared to drive to a school of their choice, including to schools outside the

High Wycombe School places planning area. The pupil population of High Wycombe has been volatile over the last few years. The 4+ population were rising for a period, and the Council undertook several expansion projects to meet the additional demand. In more recent times however, demand has fallen. This may change due to several factors, including the number of large developments taking place in the town.

2.5.51. A new 1FE primary school on the Daws Hill development opened in 2019 to accommodate demand on the new estate (Abbey View Primary Academy). The school has been future proofed to allow it to expand to accommodate further housing growth planned on the adjacent Abbey Barn development. Five reserved sites have been released for development in High Wycombe (which in total will contribute close to 2,000 new homes). In preparation for the increased housing levels in the town, the Council has undertaken feasibility studies at Hazlemere Church of England School and Cedar Park School to permanently expand their capacities. In practice, the Council will require land for the provision of new schools as part of large developments in the new Local Plan. The Council will need to continue monitoring the pupil/population migration trends and the impact of housing growth to see if pupil/population changes are sustained in the longer term, and ensure additional places are provided as new demand materialises. The Council will also need to consider the location of new major development on the edge of town, as existing town schools may not have adequate surplus capacity and may not be within a safe walking distance.

2.5.52. Approximately 3-4FE of pupils living in High Wycombe attend schools in Marlow/Bourne End (2FE), Princes Risborough/Wycombe West (1FE) and Great Missenden (0.5FE) although these are distributed across several schools in rural areas and are therefore not realistic options for addressing the potential increased demand in High Wycombe.

Bourne End:

2.5.53. The area has experienced significant inward migration from families moving into the area to take up new housing as well as existing housing as it becomes vacant. Several pupils also travel from High Wycombe. The projections for the future that demand for places will likely be volatile, and there may be pressure on places in some years.

2.5.54. Currently there are two sites allocated for providing new housing, and in preparation, the Council has undertaken a feasibility study to expand Claytons Combined School. Subject to the level of proposed housing and pupil/population trends, the Council may prefer to seek a site and funding for a new 1FE primary school within the new housing developments. The Council will continue to monitor the population/pupil trends and housing growth to ensure that demand is accommodated.

Gerrards Cross and the Chalfonts:

- 2.5.55. Recent increases in the school aged population due to inward migration has increased the pressure on places in the area. The Council converted Denham Village Infant School to a Combined school to increase the viability of the school and ensure sufficient school places can be available in the future to meet any increased demand in the area.
- 2.5.56. Due to further increased pressure in 2022, the Council agreed to make provision for a 'bulge class' at Denham Green Academy. The Council is also undertaking a feasibility study to enable additional 'bulge classes' to expand by 1FE.
- 2.5.57. The Council will need to continue monitoring the pupil/population trends and the impact of future housing growth plans to see if the recent increases in migration are sustained in the longer term and ensure additional places are provided as new demand arises.

Upper Schools - Area Specific Issues and Actions:

North Aylesbury Vale:

- 2.5.58. To meet increased demand in the area, Buckingham School has been expanded from 180 to 210 pupils.
- 2.5.59. The Council has undertaken a feasibility study at Buckingham Upper School and The Cottesloe School, including a potential review of the catchment area, to enable the schools to increase capacity further, to meet future demand from new housing. The Council is also exploring expansion options with Sir Thomas Freemantle School, to meet longer term housing growth.

2.2.60. South Aylesbury Vale:

- 2.5.61. Aylesbury has several major developments that are either under construction or approved, such as Berryfields (3,000 homes), Kingsbrook (2,500 homes), Hampden Fields (3,000 homes) and Woodlands (1,100 homes).
- 2.5.62. The large peak in primary demand experienced in Aylesbury Town is now flowing into the secondary sector with all upper schools in south Aylesbury Vale currently at capacity with 'bulge classes' already provided at The Grange, John Colet, and St Michael's RC Aylesbury to meet demand.
- 2.5.63. Aylesbury Vale Academy had already been expanded from an intake of 180 to 240 to accommodate demand from the Berryfields development. The Council also built a new 6FE secondary school on the former Quarrendon secondary school site, which was vacated when the school now known as Aylesbury Vale Academy relocated to the Berryfields development.

- 2.5.64. A new secondary school opened as part of the Kingsbrook development in 2022. The school will be 6FE in size, although its design will be future proofed to allow for further expansion to accommodate increased demand from the significant housing growth planned, although pupil demand on new developments is extremely volatile (typically pupil numbers are slow to build up, then accelerate before falling to a settled number). The Council will monitor demand to ensure that places are provided as they materialise to protect the viability of neighbouring schools.
- 2.5.65. Plans to expand Cottesloe School are also being progressed, due to increased local demand and reduced availability for places at neighbouring out county schools, such as Tring School in Hertfordshire.
- 2.5.66. Options for expansion are being explored at other schools, such as Waddesdon and John Colet. Any plans to expand these schools will be subject to demand from the major housing developments, population growth and migration levels.

Wycombe area (including Holmer Green and Beaconsfield):

- 2.5.67. The Council has permanently expanded Sir William Ramsay School, St Michael's Catholic School, Great Marlow School, Holmer Green Senior School, and Highcrest Academy to meet the increase in the population largely concentrated in the town. Although demand does fluctuate year on year, the area has little surplus capacity to accommodate additional growth. The Council is now having to invest in expanding schools outside the town to meet additional demand.
- 2.5.68. The Cressex School Governing Body is aware that the school was built to accommodate 1,050 pupils and has considered the issue of increasing capacity. However, the body suggested that longstanding challenges of recruiting teachers and other specialist support staff, that impact on pupils' attainment and personal development would impact the school's continued improvement and the stability of both the school and its wider community. Therefore, at the present time there is no potential to increase capacity at Cressex.
- 2.5.69. Housing growth in the area, combined with an expansion of Princes Risborough, could lead to an additional 5,000 homes in the area. The population and pupil trends in the area are volatile and will need to be monitored on an annual basis to ensure that any further additional school places are provided as the demand materialises.
- 2.5.70. The Council has been working with schools to conduct feasibility studies for expansion, such as Princes Risborough School, Bourne End Academy and Misbourne School. The Council agreed to 'bulge classes' at Princes Risborough and Bourne End Academy.

- 2.5.71. The Council has reviewed the catchment area for upper schools in the west of Wycombe as both the existing catchment schools, Great Marlow School and Cressex School, are oversubscribed. Princes Risborough School and Gillots School (Oxfordshire) approved changes to their catchment to include oversubscribed areas in the west of Wycombe.
- 2.5.72. There is also movement of Buckinghamshire pupils to comprehensive schools in neighbouring authorities, such as Oxfordshire and Maidenhead. Movement between Buckinghamshire and Oxfordshire will need to be carefully monitored, as one school near the boundary is expanding, while another may relocate to a new site further into Oxfordshire, which may mean its places become inaccessible to Buckinghamshire pupils.

Former Chiltern area (excluding Holmer Green):

- 2.5.73. Demand in upper schools in Chiltern is very high. Both Amersham School and Chiltern Hills Academy have admitted 'bulge classes' to meet increased levels of demand. Amersham has been expanded by 1FE as well as admitting an additional 'bulge class', due to delays in the 2FE expansion works at Chiltern Hills Academy.
- 2.5.74. There is movement of Buckinghamshire pupils to comprehensive schools in Hertfordshire, which needs to be monitored. Although Hertfordshire schools have expanded, their own pupil numbers are rising, and fewer Buckinghamshire pupils are able to attain a place.

Former South Bucks area (excluding Beaconsfield):

- 2.5.75. The Secretary of State for Education approved the closure of Burnham Park Academy in 2019 due to falling pupil numbers, and most secondary aged children from the Burnham area attending a Maidenhead school due to parental choice, partly because of standards issues at Burnham Park, and the attractiveness and transport links to comprehensive schools in Maidenhead.
- 2.5.76. Bourne End Academy, which is run by the same trust as Burnham Park Academy, expanded its catchment areas to cover Burnham Park's catchment area although much of their catchment is closer to Pioneer Academy (formerly Khalsa Secondary Academy). Pioneer Academy is a Sikh faith school and has strong links to Slough, with most of its pupils coming from Slough. Pioneer Academy is the closest school to several areas of Buckinghamshire, such as Burnham, Farnham Common, Stoke Poges and Iver.
- 2.5.77. Since the closure of Burnham Park Academy, Burnham residents rely on the capacity of Maidenhead schools, however the Royal Borough Windsor and Maidenhead have stated that their capacity cannot be guaranteed in the long term due to the scale of

housing being planned for in the area. The expansion of Bourne End Academy's catchment into Burnham and Farnham will also put additional pressure on secondary places in Wycombe. The Council will continue to monitor demand and capacity and provide additional places or review catchment areas.

- 2.5.78. There is significant movement of Buckinghamshire pupils to comprehensive schools in Maidenhead and Slough due to parental choice and good transport links. The Council will continue to monitor trends in 11+ qualification rates and pupil migration.

Summary:

- 2.5.79. Planning for primary and secondary education is very complex and needs to consider a range of variables, including:

- Pupil numbers - a surplus of pupils attending a school can impact the school's viability (such as staff and running costs), while reaching the limits of a school's capacity may mean that parents must send their child to a school outside of their ideal preference.
- Parental choice - the supply and demand of school places is heavily influenced by parental choice. There are no requirements for parents to choose the closest most convenient school for their children to attend. Often parents will choose a school based on reputation, performance and culture.
- Neighbouring areas - the supply and demand of school places within Buckinghamshire is influenced by neighbouring areas outside of Buckinghamshire, as some pupils living within Buckinghamshire have a preference to attend a school outside of Buckinghamshire and vice versa.
- Pupil numbers - the number of school age children within local catchments can be volatile and fast changing, due to factors such as changes in birth rates, migration, and housing growth.

- 2.5.80. The above considerations mean that frequent monitoring is required to enable the Council to make informed and appropriate investment and operational decisions, such as whether to meet demand through 'bulge classes', extensions or even new schools.

Special Education Needs and Disabilities (SEND):

- 2.5.81. The need and demand for specialist provision for young people with Education, Health and Care Plans is greater than the available capacity, this leads to children remaining in mainstream schools, who are then also under pressure to deliver to pupils with SEND. Inability to provide a specialist placement can escalate to complaints and tribunal matters. There is also an increasing number of children who are out of school on alternative packages, with the right school place not being available being one of

the drivers. As we are continuing to see high demand for Education, Health and Care Plans the pressures are forecast to continue.

2.5.82. To deal with capacity issues, the Special Educational Needs and Disabilities (SEND) Inclusion Strategy 2021-2023 has been coproduced with Council's key partners and stakeholders and sets out aims and objectives to achieve shared goals. The vision is for children and young people with SEND is the same as that for all children in Buckinghamshire. Key aims in the strategy include:

- Healthy Living - children and young people can keep themselves safe and healthy.
- Socialising and Taking Part - children and young people can participate in wider society.
- Ambitions for the Future - children and young people can achieve their ambitions in education, work, or other meaningful activity.
- Independence - children and young people can live independently.

2.5.83. The Special Educational Needs and Disabilities (SEND) Improvement Plan aims to fulfil the ambitions of the SEND and Inclusion Strategy 2021-2023. It is a multi-agency plan, owned by the Local Area that provides a framework against which to monitor progress and improvement. The Plan has been informed by Buckinghamshire's Self Evaluation that identifies areas of strength and development.

2.5.84. There are several other projects that are also being pursued that would provide around an additional 200 pupil places, however these are being held up as buildings/facilities are not yet available.

2.5.85. Capital funding from central government for the development of specialist placements is limited with the High Needs Capital Development funding being the only source. There has been a delay in any announcement for this funding for 2024/25 adding further limitations for the development of spaces. The other route is bidding for a Special Free School; Buckinghamshire Council was unsuccessful in the last round of bidding and there are currently no opportunities to further bid.

2.5.86. The new Local Plan can assist to support the development of a strategic approach and ensure that the delivery of specialist provision for pupils with SEND is fully considered.

Adult Learning:

2.5.87. Adult learning is coping with the service demands from residents accessing community and basic skills education. Buckinghamshire Council are steadily increasing work with disadvantaged people, alongside building a fully paid for offer. This new direction is more resource consuming, which will in time put future pressures on the service as

volumes increase. Also, due to the Ukrainian hosting project and the additions of refugees housed in hotels, the capacity to be able to offer English for Speakers of Other Languages (ESOL) classes has been stretched beyond capacity. This spike in demand may reduce fast, depending on what happens in Ukraine, however currently demand is growing month by month.

- 2.5.88. The Council has plans to increase ESOL capacity, which is on track for the 2023/24 academic year. Funding will be provided by Education and Skills Funding Agency (ESFA) and Adult Education Budget (AEB) to seek additional ESOL tutors and commission external delivery.
- 2.5.89. The Council also has plans to increase work with disadvantaged people, which will continue to increase in the 2023/24 and 2024/25 academic years. Funding will be provided by ESFA, AEB, and potentially from UK Shared Prosperity Funding (UKSPF) to increase stakeholder/community working, and to recruit staff to complete engagement work and deliver classes.
- 2.5.90. Funding for adult education is unknown after September 2025. The AEB will change to the Skills Budget, but there are no details yet. There are also no details about the financial grants that will be available to the Council.
- 2.5.91. By 2033, because of increased population, there should be more residents potentially needing to access adult education. However, the proportions of the population which will be disadvantaged/unemployed is unknown. Therefore, it is impossible to know if the Council will transition their service offer to a higher level, be more employer responsive, or still need to be working in similar areas of need. If funding is not increased to meet demand, we would try to access additional external project funding. However, as a non-statutory service, the Council will be required to make strategic decisions and work only in areas of greatest need, based on the funding available.
- 2.5.92. There are no critical mass thresholds that trigger the need for more adult education services in particular locations. A location, which is easy to travel to, is best to help adults participate in education. People dependant on public transport will likely only participate if the service is provided within the town that they live in. People with car access will likely only drive a maximum of 30-minutes.
- 2.5.93. Buckinghamshire's Local Skills Improvement Plan (LSIP) requires adult learning to be in line with local business needs. Therefore, the types and sectors of business that emerge in Buckinghamshire and the corresponding skills that they require will have a direct influence on the education provided, to allow people to up-skill, change careers, and be job ready.

2.6. Crematoriums and Cemeteries

- 2.6.1. Burial authorities such as Buckinghamshire Council, and town and parish councils provide cemeteries in accordance with the Local Authorities Cemeteries Act 1977. Graveyards tend to be associated with churches, which are governed by Ecclesiastical Law and burial grounds tend to be privately managed/owned.
- 2.6.2. This section covers crematoriums and cemeteries managed by Buckinghamshire Council. It does not cover crematoriums, cemeteries, graveyards, or burial grounds managed by other organisations. These will be considered as further work on infrastructure for the new Local Plan proceeds.
- 2.6.3. The crematoriums and cemeteries managed by Buckinghamshire Council are currently coping with demand. The Chilterns (Amersham) and Bierton Crematoriums have capacity and room for growth. There will be continued monitoring of cremation numbers and capacity at both crematoriums to deal with future growth and development. It is anticipated that crematoriums will still be coping in 2033.
- 2.6.4. The cemeteries that Buckinghamshire Council manages include:
- High Wycombe Cemetery – The Muslim section is full; the multi-faith sections have capacity.
 - Penn Road Cemetery (Hazlemere) – The cemetery opened in 2022. The multi-faith section has capacity. 99 Muslim burial chambers were installed in 2022, and a further 99 installed in early 2024 to provide Muslim burial capacity in the High Wycombe area.
 - Parkside Cemetery (Gerrards Cross) – The cemetery has capacity. An extension is set to be completed in 2024-25, funded from the capital programme.
 - Great Missenden – The cemetery has capacity. An extension is awaiting discharge of conditions, funded from the capital programme.
 - Holtspur Cemetery (Beaconsfield) – The cemetery has capacity within both the Muslim and multi-faith sections.
 - Shepherds Lane Cemetery (Beaconsfield) – The cemetery is at capacity. Interment of cremated remains and burials is only available in re-opened graves (no new graves).
 - Stoke Poges Memorial Gardens – An extension was completed early 2024.
- 2.6.5. There will be continued monitoring of the number of available grave spaces and burial demand to deal with future growth and development. It is anticipated that cemeteries will still be coping in 2033.

- 2.6.6. There are no service plans for the years after 2033. An understanding of projected demographics and death rates would be needed, and the longer-term effect of the recent excess deaths following covid-19.
- 2.6.7. The Local Plan for Buckinghamshire can help by identifying sites suitable for establishing new crematoria and cemeteries, should demand exceed capacity in the future.
- 2.6.8. The thresholds used to trigger the need for new infrastructure include crematoria becoming fully booked for 2 to 3 weeks leading to prolonged waiting times for services, and cemeteries having only 10 to 15 years burial capacity.

2.7. Other Infrastructure

- 2.7.1. The following sections are not included in this study as separate studies will cover Buckinghamshire's infrastructure baseline position:
- Parks and Green Spaces;
 - Leisure, Sports and Recreation;
 - Community Services;
 - Green and Blue Infrastructure;
 - Renewable Energy
 - The Water Cycle; and
 - Transport.

3.0. Baseline Assessment – Town and Parish Councils

- 3.0.1. The following assessment consists of information from the summarised responses received from town and parish councils. There are 142 town and parish councils, and 29 parish meetings in Buckinghamshire. In March 2024, 38 town and parish councils had ‘made’ neighbourhood plans, while an additional 40 were in the process of preparing neighbourhood plans. The questionnaire was sent via email on 3 February 2023, and we received 49 responses.
- 3.0.2. The two tables below provide an indication of the current key infrastructure issues and future anticipated infrastructure issues related to new growth from each of the town and parish councils, and parish meetings that responded to the questionnaire. A more in-depth explanation of these issues is provided in the relevant town and parish councils and parish meeting summary section of the BIS.
- 3.0.3. These tables are based on the summaries of comments in the BIS. Although some of the issues are addressed by other evidence studies for the Local Plan they are highlighted here for completeness. The information is provided in relation to current and future or anticipated issues with infrastructure. This is because the IDP will need to test infrastructure impacts associated with new growth and the parish level information will provide early notification of potential issues which will need to be investigated further.
- 3.0.4. Many of the Town and Parish Councils provided views on general infrastructure pressures in their areas without highlighting specific infrastructure categories. These overall comments also provide potential indications of the vulnerability of their local infrastructure in relation to future growth. For example, Akeley, Aston Clinton and Buckland parishes made comments about their overall concerns about infrastructure. Also, other Councils provided information from their future plans and ambitions for their local areas. Some are also seeking direct engagement with the Council as the Local Plan proceeds to highlight challenges in their local areas in more detail.

3.2.5. Current infrastructure issues:

Parish name	Roads	Footpaths / cycleways	Rail/ Bus	Schools	Health	Community buildings	Open space / recreation	Water	Other – please specify
Akeley						Yes	Yes		
Amersham	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Pedestrian crossings Parking Provision for the Arts Electricity network
Ashendon	Yes	Yes	Yes						Broadband
Ashley Green	Yes		Yes						Broadband Parking
Aston Clinton	Yes			Yes	Yes				Retail provision Speeding
Aston Sandford	Yes		Yes						Parking costs Solar Farms
Bierton	Yes	Yes				Yes	Yes		HGV movements Parking
Buckland	Yes		Yes	Yes	Yes	Yes			Parking
Burnham	Yes	Yes		Yes	Yes				
Chalfont St Giles		Yes	Yes	Yes	Yes		Yes		EV charging
Chalfont St Peter	Yes	Yes	Yes		Yes		Yes	Yes	Parking Sewage Police presence Retail provision
Cheddington									
Chepping Wycombe Flackwell Heath									

Parish name	Roads	Footpaths / cycleways	Rail/ Bus	Schools	Health	Community buildings	Open space / recreation	Water	Other – please specify
Loudwater	Yes		Yes	Yes	Yes	Yes	Yes		Parking
Tylers Green	Yes			Yes	Yes	Yes	Yes		Parking
	Yes			Yes	Yes				Parking EV charging
Chesham	Yes	Yes		Yes	Yes		Yes	Yes	Parking Culvert Sewage Drainage Allotments Air quality
Dinton-with-Ford and Upton	Yes			Yes	Yes	Yes			Sewage Gas Social care
Drayton Beauchamp	Yes								Broadband
East Claydon	Yes	Yes	Yes			Yes			Gas Electricity Sewage EWR & HS2
Edgcott	Yes	Yes	Yes					Yes	HGV movements Sewage Gas EV charging
Edlesborough			Yes	Yes	Yes		Yes		Drainage Broadband

Parish name	Roads	Footpaths / cycleways	Rail/ Bus	Schools	Health	Community buildings	Open space / recreation	Water	Other – please specify
									Electricity
Fulmer	Yes						Yes		Broadband Drainage Flooding Parking
Granborough		Yes	Yes				Yes		Broadband Gas
Great and Little Kimble cum Marsh	Yes		Yes			Yes			Sewage
Great Missenden	Yes	Yes	Yes		Yes		Yes		Drainage Parking Flooding Green and Blue infrastructure Shade
Hambleden	Yes	Yes	Yes						Parking HGV movements Broadband Telecommunications
Leckhampstead	Yes		Yes	Yes	Yes				Police presence Flood Defence
Little Chalfont	Yes	Yes	Yes	Yes	Yes	Yes			Parking EV charging Allotments
Little Marlow	Yes		Yes				Yes		Sewage Flood Defence Parking Youth sports facilities

Parish name	Roads	Footpaths / cycleways	Rail/ Bus	Schools	Health	Community buildings	Open space / recreation	Water	Other – please specify
									Cemetery provision
Little Missenden	Yes	Yes					Yes		Play Areas Parking
Longwick cum Ilmer		Yes	Yes			Yes			Telecommunications Parking EV charging
Marlow Bottom			Yes		Yes				Parking
Marsh Gibbon	Yes	Yes	Yes				Yes	Yes	Sewage Drainage Gas
Mentmore	Yes	Yes							Gas Broadband
Middle Claydon	Yes		Yes					Yes	HGV movements HS2 & EWR Flooding Gas Streetlights Broadband
Newton Longville	Yes			Yes	Yes	Yes	Yes		HGV movements Broadband Digital communications Allotments Burial grounds Indoor sports, library, community waste / recycling Social care
Padbury	Yes		Yes	Yes			Yes		Speeding

Parish name	Roads	Footpaths / cycleways	Rail/ Bus	Schools	Health	Community buildings	Open space / recreation	Water	Other – please specify
									Sewage Play areas
Pitstone	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Princes Risborough	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Parking Flooding Sewage
Seer Green	Yes		Yes			Yes		Yes	Sewage Digital communications
Shabbington	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Parking Speeding
Slapton	Yes	Yes							Digital communications
Stewkley	Yes	Yes	Yes		Yes				Sewage Parking Speeding
Stoke Hammond	Yes		Yes		Yes	Yes	Yes		HGV movements
Stone with Bishopstone and Hartwell	Yes	Yes		Yes	Yes	Yes		Yes	Speeding Electricity Streetlights HS2 EV charging
Wendover	Yes		Yes	Yes	Yes	Yes	Yes		Parking Allotments Digital communications HS2
West Wycombe	Yes	Yes						Yes	Parking HGV movements

Parish name	Roads	Footpaths / cycleways	Rail/ Bus	Schools	Health	Community buildings	Open space / recreation	Water	Other – please specify
Westbury	Yes	Yes	Yes			Yes			HS2 Broadband Digital communications Sewage
Wexham		Yes							
Winslow	Yes			Yes	Yes	Yes	Yes		
Wooburn and Bourne End	Yes	Yes			Yes	Yes	Yes		Parking HGVs Air quality

Table 1 Table showing the current infrastructure issues from each of the town and parish councils, and parish meetings that responded to the questionnaire.

3.2.7. Future anticipated infrastructure issues:

Parish name	Roads	Footpaths / cycleways	Rail/ Bus	Schools	Health	Community buildings	Open space / recreation	Water	Other – please specify
Akeley								Yes	Drainage
Amersham	Yes			Yes	Yes	Yes	Yes		Parking Electricity network
Ashendon	Yes	Yes							Broadband
Ashley Green									Broadband
Aston Clinton	Yes			Yes	Yes				
Aston Sandford	Yes			Yes	Yes				
Bierton	Yes	Yes							
Buckland	Yes		Yes	Yes	Yes				
Burnham				Yes	Yes				
Chalfont St Giles									
Chalfont St Peter				Yes	Yes	Yes		Yes	Parking Sewage Flooding
Cheddington									
Chepping Wycombe Flackwell Heath Loudwater Tylers Green	Yes Yes			Yes Yes Yes	Yes	Yes Yes	Yes Yes		Two service providers struggling to meet current and planned demand for Gomm Valley development.
Chesham		Yes						Yes	

Parish name	Roads	Footpaths / cycleways	Rail/ Bus	Schools	Health	Community buildings	Open space / recreation	Water	Other – please specify
Dinton-with-Ford and Upton				Yes	Yes				Gas Social care
Drayton Beauchamp	Yes								
East Claydon	Yes	Yes	Yes			Yes			Wastewater Electricity
Edgcott								Yes	Sewage
Edlesborough			Yes	Yes					Electricity Broadband Drainage
Fulmer	Yes								Flooding
Granborough		Yes	Yes		Yes				
Great and Little Kimble cum Marsh	Yes					Yes			Flood Defence
Great Missenden									
Hambleden	Yes		Yes						Parking
Leckhampstead									
Little Chalfont	Yes	Yes	Yes	Yes	Yes	Yes			Parking EV Charging Library
Little Marlow									
Little Missenden	Yes						Yes		Play Areas
Longwick cum Ilmer									
Marlow Bottom					Yes				
Marsh Gibbon									
Mentmore									
Middle Claydon									

Parish name	Roads	Footpaths / cycleways	Rail/ Bus	Schools	Health	Community buildings	Open space / recreation	Water	Other – please specify
Newton Longville	Yes	Yes	Yes	Yes	Yes				Broadband Utilities HGVs Social care Public services
Padbury				Yes					Sewage
Pitstone									
Princes Risborough	Yes	Yes	Yes	Yes	Yes			Yes	Retail sector Flooding Sewage
Seer Green	Yes			Yes		Yes	Yes	Yes	Sewage
Shabbington	Yes			Yes	Yes	Yes			Sewage
Slapton									
Stewkley	Yes								Sewage Speeding
Stoke Hammond	Yes	Yes			Yes	Yes	Yes		
Stone with Bishopstone and Hartwell	Yes	Yes	Yes	Yes					
Wendover	Yes				Yes	Yes			Dependent on what is provided in RAF Halton as additional facilities here could relieve pressure in Wendover. HS2 Parking
West Wycombe									
Westbury	Yes	Yes	Yes			Yes		Yes	Digital communications

Parish name	Roads	Footpaths / cycleways	Rail/ Bus	Schools	Health	Community buildings	Open space / recreation	Water	Other – please specify
Wexham									
Winslow	Yes	Yes	Yes				Yes		
Wooburn and Bourne End	Yes				Yes				Air quality

3.2.8. **Table 2 Future anticipated infrastructure issues related to new growth from each of the town and parish councils, and parish meetings that responded to the questionnaire.**

- 3.0.9. The IDP will need to test infrastructure impacts associated with new growth and the town and parish level information will provides early notification of potential issues, which will need to be investigated further.
- 3.0.10. The Council will highlight the town and parish council and parish meeting feedback when liaising with infrastructure providers on relevant future requirements as the IDP is prepared, in particular their concerns about maintenance issues and the current position on infrastructure deficiencies, issues and opportunities in their areas. The information will also be considered in the Council's Settlement Review. Although some of the issues are addressed by other evidence studies for the Local Plan, they are highlighted here for completeness.
- 3.0.11. Some of the issues raised by the town and parish councils and parish meetings are not related to the preparation of the new Local Plan or the provision of infrastructure. For example, they raise concerns about the impacts of major infrastructure projects such as HS2 in their areas. Comments about current planning applications are also beyond the scope of the BIS.

3.1. Akeley Parish Council

- 3.1.1. Akeley has limited infrastructure as it is a small rural village. The Parish Council owns a play area, recreational ground, and wildlife area attached to the village hall. There is a plan to update the play area, which will be funded from Section 106 money, Community Board and WREN funding applications.
- 3.1.2. There is also a plan to later develop the recreational field to possibly include exercise equipment, but this idea is in its infancy and will not be pursued until after the play area is refurbished.
- 3.1.3. Whilst not owned by the Parish Council, a big potential project is to build a structure on the site of the old village church to enable services to be conducted on the site again.
- 3.1.4. The Parish Council would also like to develop a Community Orchard if a suitable space becomes available.
- 3.1.5. No large-scale development is planned in the village at this stage. Such development would greatly change the character of the village, which is very rural and quiet.
- 3.1.6. Should new development be considered, then serious thought would need to be given to providing facilities for the increase in population.
- 3.1.7. Significant work would be needed to the drainage system to cope with any increase in housing. The current drain system is struggling. Anglian Water are having to pump out water to keep the pump station from being overwhelmed. There should be no further building or surfacing work carried out until this issue is resolved.
- 3.1.8. The Parish Council is in the early stages of preparing a Neighbourhood Plan. Beyond the desire to preserve the character of the village with lots of open space, preference would be given to affordable housing, which would give young families the option of staying in the village.
- 3.1.9. There is hope that the new Local Plan will identify areas that need to be preserved as rural villages, instead of engulfing them within new developments.

3.2. Amersham Town Council

Roads:

- 3.2.1. The state of the roads is poor with significant surface failures and growing disrepair all over Amersham.

- 3.2.2. Capacity is coping in the main but with few main routes through Amersham key roads are jammed at peak periods (A355 Gore Hill, A416 between Amersham and Chesham, A404 White Lion Road), which causes drivers to seek out alternate routes (rat runs) through residential areas.
- 3.2.3. There are several key areas where road traffic volumes make pedestrian crossing a challenge. In some areas, in Amersham on the Hill around the town centre and near schools, the lack of pedestrian crossings creates hazardous conditions.
- 3.2.4. Parking is a considerable issue, particularly in Old Amersham where current parking is at or beyond capacity.

Public Transport:

- 3.2.5. Amersham is well served by rail links to London with both London Underground and Chiltern Railway services. However over recent times the quality of the service has deteriorated with regular cancellations, particularly at peak times. Rail services are used by many school children and their travel to school is frequently disrupted by train cancellations.
- 3.2.6. Bus services are poor, after a deterioration in routes and frequency over recent years. There are few options for people who do not have cars. This is a particular problem given that hospital services are concentrated at Stoke Mandeville Hospital, which is not accessible by bus.

Cycling:

- 3.2.7. Facilities and infrastructure for cyclists are particularly poor. Existing cycleways (particularly the A416 to Chesham, and the A404 to Little Chalfont) are poor, simply being marked out on pavements rather than dedicated routes. They are not used to any great degree, mostly because they are unusable, the A404 route in particular.
- 3.2.8. Routes for dedicated cycleways need to be found, in particular for the routes connecting major settlements (Amersham, Chesham, Missendens, Chalfonts).

School Places/infrastructure:

- 3.2.9. Schools in Amersham are popular and consequently full.
- 3.2.10. The location of existing schools causes problems in mornings and afternoons due to parental traffic. Most of this impact on local areas around schools is significant. Expansion of schools on their existing sites with consequent impact on neighbouring areas and key roads around is untenable.

Health:

- 3.2.11. GP services are under considerable pressure. It is unlikely that additional population could be accommodated without expansion of GP services in line with population growth.
- 3.2.12. Amersham hospital hosts certain services, in particular outpatient services. The existing hospital site appears to be significantly underutilized and given that many find travel to Stoke Mandeville inconvenient, an expansion of services at Amersham would be welcome.

Leisure facilities:

- 3.2.13. Amersham is well served for sports and leisure facilities in general. The Chilterns Lifestyle Centre provides excellent modern services. Amersham Town Council provides leisure facilities in the form of playing fields and parks and hosts the Amersham Bowls Club. Other clubs serve the town for rugby, football, cricket, and hockey.
- 3.2.14. While current provision is good, it is not certain that an increase in demand could be accommodated.
- 3.2.15. Amersham is poorly served for arts, theatre, and cultural venues, with no dedicated galleries, theatres, cinema, or music venues, compared with other nearby towns such as Chesham, High Wycombe, Rickmansworth, Berkhamsted, Tring, and Hemel Hempstead.

Green Spaces:

- 3.2.16. Amersham Town Council green spaces are managed as protected spaces (some are formally protected), for instance the King George V field, which is a protected Field in Trust space. Barn Meadow, Hervines Park, Pondwick Meadow and Willow Wood are treated as green spaces to be preserved for public use. The environment and biodiversity are important issues for the Town Council, and it is essential to us that these spaces are developed and maintained with this in mind.
- 3.2.17. Willow Wood is a newly completed woodland area. The open fields are used for leisure pursuits and the meadows are important for biodiversity.
- 3.2.18. All these areas feature in the award-winning Amersham in Bloom project and are funded through the Amersham Town Council budget supported by the precept.
- 3.2.19. Hervines Park is used for football during the season and grant funding from the FA is currently supporting works to improve the football fields over the next 5 years.
- 3.2.20. In Barn Meadow, a project is starting up this year by Affinity Water to improve the natural flow and biodiversity of the River Misbourne.

Community Halls:

- 3.2.21. The Town Council manages several community halls, which they provide as a low-cost service to the community. One of our halls is almost fully used and pays for itself. Our other halls are underutilised mainly because the facilities are not up to modern standards. The Town Council plans for upgrades by setting aside capital reserves for future works. However, it is likely that significant funds will need to be raised to make major upgrades, in particular to meet climate change net zero targets.
- 3.2.22. One significant problem is the Amersham Market Hall in Old Amersham. This iconic building is over 300 years old and listed. The Town Council has recently funded a £120,000 project to repair the fabric of the building; however, the building is significantly underused and does not earn its keep. The building is in a relatively poor state of repair, internal facilities are unsuitable for modern uses, there is no disabled access and no realistic means of installing such upgrades using finances that the Town Council has available.
- 3.2.23. In general, there is a shortage of community hall space in Amersham and the many venues are booked, however the Town Council still aims to provide affordable space to support the community and most of the venues are much higher cost.

Future Growth:

- 3.2.24. Beyond maintaining and upgrading existing facilities, the Town Council has no specific plans for dealing with future growth.
- 3.2.25. There is little planned growth in Amersham beyond currently submitted planning applications. There is not an up-to-date Local Plan, and it is not clear what level of planned growth is expected. However, if significant growth were to occur, then there would be considerable impact on current infrastructure, such as roads and parking, schools, and health care.
- 3.2.26. The Town Council ambition for infrastructure and service improvements include:
- A thriving town and dynamic high street areas, with an attractive and varied retail offer including independent shops to encourage people to shop local;
 - A dynamic local economy in which local SME businesses can operate and thrive;
 - More affordable housing to help local people stay in the area instead of being forced out by high prices, helping provide a local workforce for local businesses;
 - Measures to improve the long-term sustainability of housing by incorporating insulation, sustainable materials, renewable energy, and carbon neutral standards;
 - Leading the development of a sustainable environment, improving biodiversity, green spaces, woodland, parks, and gardens;

- Provision of suitable high-quality care for the elderly - catering for their health and wellbeing, as well as their housing; and
 - A community that works together for everyone.
- 3.2.27. The Town Council expects to operate in a collaborative partnership with Buckinghamshire Council in line with the Parish Charter and to engage in a timely and engaging way with parishes.
- 3.2.28. The new Local Plan needs to support the need of each local area and not just 'average out' across the whole county. The needs of different parishes in Buckinghamshire differ and the Local Plan should reflect that.
- 3.2.29. Where local areas can best be served locally it should be the goal of Buckinghamshire Council through the Local Plan to delegate activity to local parish councils to action, with appropriate funding to go with it.
- 3.2.30. The Town Council would like Buckinghamshire Council to consider the following when developing the new Local Plan:
- Climate change – measures to deliver net zero services and facilities, and sustainable housing standards by which future planning applications will be judged, for instance, insulation, heating, renewable energy;
 - Electricity – Amersham suffers power cuts more than is acceptable. Building a more robust electricity network that caters for growth is essential;
 - Water – water supply, drainage, rainwater runoff, and flooding are issues in Amersham and appropriate new infrastructure needs to be built;
 - Social / affordable housing – local people and their children are being priced out of both the private ownership and rental markets;
 - Youth provision – youth provision should form part of any discussion. Services and facilities in Amersham for young people (teenagers) and young adults are sparse;
 - Not everyone is able to use online services – Buckinghamshire Council need to cater for all members of the community including those that need access to face-to-face services and who may not be able to make use of online services;
 - Residents are concerned about the loss of essential services, such as postal services and banking. Provision of such services through things like a community hub should be considered;
 - Alternative options for the high street areas should be considered, such as 'share space' or partial closure options. these ideas need wide consultation and investigation but could prove popular and good for the atmosphere of high street areas.

3.3. Ashendon Parish Council

- 3.3.1. Infrastructure consists of three road routes in and out of the village. These are small rural roads that are now used as short cut ways from the A41. The volume, size, speed, and weight of traffic using the roads is excessive and damaging to the road surface and the grass verges. Damage to the grass verges has consequently led to loss of road surface at the edge which has created deep channels on either side.
- 3.3.2. In addition, the roads are dangerous for pedestrians and cyclists. The village has limited pavements. The Bucks Cycleway route comes through the village, but now follows seriously damaged and overstretched roads, with channels at edges that challenge cyclists. This also makes it difficult for pedestrians to step onto the verge when necessary.
- 3.3.3. The village self-funded installation of Broadband (Fibre to the Cabinet) to replace the copper wire network delivering less than 0.5mbs. This provided most of the village with between 60 and 80mbs. A few outlying properties are still unable to get satisfactory speeds and remain with Village Networks, based in Westcott. The Parish Council chose Openreach as our provider to enable upgrade as faster services became available. Openreach have not responded to our request to commence discussions regarding network improvement.
- 3.3.4. As a small hill village, it is facing the same situation as it did in 2017 when our Broadband journey began. Current infrastructure is no longer supporting all requirements, and we are likely to become an under-serviced community once again. Services are limited in the village. The local pub is currently closed. We have the following facilities, a village Hall, sports pavilion, playing field (with a multi-games area, football pitch, play equipment, allotments, book box), church and a bus Shelter. These support the village well currently and are managed by volunteer groups.
- 3.3.5. There is one bus service that runs twice a week to Aylesbury. This bus takes almost two hours to get to Aylesbury (9 miles away) and the same again to return. The Parish Council await the announcement of plans to complete the Waddesdon to Westcott Greenway. This will improve cycle safety and provide a safe cycle route to and from Aylesbury.
- 3.3.6. The Parish Council plan to install a pavement to protect pedestrians (particularly children walking to the school bus stop). It is waiting on the completion of a feasibility study by the HS2 Safety Fund.
- 3.3.7. Contact has been made with Broadband providers, with minimal response. It is likely that the same process as followed between 2017 and 2019 will need to be followed with the prospect of high cost to the village. Plans have not yet started.

- 3.3.8. There are no plans for significant growth in the village, some small development is expected only. Potential to improve Broadband and maintain/repair poor roads will continue to be a focus for Parish Council.
- 3.3.9. It is anticipated that the new Local Plan will unlikely benefit small outlying villages, such as Ashendon. It will likely result in further development surrounding Ashendon, which will lead to higher traffic volumes putting further pressure on our roads.

3.4. Ashley Green Parish Council

- 3.4.1. Our infrastructure and services are currently coping, though there are some areas of concern. In particular, the bus services at both Ashley Green and Whelpley Hill are so infrequent that they are not used much, they would not be suitable for most people for commuting. Broadband for most of the village is now becoming too slow and the area needs to get fibre to the premises (FTTP) installed as soon as possible. Finally, the level of traffic on the A416 through the village is a concern at times.
- 3.4.2. The village is relatively well provided for in terms of community facilities and there are currently no plans to increase them.
- 3.4.3. The village's new Outdoor Wellness facility has been completed and is proving popular with local people as well as visitors from the wider area. This is causing some parking problems at times but there are currently no plans to provide more parking.
- 3.4.4. The village is not expecting any significant future growth. Therefore, it is considered that infrastructure will continue to cope until 2033, except for necessary Broadband upgrades.
- 3.4.5. The Parish Council's main priority is to preserve the rural nature of the village, and in particular to protect the green spaces in and around the village - no specific funding is required for this. The Parish Council would like the National Landscape (Area of Outstanding National Beauty (AONB)) to be extended to cover the area to the east of the A416.
- 3.4.6. Ambitions for the village include upgrading Broadband, and if possible, having more frequent bus services covering longer hours.

3.5. Aston Clinton Parish Council

- 3.5.1. All infrastructure and services are currently stretched beyond capacity, due to the increase in dwelling development in the last five years. The school, GP, and dentist services are stretched beyond capacity, while retail and traffic calming provisions are unsuitable for managing the increase in development.

- 3.5.2. A parking charge/Automatic Number Plate Recognition (ANPR) system shall be introduced at Aston Clinton Park, which will be free for residents of Aston Clinton. This is to keep the park accessible for residents given the overwhelming use of the park. This will be funded with earmarked reserves from the Parish Council budget, which shall take two to three years to raise the funds.
- 3.5.3. Traffic calming measures will be introduced in Aston Clinton by Buckinghamshire Council to manage traffic speed.
- 3.5.4. Planned growth in and near Aston Clinton will put further pressure on infrastructure and services in the village, including developments at RAF Halton and Airfield (2,000 dwellings), Woodlands (1,100 dwellings), and Hampden Fields (~4,000 dwellings).
- 3.5.5. There is no requirement for a further increase in dwellings or services for the period 2033 to 2040, except for the Clinical Commissioning Group's planned development (yet to be confirmed). This is because development has been greatly exceeded in Aston Clinton when compared to surrounding parishes.
- 3.5.6. The ambitions for the Parish Council are to:
- Mitigate the loss of social cohesion from new development and coalescence with neighbouring parishes;
 - Implement traffic calming measures for safer roads for existing and new residents;
 - Provision of adequate services for existing and new residents;
 - Expand the existing medical and educational services that are currently inadequate; and
 - Retain the green spaces that are part of the parish.
- 3.5.7. The Local Plan should work in tandem with the Aston Clinton Neighbourhood Plan, which is currently being reviewed, to avoid any contradiction.

3.6. Aston Sandford Parish Meeting

- 3.6.1. The Parish Meeting is coping with what they need to do with no precept demanded or received. The elected members self-fund any costs incurred in their day-to-day activities on behalf of the Parish Meeting and if there are no future serious demands on their time or resources they will continue in this manner.
- 3.6.2. The Parish Meeting wishes it to be known that there is zero desire for any expansion of the village and hopes that the gradual expansion of neighbouring villages will not progress any closer or affect the outlook from the village or change its status from a Conservation Area. The village is one of the smallest in England and the Parish Council wish that it will remain so.

- 3.6.3. The Parish Meeting has no significant areas of land to manage other than a small area of the road verge, which they have undertaken delegated powers to mow and keep tidy. This is helped by the fact that the residents all mow the verges outside their own houses themselves which cuts down on the amount that is left for the Parish Meeting to organise.
- 3.6.4. The village is concerned at the poor state of the single-track road through the village, which is continuing to fall apart and sinking in the running tracks of vehicles. The centre of the single-track road has removed the exhaust from low sprung cars. The continuous sticking plaster repair of potholes on the village road does not help as they quickly redevelop potholes again.
- 3.6.5. The village is delighted that the main road (called Risborough Road) running from the junction with Stanbridge Road down to the main Thame to Longwick road has been repaired and is no longer a 'failed road.'
- 3.6.6. Many of the justifications for housing growth in the area state that there is a good train service from Haddenham or Princes Risborough stations to London or Birmingham and ignores the fact that: high daily parking costs force cars to park in neighbouring streets to the intense irritation of those living nearby; the capacity of the train line into Marylebone is already overloaded and cannot be expanded; and that there is, and never has been, any bus service anywhere near the village or indeed many other villages, so the residents are totally dependent on cars to get to a station or indeed anywhere else.
- 3.6.7. The existing single-track bridge on Stanbridge Road will no longer be able to cope with all the extra traffic emanating from any housing growth in Haddenham and would need to be rebuilt to accommodate two-way traffic. This would improve the visibility for any traffic wanting to turn onto Stanbridge Road from Risborough Road.
- 3.6.8. Residents are concerned about the proliferation of Solar Farms on land around the village replacing productive agricultural land. When considering the Local Plan for Buckinghamshire, it should be obligatory to also include what neighbouring counties are planning as their plans will often cause a knock-on effect into Buckinghamshire. The expansion of the Chiltern Railways into Oxford has for example removed a large chunk of the capacity on that line for Buckinghamshire residents.
- 3.6.9. It also seems that insufficient consideration is given to support services required, such as medical and schooling, when expanding housing in an area, which makes it more difficult for current residents to use existing facilities.

3.7. Bierton Parish Council

- 3.7.1. The Parish Council has issues with heavy traffic through Bierton, especially Heavy Goods Vehicles (HGV). There are very narrow pathways through parts of Bierton, and HGVs often come through the village at more than 30 miles per hour. The signage diverting traffic through Kingsbrook is poor, if improved it may help mitigate some of the traffic issues. The Freight Strategy is not yet implemented. Traffic calming measures are planned for 2023.
- 3.7.2. The village needs more car parking facilities for both community halls, which could also serve the school and church. The school has substantially increased in size due to the Kingsbrook Development, which causes severe traffic issues both on the school road and on the main A418.
- 3.7.3. Both community halls are near capacity with regular bookings, private hire, and village events. There are plans in place to refurbish the Jubilee Hall, which will encourage more users. Structural repairs will take place in 2023, and then a full refurbishment is planned during 2024 - hopefully funded by a local trust.
- 3.7.4. The Parish Council are also planning to refurbish the playground, which is in the preliminary 'applying for funding' stage.
- 3.7.5. The Parish Council are not expecting further significant growth in the village due to neighbouring development in Kingsbrook, which will develop 2,500 houses from 2016 to 2026.
- 3.7.6. Between 2033 to 2040, the Parish Council plans to have a Neighbourhood Plan prepared and approved.
- 3.7.7. It is the ambition of the village to retain its rural feel, keep separate from Aylesbury Town, and improve access to public rights of way by replacing stiles with gates.
- 3.7.8. The new Local Plan can help the village by assisting with the completion of the Eastern Link Road (South) and progressing the Northern Link Road, which will keep through traffic out of the village.

3.8. Buckland Parish Council

- 3.8.1. The Parish Council is small, partly within the AONB and partly within a conservation area. It has a small village hall, which is a Grade 2 listed building, which was extended in 1999. There is no room for further extension, as it is surrounded on four sides by residential development. Apart from the hall, the Parish Council has hardly any infrastructure of its own. It is reliant on the neighbouring parishes of Aston Clinton and Tring (in Hertfordshire).

- 3.8.2. Aston Clinton has just had over 700 additional dwellings built in its Parish, which were opportunistic not plan-led developments, with hardly any infrastructure funding. Therefore, services and facilities, such as schools, doctors' surgeries, roads, and bus services are currently stretched beyond capacity and unable to cope. Any further development in Aston Clinton needs to be preceded by relevant upgrades in social and hard infrastructure. Any infrastructure improvements serving Buckland will need to be delivered in neighbouring parishes, such as Aston Clinton.

3.9. Burnham Parish Council

- 3.9.1. Infrastructure where capacity is stretched within Burnham includes, some parts of the road network, a lack of footpaths, the health centre, and the lack of a secondary school. The Parish Council would like to:

- The opening of a new secondary school on the Opendale site with playing fields and a community funded sports hall available to residents;
- The re-opening of the community centre (off Minniecroft Road), this could accommodate overflow services from the health centre, social/community services from Burnham Park Hall, and community services in conjunction with Burnham Health Promotion Trust;
- Children's support services using the youth club or the community centre, instead of a small room at the Children's Centre;
- Reduce the level of traffic on the High Street and improve pedestrian safety;
- Improve Stomp Road, which is narrow and has no pavement;
- Improve Dropmore Road, which changes from 30mph to 60mph where there are footpath exits but no footpaths;
- Improve Hitcham Lane Bridge, which is dangerous for pedestrians who must walk under the bridge to get to Tesco, and there is no footpath or signage;
- Improve Farnham Lane, which is a main route and too narrow;
- Improve Hogfair Lane, which is too narrow north of Lincoln Hatch Lane;
- Allow for one-hour free parking at no cost to the Parish Councils, to ensure the viability of the High Street. People currently park anywhere to avoid paying; and
- Provide parking for the Eastfield Road shops.

- 3.9.2. Should large scale housing growth occur in Burnham, then the investment in infrastructure needs to match that happening in the north of the county. In particular, a new secondary school will be desperately needed, and the health centre will require expansion and/or alternative provision will be required.

- 3.9.3. The residents and Parish Council feel that Burnham is forgotten by Buckinghamshire Council, and hope that this will not be the case when the new Local Plan is developed.

3.10. Chalfont St Giles Parish Council

- 3.10.1. The capacity of the only doctors' surgery is stretched and getting an appointment is often difficult.
- 3.10.2. The local schools are full, and the catchment area for the infant and junior schools only just covers the whole parish area. There is no land around the schools for the schools to expand into should more places be required.
- 3.10.3. Bus services have recently been re-routed leaving members of the community without a nearby bus service. Many of the services do not run later in the evening meaning they cannot be relied upon for commuter traffic. The need for a safe footpath/cycle path from Chalfont St Giles to neighbouring areas (Amersham and Chalfont St Peter) is needed.
- 3.10.4. There are currently no electric vehicle charging points for the public to use.
- 3.10.5. The Parish Council owns the recreation ground, village green and pond, and Back Lane allotments. The maintenance of these areas is accounted for in the Parish Council precept. Provision of additional facilities or upgrading current facilities is managed by external grants, and funding and use of ear marked reserves collected over the years for these activities.
- 3.10.6. The Parish Council have sent an 'Expression of Interest' to Buckinghamshire Council to take ownership of the meadows to the east of the Parish. These areas will then be better managed to allow public access.
- 3.10.7. The new Local Plan should ensure the protection of Green Belt, which helps to create the individual identity of Chalfont St Giles. The encroachment into greenbelt within the Parish and neighbouring Parishes will merge the settlement areas. To ensure the historic village centre remains protected, our Conservation Areas in Chalfont St Giles and Jordans should be updated and strengthened in line with current planning policies.
- 3.10.8. The Parish would like to see improved travel infrastructure with better cycle lanes/footpaths connecting the neighbouring towns and villages, installation of electric vehicle charging points, and improved bus services.
- 3.10.9. The Parish Council requires Buckinghamshire Council to apply for the necessary funding from the Government to finance required infrastructure. Rigorous examination and enforcement of Section 106 and CIL requirements is also required by

Buckinghamshire Council staff to ensure that any developments within the Parish are paying the required monies to provide infrastructure.

3.11. Chalfont St Peter Parish Council

3.11.1. Infrastructure where capacity is stretched within the Parish includes:

- Parking is full both in the village centre and many side roads. People park on yellow lines due to lack of traffic wardens. Parking on roads often makes two-way movement impossible, leading to traffic jams;
- The roads and pavements in the village are in a dire state of disrepair and are a safety hazard for motorists, cyclists, and pedestrians;
- There are long waiting times for Doctors' surgeries. These surgeries also cater to Gerrards Cross residents;
- There are problems with groundwater and sewage flooding;
- There are mains and freshwater issues, as recognised recently by Affinity and Thames Water;
- Bus service routes, frequency and times are poor and not conducive to commuter needs, necessitating the use of private cars to access Gerrards Cross Station and Amersham and Wexham Park Hospitals; and
- There is a lack of policing, leading to increased burglaries and car theft.

3.11.2. The Parish Council currently manage:

- Austenwood Common and Gold Hill Common on behalf of the Lord of the Manor. The Parish Council have management plans in place for these, and are currently installing new play equipment on Gold Hill;
- Mill Meadow on behalf of Buckinghamshire Council with a small section leased to us as a play area. New play equipment has been recently installed. A community group is currently looking into providing a new skate park area;
- Lady Gibb Wood and Nature Reserve, two allotment areas, a Garden of Rest and a Memorial Garden, part of which has been recently upgraded; and
- Work has also been carried out in partnership with Chiltern Rangers to enhance biodiversity.

3.11.3. The Parish Council are trusting that there will be no further large housing sites in Chalfont St Peter. Over recent years they have seen:

- 200+ homes on the Holy Cross site;
- 200+ elderly people's housing developed for Audley and McCarthy Stone;
- Approx. 200 homes in two large developments on Chalfont Park with a further site planned; and

- 300+ homes currently being built on Newland Park.
- 3.11.4. This equates to a large increase of population in the village. Any further large developments would need to be built on Green Belt land, which will have a huge detrimental impact on the surrounding countryside that currently separates the village from other Home Counties and the London Boroughs.
 - 3.11.5. Buckinghamshire council should consider the impact the increase in population density is already having on parking, sewage, flooding, schooling, and healthcare brought about by loft conversions, home extensions, garage conversions, and the conversion of small two bed bungalows into big 2 or 3 story homes of 5 and 6 bedrooms.
 - 3.11.6. The Parish Council would like to see increased off-street parking provision for new houses or extensions. Developments being located close to amenities, or a station are not considered suitable reasons for allowing less off-street parking. Off-street parking provision for new houses is currently based on square meterage instead of bedrooms numbers. Further garages are often not used for parking cars.
 - 3.11.7. The Parish Council hopes that Buckinghamshire Council will work more closely and consult with them before decisions are made on any big strategic changes in the village to give them an opportunity to respond and raise concerns in a timely manner.
 - 3.11.8. In the period between 2033 – 2040, the Parish Council will continue to provide the current services, including responding to all planning applications in the village while trying to maintain its historic character.
 - 3.11.9. The Neighbourhood Plan is currently being updated, which highlights character areas and provides a Design Code for new houses and extensions. The Design Code will include views, landscape, green spaces, street scenes, gardens, to assert the vision and character of the village.
 - 3.11.10. The Parish Council aim to build on the village's sense of community, and to represent, respect and listen to resident's concerns and goals. They will continue to plant more trees particularly highway trees to reduce the toxins produced by increased traffic. Biodiversity, wood management, climate change effects, environment, and ecology will remain a priority for the Parish Council.
 - 3.11.11. The Parish Council's ambitions are to:
 - Raise the profile of the heritage and history of our Domesday Book village including having a museum and tourist centre to encourage visitors;
 - Extend the AONB along the Misbourne Valley from Chalfont St Giles to Chalfont St Peter (application currently being considered by Natural England);
 - Protect the Green Belt;

- Improve biodiversity;
- List local heritage assets (currently underway);
- Create a larger more modern Community Centre to house a museum and tourist centre;
- Provide more free outdoor public leisure facilities on Mill Meadow;
- Have increased bus services with links to stations and hospitals to reduce parking problems. A Community bus with neighbouring villages could be a solution;
- Refurbish and expand the treatments offered at the Chalfonts and Gerrards Cross Hospital. Its use as a Health and Wellbeing Centre and the relocation of GP services are currently underway;
- Increase parking enforcement by funding a local traffic warden, perhaps with neighbouring villages;
- Encourage the vitality of our High Street to be more retail and service based to increase footfall;
- Retain office building sites in the village centre to offer a variety of spaces and opportunities, which are vital to small businesses and employment;
- Undertake measures to prevent flooding;
- Better consider the impact of new and existing development on water infrastructure (waste and fresh water); and
- Review security within the village centre.

3.12. Cheddington Parish Council

- 3.12.1. Infrastructure in Cheddington is currently coping. There are no further plans for specific infrastructure/facility expansion as Cheddington has already developed its allocation of housing.

3.13. Chepping Wycombe Parish Council

Flackwell Heath:

- 3.13.1. Despite parking surveys suggesting otherwise, parking continues to be a problem in the centre of the village and in the majority of sideroads. Since the loss of the Old Kiln Road car park (developed for housing) and generally not much off-street parking, most roads in residential areas are clogged with parked vehicles particularly at night and weekends. This causes problems for large vehicles, such as refuse lorries, and could cause obstruction to emergency vehicles, especially fire engines.

- 3.13.2. A major community facility has been lost, with the closure of the Royal British Legion (RBL) building and its sale to a developer. Unfortunately, its designation as an Asset of Community Value lapsed just as the RBL clubhouse closed. The Council or the community were not given a chance to bid for the facility. The events that used to take place in the RBL building cannot be absorbed by the Community Centre, which is under strain and cannot accommodate all needs. A major extension to the Community Centre is needed, a development that could only be funded through developer contributions.
- 3.13.3. There is a general shortage of green space in the village, and the Parish Council is working with the Wooburn and Bourne End Parish Council to find space for a much needed skatepark. The Parish Council has attempted to purchase additional land adjacent to the Green Dragon Recreational Ground but without success and incidentally might have struggled to find sufficient funds to make an outright purchase. The village football club, which caters for both sexes and all ages up to mid-teens struggles to find suitable grounds for training. With the ever-increasing population in the village, the demand for these kind of leisure facilities is bound to grow, and solutions need to be found with the help of developer contributions.
- 3.13.4. Both banks in the village have closed in recent years and many residents rely heavily on the Post Office for financial transactions. The only supermarket (Budgens) closed around 10 years ago. The Sainsbury Local that effectively replaced it is only a 'top-up' shop but provides an important community function. These key facilities need to be protected and sustained into the future.
- 3.13.5. There are two primary schools in the village, both are popular and mostly full. As the village population grows, there needs to be investment in the schools by way of additional classrooms.
- 3.13.6. There are currently no GP surgeries in the village and residents must travel to Loudwater (Cherrymead Surgery) or Wooburn/Bourne End (Wooburn and Bourne End Practice) to see a doctor. The reduced bus service between Flackwell Heath and Bourne End and the virtually non-existent bus service between Flackwell Heath and Loudwater makes life every difficult for those without cars, especially older residents.
- Loudwater:
- 3.13.7. The A40 London Road bisects the village and carries nearly all the traffic from High Wycombe to the M40 and Beaconsfield. About four years ago a programme of computer operated traffic lights was installed to alleviate long queues of traffic jams, which was successful. However, new developments in the area will create more traffic and a more drastic solution will be needed well before 2033.

- 3.13.8. Despite parking surveys suggesting otherwise, parking continues to be a problem in the centre of the village and in the majority of sideroads. Development over the last 30 years has not provided sufficient off-street parking. Most roads in residential areas are clogged with parked vehicles particularly at night and weekends. This causes problems for large vehicles, such as refuse lorries, and could cause obstruction to emergency vehicles, especially fire engines.
- 3.13.9. A major community facility has been lost, with the closure of the Royal British Legion (RBL) building and its sale to a developer. The only possible location for a new Community Centre is in the grounds of the Boys Club, a development that could only be funded through developer contributions.
- 3.13.10. There is a general shortage of green space in the village and the two parks need to be protected and updated. Derehams Park needs new facilities. Developer contributions would be needed to fund new changing rooms, children's nursery facilities, and a bowls pavilion. With an ever-increasing population, the demand for these kind of leisure facilities is bound to grow, and solutions need to be found.
- 3.13.11. Loudwater residents rely heavily on the Post Office within the only shop (Morrisons) for financial transactions. There are now no public houses in the village, which provided a meeting point for the community. The hotel and restaurant need to be protected and sustained into the future.
- 3.13.12. There is one primary school, which is popular and mostly full. As the village population grows, there needs to be investment in the school by way of additional classrooms.
- 3.13.13. There is one relatively large GP surgery (Cherrymead), which serves residents of the village and Flackwell Heath. There is also a small dental surgery.

Tylers Green:

- 3.13.14. As households continue to convert garages into habitable accommodation and other uses, parking on main roads is increasing, which is impacting traffic flow. On-street parking continues to be a problem, especially in front of the two schools.
- 3.13.15. The parish is lucky to have a vibrant football club and social activities in the village hall, but both have limited parking, creating traffic congestion caused by nearby on-street parking. They are owned and managed by voluntary organisations with limited funds to expand and meet increased demand for use and parking.
- 3.13.16. The nearest banking and post office facilities are in Hazlemere and Beaconsfield, which are not very accessible, especially for seniors with limited mobility.
- 3.13.17. There is one primary and one middle school, which are popular and mostly full. If the village population grows, there needs to be investment by way of additional classrooms.

- 3.13.18. There is one small GP surgery, which is struggling to meet demand. Making appointments is an increasingly lengthy and fraught process.
- 3.13.19. There are no public EV (Electric Vehicle) charging facilities.
- 3.13.20. It is understood that the two service suppliers are struggling to meet current demand, and the planned housing development in the Gomm Valley.
- 3.13.21. Narrow roads leading to the A40 and beyond to the M4 are already congested. The Ashwells and Gomm Valley developments will result in further congestion.

Future Ambitions and the Local Plan:

- 3.2.22. The Parish Council want Flackwell Heath, Loudwater and Tylers Green to be resilient and have vibrant centres with excellent community facilities both in terms of buildings and green space. However, as a small community, the Parish Council is sceptical that the new Local Plan will be able to assist in delivering the required infrastructure improvements.

3.14. Chesham Town Council

Roads:

- 3.14.1. The main north to south route through the heart of Chesham is frequently jammed at rush hour. There are very few options to avoid this route. Road works often bring the whole route to a standstill causing significant delays for commuters and parents dropping off/picking up children. Roads on school routes that feed into the main corridor also experience very slow traffic and delays on a regular basis, for example Cameron Road that feeds into Berkhamsted Road. This leads to concerns about air quality from vehicle exhausts.
- 3.14.2. The capacity for on-road parking is exceeded on several residential roads across the town, resulting in obstructive or dangerous parking.

Vale Brook Culvert:

- 3.14.3. The High Street has a long section of the Vale Brook culvert running beneath it. Environment Agency surveys suggest that some of the culvert in this area is structurally unsound and predicted to fail soon. As well as being a safety risk, it would be very economically damaging to the town centre. A solution is needed to make the culvert structurally sound. Works would also provide an opportunity to naturally light this globally rare chalk stream, better manage flood-risk, improve ecology and aesthetics, and ease maintenance.

Schools:

- 3.14.4. Anecdotally, schools in the area are starting to reach their maximum capacity.

Doctors and Dentists:

- 3.14.5. The inability of residents to obtain timely appointments at the local doctors' surgeries is a frequent topic discussed on local community social media over recent years. A check of dentists on the NHS website shows that there is only one dentist in Chesham taking NHS patients, and only on referral from other dentists.

Water Supply:

- 3.14.6. Affinity Water's Water Resources Management Plan (2020) states that there is a significant future water shortfall risk in this area due to population growth and climate change. Local supply limits mean that water often needs to travel a considerable distance via treatment facilities to service Chesham. This has a significant carbon footprint implication. It also means that supply shortfalls can occur following prolonged dry periods leading to water use restrictions.

Sewer:

- 3.14.7. Chesham Sewage Treatment Works operated by Thames Water has been over-capacity for many years, resulting in releases of untreated sewage mixed with rainwater runoff and/or groundwater into the River Chess, which is a globally rare chalk stream. In high groundwater conditions, these pollution incidents have occurred for months at a time.
- 3.14.8. Thames Water is currently relying on an over-pumping mechanism to handle excess flows. The last pollution incident was as recent as November 2022.
- 3.14.9. Thames Water have increased the volume of effluent that can be treated at any one time. Despite this, modelling has shown that rainfall events, would still exceed the new capacity and result in sewage spills into the river.

Drainage:

- 3.14.10. The drainage in some parts of town struggles to cope with surface water run-off, leading to temporary flooding mainly on parts of the road network. While there have been drain clearance improvements in recent years, many gullies continue to be blocked due to technical issues or because they cannot be accessed due to parked cars. This contributes to the problem of surface flooding.
- 3.14.11. St Mary's underpass has been out of action for many months, as it repeatedly floods. This is a major crossing point for many people on the busiest road in Chesham and is leading to near misses for pedestrians. A lot of the road drains discharge into the Vale Brook culvert, or directly into the River Chess, and some into Skottowes Pond. This is a

source of pollution and sediment, causing ecological problems for these habitats and on-going maintenance issues.

Allotments:

- 3.14.12. The Town Council operates three allotment sites in Chesham. All of them are at full capacity and there is a waiting list of more than a year for prospective tenants. The allotments are the only facilities that the Town Council operates where there is a capacity issue. To help manage capacity issues, there is an inspection, reminder, and eviction process in place. In addition, full-size allotments are often split into half plots to create more capacity and provide plots that are more manageable for most tenants.
- 3.14.13. There are two other allotment sites in Chesham, the Duke of Bedford allotments, and the George Piggin allotments, are also at full capacity.

Cemetery:

- 3.14.14. While most sections of the cemetery still have plenty of space, such as for ashes and unconsecrated interments, the number of spaces remaining for consecrated full-body interments is now limited. However, it is expected that the cemetery has a lifespan of more than 10 years.

Green Spaces:

- 3.14.15. Chesham benefits from several open spaces and play areas, as well as quick access to the surrounding countryside and walks. At present, these areas are coping with the level of demand.

Community Halls:

- 3.14.16. Spaces are available for use by the community at several venues, including the Town Hall, the White Hill Centre, the Little Theatre by the Park, and the Guide Hut.

Dealing with Future Growth:

- 3.14.17. The Town Council is commissioning a Strategic Masterplan to be prepared for Lowndes Park (funded by the Chesham Community Board). The Masterplan will investigate how the park can cope with increased future demand.
- 3.14.18. The Town Council is looking to create management plans for all their open spaces, to balance use and demand, and their value to nature.
- 3.14.19. A Green Infrastructure Network Policy is being created as part of the developing Chesham Neighbourhood Plan. The Policy will identify existing green infrastructure assets (such as parks and play areas) for protection from harmful development and identify opportunities to improve the quality and connectivity of the network.

- 3.14.20. A Local Green Spaces Policy is also being developed, which will designate via a map, green infrastructure network areas that meet the NPPF Section 102 tests for protection from inappropriate development.
- 3.14.21. A project to extend Chesham Moor Gym and Swim is also being developed to increase gym provision and provide additional facilities. The Town Council's Play Area Working Group is creating a programme of projects to upgrade facilities in Council-run play areas, which will be funded through a combination of Town Council funds, grants, and local fundraising/sponsorship.
- 3.14.22. The Town Council has developed a Local Cycling and Walking Infrastructure Plan (LCWIP), which is the first step in a 10-year strategy to implement a town-wide network of cycling and walking routes. This technical document will link into the Local Plan and the county-wide cycling and walking network strategy. Solutions within the LCWIP include the creation of school bubbles, cycle parking, improvements to wayfinding and signage for local routes, pedestrianisation of the High Street and The Broadway, and the enhancement of crossings.

Future Ambitions and the Local Plan:

- 3.14.23. The Town Council's ambitions are to have local infrastructure and services that have adequate capacity to serve the town's residents well, without putting the level of strain on the environment that is currently occurring, such as air quality and water pollution. This will necessitate significant improvement/expansion in a lot of services and infrastructure.
- 3.14.24. It is essential that the new Local Plan considers the impact that additional homes will have on Chesham's infrastructure and the environment. The Town Council strongly suggests working in partnership with statutory and non-statutory consultees (such as water companies) as early as possible, so that necessary infrastructure improvements/expansions are considered in parallel with the new Local Plan.
- 3.14.25. The new Local Plan can help take the pressure off Chesham's water infrastructure by including standards for housing that drive down water usage, increase water recycling and reduce water runoff.
- 3.14.26. Locating new housing on brownfield sites will place housing where there is already existing public transport infrastructure. This will help people access public transport more easily and reduce pressure on the road network. In addition, most brownfield sites will be located close to community facilities, reducing the need for journeys by vehicle. Chesham's newly developed LCWIP can link into the new Local Plan to create a town-wide active travel network.

- 3.14.27. The Chesham Regeneration Plan should be integrated with the new Local Plan, so that the town centre is fit for purpose to serve a wider community and is able to prosper and thrive whilst serving the needs of the town's population.

3.15. Dinton-with-Ford and Upton Parish Council

- 3.15.1. The sewerage system is beginning to be stretched in Dinton and Ford (regular overflows into the roads and environment in Ford). There are some road safety issues in the Parish, in particular where the A418 meets New Road in Dinton and Upton Road in Upton. There is a dangerous narrowing of Aylesbury Ring Road near St Peter's and St Paul's Church, and a need to introduce traffic calming through Ford. Children travelling to and from school are forced to cross the busy A418.
- 3.15.2. There is no natural gas supply in Ford.
- 3.15.3. The Parish Council aspires to improve the existing village hall in Dinton by extending it or by building a new fit for purpose community hall on our parish owned recreation field. Ideally, new the new hall would be financed by the development of affordable housing on the existing village hall site.
- 3.15.4. These small settlements are reliant on infrastructure, which is externally controlled. The Parish Council wants to maintain the minimal services currently operating, including pubs in Dinton and Ford, a church and playing field, a junior school, and a village hall. There is also a pub in Gibraltar, which is currently closed and looking for a new tenant.
- 3.15.5. Some externally provided infrastructure will struggle to cope by 2033 unless extra capacity is found, including services such as doctors' surgeries, dentists, social care, and schools.
- 3.15.6. Except for windfall, replacement, or infill housing, including affordable housing, our aim for 2033 to 2040 is to preserve the historic, rural atmosphere and Conservation Areas of the individual smaller villages and settlements comprising the Parish. To achieve this, it is important that the villages are not expanded or encroached on by unnecessary development, including ribbon development.

3.16. Drayton Beauchamp Parish Meeting

- 3.16.1. The Parish has little service delivery and are very exposed to problems if development elsewhere stretches service provision.
- 3.16.2. There is the risk of increased traffic on the single-track village lane by people using it as a 'rat-run'. Measures to reduce its appeal would be welcome.

- 3.16.3. As more people use the canal towpath, it would be helpful to have a 'dog waste bin' where the bridge crosses the canal (convenient for dog walkers and refuse collectors).
- 3.16.4. Some residents struggle to get satisfactory broadband, though hopefully recent works undertaken in the area will help.
- 3.16.5. The Vale of Aylesbury Local Plan did not include any housing allocations in the Parish, which remains appropriate in the Parish Meeting's view.

3.17. East Claydon Parish Council

- 3.17.1. The Parish has very limited infrastructure and has no spare capacity in most respects. The Parish has no built infrastructure or services, except for the village hall (including the volunteer-run Mushroom Bar), East Claydon Church of England Primary School and St Mary's Church.
- 3.17.2. A single bus service on Wednesdays provides a link to Winslow Market. There are no other public transport options, therefore people are dependent on private vehicles.
- 3.17.3. Employment is largely focused on the agricultural economy plus TCS Biosciences Ltd - a manufacturer and distributor of laboratory reagents, test kits and quality control reagents for the clinical, pharmaceutical, food and water sectors.
- 3.17.4. There is no mains gas supply to the parish. Domestic and public building heating is dependent on oil, liquid gas, or electricity. Not all properties are linked to the main sewage system. The villages have fast broadband connection.
- 3.17.5. Green spaces and public footpaths are notable features of the parish, defining its character and providing important recreational opportunities. The public footpath and bridleway network (including a section of the Bernwood Jubilee Way) is extensively used by residents and visitors. Some are regularly maintained by local volunteers, but others are poorly signposted and not maintained.
- 3.17.6. The area is very popular with recreational cyclists but the poor condition of local roads, exacerbated by East West Rail (EWR) and HS2 vehicles, makes it hazardous.
- 3.17.7. The village hall is very well used. Constraints are mostly related to running costs (especially energy supplies). There are plans to install solar panels and battery storage in the next 18 months, subject to successful bids for grant funding.
- 3.17.8. There are no future plans for housing growth in the Parish. Given the lack of infrastructure, the Parish has no capacity to absorb growth. Any growth would have a detrimental impact on existing infrastructure and services and put further demands on private transport.

- 3.17.9. East and Botolph Claydon are communities firmly embedded in their agricultural heritage and the rural economy. This includes the principal local employer TCS Biosciences Ltd. It is important that the agricultural base is maintained and supported in future years. The new Local Plan could help by supporting education in agriculture and food production to ensure that there is suitable infrastructure and staffing levels to maintain and develop local food production and the rural economy.
- 3.17.10. Dependence on oil and liquid gas for domestic, commercial, and public building heating needs to change rapidly. With the likely move towards heating systems fuelled by electricity and the introduction of more electric vehicles, the capacity of the existing electricity network needs to be increased. Despite the proximity of the National Grid Substation, power cuts are frequent. Installation of EV charging points plus a heat source pump can lead to a tripling of electricity consumption per property.
- 3.17.11. The Parish also needs improved public transport services and better maintenance of public footpaths and bridleways.
- 3.17.12. Winslow is the nearest source of services, such as shops and a GP surgery. With planned expansion of residential areas adjacent to Winslow, it is vital that its infrastructure is developed appropriately and sensitively in anticipation of the significant increase in demands for its services.

3.18. Edgcott Parish Council

- 3.18.1. The 'Class C' road running through the village is starting to deteriorate mainly due to HGV traffic from HS2 and EWR in recent years. Minor roads to Marsh Gibbon and Quainton are in a very poor condition. All roads should be re-laid to a high standard and not just patched up. Bus services should be improved and extended to other nearby towns/cities such as Oxford, Buckingham, and Milton Keynes.
- 3.18.2. Footpaths are in poor condition throughout the village and some parts have no footpath at all (Perry Hill and Lawn Hill). It is the village's ambition that existing footpaths are improved and widened, and new footpaths provided in parts of the village currently without a footpath. Nearby villages such as Calvert Green should be linked to Edgcott via a footpath. Off-road cycle ways should be installed to link all villages not just locally but throughout the county.
- 3.18.3. The main sewer system is at capacity but is coping at present. The surface water drainage copes apart from flash flooding, provided that the drains and gullies are kept clear. There are frequent incidents of Thames Water carrying out repairs which indicates that the existing mains water pipes are dated and in need of replacement.

- 3.18.4. There is no gas in the village although the main gas pipe runs nearby to the two prisons but the cost of connecting to Edgcott properties has been prohibitive to date. The street lighting system is effective and is gradually being converted to Light Emitting Diodes (LED). Broadband connectivity is good.
- 3.18.5. The only built infrastructure in the village is the church and village hall.
- 3.18.6. The village hall is owned by the Oxford Dioceses and leased to the Parish Council. A Village Hall Committee is responsible for its day to day running. In recent years it has been modernised, and a car park added by funding provided from various sources. It is anticipated that the hall will continue to be large enough based on the size of the village and current usage. Due to its size, it is unable to compete with other nearby larger village halls, and it is expected that additional residents resulting from future growth in the wider area will continue to hold larger functions, such as wedding receptions and concerts, elsewhere.
- 3.18.7. Edgcott is poorly served by bus services, and virtually all residents are reliant on motor vehicles. Use of the re-opened EWR Line should be encouraged by adding more stops at villages such as Marsh Gibbon.
- 3.18.8. With the phasing out of fossil fuel use, possibly before 2033 in some cases, the village will be looking to convert to renewable energy sources. Solar panel heating, wind turbines, and communal EV charging points will need to be considered. The village will not be able to fund these changes; government support will be required.
- 3.18.9. In the current Vale of Aylesbury Local Plan (VALP), housing development is to be limited in places like Edgcott. Current local school and GP surgery capacity is not known, but it is essential that local schools and health facilities used by Edgcott residents are expanded in the future to cope with the demand from nearby larger villages that may well continue to expand.
- 3.18.10. It is hoped that the new Local Plan will adhere to similar policies as the current VALP to enable Edgcott to avoid large scale development, and only allowing for the construction of new homes by infilling small gaps in developed frontages with one or two homes in keeping with the scale and spacing of nearby homes, and for the replacement of existing homes in their original curtilage, where there would be no adverse effect on the character of the countryside or other planning interests.
- 3.18.11. For the new Local Plan to be fully effective and Buckinghamshire Council to run more effectively, better joined up thinking the County Council and Utility Services needs to happen, and then good and accurate communication to the town and parish councils.

3.19. Edlesborough Parish Council

- 3.19.1. There are no current concerns about the infrastructure/facilities that the Parish Council manages, including the village Green, memorial hall, four allotments and all streetlights. However much of the village green is designated common land so cannot easily be developed to provide additional recreational facilities or play areas.
- 3.19.2. Edlesborough Primary Academy is a one class entry school. Each year is virtually full, and there is no capacity to expand.
- 3.19.3. The village has an issue with mains drainage overflowing after heavy rain. Some houses in the Parish are not on mains drainage.
- 3.19.4. Broadband speed is also low and plans for fibre to be connected 'to the door.' It is increasingly difficult to get an appointment at the village GP surgery.
- 3.19.5. Bus services are very poor and infrequent, and therefore not used much. Electrical supply appears to be limited, as some residents are not able to get EV car charging points for their houses due to low power. The village has high carbon emissions from cars, and without improvements in public transport, and EV car charging capability, this will unlikely change.
- 3.19.6. The village's ambitions are for the provision of essential infrastructure, such as mains drainage, broadband, healthcare, primary education, recreation facilities, and green space to keep pace with any housing developments.
- 3.19.7. The new Local Plan should limit development in villages with poor public transport links to better manage carbon emissions. It should also provide strong requirements for planning permission to only be granted if improvements to core infrastructure occur, such as adequate electrical supply, broadband, and drainage, not just within new development areas but the wider Parish.
- 3.19.8. Greater accountability is also required for any land/infrastructure retained or handed over by developers to ensure the Parish Council does not have to resolve problems with 'un-owned' streetlights, hedges, and verges etc.
- 3.19.9. The Parish Council has no specific long-term plans beyond representing and responding to parishioners' priorities and responding to proposed developments. It has limited control over the key infrastructure and facilities within the Parish.

3.20. Fulmer Parish Council

- 3.20.1. The village has a church and pub, which are listed buildings in a Conservation Area - comprising the village centre. There is a farm shop and café owned and run by the

public house landlord. There is generous parking behind the shop, which is used to drop off children to the village school and nursery school. However, a planning application for the development of Church Farm may compromise these facilities.

- 3.20.2. The village hall is used during evenings and weekends by the community. During weekdays it is used as an Infant School, which is mostly attended by pupils outside the village. It is run by a standalone charity. Although the Parish Council is not involved in the day to day running of the hall, it has funded new gates recently.
- 3.20.3. There is no high-speed broadband, the centre of the village is the only area with acceptable speeds. The village benefits from a regular/frequent bus service - Slough to Amersham. The village also has some social housing. The centre of the village is connected to mains drainage; however outlying area still rely on cesspits and septic tanks.
- 3.20.4. There are concerns about increased traffic due to more housing development, and the on-going repair of roads. Many roads in the Parish are single track and unsuitable for high volumes of two-way traffic. The water table is high, making flooding also a concern, which also deteriorates roads. Residents are reliant on roads to access infrastructure in nearby settlements.
- 3.20.5. The Parish Council usually opposes development in the Green Belt as it does not want to become a joined-up settlement with either Gerrards Cross or Iver Heath.
- 3.20.6. The village is well served with woods, pastures, and parkland. There is a recreation ground a short walk from the village centre, which contains two tennis courts/all-weather football pitch, a children's playground, a fitness studio (providing yoga, kettle bell, taekwondo, street dance, meditation, and body conditioning classes), and a cricket/football pavilion (also used as a community building). The most challenging capacity issue has been providing sufficient and safe parking for football activity during the winter months. The managers of the recreation ground and facilities want to establish a community café, upgrade the tennis courts/all-weather pitch, which is coming to the end of its life, and install a new children's playground. These works are subject to funds becoming available. There are seventeen allotments and a Scout Hut next to the recreation ground, which are wholly owned by the Parish Council.
- 3.20.7. The Parish is small and relies on nearby larger settlements, such as Gerrards Cross, Denham and the Chalfonts, for much of its infrastructure, including shopping facilities, railway stations, primary care facilities, junior and secondary schools, policing, and libraries.
- 3.20.8. While no small or large-scale development is currently planned for the Parish, there is a growing trend for property owners to subdivide their properties, which increases occupant numbers and local traffic.

- 3.20.9. The recent development at the nearby Pinewood Studios has seen a significant increase in vehicle movements through the village and an increased number of accidents in the village. S106 mitigation works have been agreed to. The Parish Council are awaiting on Pinewood Studios to commence works, and a delivery plan from Buckinghamshire Council. A Fulmer Nature Reserve has been discussed to act as a buffer between any further development at Pinewood Studios and the Parish. Discussions are still on-going regarding management and funding.

3.21. Granborough Parish Council

- 3.21.1. Although reliable and fast internet remains an issue as well as a lack of mains gas to the village.
- 3.21.2. The Parish is currently expanding the green network with a strong focus on biodiversity. A small area of land has been acquired, and a budget has been committed to improve and enhance the habitat.
- 3.21.3. It is anticipated that capital expenditure will occur in the next two years to establish a new pond and biodiversity.
- 3.21.4. The Parish Council have recently made a new Neighbourhood Plan. The village has limited growth and therefore it is not anticipated that there will be any major infrastructure implications for the village. However, if growth is proposed nearby as part of the new Local Plan, there may be implications for the Parish, which will need to be addressed. This includes bus services and access to community health facilities.
- 3.21.5. If there is likely to be an increase in traffic through the village, then this will have a significant impact due to narrow roads and a lack of pavements and cycleways.
- 3.21.6. The Parish Council would like to see improvements to broadband, bus services and cycleways, which are out of the Parish's direct control.
- 3.21.7. The new Local Plan should be accompanied by a comprehensive, workable Infrastructure Delivery Plan that considers the impact of growth on villages' infrastructure is improved to ensure that any health inequalities are addressed, fuel poverty is mitigated, and villages are made more sustainable.

3.22. Great and Little Kimble cum Marsh Parish Council

- 3.22.1. Infrastructure projects and services in the Parish are struggling. Infrastructure is already beyond capacity, mainly as the result of increasing vehicular traffic passing through the parish, in particular on the A4010 and B4009.

- 3.22.2. Despite repeated reports to Buckinghamshire Council, there is a lack of enforcement action taken to stop certain acts of unlawful behaviour, including people discharging raw sewage onto a public bridleway. There is no reliable bus service and residents are heavily reliant on cars, which contributes to growing traffic problems, although the increase in through traffic contributes more. There is concern about the planned significant increase in Parish population and the consequent demands on public services.
- 3.22.3. The Parish Council manages the playground in Great Kimble and the village hall. It has recently been enlarged and improved, to deal with increased demand from new house building, and the continuing success of the two local schools in attracting pupils from outside the parish. The village hall has seen several improvements to reflect renewed demand, the need for enlargement is under constant review. Funding from the CIL will not be enough, particularly if there are delays to planned new infrastructure.
- 3.22.4. The 2020 Neighbourhood plan sets out several infrastructure projects, for completion before 2033, subject to funding and delays and issues in relation to external projects, such as HS2. A particularly important project is the upgrade of B4007 to form part of the A4010. Sections that need upgrading include a part that passes under the railway in Little Kimble (unsafe for pedestrians) and a part that splits Great Kimble (unsafe crossings for residents, cyclists and horses and other animals).
- 3.22.5. It is difficult to speculate on the state of infrastructure projects and services in 2033, as it will depend on the status of planned growth delivery. In the likely event planned growth is not complete, infrastructure and service capacity will likely be struggling. It must be expected that the growth in local housing in and around the Parish will have unexpected consequences, which will require urgent and potentially expensive remedial actions, including the potential for flooding (an increase in housing in and around the B4009/A4010 in Great Kimble may lead to increased flooding in the area of Little Kimble on the same side of the railway line).
- 3.22.6. The ambition and objective of the Parish Council is to sustain the special rural character of the countryside Parish. However, this will be challenging given the planned 30% increase in housing as well as growth in other nearby areas. Although the Parish does expect growth in other areas to provide their own infrastructure and services and not rely on the Parish. One of the key issues will be the increase in traffic and congestion, particularly if proposed road improvements are delayed or even cancelled.
- 3.22.7. The Parish Council hopes the new Local Plan will consider the Parish's ambition/objective and include measures to assist its achievement.

3.23. Great Missenden Parish Council

Roads:

- 3.23.1. Roads are very busy. Improved public transport and safer routes and roads without potholes are needed to enable residents to choose not to drive. As car usage increases, the higher traffic volume makes residents more nervous about walking (the elderly and those with small children) and so car usage increases again.
- 3.23.2. Extreme weather and temperature and heavy traffic makes potholes appear daily.
- 3.23.3. Increased crossings and traffic calming would be beneficial to further encourage residents to walk rather than drive.
- 3.23.4. Better enforcement by Buckinghamshire Council is needed to discourage and prevent the illegal enclosure and 'stopping up' of highway verges by residents, not only discouraging but also preventing routes being used by pedestrians. This also causes a dangerous reduction in vision splays at junctions.
- 3.23.5. If the need to reduce car trips is not taken seriously, the current road network will be at breaking point.

Car Parks:

- 3.23.6. Car parks in Great Missenden are often full, although the train station car park now enabling day parking is positive. The car park in Prestwood is never full.

Pavements:

- 3.23.7. Pavements in many areas of the parish are in a poor state, which means they flood easily in heavy rain. Those who have mobility issues find it hard to walk on the pavements, often walking on the road instead. Great Missenden high street is in great condition, more areas with this standard are needed. Many pavements have been allowed to be reclaimed by verge, making them too narrow to be usable.

Drainage:

- 3.23.8. Drains and gutters seem to be sufficient on higher ground, although in lower lying areas in Great Missenden houses are often flooded in heavy rain. All road drains require regular cleaning to ensure that they manage in flash floods, even in the hilltop villages. There are several areas in the Parish that flood quickly and are inaccessible for pedestrians, including Great Missenden High Street, Church Street, and Elmtree Green.
- 3.23.9. It is likely that through increased flooding, our current drainage system will struggle. Ways to improve should be considered, such as more tree planting, and restriction on non-permeable block paving.

Active Travel:

- 3.23.10. Cycle lanes are lacking. Links to Kingshills and High Wycombe would enable young people/teenagers to access their friends and encourage commuters to not use their car. Parents are reluctant to encourage their children to cycle to schools in Great Missenden because they perceive routes to be unsafe as few are traffic free.
- 3.23.11. Safer kerbside road conditions with the elimination of potholes would encourage more commuting from the Parish to Chesham. There is a strong network of public footpaths, some could be made more robust for active travel in winter.
- 3.23.12. Improvements to paths and footways are required between Prestwood and Great Missenden (to enable more children to access Misbourne School and adults to access the station on foot), and South Heath and Great Missenden.
- 3.23.13. The following additions should be made in line with the Parish's submission to the Buckinghamshire Local Cycling and Walking Infrastructure Plan (LCWIP):
- Prestwood to Great Missenden - part of the National Cycle Route (NCR) 57 that goes through Angling Spring Wood needs to be upgraded;
 - South Heath to Great Missenden - the footway needs to be improved, and a safer cycleway provided off Frith Hill and around the north portal to Great Missenden; and
 - Black Horse Public House to Bank's Pond - the southern part of the Abbey Park needs to provide a traffic free route through Great Missenden for school children.

Green Infrastructure:

- 3.23.14. Green infrastructure is under threat in many areas through development and lack of protection. Developers regularly destroy hedges and verges and apply a 'scorched earth policy' of scraping all ecological value prior to submitting planning.
- 3.23.15. The Parish's open spaces are in good order, well-managed and used, and not at capacity. Allotments are at capacity and provide health and wellbeing benefits to residents as well as being vital pollinator corridors.
- 3.23.16. Mature trees in the Parish are regularly under threat from disease, developers, or homeowners who do not appreciate the importance of trees. While the Parish Council is planting more trees, the protection of mature trees is needed.
- 3.23.17. Guidance for organisers of large walking, running, cycling events in the National Landscape (AONB) is needed to protect green spaces from plastic and other waste.
- 3.23.18. The new Local Plan should address unsustainable environmental and amenity harm caused by hobbyist light planes and helicopters by engaging with the relevant

authority. The loss of tranquillity in the Green Belt/Chiltern National Landscape (AONB), noise nuisance, impact on mental health, and the environmental and health impacts of burning of toxic leaded fuel (cheap aviation gasoline) has been a regulatory 'blind spot' for too long.

Community Recreation:

- 3.23.19. There are several halls for community use, some parish assets and others owned by other local not-for-profit organisations. They are in general good condition, and provide adequate community space for clubs, exercise classes etc.
- 3.23.20. The Prestwood Community Centre was renovated in 2023.

Blue Infrastructure:

- 3.23.21. Village ponds have little to no life in them, mainly due to drying out in the extreme heat last summer, and sheep wash (a road drain directed into the pond). Another pond vital for amphibians at Idaho Cottage, Wycombe Road has been lost, destroyed by a developer without permission.
- 3.23.22. The River Misbourne regularly runs dry and is impacted further when water is extracted by water companies in drought. There is also fear of damage to the aquifer through HS2 works and Chromium 6 being identified on seven sites in the aquifer. Water infrastructure and blue infrastructure is struggling.
- 3.23.23. Development must be severely constrained in the Chilterns considering the required material reduction in abstraction from the Aquifer to remediate past harm and protect it for the future. The Chalk Streams are one the planets rarest habitats. Legal changes are required to provide a fiscal incentive for water supply companies to materially reduce the 20% loss of the potable water they pump into the system.

Children and Young People:

- 3.23.24. The Parish has three primary schools, two secondary schools, and one nursery in the parish. There is good education provision, although there is little in place for young people recreationally and limited active travel infrastructure to enable them independence in a rural community.
- 3.23.25. National trends show that slowing childbirth rates is likely to result in lower school numbers. Similar is expected in this Parish.

Healthcare:

- 3.23.26. Residents complain at not being able to access doctors' appointments, and dental appointments are also difficult with no NHS dentistry available in the parish other than for children.

- 3.23.27. GP and dentistry services are not currently coping, and changes are needed to ensure they improve in the future.
- 3.23.28. Adult Social Care needs urgent change to a more cost-effective delivery channel.

Climate:

- 3.23.29. To achieve net zero targets between 2030 and 2050, active travel routes and public transport will need to be improved with urgency by enabling and encouraging behaviour changes to reduce CO₂ emissions.
- 3.23.30. As climate change impacts continue, measures to support residents are needed to enable them to be resilient.
- 3.23.31. Significant shade covering to reduce the impact of temperatures over 27 degrees Celsius is needed as there are more extreme weather events through global warming, which is dangerous to the health of vulnerable people. Current street shade should be measured, and a plan developed to facilitate climate change resilience.
- 3.23.32. The installation of renewable energy sources, such as air source or ground source heat pumps, solar panels, and wind turbines (in the right places) are needed.
- 3.23.33. Buildings will require increased insulation, not only to keep the heat in and to reduce energy usage, but also to keep extreme heat out in summer. Elderly residents and local assets are likely to require air conditioning or similar.
- 3.23.34. Rainwater harvesting will be key for prolonged drought of open spaces and green infrastructure, and finding ways to encourage residents to use less water will also be important due to there already being a shortage of water in the UK.

Housing:

- 3.23.35. As birth rates are falling, the Parish does not expect to need to build any significant housing. With the need for a focus on biodiversity, and protection of wildlife habitats, as a rural area it is felt that the Parish is well placed to protect settlement boundaries from sprawl.
- 3.23.36. Changes to the insulation and thermal elements of building regulation are required to increase standards for walls, roofs, floors, windows, and doors

Future Ambitions and the New Local Plan:

- 3.23.37. The Parish has the following future ambitions:
- Provision of cheaper renewable energy;
 - Greater protection for biodiversity including rewilding to promote native flora, which is in decline;
 - Improved medical services;

- Active travel routes, and developing an environment where cars are not needed every day;
- Car-pooling schemes;
- Better drainage, which is inadequate in some areas in Great Missenden where houses are flooded in the High Street, Church Street and Elmtree Green when there is exceptionally heavy rain;
- Smooth level pavements;
- Enhanced green infrastructure and greater canopy cover;
- Enhanced open space providing health and wellbeing activities for all ages;
- Community allotments enabling community growing schemes to encourage residents to grow their own food;
- More local employment opportunities;
- Greater provision for young people. A council funded centre for set hours each week or clubs that can be available to those on low incomes;
- Health and wellbeing provision for the elderly to encourage physical activity and social activity;
- Improved blue infrastructure, which is very much lacking and is needed for biodiversity.

3.23.38. The Parish Council would like to see the new Local Plan support the Parish's status as a rural community surrounded by the National Landscape (AONB) and the Green Belt and protect that with changes that will be needed to protect residents through the impacts of climate change. Any further housing development should be designed with the residents in mind by ensuring low energy bills through renewable energy, rainwater harvesting, effective home insulation etc.

3.24. Hambleden Parish Council

3.24.1. The Parish Council do not manage any buildings. It does own and manage a children's play area which is in a green open space. The play area has no capacity issues.

3.24.2. Traffic and the speed of vehicles is a problem, as is parking for both visitors and residents. There are problems with oversized vehicles using roads that are marked as not suitable for this size of vehicles, such as HGVs. Frieth is particularly affected by this, having the Parish primary school located here and a high number of out of catchment children who are driven to attend. There are no pavements meaning pedestrians are forced to walk on the road, frequently with cars speeding past. The new Local Plan could help the Parish by improving the condition of roads. A reduction in speed limits to 20mph through the villages would be welcomed if measures were in keeping with the nature of the National Landscape (AONB). Calming speed, reducing traffic volume and the size vehicles within the National Landscape (AONB) (an area

that should be tranquil, protected and conserved) would be desirable and help to achieve 'net zero by 2050'.

- 3.24.3. The Parish Council would like to see an improvement in both broadband strength/speed and mobile phone reception which is non-existent in some places.
- 3.24.4. If there were to be a significant increase in properties, then the Parish would struggle. There are no buses throughout most of the villages and hamlets, using a car is essential for most residents. However, there is a total lack of parking, and the narrow, often single-track roads are not designed for heavy traffic use. If buses were to be brought to the villages, then it would be for them to navigate the country lanes, particularly if cars were to meet them. HGVs are now a regular feature on narrow country roads, which are not designed to cope for such capacity. The new Local Plan could help the Parish by providing a regular and reliable public transport service to enable greener travel, but it must be adequate and frequent. Currently there is no option but to use cars for most residents.
- 3.24.5. The long-term plan of the Parish is to ensure that the tranquillity and characteristics of the Chilterns National Landscape (AONB) are protected. The Parish is made up of National Landscape (AONB), Conservation Areas, and areas subject to a strict covenant enforced by the National Trust, the Greenlands Covenant. The new Local Plan can assist the Parish by ensuring the strict planning laws that are currently in place continue, and that new planning applications are environmentally friendly and efficient (not just in this Parish, but everywhere).
- 3.24.6. The new Local Plan could help residents who are interested in making their homes more energy efficient, in line with the Net Zero aim. Funding and/or advice would assist with these changes.

3.25. Leckhampstead Parish Council

- 3.25.1. The village hall has capacity for hiring. It is operated by an independent Trust. The Church is part of North Buckingham Parish; services have regular but limited attendance. The village green is small, and within a flood zone, and therefore cannot be altered.
- 3.25.2. There is no public transport, and even if there was, it may not be used given the size of the village. Local policing would be a welcome addition to the Parish. Community defibrillators would be a valuable addition to the Parish, given the nearest one is several miles away.
- 3.25.3. The village is made up of single-track roads which suffer immense damage when the A422 (between Stony Stratford and Buckingham) is closed due to road works or

accidents. A more suitable alternative, such as directing traffic down the A421, must be planned to accommodate the increase in potential closures expected as demand on these routes escalates.

- 3.25.4. Future ambitions for the Parish are to preserve the rural nature and character of the village, improve flood defence on the rivers Leck and Great Ouse, reduce vehicle speed (making whole village 30 mph), improve the 'Leckhampstead' junction on the A422, and the provision of several community defibrillators to serve different ends of the village.
- 3.25.5. The new Local Plan can assist the Parish by providing additional services (particularly health and education) in Buckingham, improving flood defences, supporting road safety initiatives to reduce speeding and accidents, and providing traffic management to prevent over-use of single-track roads.
- 3.25.6. Leckhampstead is a small rural community. The spread-out nature and layout of the village, its rural location, and regular flooding, mean it is not suitable for additional infrastructure/services.
- 3.25.7. The community want to keep the village maintained, but unchanged to preserve its character.

3.26. Little Chalfont Parish Council

Roads and Parking:

- 3.26.1. Roads and parking in the village centre are overwhelmed, partly by population growth within Little Chalfont (mostly by two large developments - 270 new homes at Turners Field / Old Sawmill Place, and 45 at Harvard Grange, completed in 2017), and partly by increased traffic and congestion on the A404 (a strategic inter-urban route that passes through the village centre). There will be additional impact from the development of 480 homes and other facilities on Green Belt land off Lodge Lane immediately adjacent to the village, which has recently been approved on appeal.
- 3.26.2. The following road, traffic and parking infrastructure improvements are needed to deal with current and emerging growth:
 - Recognition in the new Local Plan that congestion on the A404 is a major problem for Little Chalfont. Any future growth in the area should consider the loss of amenity in the village centre by creating more traffic on the A404.
 - Two new zebra crossings (not with traffic lights) are urgently needed, on Cokes Lane as close as possible to the junction with the A404, and on Burtons Lane as close as possible to the junction with the A404.

- There may be a case for a new road island at the junction of the A404 with Church Grove East and Stony Lane at the eastern end of the village, where frequent accidents have taken place, including fatalities.
- Parking is seriously inadequate in the village centre, being limited to one 47 bay public carpark at Snells Wood off Cokes Lane, and a few spaces in the service road in Chenies Parade. Consideration should be given to the possibility of increasing space at Chalfont and Latimer Station car park (run by a contractor for TfL with 487 parking spaces) by adding a multi-storey section and a footbridge across the railway to the village centre.
- Parking is also available at Westwood Park for recreational users, but it is inadequate at times of high park use (e.g. Saturday mornings during the football season). A significant spillover into the two residential streets occurs (Chenies Avenue and Beechwood Avenue), which are used to access the park, and a consequential safety risk to pedestrians (especially children) using these streets due to poor sight lines.
- Little Chalfont is without public EV charging facilities, although there are two EV charging points on the side of Oliv-Haar House in Chenies Parade. Unfortunately, due to a lack of public parking spaces in the village centre, available EV charging points are often taken by non-EV car drivers. EV charging points should be installed at Snells Wood car park and the station car park with enforcement to prevent these spaces being used for general parking throughout the day.
- Ways to improve existing cycle lanes should be considered. The lane along White Lion Road, shared with the pedestrian pavement, is dangerous and inadequate. Many cyclists prefer to stay on the main road. Improvements will be difficult as little extra space is available.

Schools:

- 3.26.3. Little Chalfont has two primary schools and one secondary school, but no pre-school nurseries. The primary schools have capacity for around 400 children in the age range 3-11 and service a catchment area that covers the village only. Both schools have been operating at capacity for the last few years (the 2021 census reports there to be 884 children between 0 and 9 years of age). The situation will become more critical with the construction of an additional 480 homes in the village.
- 3.26.4. The secondary school is an academy that caters for girls only with capacity for approximately 1,290 pupils but covers a wide catchment area that is represented by a Northwest-Southeast corridor either side of the A413, stretching from the south of Wendover to Denham including the major towns of Amersham, Chesham, Chalfont St. Giles, Chalfont St. Peter, Gerrards Cross and Denham. The school has been operating at capacity for the last five or so years and there are no plans currently in place to

expand it further. Any increase in local demand for additional places from additional expansion in residential housing would mean reduced capacity available to families in the existing wider catchment area.

GP Surgeries:

- 3.26.5. Little Chalfont has one GP surgery with just over 5,000 registered patients. Many patients have struggled to secure prompt appointments and frequently must wait for as long as two weeks to secure a face-to-face appointment. With an additional 480 houses (and more than 1,000 additional residents) in the village, GP services are expected to become even more stretched.

Trains:

- 3.26.6. Little Chalfont has one rail station (Chalfont and Latimer), which enables passengers to access rail services northwest to Amersham, Chesham, and Aylesbury and southeast to London. In late 2010, the branch line to Chesham was reconfigured such that trains have since run directly from Chesham to London via Chalfont and Latimer being offset by a reduced Amersham-Chalfont and Latimer-London service. Improved connectivity between Chesham and London has resulted in increased passenger journeys between the two to such an extent that London-bound trains are often full (standing room only) in peak times, by the time they leave Chalfont and Latimer Station. Available rail capacity at Chalfont and Latimer Station is frequently used by commuters from further afield who choose to travel from the station into London due to the lower cost of travel compared to that from other regional overground stations not served by London Underground.

Buses:

- 3.26.7. Little Chalfont is serviced by three bus routes that enable travel to Amersham, Chesham, Slough, and Watford. Only one bus route (Amersham to Slough) offers frequent services through the day with the other two routes offering a very restricted timetable.

Community Centre:

- 3.26.8. Public surveys have confirmed that a new community centre is wanted on the Cokes Lane site to replace the small village hall built in the 1950s when the population of Little Chalfont was around 2,000 – it is now nearly 7,000 and set to become even greater. The current hall no longer has the capacity or amenities needed. Plans are in place for the new centre to provide a library (replacing the existing community library), community hall (replacing the existing village hall) and meeting rooms to provide a variety of activities (more than one event at a time) over two floors. The local community are working towards implementing these plans within the next five years, although the design is yet to be finalised and construction costs are rising.

Community Hub:

- 3.26.9. The recent approval for the development of 480 homes off Lodge Lane includes plans for the construction of a community hub on the site. It is unlikely that this will meet the needs of the wider community, as it will be approximately 1km from the village centre. The Parish Council would like this facility to be available to the residents of the new development and the services provided to be complementary to the proposed Community Centre in the centre of the village.

Westwood Park:

- 3.26.10. A new sports pavilion is needed in Westwood Park. The existing one is old, lacks toilets, is subject to vandalism, and is reaching the end of its useful life. It is inadequate for the intensive use of the sports pitches in the park throughout the year (three full-size football pitches and three reduced-size pitches in winter and one cricket pitch in summer).
- 3.26.11. The Parish Council hope to replace the existing pavilion in the next few years. The new pavilion will require an upgrade to the existing sewerage pump (located in the car park) to allow increased use of toilet/shower facilities and a possible toilet block adjacent to the children's play area. Consideration will be given to incorporating the Parish Council office into the new building. The Parish Council plans to install an Automatic Number Plate Recognition (ANPR) system with a fully managed remote working facility to manage anti-social behaviour in the car park.
- 3.26.12. The Parish Council provides regular maintenance of the children's playground and tennis courts/Multi-Use Games Area (MUGA) in Westwood Park. Work is needed to eliminate root damage, upgrade fencing, re-white lining, and removal of weeds/moss on the tennis courts/MUGA. There are no plans to expand the facilities at present.

Green Spaces:

- 3.26.13. Green spaces are maintained by the Parish Council and should be protected from any urban development. There is no evident scope for expanding them or increasing the provision.
- 3.26.14. The Chiltern and South Bucks Open Space Study (2018) noted the absence of allotments in Little Chalfont. The Parish Council would like to provide these but has not been able to identify a suitable location. The recent approval for the development of 480 homes off Lodge Lane includes plans to provide allotments.
- 3.26.15. A Nature Park facility opened in 2016, which is managed by the Parish Council. It is owned by the local charitable trust which created it.

Future Infrastructure Impact:

- 3.26.16. Any further growth is likely to impact infrastructure capacity in general. The recent approval for the development of 480 homes off Lodge Lane will greatly worsen present infrastructure problems.
- 3.26.17. Measures to limit the growth of traffic on the A404 will be essential. Serious problems are expected over the next ten years with school places, medical facilities, road congestion and lack of parking. Depending on the rate at which pre-pandemic commuting resumes, improvements may be needed to parking provision, and train services at Chalfont and Latimer Station. Expanding the community library to meet population growth would need to be considered as part of the planning for the new community centre.

Future Ambitions:

- 3.26.18. Future ambitions are set out in the Parish Council's Community Improvement Plan. Some of the improvements proposed have been undertaken, including a local scheme of drivers to help elderly residents attend medical appointments, lighting and closed-circuit television (CCTV) for the Beel Close underpass, measures to monitor speeding by motorists, improvement to yellow lines to control commuter parking, more cycle racks, and improved Christmas lights.
- 3.26.19. The community will need help from Buckinghamshire Council to provide some of the improvements, including many of the transport items, such as pothole repair.

New Local Plan:

- 3.26.20. The new Local Plan should recognise the problem the A404 creates by passing through the town centre. It should note that Little Chalfont is unique amongst the main settlements for growth (Amersham, Chesham, Chalfont St Peter, and Little Chalfont) in the Chiltern District as it has no bypass road around its centre. Any proposals for development in the region that create more traffic on the A404 should therefore be weighed against increased congestion, danger to pedestrians, and other harm and loss of amenity in the centre of Little Chalfont.
- 3.26.21. It would be helpful if the new Local Plan would approve in principle the Parish Council's plans for a new community centre in Cokes Lane and a new pavilion in Westwood Park, subject to receipt of acceptable planning applications.
- 3.26.22. The area owned by TfL around Chalfont and Latimer Station should be considered as a priority brownfield site for redevelopment.
- 3.26.23. The new Local Plan should not contain any proposals for development of Green Belt land adjacent to or surrounding Little Chalfont, as further large developments near the village would have severe effects on the local infrastructure of roads, parking, and services.

3.27. Little Marlow Parish Council

- 3.27.1. The A4155 is at capacity. The Little Marlow Sewage Treatment Works is beyond capacity. Speed limits in local villages are inadequate. There is occasional localised flooding. There are inadequate bus services. There is inadequate parking provision for visitors to the country park. There is a lack of enforcement of illegal parking. There is poor maintenance of roads/lack of repairs to potholes. There is a lack of youth sports facilities.
- 3.27.2. The following is needed in relation to infrastructure:
- Proper development in Little Marlow Lakes Country Park as per the Supplementary Planning Guidance 2002.
 - Preservation of the Conservation Area and Green Belt.
 - Retention of Grade I and Grade II listed buildings.
 - Development of the footpaths and cycleway as per S106 Athletics Track Agreement.
 - Restoration of the Quarry as per the original planning obligation.
- 3.27.3. There are arrangements in place to increase space available for burials in Fern Lane Cemetery and there are earmarked reserves to achieve this.
- 3.27.4. Little Marlow Parish Council are extremely concerned that there is insufficient green space to meet the needs of proposed new housing developments in Bourne End and that the area currently designated as 'Country Park' is inadequate.

Future Ambitions and the Local Plan:

- 3.27.5. To preserve the character of the Parish and develop it in line with community interests. To ensure the Parish Council and community are engaged in planning consultations.
- 3.27.6. Little Marlow Parish Council are concerned that unless the Local Plan is respected and adhered to, it will be worthless.
- 3.27.7. The new Local Plan should maintain RUR4 – Little Marlow Lakes Country Park policy in the Wycombe District Local Plan (2019).
- 3.27.8. The new Local Plan should aim to enhance biodiversity and ensure that there is adequate provision for recreational infrastructure within the Country Park in line with the 2002 Supplementary Planning Guidance. It is vital that there is proper policing of any pollution caused by the Little Marlow Sewage Treatment Works.

3.28. Little Missenden Parish Council

- 3.28.1. The Parish Council is made up by four distinctive villages: Holmer Green, Little Kingshill, Little Missenden, and Hyde Heath.
- 3.28.2. Within the four villages all the infrastructure is starting to be stretched and will continue to come under increasing pressure due to varying factors.
- 3.28.3. Throughout the Parish many of the roads were not designed to cope with today's traffic volumes.
- 3.28.4. The Parish has six play areas, which are used extensively and are full. In the last five years £300,000 has been invested in either adding or replacing equipment.
- 3.28.5. Future development of the commons and play areas to meet future growth demands present a challenge.

Holmer Green:

- 3.28.6. A planned housing estate in Hazlemere will have a major impact on the ward, as access to a lot of these homes is via Holmer Green, the recently expanded Holmer Green senior school will take more pupils as Hazlemere schools are full, and there will be more school traffic and congestion. The new development has no plans for play areas or recreational space; new residents will be reliant on Holmer Green facilities. The common and play area in Holmer Green is already under pressure and the play area has been expanded by 50% and new equipment added.
- 3.28.7. Under the Chiltern housing plan more housing was planned in the Green Belt.
- 3.28.8. Most roads into Holmer Green are country lanes, which struggle to cope with the current levels of traffic. The roads were not designed to take current traffic volumes, and this causes potholes.
- 3.28.9. There is a large common (14,819m²), which includes the only play area. The common is used by many different groups and organisations for sport, recreation, and functions (such as music concerts). It is a social meeting place to relax and picnic. There are daily activities on the common. All age groups use the area.
- 3.28.10. The play area has had major investment to cope with increased demand. The area has grown by 50% and an all-weather play surface installed to extend the period of use. The target age group for the play area is toddlers to 12 years old.
- 3.28.11. The planned housing estate in Hazlemere will increase use of the play area and mean that equipment will need to be replaced on a more regular basis (estimated at £25,000 per year over the next ten years). In addition, the play area will need to double in size at a cost of £150,000 to cover the current age range. As part of this

programme a phased segregation of toddler and junior areas will need to be created. It would cost £250,000 and take six months to repurpose the current play area into two distinct areas.

- 3.28.12. The Holmer Green Sports Association (HGSA) lease a sports area from Buckinghamshire Council via the Parish Council. It caters for a full range of sports and hobbies. HGSA is seeking to install an all-weather football arena in partnership with the Football Association. The football club is independently managed and consists of 14 acres.
- 3.28.13. The Parish Council will need to be creative and use the perimeter of the common to create a training circuit to cater for a wider age demographic 15 to 45 years of age. This would still leave a wide-open space for current users and cost £45,000.

Little Kingshill:

- 3.28.14. Developed along a country lane the village suffers from high traffic volume and speed. Traffic congestion at peak times is also a problem, especially around the schools, which becomes a choke point at peak times as the road is narrow.
- 3.28.15. Poor access to the A413 is via Deep Mill Lane (a narrow sunken lane) or Chiltern Hospital (a high-risk accident-prone junction).
- 3.28.16. Due to the increase in traffic on the A413 residents are using Penfold Lane to gain access to the A413 at Little Missenden, which increases traffic in Holmer Green and Little Missenden.
- 3.28.17. Currently a developer is seeking to build 500 houses on the Green Belt in the village, which will add to existing infrastructure problems.
- 3.28.18. The Common is used at weekends for sports and has a dedicated football pitch. In the week there are fitness classes and in the summer months it is used for picnics and relaxation. The common also includes a play area for children.
- 3.28.19. The play area has been increased by 50% in the last two years to cope with demand. There are two distinctive play zones following the investment (toddler and junior). The small play area at Meadow Cottages serves ten homes and consist of two pieces of equipment. The area cannot be expanded. The play area capacity increase did not factor the potential 500 new homes in the village, and therefore the play area will lack capacity. There is no land available to purchase to accommodate a new play area. The new 500 home development could incorporate a new play area that not only meets the demand of the new housing estate, but also future demand.

Little Missenden:

- 3.28.20. The village is located on a country lane. There is only 100 metres of footpath in the village, and pedestrians are at risk from speeding cars.
- 3.28.21. The village is popular with walkers and parking is a problem at school times as most children attending the infant school come from outside the village.
- 3.28.22. There is a small play area, which is going through extensive refurbishment. The Pipers Wood play area only serves six houses on the A413 and cannot be enlarged. Unless there is a major development within the village, the current play area and green space will cope with demand.

Hyde Heath:

- 3.28.23. The roads were not designed to cope with the current level of traffic. Due to the congestion on the A413, vehicle numbers have increased substantially through the village. The other lanes, Chalk and Keepers, from the A413 that serve the village are sunken, narrow and in poor condition, but are heavily used by Amersham residents to access the A413 towards Aylesbury as that is not possible via the unnamed road. HGVs now use Chalk and Keepers Lane on a regular basis.
- 3.28.24. The common is leased to the cricket club, which includes a narrow play area next to the cricket pitch. There is no land available on the common to increase the play area, and there is no land in the village that can be purchased to build a satellite play area.

Future of the Parish:

- 3.28.25. It is the view of the Parish Council that by 2033 the only way services and facilities could be provided would be through the merger of Parish Councils to create more sustainable bodies. Finding people willing to serve as Councillors is difficult now but with increased governance and legal duties the role will be too onerous. The role undertaken by Clerks will be so far reaching and require such expertise it will be impossible to carry out effectively. Buckinghamshire Council is working to devolve services to Parish and Town Councils, which will require more staff and resources. The cost of which will be borne by residents. A larger body would gain economies of scale to employ the necessary staff and have the financial resources to cope, without being a burden to residents.
- 3.28.26. The ambition of the Parish Council is to provide facilities and services that meet the needs of the community, meet quality expectations of residents, are inclusive, and are perceived as being value for money.
- 3.28.27. Without the new Local Plan being in place it is difficult for the Parish Council to plan for the future.

3.29. Longwick cum Ilmer Parish Council

- 3.29.1. Infrastructure is struggling, there is no public bus service for getting to and from work, the train station or anywhere else – the Community Bus provides no service before 10am or after 15.30pm. The village have increased by 70% but has not benefited from any additional infrastructure.
- 3.29.2. There is a need for cycleways to Princes Risborough and surrounding areas. There is a need for a safe connection to and from the Phoenix Trail. There is a need for a mast to keep up with communication, which could be placed in an unused farmer's field. There is a need to maintain and enhance a green gap between Longwick and Princes Risborough's increasing housing development, which has been reduced by extra housing development. It is critical that post offices remain open due to banks closing.
- 3.29.3. There is no demand for organised sports facilities. The playing field is currently used by residents and includes a children's playground, MUGA, skate park, and fitness equipment.
- 3.29.4. Future ambitions are to implement the actions in the Neighbourhood Plan; provide a site for a community IT café/facility/hub for small businesses and residents, including car, cycling parking, and charging points for electric cars; ensure all settlements are surrounded by green space with tree planting to enhance the environment; create pedestrian and cycle access from Thame Road, and a new pedestrian crossing on Thame Road; retain a green buffer zone between Longwick and Princes Risborough; provide more green spaces in and around the village as new housing displaces fields; and provide more facilities for children and young adults.
- 3.29.5. The new Local Plan can help the Parish by improving public transport, assisting to deliver a railway connection between Aylesbury and Milton Keynes, encouraging banks to stay open or reopen, and encouraging the retention of post offices.
- 3.29.6. The Parish Council would also like to see strict enforcement of all planning issues within timeframes, and free pre-planning advice on what needs and does not need planning approval.

3.30. Marlow Bottom Parish Council

- 3.30.1. The main issue is parking space. As residents are not moving out of the village, children are now coming from out of area and being driven to school daily to fill Burford School. Burford is a junior school and therefore children are brought in by parents rather than catching buses or cycling.

- 3.30.2. There are no plans for the green space (playing field/park) as it does not have any capacity issues.
- 3.30.3. The Parish is potentially losing a lifeline bus route that passes through the village and takes residents to Marlow. As the population is not moving from the village, healthcare needs will increase and there is not a local GP surgery.

3.31. Marsh Gibbon Parish Council

- 3.31.1. The road infrastructure has deteriorated significantly in recent years. Footpaths are in poor condition throughout the village and parts of the village have no footpath at all.
- 3.31.2. The main sewerage system is at capacity and seem to only just be coping. The surface water drainage and gullies do not cope in heavy rain because some are not kept clear.
- 3.31.3. There are frequent incidents of Thames Water carrying out repairs, which indicates that the existing mains water pipes are dated and in need of replacement.
- 3.31.4. There is no gas in the village although the main gas pipe runs nearby to the two prisons but the cost of connecting to Marsh Gibbon properties has been prohibitive to date. The street lighting system is effective but will need converting to LED. Broadband connectivity is adequate. Marsh Gibbon is poorly served by bus services, and virtually all residents are reliant on motor vehicles.
- 3.31.5. The Parish Council is responsible for the children's play area, cemetery, and are Trustees of the land used as the recreation ground. A Sport and Social Club committee manage the sports club. Currently, quotations are being sought for playground improvements.
- 3.31.6. The cemetery will not be at capacity within the near future. However, funding (sourced from earmarked reserves) is required for footpath maintenance.
- 3.31.7. Any growth over and above that planned for in the Neighbourhood Plan would have a severe detrimental effect on existing infrastructure and services.
- 3.31.8. With the phasing out of fossil fuel use, possibly before 2033 in some cases, the Parish in common with all communities will be looking to renewable energy sources. Ideas such as solar panel heating, wind turbine energy and communal EV charging points will need to be considered. It will be impossible for the Parish to fund these changes without government support.
- 3.31.9. The Parish Council has ambitions for existing footpaths to be improved and widened; new footpaths to be installed in those parts of the village without a footpath; off-road cycleways to be installed to link all villages not just locally but throughout the county; roads to be re-laid to a high standard and not just patched up; bus services to be

improved and extended to other nearby towns/cities, such as Oxford, Buckingham and Milton Keynes; and encourage the use of the re-opened EWR line by adding more stops at villages.

- 3.31.10. The new Local Plan can only be fully effective if Buckinghamshire Council is efficiently run. To this end there may need to be more joined up thinking with utility service providers. Good and accurate communication between the Buckinghamshire Council and Parishes is also essential in successfully delivering infrastructure improvements.
- 3.31.11. It is hoped that the new Local Plan will adhere to similar policies as the current VALP and Marsh Gibbon Neighbourhood Plan.

3.32. Mentmore Parish Council

- 3.32.1. Infrastructure is currently coping; however, it would be good to have main gas, and 22 properties are not connected to effective internet.
- 3.32.2. The village hall has availability and has been modernised with air-conditioning, windows, and Wi-Fi - more bookings and use would be welcomed.
- 3.32.3. There is a dangerous cross-roads junction, which has resulted in recent fatalities and frequent serious traffic accidents. A staggered road junction or roundabout would likely be safer.
- 3.32.4. Aspirations for the Parish over next 20 years are for traffic calming; restoration of Mentmore Towers; provision of a footpath/cycleway to Cheddington Station; and the preservation of the Conservation Area, the village green, hall and pub and listed buildings.

3.33. Middle Claydon Parish Council

- 3.33.1. The road infrastructure is under considerable strain due to HGV traffic from HS2 and EWR. There is a proposal to repair our roads by Buckinghamshire Council and EWR, although the standard of repair is still not clearly defined. All roads should be re-laid to a high standard and not just patched up.
- 3.33.2. Surface water drainage just about copes, apart from flash flooding, provided that the drains and gullies are kept clear.
- 3.33.3. There are frequent incidents of Anglian Water carrying out repairs which indicates that the existing mains water pipes are dated and in need of replacement.
- 3.33.4. There is no gas in the Parish although the main gas pipe runs across the Parish.

- 3.33.5. There are three streetlights, two in Middle Claydon and one in Verney Junction.
- 3.33.6. Broadband connectivity is variable, due in part that full fibre to the dwelling is not universal. This means that download and upload speeds are very slow for some people. Fibre access does depend on the provision of a service from one of several providers. However, the opportunity for home-based business activity is restricted and depends on the householder to arrange a solution. This is not acceptable in 2023 and there is no prospect of connecting to full fibre soon.
- 3.33.7. The only built infrastructure in the village is the Parish Church and the Chapel in the burial ground. The Cemetery in Middle Claydon is managed by the Parish Council and there are spaces to take reservations currently.
- 3.33.8. Middle Claydon Parish is poorly served by bus services, and virtually all residents are reliant on motor vehicles. Bus services should be improved and extended to other nearby towns/cities such as Oxford, Buckingham, and Milton Keynes.
- 3.33.9. Middle Claydon in common with all communities will be looking to renewable energy sources as fossil fuel use is phased out possibly before 2033. Ideas such as solar panel heating, wind turbine energy and communal EV charging points will need to be considered. Wood has always been an important source of fuel in rural areas and provided it is properly dried, should not be included in the phasing out of fossil fuels. The village will not be able to fund these changes without government support.
- 3.33.10. Use of the re-opened EWR line should be encouraged by adding more stops not just Winslow Station. HS2 has no relevance to Middle Claydon other than a blot on the landscape. An interchange between HS2 and EWR where they cross has a great deal of merit and could make HS2 relevant to north Buckinghamshire.
- 3.33.11. The new Local Plan can only be fully effective if Buckinghamshire Council is efficiently run – more joined up thinking with utility services is needed, and good and accurate communication with Parish and Town Councils is essential to successfully deliver infrastructure improvement.
- 3.33.12. The parish Council hopes the new Local Plan will categorise Middle Claydon similar to the current VALP to avoid large scale development as follows: “In other settlements, where there is no neighbourhood plan in place, permission for the construction of new homes will only be granted for infilling of small gaps in developed frontages with one or two homes in keeping with the scale and spacing of nearby homes, and for the replacement of existing homes in their original curtilage, where there would be no adverse effect on the character of the countryside or other planning interests, subject to other policies in the Local Plan”.

3.34. Newton Longville Parish Council

Road Network:

- 3.34.1. Whaddon Road and Stoke Road are struggling and stretched beyond capacity. These roads are a rat-run between the A421 (at the junction with Whaddon Road) and the A4146 (Stoke Hammond bypass and Fenny Stratford bypass) now adjacent to the Newton Leys housing development in Milton Keynes and the entrance to the landfill site.
- 3.34.2. Along with the opening of Junction 11A of the M1 north of Dunstable coupled with the housing growth in and around Milton Keynes, the ever-increasing growth in traffic volumes, vehicle speeds and vehicle types are making the situation increasingly untenable. Where Central Bedfordshire Council imposed weight restrictions in all surrounding villages before the M1 link road opened, Buckinghamshire Council have so far failed to take comprehensive action.
- 3.34.3. As developments to the southwest of Milton Keynes are built out, the situation will worsen. Feasible and tenable solutions for the local road network are urgently needed and planning for these must be afforded a high priority. Given the vehicle speeds that observed, suitable measures are urgently needed on Whaddon Road to deter rat-running and ensure compliance with the speed limit, such as by use of average speed cameras.
- 3.34.4. An option may be a relief road that does not compromise the integrity of the village of Newton Longville, nor lead to additional development. The proposed inclusion of a grid road reserve within the Salden Chase development is a road to nowhere that will raise false hopes of a relief road that could not now be built, as the once safeguarded route to the A4146 is no longer available as (a) the road would go through the Newton Leys housing development and (b) the life of the landfill site has been extended. This should be dealt with as reserved matters applications are submitted and a suitable other use found for the grid road reserve, such as additional green infrastructure.

Broadband:

- 3.34.5. Broadband services are stretched beyond capacity. They are delivered over copper cable infrastructure on the northern end of Bletchley Road and on some of the outlying farms, who are not yet served by superfast (fibre to the cabinet) broadband services. The data signalling rates our residents on Bletchley Road are receiving are simply unacceptable. A downstream data signalling rate of 1.5M bits per second and below is untenable for contemporary use. Some residents have gone to 4G mobile data as the only practical alternative. It is also very poor for some of the outlying residences especially where 4G mobile data coverage is either patchy or lacking altogether.

- 3.34.6. Although fibre to the cabinet is available now in most parts of the village, broadband coverage in some parts is inconsistent. The new housing development on Fletton Drive has ultrafast broadband provisioned, but everywhere else is as described above.

Health Provision:

- 3.34.7. There is a continuing issue of both Buckinghamshire Council and the Buckinghamshire ICB failing to recognise that six parishes in the north of Buckinghamshire are dealt with by the Bedfordshire, Luton & Milton Keynes ICB.
- 3.34.8. Beyond capacity and struggling are primary and secondary health care and social care provision. This is a generally recognised widespread issue in our community. However, it is noted in the draft Infrastructure Delivery Plan (IDP) the shortfalls stated in primary care provision in the north of the county such as for Buckingham and Winslow. Whilst Salden Chase includes the provision of a six GP surgery, there is no guarantee this surgery will be delivered (like the ongoing failure to do so at Newton Leys despite a similar provision).
- 3.34.9. Within the draft IDP it is said that Winslow is within the Salden Chase catchment and would therefore be served by a GP surgery at Salden Chase. A search of NHS boundaries would have confirmed that Winslow is not within the catchment area. Therefore, any suggestion to make up for the shortfall in the Buckingham and Winslow catchment areas appears to be unrealistic. It is also highly unlikely to resolve existing shortfalls in primary healthcare provision and the ongoing crisis in general practice. This is concerning for existing and new residents.

Education:

- 3.34.10. The part of the housing development at Newton Leys that comes within Stoke Hammond Parish is within the Newton Longville school catchment area. There is a need to ensure careful planning for provision of primary and secondary education within the Salden Chase development, so it is delivered before it is needed and with full involvement of Newton Longville school, as Salden Chase is within its current catchment area.

Parish Council Responsibilities:

- 3.34.11. The existing facilities that the Parish Council provides and manage are coping. However, this leads to the precept being one of the highest in Buckinghamshire as it is being left to the Parish Council to provide allotments, play facilities, sports facilities, burial ground, and street lighting. These are all services that would usually be provided or funded by the principal authority. For services that are devolved (primarily grass cutting), the funding from Buckinghamshire Council is only for around 40% of the actual cost.

- 3.34.12. The Parish Council manage a large park and hall (including sports pitches and allotments), and a burial ground. These facilities are running out of capacity.
- 3.34.13. Unfortunately, Buckinghamshire Council have not actively involved the Parish Council in the discussion on the Salden Chase S106 Agreement. There is a high risk this may cause multiple ongoing issues. For example, it may have been more appropriate to expand and redevelop existing facilities, rather than developing new facilities with the hope of Parish Council adoption, or worse Salden Chase residents facing a management company charging excessive fees as well as precept.
- 3.34.14. Currently there is no provision of either indoor sports, libraries, or community waste/recycling in north Buckinghamshire to serve the parishes on the edge of Milton Keynes.

Future Growth:

- 3.34.15. Future infrastructure needs and planning is difficult without knowing how much growth is planned for the Parish. It is difficult to plan for infrastructure when the timeframes for the build-out of approved development is unclear. Salden Chase (1,855 dwellings) was supposed to be completed by now, but it is unclear when development will commence and be completed.
- 3.34.16. Whatever growth is planned the character and identity of the village, and its surrounds should be preserved, and policies developed that respect this community aspiration. Policies should also be created to eliminate any risk of future coalescence with nearby growth areas, such as Salden Chase.
- 3.34.17. It is frustrating that ongoing delays and frequently changing local housing targets has made it difficult to complete work on a Newton Longville Neighbourhood Plan.

New Local Plan:

- 3.34.18. The Parish Council would like to see the new Local Plan resolve the issue of HGV movements and traffic rat-running through the village. Volumes and speeds of traffic need to be reduced, and larger vehicles prevented from using this route (other than for access). In the longer term an alternative route to bypass the village needs to be planned for and funded.
- 3.34.19. There needs to be increased capacity and accessibility in health and social care infrastructure; public transport services (largely non-existent at present); utility infrastructure; and fibre broadband for the village and outlying dwellings.
- 3.34.20. There needs to be increased effectiveness of planning services, particularly planning enforcement, through increasing expertise and capacity (recruiting suitably qualified staff).

- 3.34.21. The Parish Council would like Buckinghamshire Council to liaise with the relevant providers of essential public services infrastructure, utilities, and facilities to ensure they identify funding and secure commitments to provide the needed capacity expansion.
- 3.34.22. The Parish Council would like visibility of the forward funding mechanisms to be put in place to ensure that upgrades to essential public services and infrastructure come before housing expansion.
- 3.34.23. The Parish Council would like to see a consistent approach to developer contributions to infrastructure funding considering uplifts in land value driven by housing development, and funding shortfalls being bridged from central taxation not from local taxation.

3.35. Padbury Parish Council

Traffic:

- 3.35.1. There are two principal roads in Padbury, the A413 and Main Street. Despite using speed indication devices and setting up a community speed watch group, problems with speeding traffic and deteriorating road surfaces continue. Large housing developments in Steeple Claydon are increasing traffic flows along Main Street to access Milton Keynes and Buckingham. Traffic along the A413 has increased due to commuters from Buckingham travelling to Aylesbury. This is only likely to worsen once the train station at Winslow is opened.
- 3.35.2. The Parish needs traffic calming measures on Main Street and possibly the A413, but the Parish do not have the funds to provide them.
- 3.35.3. In addition, a sensible road improvement plan with an emphasis on pedestrian safety and the control of vehicle speed through the village is needed. This should not be something that the village must fund itself.

Drainage:

- 3.35.4. Padbury has its own sewage works built in the 1950s, which also serves Adstock. The works and associated sewage pipe network are under strain and having difficulty coping with current flows with extra sewage tankers already in use. This has become much worse with the development of 40 houses on Winslow Road and there are now cases of raw sewage erupting into the gardens of houses on Lower Way and the lower end of Main Street. The pipe from Adstock to Padbury is to be upgraded, which is likely to lead to more problems.

- 3.35.5. A new planning application proposing 81 dwellings will further strain the system to the detriment of existing residents. While that application is still under consideration, nothing suggests that any alterations will be made to the sewage system.

Education:

- 3.35.6. According to the information on the Buckinghamshire Council website, Padbury Church of England School has a capacity of 105 pupils, and 15 new pupils are admitted each year into the reception class. It is the Parish's understanding that the pre-school and school are full, with no room to expand.
- 3.35.7. Commentary from the Education Department about a new planning application proposing 81 dwellings suggests that the development would generate 19 new pupils of secondary school age, however there is no comment on how children of primary school age would be accommodated in the local primary school.

Playground and Recreation:

- 3.35.8. The Parish leases a playground from All Souls College and own the Springfields Sports Pavilion and playing fields. Equipment in the playground is gradually being replaced. As these are only replacements there is no effective increase in the capacity of the playground. It is also a slow process given the expense of such equipment, which is difficult to fund.
- 3.35.9. Plans to increase the size of the sports pavilion have been approved, which will make it a more usable facility and provide an alternative to the village hall, which usually has no capacity for more events.

Future of the Parish:

- 3.35.10. If no improvements are made to the existing infrastructure, then the situation will likely worsen and lead to a deterioration in the quality of life for residents of Padbury.
- 3.35.11. Any future housing should be accompanied with realistic proposals for infrastructure and services. Otherwise, they are not considered sustainable. There seems to be a mismatch between the resources that developers expend on planning matters and what a parish council can do in response. Assistance in redressing this imbalance would be welcome.
- 3.35.12. The Parish is considering preparing a neighbourhood plan. However, there are concerns about the potential cost, and the extent to which it would be ignored by the new Local Plan.

Other matters:

- 3.35.13. The local bus service to Aylesbury and Buckingham has been reduced to an hourly service, yet there are more people living in Padbury.

- 3.35.14. There is a local butcher shop, although well regarded, does not offer a wide range of goods.
- 3.35.15. There are only minimal employment opportunities in Padbury.
- 3.35.16. While there are two pubs in Padbury, one has only just reopened after an extended period of closure which indicates the precarious nature of public houses.

3.36. Pitstone Parish Council

Sports and Leisure:

- 3.36.1. Sports and Leisure developments at the Recreation Ground and Pavilion Site identified in the neighbourhood plan will require extra funding to deliver (potentially from Section 106 agreements).

Green Space:

- 3.36.2. Local Green Space identified in the neighbourhood plan and owned by Buckinghamshire Council could be transferred to the parish council.
- 3.36.3. The Parish would like to grow a network of 'green girdle' around the village to prevent expansion into the open countryside.
- 3.36.4. The Parish would like to expand the network of green and community spaces within the village.
- 3.36.5. The Parish has ambitions to increase the amount of public open space/local green space and sporting/leisure facilities.

Education:

- 3.36.6. It is understood that the primary school is nearing capacity.
- 3.36.7. There is still no private nursery in the Parish.

Transport:

- 3.36.8. Bus services, foot/cycle path and safety scheme improvements are yet to be delivered.
- 3.36.9. The Parish has ambitions to improve facilities and connectivity for pedestrians and cyclists and improve public transport.
- 3.36.10. The Parish would like the new Local Plan to help to deliver a bus service and a foot/cycle path between Pitstone and Tring Station, and bus shelters along Westfield Road.
- 3.36.11. The Parish would like the new Local Plan to assist with various safety improvements:

- Consider rerouting traffic along Westfield Road/Upper Icknield Way to reduce traffic along Ivinghoe High Street/Marsworth Road.
- Improve cycle and pedestrian provision along Marsworth Road.
- Improve the roundabout at the juncture of Vicarage Road/Cheddington Road/Marsworth Road.
- Improve the dangerous road junction where Wellington Place joins the Lower Icknield Way - to the west of Westfield Road and the railway bridge.

Housing Developments:

- 3.36.12. All housing developments identified in the neighbourhood plan have been built. Two remaining parcels of land were identified in the neighbourhood plan for commercial/community uses, however the developer is seeking to develop these for housing, which is being resisted by the Parish. The developer is arguing that commercial/community uses are not viable, however this has not been proven, and the community facilities are still required.
- 3.36.13. The Parish would like to see the additional community/commercial facilities delivered, which were promised as part of the substantial amounts of additional housing accommodated.

Character:

- 3.36.14. The Parish has ambitions to preserve the 'village' atmosphere and feel, preserve, and enhance community facilities, and reduce anti-social behaviour/crime, especially near Pitstone Memorial Hall.

Sustainability:

- 3.36.15. The Parish would like to place greater emphasis on green issues and sustainability for both Parish Council delivered services and to assist residents to become more environmentally aware/friendly.
- 3.36.16. The new Local Plan could help to deliver renewable energy/sustainable transport, for example solar panels for the sports pavilion.

3.37. Princes Risborough Parish Council

- 3.37.1. The local infrastructure and services in Princes Risborough are just coping. However, the infrastructure and services will be significantly stretched if the planned growth/expansion area (2,500 new houses over a 5 to 10-year timeframe) does not adequately upgrade infrastructure and services. Parking places in the town centre, a new bus service in the development area, and a planned relief road will ensure the

Town can cope with the planned growth. Issues have been raised with the Parish about GP service and school capacity, but they have not been verified.

- 3.37.2. The Parish Council manage green spaces and community facilities. Plans are in place to upgrade bathroom and changing facilities at the Wades Centre. Solar panels at the Wades Centre are being considered, by possible grant funding from the NW Chiltern Community Board. Stratton Memorial Ground is a place of burial managed by the Parish Council.
- 3.37.3. The Parish Council owns, manages, and maintains five parks and might consider supporting/managing newly built sports pitches and green spaces in the new growth area. However, building new schools, relief roads, walking and cycling routes, and the regeneration of the retail sector in town centre will be necessary/vital in making the growth of the town work in harmony for the benefit of the people.
- 3.37.4. Currently, it is difficult to anticipate how infrastructure and services in the town will be coping in 2033 after the planned growth is in place. A lot will depend on the demographic. However, it is thought that the maintenance and upgrade of all infrastructure and services from time to time are crucial. Improving the public transport services will be necessary as the town already suffers from a shortfall in the number of trains stopping at the station and regular bus services. However, others in the community believe the infrastructure and services will stretch beyond capacity due to traffic, flooding, school capacity, GP surgery capacity, and sewage/water pollution.
- 3.37.5. The ambition of the town regarding infrastructure and services is to:
 - Ensure that it efficiently serves residents, local businesses, visitors, and all other stakeholders, and is well maintained/upgraded to keep with trends, technology, and time.
 - Remain the gateway to the Chilterns, be developed as the hub of technology where youth are involved in technology that benefits the community - working and contributing to solve climate change and environmental issues.
 - Ensure our roads are good and safe to cycle and walk, and green spaces are maintained.
 - Encourage businesses to locate in our town - sustaining existing employment and providing job opportunities. A blissful town to live and do business.
 - Solve poverty and homelessness issues.
 - Provide access to healthcare, education, and vocational training.
 - Ensure a crime-free town by enabling police at work in the community.
 - Promote clean air, affordable energy, and a tourist destination.
 - Evaluate the use of the neighbourhood plan if it is viable.

3.38. Seer Green Parish Council

- 3.38.1. The Parish of Seer Green comprises approximately 950 households. There is an hourly bus service between Seer Green and Beaconsfield, but return buses are fewer and this makes the service unattractive to our residents.
- 3.38.2. Our street lighting is maintained by the Parish Council and adequate for present needs.
- 3.38.3. The village sewage system is Victorian and has not been expanded or renewed for many decades, despite the expansion of the village. This service is under severe strain and cannot cope with current usage. Following a recent episode of raw sewage running down our main road (School Lane/Bayne Hill), engineers discovered a very large 'fatberg' and reported the sewers in a state of deterioration.
- 3.38.4. The Parish Council manages several green spaces and two facilities. The green spaces will remain unchanged for the near future. One of the facilities is owned and managed by a charitable trust, and the remaining facility 'The Pavilion,' a multi-use building, is tenanted Monday to Friday by a daycare facility and utilized at the weekend by football teams, and in the past the village cricket team. The building, a prefabricated structure, has exceeded its expected lifespan by some twenty years and will need to be replaced within the next ten years. Funding for this project could be sought from various sources, such as the Bucks Council Community Board, local businesses, and from any developer seeking to develop the one brownfield site in the parish, for which an Outline Application has been approved for some 41 dwellings. There is no current timescale for delivery of this project.
- 3.38.5. Our green spaces and facilities can accommodate the needs of our current residents. The size of our village will not change soon, apart for the proposed development of a brownfield site to the north of the Parish, which unless managed extremely carefully, will threaten the finely poised balance between the number of residents and adequacy of infrastructure. There are no current plans or projects in the pipeline that will necessitate funding or delivery other than the pavilion.
- 3.38.6. Seer Green depends on the facilities provided by nearby Beaconsfield and Chalfont St Giles/Chalfont St Peter and Gerrards Cross. The village has no resident doctor, dentist, pharmacy, optician, bank, or Post Office (there is a twice-weekly Post Office service operated from the Baptist Church). Our children are currently well-provided with childminders, daycare facilities, pre-school, and primary school. However, these are adequate at this time, but with the advent of a new development will struggle to cope. The businesses in the village comprise a convenience store, two churches, two public houses, a butcher, a dog-grooming parlour, a ladies' hairdresser, a car showroom with associated garage, and a car body shop. There is no space for

expansion of facilities unless the developers of the brownfield site can be persuaded to include commercial spaces in their development plans.

3.38.7. If two greenbelt sites adjoining the Beaconsfield Relief Road are allowed to be developed, Seer Green will run the risk of being subsumed into the wider Beaconsfield conurbation and will lose its unique identity. The few facilities enumerated above would be swamped.

3.38.8. The Parish Council would like to see:

- A regular road repair service, particularly the main through road (Bayne Hill/School Lane/Chalfont Road) and to the road linking our village with Beaconsfield and Jordans (Longbottom Lane).
- Updated water and sewage infrastructure to avoid dangerous future situations. Regular cleaning of gullies, replacement of failing sewage pipes, with capacity for expansion, if necessary, are also needed.
- Regular annual maintenance to drainage ditches, highways, trees, and sewers, instead of the sporadic 2-to-3-year maintenance or ad hoc repairs.
- Train services to/from Seer Green to be restored to an acceptable level of service in either direction.
- Bus services improved in terms of number of buses and reliability.
- Fast, reliable internet connections and 100% mobile phone coverage.

3.38.9. The new Local Plan will only help with infrastructure and services if there is joined up thinking and action across the County. Seer Green is a very small village, but ideally, need a strong working partnership on a person-to-person level with Buckinghamshire Council to address important infrastructure and service provision.

3.38.10. One of our main problems with dealing with Buckinghamshire Council is the lack of personal contact. Automated systems are inflexible and cannot respond to unique situations. When a matter is raised, a human should take responsibility for the concern, action a response and communicate what action has been taken and in which timeframe. The Parish Council and residents are very tired of raising concerns and situations online, only to have them ignored or 'closed' when they have clearly not been resolved.

3.39. Shabbington Parish Council

Overview:

3.39.1. Shabbington is classified as a small village. There is no school or shop. There is a church, a public house, a recreation ground and a 'Village Hut' built in 1928. The Hut is in constant use but is now nearing its end having been restored and maintained over

the years. There is a group actively fundraising for a replacement Village Hall as the Hut is likely to become uninsurable before long.

- 3.39.2. In the previous VALP the Parish were required to make provision for 14 new homes by 2030. Since 2015 there have been at least 18 built.
- 3.39.3. This has put extra strain on school places allocation. There is no school in the village, children are bussed or taken to school by car.
- 3.39.4. Roads in the village are not up to the increasing volume of commuter and HGV traffic. The village is situated on a commuter route to the A418, M40 and Haddenham and Thame Parkway Rail Station, via Ickford Road and Mill Road; and, to Long Crendon, Bicester and Aylesbury via Crendon Road. Vehicles travel through from the villages of Ickford, Worminghall and Oakley and Wornal Park business Estate daily.
- 3.39.5. These roads are old farm tracks that have been tarmacked over and are not constructed to take the vehicles, which range up to six axle HGVs with trailers. New housing estates in Ickford, in particular, mean heavy ballast and groundwork vehicles are putting extra stress on the roads and adjacent houses. They also increase the damage caused by frequent flooding of Ickford and Mill Roads. Crendon Road was described as 'failed' by the LAT two years ago and a promised rebuild has not happened.
- 3.39.6. There is an infrequent local bus service. Car ownership is pretty much essential for residents, although parking is a growing problem on the narrow roads.
- 3.39.7. Wastewater capacity is also under significant and growing stress. Thames Water are building a new wastewater storage tank, which is scheduled for 2024. At the present time, the Parish is experiencing significant discharges of raw sewage on occasions, and this has flooded onto the recreation ground, the Millennium Field. The Nature Network group is monitoring this as well as checking water quality of the River Thame.

3.2.8. Parish Responsibilities and Work:

- 3.39.9. The Parish Council has responsibility for the Millennium Field. In the last year, the play area has been resurfaced and some of the equipment updated.
- 3.39.10. The Parish is also in the process of replacing football goalposts and preparing to mark out a pitch. Matched funding was obtained to pay for the goalposts, which had been vandalised, and will be implemented soon.
- 3.39.11. A Village Trust (formerly the Hut Committee), which raises funds for village facilities has submitted applications for a new village hall to replace the Hut. These have not been successful on the grounds of parking facilities, the small size of the plot, and its location close to residential housing. A suitable site has been ongoing for many years, but it has not been possible to find any land for development.

- 3.39.12. The Church is currently undergoing significant work, levelling the floor, removing pews, and installing heating. They are running a 'Space for All' project and on completion of this work, the village can benefit from a more flexible space for community use. However, it is likely that the fact that it is a working church might curtail some activities better suited to a Village Hall, e.g. a Cinema Club.
- 3.39.13. Assistance from the local MP has been sought about provision of safe pedestrian and cycle access to the A418 and the 280 Oxford/Aylesbury bus service. Mill Road is a narrow, unlit country lane beyond the River Thames, which forms the county boundary with Oxfordshire. The Parish would like to see closer co-operation between Buckinghamshire and Oxfordshire to help with this and other traffic issues.
- 3.39.14. There is an active Speedwatch group, which is in the process of installing mobile vehicle activated sign (MVAS) units provided by our Community Board.

Future Growth and Ambitions:

- 3.39.15. Apart from a Village Hall, the Parish has no further plans for developing future growth or development. As a dormitory village without any employment opportunities, apart from casual bar and kitchen work and a few businesses based on home working, it is not able to identify areas for further development.
- 3.39.16. Until capacity problems with the roads and sewage works are solved, which are outside of the Parishes control, it is difficult to see how the Village could cope with any further development. Previous targets have been met and exceeded. Further development will merely transfer new commuters into the village, increasing existing pressures on roads and sewage. The Parish has tried very hard to find a site for even a Village Hall without success.
- 3.39.17. The Parish has no other specific plans for the period 2033-2040, apart from improving the environment and natural restoration.
- 3.39.18. The Parishes ambitions are to enhance the quality of life of our residents through community involvement, improvements in access to primary and secondary education, and medical care (local GP surgeries), natural restoration, and looking for innovative solutions to the social, technical, and climatic issues.
- 3.39.19. The Parish would like the Local Plan to help realise the above ambitions, specifically by improving roads, public and alternative personal transport, and delivering environmental improvements and biodiversity, with particular emphasis on the River Thames catchment area.
- 3.39.20. As a community right on the border with Oxfordshire, the Parish would like to see a cross border panel set up for addressing issues, such as flood prevention, traffic,

freight route planning and public transport. A more joined up strategy is needed, which does not simply stop at county borders.

3.40. Slapton Parish Council

- 3.40.1. Heavy traffic associated with Bury Farm Equestrian Centre, including industrial estate will be increasing problematic if it continues to be allowed to grow. Currently the infrastructure and country lanes cannot cope with the traffic.
- 3.40.2. Public rights of way are neglected with broken stiles and insufficient signposting.
- 3.40.3. The Parish would like improved mobile communications, as phone reception is inadequate in indoor locations.
- 3.40.4. The Parish Council is responsible for greenspace, and it is improving facilities with no issues at present.
- 3.40.5. The demand for infrastructure is not planned to change, as there are no plans for the Parish to expand.
- 3.40.6. The Parishes ambitions are to maintain adequate public transport and rights of way.
- 3.40.7. The Parish does not believe the new Local Plan will deliver any services or infrastructure to Slapton.

3.41. Stewkley Parish Council

Sewerage:

- 3.41.1. The Parish has a chronic under-capacity of main foul water pipe network through the Village to the treatment plant at the South end of the Parish. This has been aggravated by recent new developments increasing housing stock by more than 80 homes. This issue has been raised on many occasions and officially ignored.

Transport links:

- 3.41.2. Very few buses operate through Stewkley, so parishioners are dependent upon their cars to get to the neighbouring villages and towns.
- 3.41.3. With no health services in Stewkley, this means that visits to doctors, dentists and pharmacies are by car.

- 3.41.4. Many Stewkley residents commute by train to London or elsewhere and there is no transport link from the Village to our two nearest railway stations at Milton Keynes or Leighton Buzzard.
- 3.41.5. The Parish is close to villages that have good public transport links for example Wing, but it is not connected to Wing.
- 3.41.6. A cycle path between Stewkley and Wing would allow villagers to access the railway station at Leighton Buzzard or the buses to Aylesbury and other nearby towns. Currently cyclists or pedestrians are cycling or walking on national speed limit country roads.
- 3.41.7. Cycle paths are necessary for many of our roads as cyclists are increasingly disadvantaged by the poor state of rural roads. Cars swerve to avoid potholes and deteriorated road surfaces without due regard for cyclists sharing the road.

Parking:

- 3.41.8. The Village has developed along four major roads within our parish, High Street South/Wing Road, Dunton Road, High Street North, and Soulbury Road. Many of the houses fronting these roads have no or limited off-road car parking. Consequently, the number of cars parked on the road is growing.
- 3.41.9. There are several areas in the village where parked cars create a real hazard to cars travelling in all directions, and to pedestrians where the road kerbs are low and the footpaths very narrow.
- 3.41.10. One of these areas is the junction where the north and south end of the High Street meets Soulbury Road at the War Memorial Island. This is a dangerous intersection with cars (legally) parked all around the junction resulting in poor visibility for drivers and pedestrians in several directions.
- 3.41.11. This was most recently raised as an issue for both cars and pedestrians when the new development was approved on Soulbury Road. It is regularly the site of minor accidents and worrying near misses. Despite local knowledge and experience, concerns were brushed aside.

Speeding:

- 3.41.12. Cars travel at speeds more than 30mph throughout the village and at the entrances/exits to the Village. The Parish Council have several years of data in support of this claim, and we continue to gather it. All entry roads are at the national speed limit leading to the 30mph zone.

- 3.41.13. Efforts to have a 40mph buffer zone introduced on the worst offending roads have been regularly rejected. Local knowledge and awareness of the hazards affecting parishioners is being ignored.

School Places:

- 3.41.14. School places are currently coping.

Recreation Ground:

- 3.41.15. The Parish Council own and manage the recreation ground and sports pavilion. The recreation ground is home to the football club, the cricket club, and the tennis club. Currently the recreation ground has capacity for the Parish and for these three major sports clubs.
- 3.41.16. The recreation ground links Soulbury Road to High Street North, near the primary school and the village hall but has no path. Currently during winter and wet periods, it is not suitable as an off-road short cut. Plans are being made to provide a permanent footpath across the recreation ground that would be wide enough to also use as a cycle path. This would give an all-year round alternative walk to the school and village hall.
- 3.41.17. The path is likely to also extend through the recreation ground to the sports grounds and wildlife areas. The funding for this will come from S106 money awarded for the recent Soulbury Road development.

Future Growth and Ambitions:

- 3.41.18. Stewkley has a made neighbourhood plan that covers development up to 2033. Allocated sites in the plan mean that 25 houses could be added over the next 10 years. In addition, there may be in-fill houses that get given planning approval. It is unlikely the parish infrastructure will improve because of these new builds.
- 3.41.19. If anything, sewerage, and foul water issues on the Wing Road/High Street South will worsen, speeding into the village on that road and on-road parking will worsen.
- 3.41.20. The current understanding is that the primary school will have capacity.
- 3.41.21. Stewkley Parish Council will only receive developer funding for sports and leisure, therefore the potential for the Parish to impact other parts infrastructure from these developments is severely limited.
- 3.41.22. The Parish's ambitions for the future are to purchase more land adjacent to the recreation ground to:
- Improve/increase parking for the pavilion and sports clubs.

- Provide cycle tracks and safe areas for young adults to cycle, scooter, skate, or skateboard off the roads.
- Look to expand sports facilities – provide something for the seniors in our parish.
- Provide better all-weather sports facilities.

3.41.23. The Parish would also like to purchase land elsewhere in the Village to provide other types of leisure or outdoor health and wellbeing activities, such as a mindfulness garden. In addition, establish a community bus (or link with existing neighbouring parishes that have such a service) to provide some of the missing links identified above.

3.42. Stoke Hammond Parish Council

3.42.1. The Parish has expanded by approximately 70% in the past 5 years. Most of this growth has been through the Newton Leys South development and now represents 45% of the Parish population. Despite much effort in trying to forge an integrated identity for the Parish this is very difficult as Newton Leys South is an extension of the overall Newton Leys development, which is part of Fenny Town Council area in Milton Keynes.

3.42.2. For the purposes of the study, Stoke Hammond Village and Newton Leys South will be discussed separately.

Stoke Hammond Village:

3.42.3. The Village has grown by 75 houses (15%) in the past 5 years, with permission for another 88 houses already agreed.

3.42.4. During this period there has been no increase in infrastructure to support this growth in population, except for Broadband, whereby fibre to the premises was installed in 2022. Currently there is a single storey sports club with very limited facilities that was built by the community in the 1970s. In addition, the original first school was purchased by the community in the 1990s and now serves as a Community Centre. Over the last 5 years, a much-needed pre-school has become the main occupant of the building during weekdays. During evenings and weekend, the building is used for community breakfasts once a month, Scouts, and ladies that lunch. A small room is available for other activities such as Pilates and joyful tots during the day.

3.42.5. Recent community surveys have indicated that neither the sports club nor the Community Centre meet the growing needs of the community. The highly successful Stoke Hammond youth football team has had to move its operations to Bletchley due to the lack of facilities within the village.

- 3.42.6. An additional green space of 3 acres was purchased by the Parish Council in 2018 with a view to expanding facilities. Early plans for a new village sports hall in the field were produced but met logistical and financial issues that prevented any real progress.
- 3.42.7. As part of the neighbourhood plan process, a secondary project has been started with a view to prioritising s106 spend in the village. The Parish Council has £175k currently available with a further £350k linked to the permitted but not yet completed projects.
- 3.42.8. At a recent exhibition weekend held in the Community Centre, residents were asked to prioritise 3 options for the use of the new land previously highlighted from scoping questionnaires, including to build a new Village/Sports Hall, to retain the land in its natural state for activities such as dog walking etc, or to provide improved sports facilities for young people. 50% of respondents chose to build a new Village/Sports Hall as their first choice.
- 3.42.9. There is clearly a desire to have more facilities and activities as well as improved green space.
- 3.42.10. It is too early to provide detail on how a new sports hall or increased green space might be funded. The Parish's call for sites included land owned by the Parish Council that currently has a play area and green space close to the Community Centre. The exhibition included a possible plan to develop this land in two ways: Almshouses or a small private development. Development has the potential to fund the village hall but also the acquisition of greenfield sites for sports and recreation. The Parish cannot yet confirm that this would be acceptable to the local community and would pass planning approval. Other funding opportunities also need to be investigated.
- 3.42.11. Infrastructure in the Village is currently very limited. The facilities are such that little is provided locally for either our influx of new young people, or the older residents who enjoy a coffee morning one day a week in the sports club and not much else. Both groups must leave the village and go elsewhere for any other activities. With existing planned growth and any further demands that the new Local Plan bring the Parish will be seriously under capacity in terms of offering its residents any facilities locally by 2040.
- 3.42.12. The Parish's ambition is the Village to provide sports and leisure facilities 7 days a week for all our residents. This would include offering dedicated clubhouse facilities for the youth football club and daily available facilities for older residents to meet and partake in games and sports.
- 3.42.13. The new Local Plan can help by adopting the Stoke Hammond Neighbourhood Plan and recognising the community objective to maintain the village identity by preventing urban creep.

Newton Leys South:

- 3.42.14. Newton Leys is seriously short of infrastructure for its size. There are circa 2,000 dwellings on the entire estate, of which c400 are within Stoke Hammond Parish Council's area, known as Newton Leys South. Newton Leys South has no infrastructure, except for a small LEAP for children up to the age of ten. Newton Leys itself has a supermarket, row of shops, a nursing home, a small sports pavilion, and two football fields (yet to be finally constructed). However, there are no dentists or medical facilities. The closest GP surgeries are already severely stretched, and the addition of 2,000 dwellings has made this considerably worse. Sports facilities in Newton Leys are currently extremely limited.
- 3.42.15. The main entrance into Newton Leys is via Lansbury Road and is extremely hazardous, particularly turning right onto Drayton Road. When the estate was agreed little thought seems to have been made into how upwards of 3,000 cars could safely enter and leave the estate per day.
- 3.42.16. All roads to the west of Newton Leys South are fast narrow bumpy country roads and have a reasonable volume of traffic close to the speed limit. For any developments around Newton Leys South and in the north of the Parish, consideration must be made to link those developments to the Milton Keynes Redway Cycle Network, improve the quality and width of the surrounding narrow roads, and reduce speed. The roads are not designed to transport large numbers of HGV's and thousands of cars per day but are being used as a short cut from the west of Milton Keynes to the A4146. The building of Saldon Chase will create approximately another 1,800 dwellings that would use the surrounding roads to transit around Milton Keynes.
- 3.42.17. Newton Leys South has substantial Section 106 funds available for sports facilities, but no land to build them. The Parish Council has a project team in place to try to identify and develop land for sports facilities and community structures, but local landowners do not appear keen to sell the land as it would be more lucrative for further homes in the future than create vital infrastructure for existing homes.
- 3.42.18. Ideally the Parish Council would like to develop a 20-acre site adjoining Newton Leys and provide sports fields, tennis courts and a sports club house for the communities. Should land be available, the Parish Council would like to develop sports facilities within the next two years. Funding would include Section 106 monies, grants from the local waste site, sports funding grants, loans, and private sponsorship. Overall funding should be in the region of £2m plus for the right scheme.
- 3.42.19. Provision of medical and dental services should also be considered before any large-scale housing is approved.

- 3.42.20. There is no further planned expansion of Newton Leys South, although a local farmer has suggested building an additional 115 houses to the West of Newton Leys South's boundary and adding a small MUGA to compensate for the lack of sports facilities. However, as facilities are already non-existent for 400 homes, adding a small MUGA is not sufficient when an additional 115 homes will be added.
- 3.42.21. It would be hoped that the sports facilities will have been built by 2033. Any further expansion of housing should include sufficient sports facilities for residents. In addition, it is hoped that access from Newton Leys South should also be resolved. Sadly, due to the volume of traffic and the number of accidents already this is only a matter of time.
- 3.42.22. It is the Parish Council's ambition for Newton Leys South to have pedestrian access to good quality sports fields and a sports clubhouse, and to be linked to the Milton Keynes Redway Cycle Network.
- 3.42.23. The Parish Council would like the new Local Plan to only allow development that is well planned, thought out, has appropriate levels of infrastructure, and safe road access. It is appreciated that development may take place, but it would be helpful if the Council prioritised small-scale developments that are not entirely focussed on driving the maximum profit for the developer with no consideration of future problems with parking and traffic, or a lack of sports and infrastructure facilities. Building Passivhaus homes and encouraging more self builds and shared ownership developments would also be beneficial.

3.43. Stone with Bishopstone and Hartwell Parish Council

Overview:

- 3.43.1. The level of traffic through Stone (A418) and Bishopstone is a blight on these communities. There is a persistent problem of speeding through these villages. The A418/Portway Road Junction (Bugle Horn) is an accident blackspot with minor collisions occurring on an almost weekly basis. The crossroads at Bishopstone Road/Bishopstone/Portway/Ford Road is also an accident blackspot with minor and serious accidents happening on a regular basis. A MVAS unit was installed on the Ford Road in the east bound direction, but it never seems to be working. The road surface through Bishopstone has deteriorated far below an acceptable limit and has remained in this state for several years.
- 3.43.2. The Parish only has one primary school with just one class intake each year. There are reported issues with water pressure and quality regularly posted on social media.

Thames Water are seen working in the Parish on most days. Many residents suffer from regular power cuts, implying the network is not fit for purpose. There should be provision for cycle paths/footpaths away from the busy A418 linking the various social clubs/shops and amenities within the villages.

- 3.43.3. The Parish has a lot of streetlights, which no one seems to know who owns. Residents have asked for these streetlights to be repaired to a working condition to avoid accidents and incidents in the near total darkness. Repairing the streetlights would give an opportunity to also install EV charging points.
- 3.43.4. Infrastructure and facilities which are managed by the Parish Council do not currently have any capacity issues and are expected to comfortably accommodate the modest increase in homes allocated to the settlements within the parish under the VALP 2013-2023, which was 26 new dwellings.

Future Development:

- 3.43.5. The Parish will be affected to a huge extent if a proposed development (1,400 new homes) to the southwest of Aylesbury is approved because most of the development will be within the Parish boundary. Unless a new parish is defined to accommodate the development, the Parish will be dwarfed the urban extension, which will change its entire character. If the currently planned growth is developed, it is likely that the road network's ability to manage traffic by 2033 will be stretched beyond capacity.
- 3.43.6. The long-term plans for the Parish are to maintain the rural nature of the villages and promote cycling.

Ambitions:

- 3.43.7. Road junction improvements are needed at the A418/Portway Road junction (Bugle Horn) and the extension of the 30mph limit from Stone through to the A418/Meadoway junction. The aim would be to slow traffic passing the Portway Road junction at the Bugle Horn, which is a local accident black spot, and is additionally an area where a high number of vulnerable pedestrians need to cross (residential care home, stables, public house etc.)
- 3.43.8. An investigation into the introduction of a 20mph speed limit through Bishopstone would be welcomed as there are no pavements in the village and pedestrians are vulnerable to the high levels of traffic and persistent speeding.
- 3.43.9. The intention to create a cycleway from Aylesbury to Haddenham is welcomed, but any scheme that repurposes an existing pavement as 'dual-use' or uses an on-road cycle lane falls below an acceptable standard for safety and so is unlikely to encourage use. It is urged to create off-road cycleways. The Parish would like to see the one-time

opportunity for an ambitious scheme to repurpose the HS2 haul road as a cycleway to be embraced.

- 3.43.10. The Parish would like to provide several public EV charging points within the parish as there are currently none, and a proportion of residents do not have the luxury of driveway parking.
- 3.43.11. A railway station in Aylesbury served by HS2 would be huge service improvement against the hour-long journey to Marylebone.

3.44. Wendover Parish Council

Roads:

- 3.44.1. The road network is constantly blocked, although largely through HS2 work, it is still a huge source of frustration and anger amongst residents. The road surfaces are also in a very poor condition.

Parking:

- 3.44.2. Parking to use the facilities of the town seems to be at a premium with regular queues and 'one in one out periods' in the library car park, particularly during market times and weekends. Off-street and on-street parking is at a premium for residents, and the parking does cause access issues for general and emergency traffic. Commuters using the station have been adding to the parking issues as Chiltern Railway parking is prohibitively expensive. A parking review is currently in progress and has the potential to help with access at a risk of moving parking issues elsewhere.

Transport:

- 3.44.3. Public transport availability has declined, and bus routes altered such that the main service now takes 42 minutes to get from Wendover to Aylesbury. Hence now the bus services are not considered a regular viable option. The additional impact of rail strikes has further compounded the availability of public transport.

Health:

- 3.44.4. The health centre has been forced to take extreme measures to maintain a minimum level of service to residents. Despite that, it is still failing to meet the needs of the local community. On-the-day appointments are all but impossible to come by and most consultations are taking place over the phone. One of the current issues is that the Wendover surgery has been forced to move some patients to other surgeries within the practice group. This has caused no end of frustration and added to traffic on the roads as people are no longer getting appointments at their local surgery.

Schools:

- 3.44.5. The schools are busy and constantly needing to expand with regular construction required on the campus, adding to road issues. They have noticed an increase in low level anti-social behaviour when the John Colet finishes the day and in part the sheer volume of pupils coming out at the same time of day and limited access to clubs and groups is a part of that.

Meeting and Event Spaces:

- 3.44.6. Space is at a premium with halls and meeting rooms in constant demand. Although capacity will be increased with the refurbishment of the library.

Community Facilities:

- 3.44.7. There are some excellent facilities in the area such as the churches, allotments, sports clubs, choirs, WI, youth centre, pool, cricket, tennis, bowls, scouts, guides, and the library. These facilities seem to be coping with current demand but there is not much scope for an increase in uptake of their services. For example, our allotments are oversubscribed, the youth club and guides all have waiting lists, and the future of the cricket club is dependent on securing land after an enforced move due to HS2 taking over the current main pitch.
- 3.44.8. Our parks cater for the younger age groups and have fitness spaces for older users, however there is a lack of facilities such as MUGA or Skateparks for teenagers.

Housing:

- 3.44.9. Affordable housing is virtually non-existent with a current search of the housing market showing nothing available below £300k for a leasehold flat and about £350k for a freehold house. There is very little available until you start your search from £450k.

Business:

- 3.44.10. The local businesses are still in recovery from COVID, and they are feeling the impacts of higher energy prices. However, there are currently few empty retail spaces. Unfortunately, there does seem to be an abundance of hairdressers, and while there are only two charity shops, the local area feels this is too many.

Connectivity:

- 3.44.11. The area has seen improvements in internet and Broadband speeds and the full fibre roll out is reaching a lot of the Parish, although there are still more remote parts of the Parish lagging. The local topography means there are still dead spots for all major UK mobile networks. Without significant investments in masts and repeaters it is unlikely that 5G will cover the full Parish for reception indoors.

HS2:

- 3.44.12. The impact of HS2 on the local area cannot be underestimated. The roads are choked, and the lane/road closures required are having a huge impact on residents. This is further compounded by what appears to be a lack of coordination of HS2 works with other utility works and road repairs. This impacts directly on the daily commute but also impacts on missed/late deliveries for local businesses who are already struggling.
- 3.44.13. HS2 has also impacted local services with the loss of the cricket field and no replacement for that loss is confirmed, despite HS2 funding for a new pitch.
- 3.44.14. Not to be underestimated is the psychological impact on the Parish. The issue has caused trauma for people in the Parish and the HS2 funding has not really made a difference to local facilities, despite HS2 investment in improving Wendover Woods. It should be noted that Wendover Woods is not within the Parish. Residents are dividing about what should be done and mitigation made to the local area and amenities.

Parish Responsibilities:

- 3.44.15. Because of increased use, Parish open spaces require constant maintenance, the amenities budget reflects that increasing cost of both materials and staff. The estates staff must be multiskilled (and a little bit inventive) to deal with issues coming from their use. This is being funded out of the precept, meaning rises to our precept or cuts in services to other areas.
- 3.44.16. Because of the focus on basic facilities, the capacity to make significant changes to local biodiversity has been lost with most of the space left as grass, due to open spaces being needed for local use such as dog walkers, games, and exercising.
- 3.44.17. The Parish is currently tendering for a skate park in one of the open spaces to service older children. While this is at a cost of open green space, the lack of facilities for teenagers is a pressing need. There has been funding raised but to complete the project the company undertaking the work will have to provide support to find additional grants.
- 3.44.18. A new play park has been found in the recent months to add to facilities, but this has only highlighted that the current play parks are old and tired. A 3 to 5-year plan will be required to replace these. Funding will need to be found from grants and any savings from operational costs that can be transferred to reserves.
- 3.44.19. The Parish is planning to use community spaces more intensely with a plan that sets out proposals to encourage a café culture on the Manor Waste and have more community-oriented events. Using outside spaces for events will relieve the pressure off the halls and meeting rooms.

- 3.44.20. The Parish has recently leased land to two community groups to help make more efficient use of space. At the London Road allotment site land has been leased that is being converted into a community garden with planting of edible trees and bushes that can be foraged by residents. At the Hogtrough Lane allotments a 'Wendover Shed' project is being trialled based on a men's shed, again to increase facilities in Wendover. The Parish is now at a stage where there is no more space left for additional community services in open spaces.

Future Development:

- 3.44.21. The redevelopment of RAF Halton could mean huge demand on Wendover services if the housing is developed without any additional schools, shops, community space, and health centres. Alternatively, if these are included in the development then it could release pressure on Wendover infrastructure.
- 3.44.22. The HS2 construction will also impact on future growth. The return of land to the local area could result in significant developments or alternatively it may provide an opportunity for the Parish Council to acquire additional land and develop facilities, which could include car parking, additional park spaces or other community assets.
- 3.44.23. The Parish Council needs to preserve (and expand where necessary) the local green spaces and local views while accommodating any necessary development.
- 3.44.24. While there are two big projects impacting on the Parish the headwinds are that there will only be more pressure on local facilities and services from increased housing developments. Unfortunately, it is unclear how the Parish will be impacted at this time.

Ambitions and the New Local Plan:

- 3.44.25. The Parish Council's vision and mission are at the core of the Parish's ambitions:
- Working on the heritage, particularly championing the conservation area;
 - Ensuring open spaces are well used and provide venues for vital community activities. This includes a bigger events plan and changes to the open spaces to accommodate the local community and visitors to the area;
 - Looking into the issue of community halls and meeting space. There is a potential with the land next to the clock tower for community space, or other spaces that would serve the over subscription of indoor congregation space;
 - Working with the Canal Trust to improve access to the canal path and access this gives to the countryside;
 - Delivering new skate park facilities;
 - Working on the traffic and parking issues to provide increased parking for access to local facilities and business while reducing impact on resident parking and access;

- Supporting the local businesses and progressing a Wendover brand and communication channel as a part of that support package;
- Addressing the Councils' carbon footprint by exploring electric vehicles and solar/wind energy sources;
- Looking at the biodiversity and planting of open spaces;
- Growing our support/partnerships with community organisations

3.44.26. The new Local Plan should support the Parish Council in their local ambitions and directly address following areas:

- Transport and parking are the number one issue in any consultation. The combination of high vehicle ownership, being an attractive destination for visitors and commuter services from the station (which has prohibitively high parking costs) makes this the number one issue for the Parish. This ranges from day-to-day interactions, Council meetings, and the neighbourhood plan consultation. Sorting out the road network and parking so it not only meets current needs, but future needs is key to many of the Parish Council plans;
- Preserving green spaces and the view of the Chilterns National Landscape (AONB);
- The GP service is at breaking point and the schools are oversubscribed. Any future development must consider the impact on these services. Buckinghamshire Council needs to take a stand on ensuring there is funding for improvements to these services; and
- Development of community spaces, in particular meeting spaces.

3.44.27. It is also hoped the new Local Plan will enable Buckinghamshire Council to leverage its influence with HS2 to fully fund the restoration of lost facilities, open spaces, and scenic walks/views. The Plan should take seriously current issues that could impact future services, such as the noise and hydrology. Buckinghamshire Council should have a reserve to retrospectively deal with any unintended consequences of such significant infrastructure work in the area.

3.44.28. In addition, the Parish fully support any commitment to sustainability and minimising the impact of new Local Plan policies on the environment. Expanded policies on new builds considering heat pumps and solar panels as standard and support for retrofitting would be welcomed. These policies should build on recent developments with swift boxes, bee bricks, wildflower habitats, and consideration for bats. Ultimately, whilst a challenging ambition, net zero should be a target for any new development.

3.45. West Wycombe Parish Council

- 3.45.1. The roads in the Parish are stretched beyond capacity, particularly when the M40 is closed, and the pedestal roundabout becomes a bottleneck. This will be exacerbated with the volume of development underway and planned for in the future from Princes Risborough and beyond. The Parish has been asking for over 25 years for some work to be undertaken on the A4010, as it is the main link for drivers coming from Aylesbury to join the M40 and M4. The road is mainly bounded by fields and widening has always been possible. The problem has become worse since Stoke Mandeville has become the main hospital.
- 3.45.2. Regarding services and infrastructure that the Parish is responsible for, there is capacity in the village hall, playing field, allotments, burial ground, and church building.
- 3.45.3. The Parish does not own any land, most of it is either National Trust or West Wycombe Estate. Some of the Parish is in a Conservation Area, and it is in the Green Belt and National Landscape (AONB). Ribbon development on the West Wycombe Road has changed the Parish from family homes to flats or HMOs, where the residents show little interest in the Parish or the local community. The side roads do still have houses and their own communities. Parking is a big issue as developers are providing the minimum amount, which leads to neighbour disputes caused by the lack of parking. This also causes problems for pedestrians and cyclists due to pavement parking. The Parish undertook a Rural Housing Survey, which identified a need, however there is no available land.
- 3.45.4. The Parish would appreciate more support to reduce the amount of HGV's coming through the National Trust village of West Wycombe, which can bring traffic to a complete standstill and threaten the safety of pedestrians using the pavement. This is made worse when the M40 is closed.
- 3.45.5. The new Local Plan could develop alternative routes on the A4010, and to change parking policy for new development. Most residents commute; they need their cars. Property prices are such that a one bed flat will have two cars. Most residents do not work in Wycombe, using public transport is not an option for people commuting, therefore the parking minimums should be changed. Cycling in hilly Wycombe with poor cycle routes affected by pavement parking is not a practical option for most people.

3.46. Westbury Parish Council

Overview:

- 3.46.1. The Parish has significant issues related to traffic Congestion. There is heavy usage of the A422 and Biddlesden Road junction (including high volumes of HGV traffic accessing the Sugarich facility). There is severe congestion on Main Street (especially at school drop off/pick up times and during school events). There are high volumes of HS2 construction traffic and related road damage/deterioration.
- 3.46.2. The Parish has inadequate pedestrian access. Westbury is bisected by the A422 with poor pedestrian access from either side of the village. A puffin crossing is to be installed which will mitigate some of the issues regarding the A422, but footpath provisions are inadequate. Further, pedestrian access to the village hall and community shop and café has been negatively affected by recent developments on Red Oak Lane.
- 3.46.3. Westbury has very limited public transport connections.
- 3.46.4. Westbury suffers from an outdated/limited provision of high-speed broadband connectivity, which is further compounded by very poor cellular telecommunication signal strength.
- 3.46.5. Westbury suffers from aging sewage infrastructure that is at/exceeding capacity in key areas. Further, there is poor drainage in key areas resulting in flood risk and ongoing property and/or road damage.

Key Priorities:

- 3.46.6. Within the Parish there are several priorities regarding preservation and further improvement of key community assets.
- 3.46.7. A neighbourhood plan is currently being developed by the parish council, and this is likely to propose a Settlement Boundary Policy for Westbury. There is very strong community support for maintaining the current settlement area and protecting the surrounding rural land and green spaces that are integral to the character of the village.
- 3.46.8. The village hall and playing fields act as the communal heart of the village. The hall and playing fields are very well utilised and host numerous community events including a range of organised sporting activities and a wide variety of social clubs and events. The rural outlook and sunsets are considered critical assets to preserve for the good of the community.
- 3.46.9. The village hall and community shop and cafe provide valuable community services and act as a social focal point for the community, however, increases in running costs represent an existential threat.
- 3.46.10. The Westbury Social Club provides a valuable, albeit under-utilised, alternative social focal point within the village.

- 3.46.11. St Augustine's Church is a wonderful historic church with potential for significantly more use as an additional community space. Expanded usage is restricted due to a lack of water supply and mains drainage.
- 3.46.12. Agricultural Land to the west of the village has been greatly impacted by HS2. Development works for HS2 have resulted in a significant reduction in land available for agricultural usage. There is strong community support for protecting the remaining agricultural land and maintaining the rural identity of the village.
- 3.46.13. Westbury is blessed with several listed buildings within a formal conservation area. The neighbourhood plan that is currently being developed is likely to propose a design code and further refinement of the conservation area.
- 3.46.14. There are a small number of remaining, but underutilised, light commercial sites that could be potential sites for in-fill development and conversion to residential properties.

Emerging Neighbourhood Plan:

- 3.46.15. The Parish Council is currently working on the development of a neighbourhood plan that will formalise the community's aspirations for the village over the next 20 years. This is due to be completed later this year.
- 3.46.16. The plan is proposing three development scenarios for Westbury for consideration by the community. All scenarios will include a Settlement Boundary Policy. Informal consultation with the local community indicates that the Parish Council is likely to receive a community mandate for a scenario based on small scale development within the proposed settlement boundary. Any development would be expected to consist of less than three-bedroom properties and potentially include a requirement for affordable housing.
- 3.46.17. Westbury is near larger towns and the facilities that are found in larger towns (Brackley, Buckingham, Bicester, Milton Keynes, and Banbury). If public transport access can be improved most unmet community facilities needs would be satisfied in an efficient manner.
- 3.46.18. The current housing mix over-indexes four-plus bedroom properties. Community feedback is that the village is under-served in smaller properties.
- 3.46.19. Development, both new build and farm/light industry conversion, has significantly outpaced comparable villages. The above average rate of development has created significant pressures on the village infrastructure and there was quite some relief to see these issues acknowledged in recent refusals for planning applications within the village.

- 3.46.20. The Parish would like the new Local Plan address issues in relation to traffic, drainage, foot path access, telecommunications, and bus services.

3.47. Wexham Parish Council

- 3.47.1. The Parish is developing plans to include better linkage and a more integrated network of footpaths and cycleways.
- 3.47.2. The Parish wants to foster greater biodiversity within green spaces and make sure it contributes to climate change mitigation and is visible and accessible to all.
- 3.47.3. The village hall wants to switch to renewable energy sources such as a ground source heat exchange under the playing field or a small-scale data centre providing heat.
- 3.47.4. The village hall wants to install solar street lighting, and high-speed broadband to the door of every household.
- 3.47.5. The new Local Plan can help the Parish by making a strategic recognition of the importance of the green buffer.
- 3.47.6. The Parish Council is a bastion of the Green Belt and provides an invaluable green buffer between Slough to the south and settlements such as George Green, Wexham Street and other settlements already established in our area. The Parish is proudly rural with a rich mosaic of accessible farmland. Importantly, the Parish has within its curtilage two highly popular Country Parks, Black Park, and Langley Park, which are, and will continue to be, jewels in the south Buckinghamshire rural scene.
- 3.47.7. The Parish Council expects the new Local Plan to consider and deliver a carefully reasoned strategic approach to both Green and Blue Infrastructure. The Council supports the ethos set out by the Colne Valley Regional Park Green and Blue Infrastructure Strategy.
- 3.47.8. The Parish Council considers its role should be to continue to uphold the green rural buffer in this part of Buckinghamshire. Existing green space infrastructure copes adequately with current demand and will continue to cope well provided no major growth is allowed in the locality. The Council asserts that no large-scale growth should be planned in the locality because of its importance as a green space and as a green buffer.
- 3.47.9. The Parish Council are in the initial stages of developing a neighbourhood plan, which will champion these considerations.

3.48. Winslow Town Council

Overview:

- 3.48.1. Infrastructure and services in the town are already starting to be stretched. This can be seen in stresses related to the increasing volumes of traffic in the town, the inadequacies of local health facilities (for which a stop-gap improvement to the Health Centre is currently being implemented), the capacity of local schools, the provision of facilities for various sports, leisure and recreation activities, and the provision of spaces in which clubs and societies can hold meetings.
- 3.48.2. Winslow Public Hall has just been refurbished and enhanced to better accommodate a wider variety of activities, and to provide a new medium sized meeting room. Plans for additional community facilities associated with the existing sports club building on the recreation ground (Elmfields Gate) have been considered but may not be deliverable. Alternatives are being investigated to satisfy the demand for more spaces for meetings and events to be held within the community. Possible collaboration with the community library is one option under consideration. Sport facilities are due to be re-provided by Buckinghamshire Council in the Sports Hub referred to in the neighbourhood plan (funded by the development of the Winslow Centre site from which they are being displaced). The Town Council has agreed to support the addition of a skate park to the Sports Hub. Funding for additional community facilities (including the skate park) is dependent on s106 funds (or equivalent), which have been collected from, or will be collected from, the developers of housing sites in the town.

Future Growth:

- 3.48.3. Infrastructure and services in the town will be stretched and getting beyond capacity by 2033, given that the town's population is expected to have increased by 30% from 5,200 to 6,750 dwellings, through the housing allocations already included in VALP and the modified Winslow Neighbourhood Plan 2022-2033.
- 3.48.4. In the absence of a Local Plan framework for the Winslow area for the period beyond 2033, the Town Council has no plans beyond 2033. Planning for local facilities over such a long timescale is also difficult, with the uncertainties related to future funding availability through s106 and/or CIL or its successor.

Future Ambitions:

- 3.48.5. Winslow Town Council's current vision is set out in the modified Winslow Neighbourhood Plan 2022 – 2033, as approved by a recent referendum.

Key Goals

3.48.6. Key goals include:

- Improved sustainability with more local employment, improved health, community, and sports facilities, and at least maintaining if not enhancing the commercial services offered in the town;
- Meeting housing needs particularly for younger and older people;
- Addressing issues related to traffic congestion;
- Maintaining the town's historic and architectural character within the built-up area and protecting the surrounding countryside from development.

Range of Planned Developments:

3.48.7. These goals suggest a range of planned developments:

- Additional housing and employment opportunities, which together should improve the sustainability of the local community, providing greater demand for local services and reducing the need to commute out of the town for employment;
- Additional green space to meet leisure and recreational needs particularly on the western side of the town where recent developments have been under-provided with open space;
- Buckinghamshire Council delivering on the Sports Hub proposal that features in the neighbourhood plan;
- Improving road infrastructure particularly around the west of the town;
- Furze Lane now has a role as an important distributor road but needs coherent improvements to reflect this change of function from that of a country lane;
- Growth of traffic volumes on the section of Buckingham Road west of the railway bridge is expected to be significant and may require additional traffic management measures to be adopted;
- Enhancing provision for pedestrians and cyclists to provide coherent routes for them within the town (and between Winslow and Great Horwood) to encourage less local use of cars;
- Seeking to preserve and enhance the provision of local public transport in the most appropriate ways, whether by increased bus service frequencies or by the introduction of more flexible demand-responsive services within Winslow and its surrounding villages (linked with providing connections to and from train services at Winslow's new station);
- Securing greater provision of town centre parking to help sustain local commercial businesses and activities in the area; and
- Buckinghamshire Council adopting appropriate optional planning controls to deter the conversion of commercial properties into residential ones in the commercial heart of the town.

New Local Plan:

- 3.48.8. The Local Plan needs to provide a framework for future development that will facilitate and secure both the provision of additional housing and employment as well as the supporting community infrastructure that needs to accompany such developments including open spaces, community facilities, and road and path infrastructure.
- 3.48.9. Winslow is a compact town, and it would not be helpful if further expansion led to the loss of its compactness. Sites for future development should be within 1 mile (being a reasonable walking distance) of the town's centre, following the most direct footpaths – and proposals in the Local Plan should focus on maximising the potential available in such sites rather than suggesting development sites which are more distant from the town centre. Adherence to such a policy should be possible for a decade or more – but eventually a different view may need to be taken, either to stop further development of the town, or to find a way of adding sustainable development on sites which are more distant from the town centre.

3.49. Wooburn and Bourne End Parish Council

Roads:

- 3.49.1. Two main roads, the A4094 and A4155, link Wooburn Green and Bourne End to High Wycombe, Marlow and Maidenhead. These are single carriageway with pinch points at:
- Cores End Roundabout.
 - Cores End Road, which is dangerously narrow with dangerously narrow pavements (two HGVs cannot pass without mounting the narrow pavement).
 - Cookham Bridge – traffic-light controlled to ensure alternate one-way traffic in each direction.
- 3.49.2. Any road works (which have been and continue to be frequent) on Wycombe Road, Town Lane, Cores End Road, Marlow Road, Hedsor Road, Hawks Hill, and Upper Hedsor Road cause traffic tail backs, typically of 1 kilometre.
- 3.49.3. The only new road infrastructure envisaged in support of the continued development of housing is a link road between Cores End roundabout and Hedsor Road, which will form part of the Hollands Farm development.
- 3.49.4. However, as the two developers of the Hollands Farm site have not been cooperating and the major developer Catesby have submitted a planning application for their portion of the site, there is a real risk to the implementation of Policy BE2 and construction of a link road.

- 3.49.5. The link road itself has severe constraints, which limit access to a site that is targeted for 467 houses. In the opinion of the Parish Council, it is inadequate in capacity, and a failure of the Highways Department to consider that the site will have to suffer its constraints for its lifetime. The Highways Department should have insisted on a minimum road width, which would allow two buses to pass, as part of its support for the original Wycombe District Local Plan and the strategic site Hollands Farm.
- 3.49.6. The new Local Plan must not make the same the mistakes when considering reserve, strategic or new brownfield or greenfield sites for development.
- 3.49.7. The Parish Council would like to see a strong commitment from Buckinghamshire Council that it will engage during the new Local Plan process on any potential new developments within the Parish/neighbourhood area, to discuss the impact on the road system and the mitigation envisaged.
- 3.49.8. While the Parish Council does not expect to be given a veto on future development sites, it would like a commitment to adopt conditions that it proposes that would improve access and parking to avoid a negative impact on the road system's traffic flow due to exit/parking issues.
- 3.49.9. The Parish would like to see HGVs being redirected from using the villages as a cut through between M40, M4 and A404.

Parking:

- 3.49.10. Insufficient parking spaces and lack of enforcement has resulted in vehicle owners and operators parking on bends, double yellow lines and both sides of the road creating pinch points and causing traffic to back up.

Medical Facilities:

- 3.49.11. The previous three GP practices combined to form one. The Wycombe District Local Plan made a commitment to a new Medical Centre, which has not been forthcoming. A new premises for the existing Medical Centre is being investigated, however, it is unknown if an additional Medical Centre in accordance with Policy BE3 is not being investigated.

Green Spaces:

- 3.49.12. Although the Parish Council owns or leases six green spaces (including Wooburn Park), a review of Wycombe's Open Spaces Framework Assessment (WOSFA) shows that the Parish is woefully short of green space. The WOSFA concludes with the statement that Wooburn and Bourne Parish has "a strategic and a local open space deficiency."
- 3.49.13. In relation to Wooburn Green, the WOSFA suggests that there is 3.86 ha of unrestricted open space provision/per 1,000 people and 5.4 ha/per 1,000 people

when account is taken of restricted open space. Compared against the standard of 9.71 ha/per 1,000 people, there is a deficit of 4.31 ha per 1,000 people, even when account is taken of restricted open space.

- 3.49.14. In relation to Bourne End/Wooburn, the WOSFA suggests that there is 2.19 ha of unrestricted open space provision/per 1,000 people and 4.89 ha/per 1,000 people when account is taken of restricted open space. Compared against the standard of 9.71 ha/per 1,000 people, there is a deficit of 4.82 ha per 1,000 people, even when account is taken of restricted open space.
- 3.49.15. The Parish Council intend to consider purchasing any suitable tracts of land that are for sale, which would enhance recreational space. There are no specific plans at this time as it will depend on what comes to the market.
- 3.49.16. Proposed new developments in Slate Meadow and Hollands Farm incorporate green spaces in green and blue corridors and buffer zones, which could be transferred to the Parish Council along with appropriate funding for maintenance.
- 3.49.17. The Parish Council also own two allotments and have acquired additional land for the cemetery, which will cover burials well into the future.

Pedestrian Access:

- 3.49.18. Pedestrian access to the village centres is compromised in some parts of the parish/neighbourhood area. Cores End Road is very narrow with very narrow pavements and is a risk for pedestrians, especially any children walking to either St Paul's School or Westfield School. Town Lane pavements have become narrower than their original layout due to encroachment from banked areas, which have slipped onto the pavement. These need swift maintenance and clearing.

Cycle Ways:

- 3.49.19. The road system is single carriageway and not very safe for cyclists to a destination - work or other. Cyclists in large groups on this route impedes traffic flow. The new Local Plan needs to make provision to implement the planned cycle way and footpath between Bourne End and High Wycombe as envisaged in the Wycombe District Local Plan.

Air Quality:

- 3.49.20. The Parish Council is measuring air quality at key points in the Parish. There are three locations where air quality readings are close to Department for Environment Food and Rural Affairs limits. This is of concern as air quality will be impacted by new developments in Slate Meadow and Hollands Farm, which will increase home ownership by 15% and in turn car ownership (at least 2 per new home).

Community Halls:

- 3.49.21. All the community halls in the Parish/neighbourhood area are privately owned and operated and fully utilized, such that new bookings are difficult to arrange. The Parish Council has no plans to build or operate halls in the future.

New Local Plan:

- 3.49.22. The Settlement Review and Infrastructure Review are a one-way input into the process, which can easily be lost in the macro position of forming a new Local Plan.
- 3.49.23. The Parish Council would like to engage Buckinghamshire Council in the Local Plan process to discuss each of the issues raised above to identify practical solutions that would be part of a commitment in the new Local Plan, so that they are not lost in the aggregation of survey comments and headings.

4.0. Conclusion

- 4.0.1. This study supports the development of the new Local Plan by providing an initial assessment of the current capacity levels, issues, and future planning for infrastructure. The study is an important initial step in engaging with various infrastructure providers. Further engagement with infrastructure providers will be undertaken as part of preparing an Infrastructure Development Plan (IDP) for the new Local Plan. The BIS is part of the work to ensure the right amount of infrastructure is provided in the right location at the right time.

4.1. Key Findings – Overview of Current Capacity

- 4.5.1. The table below provides the views of different infrastructure providers in relation to how they are currently coping to meet demand for their services. The ratings are based on the Council's interpretation of their responses to the BIS questionnaire. These have been allocated a Red – Amber – Green style rating to provide an overview. They range from 'coping' to 'stretched beyond capacity'. There is some subjectivity in these ratings, and they need to be considered alongside the role and responsibilities of infrastructure providers to plan for in their service and delivery plans.
- 4.5.2. For example, according to one response received, early years education and childcare services are currently just coping with current demand based on current capacity, and assuming no growth, the infrastructure will be stretched beyond capacity by 2033.
- 4.5.3. According to another response received, secondary education is under pressure as some local schools within Buckinghamshire will struggle in the future to meet demand arising from their local area, and this is likely to have wider effects on linked catchments outside Buckinghamshire.
- 4.5.4. It will be important for the Council to work closely with these providers in preparing the new Local Plan and the related IDP, to ensure that infrastructure is provided in a timely and appropriate way to support new growth. The assessment is based on Buckinghamshire as a whole and in some cases, it may not pick up on particular issues in specific areas.
- 4.5.5. Based on this high-level assessment there are red flags for current infrastructure - healthcare, one household recycling site and Special Educational Needs and Disabilities. There are significant capacity issues for other types of infrastructure. As the BIS is a baseline assessment this highlights the need for new infrastructure provision to be a critical part of the new Local Plan for Buckinghamshire and how it accommodates new housing, employment and other development.

4.5.6. Overview of Current Infrastructure Issues from the Respondents

Coping	Coping/ Starting to become stretched	Starting to become stretched	Starting to become stretched/ Stretched beyond capacity	Stretched beyond capacity

Infrastructure Type	Infrastructure Provider	Service location	RAG rating
Police	Thames Valley Police	Buckinghamshire, Berkshire and Oxfordshire	
Ambulance	South Central Ambulance Service	Berkshire, Buckinghamshire, Hampshire, Oxfordshire, and Sussex	
Primary Healthcare	Integrated Care System	Buckinghamshire, Oxfordshire, and West Berkshire	
Hospitals	Buckinghamshire Healthcare NHS Trust	Buckinghamshire	
Broadband	Buckinghamshire Council	Buckinghamshire	
Mobile Technology	Buckinghamshire Council	Buckinghamshire	
Electricity Distribution	UK Power Networks	Central Buckinghamshire	
	Scottish & Southern Electricity Networks	Southern Buckinghamshire	
Waste	Buckinghamshire Council	North Buckinghamshire Waste Service	
		South Buckinghamshire Waste Service	
		Beaconsfield Locality Household Recycling Centre (HRC)	
		Northern Buckinghamshire Locality HRC	
		Aylesbury Locality HRC	

		High Wycombe Locality HRC	
		Southern Buckinghamshire Locality HRC	
Early Years and Childcare	Buckinghamshire Council	Buckinghamshire	
Primary and Secondary Education	Buckinghamshire Council	Buckinghamshire	
Special Education Needs and Disabilities	Buckinghamshire Council	Buckinghamshire	
Adult Learning	Buckinghamshire Council	Buckinghamshire	
Crematoriums and Cemeteries	Buckinghamshire Council	Buckinghamshire	

4.2. Policy Related Considerations

4.2.1. The policy related considerations in the table below were received from the infrastructure providers. These will be reviewed in terms of how they will assist in developing the policy wording for the new Local Plan, it's site allocations and delivery mechanisms.

Infrastructure Type	Policy Consideration
Mobile Technology	To provide an acceptable level of mobile coverage, masts and other mobile infrastructure needs to be built close to new housing developments. A policy in the new Local Plan in relation to location and amenity issues, will assist the provision of this infrastructure.
Primary Healthcare	Development contributions associated with new housing development should: <ul style="list-style-type: none"> Support the expansion of existing primary care facilities as the default approach. Larger housing developments (or clusters of development) may need new primary care facilities and associated land allocations.

	<ul style="list-style-type: none"> • Include a component or proportion of development contributions for healthcare to provide much more assured and efficient funding for primary healthcare infrastructure. • Allow for pooling of development contributions from multiple sites towards infrastructure improvements. <p>Identify opportunities for local integration and collaboration, and pooling and prioritising of capacity and resources for pharmacies, opticians and dentists.</p> <p>Provide affordable housing for key workers in health and social care.</p> <p>Ensure good transport links to health hubs.</p>
Broadband	Requirements that stipulate gigabit-capable fibre connections as part of new development would help broadband infrastructure provision.
Waste management	<p>Waste management needs to be an integral part of designing and planning for new developments. Current guidance should ideally become standard requirements to reduce issues, such as:</p> <ul style="list-style-type: none"> • Unsuitable reversing areas; • Long drag distances; • Shared facilities with no management plans and communal bin collection points; • Inadequate space for multiple receptacles for householders and business waste; • Poor access to dwellings; and • Unsuitable roads for servicing fleets. <p>It can be difficult to identify a suitable and acceptable location for a waste facility. To support site selection and land acquisition processes to develop new waste management facilities, it would be beneficial to maximise flexibility in relation to planning classifications. In addition, allocating sufficient land where a waste facility would be acceptable as part of new growth area allocations would be useful.</p> <p>Waste service planning only accounts for a period to 2033, there is no longer term service plan in place. Whether planning for waste services falls into the scope of the new Local Plan or as part of a review of the Minerals and Waste Local Plan should be considered.</p>
Early years and childcare	The employment opportunities that childcare and early years education can contribute within medium to large scale housing developments.

	<p>The need for sufficient developer contributions to support the creation of proportionate sized suitable buildings according to predicted demand.</p> <p>The need for developer contributions as part of smaller developments to support/expand existing services.</p> <p>The demand for early education and childcare services will be higher where more affordable housing, first time housing, and family homes are provided.</p> <p>The need for good transport links to support employment opportunities in early education and childcare.</p> <p>The need for childcare facilities and employment opportunities to be close together and accessible to our most vulnerable families.</p> <p>The need for key worker housing to be accessible and local to early years and childcare facilities to support their employment.</p>
Special Education Needs and Disabilities (SEND)	The new Local Plan can assist to support a strategic approach to SEND provision, which is required to ensure that the delivery of specialist provision for pupils with SEND is fully considered.
Crematoriums and Cemeteries	An understanding of projected demographics and death rates are needed to assist the future planning of crematoriums and cemeteries. These findings will need to be considered in the IDP.

Table 3 Key policy related findings received from the infrastructure providers, which may assist in developing the new Local Plan.

4.3. Evidence gaps

- 4.3.1. The table below sets out the infrastructure providers that provided a response to our questionnaire to inform this study. It also includes the dates the Council requested the information, and the dates providers were chased to provide a response. In total, 8 key infrastructure providers did not provide a response, which creates an evidence gap to the study. They are Buckinghamshire Fire and Rescue Service, Frimley Health NHS Foundation Trust, National Grid Electricity Distribution, Cadent Gas, Scotia Gas Networks (SGN), Buckinghamshire College Group, Buckinghamshire New University, and University of Buckingham. This will be addressed in further work on the IDP.

Infrastructure Provider	Initial Request Sent	First Chase Request Sent	Second Chase Request Sent	Response Date	Response Received (Yes/No)
South Central Ambulance Service	9/1/2024	29/1/2024		30/1/2024	Yes
Thames Valley Police	10/1/2024	29/1/2024		25/4/2024	Yes
Buckinghamshire Fire and Rescue Service	9/1/2024	29/1/2024			No
BOB Integrated Care System	3/2/2023			3/3/2023	Yes
Buckinghamshire Healthcare NHS Trust	3/2/2023			5/3/2023	Yes
Frimley Health NHS Foundation Trust	9/1/2024	29/1/2024			No
Broadband - Buckinghamshire Council	3/2/2023			23/2/2023	Yes
Mobile Technology - Buckinghamshire Council	6/4/2024			7/4/2024	Yes
Nation Grid Electricity Transmission	9/1/2024			23/2/2024	Yes
Scottish and Southern Electricity Networks	3/2/2023			3/3/2023	Yes
UK Power Networks (UKPN)	3/2/2023	27/3/2023	9/1/2024	25/3/2024	Yes
National Grid Electricity Distribution	3/2/2023	27/3/2023	9/1/2024		No
Cadent Gas	9/1/2024	29/1/2024			No

Scotia Gas Networks (SGN)	9/1/2024	29/1/2024			No
Waste Management - Buckinghamshire Council	3/2/2023			10/3/2023	Yes
Early Years and Childcare Education – Buckinghamshire Council	3/2/2023			18/3/2024	Yes
Primary and Secondary Education - Buckinghamshire Council	3/2/2023			28/2/2023	Yes
SEND Education - Buckinghamshire Council	9/1/2024			2/2/2024	Yes
Adult Learning - Buckinghamshire Council	3/2/2023			23/2/2023	Yes
Buckinghamshire College Group	3/2/2023	27/3/2023	9/1/2024		No
Buckinghamshire New University	3/2/2023	27/3/2023	9/1/2024		No
University of Buckingham	3/2/2023	27/3/2023	9/1/2024		No

Table 4 Table showing which infrastructure providers provided a response to the BIS questionnaire and when.

- 4.3.2. 48 out of the 171 (28%) town and parish councils and parish meetings provided a response our questionnaire, which also provides an information gap to the study for the areas without a reply. However, as the responses from infrastructure providers was mainly provided on a Buckinghamshire–wide basis, the feedback received from town and parish councils and parish meetings helps to create an understanding of local infrastructure issues.

4.4. Considerations for the IDP

- 4.4.1. The Council will need to be mindful of the following considerations when preparing the IDP.
- 4.4.2. Infrastructure providers have different strategies to deal with future capacity issues. Some react to situations that become apparent through frequent monitoring and review, while others take a longer-term strategic approach. For example, planning for early years and childcare tends to be short/medium term (2.5 to 5 years), as factors such as population changes affect the sustainability of providers in the market. The IDP will need to consider how different strategies, and their timeframes can align with and respond to the time frames associated with the new Local Plan.
- 4.4.3. While it is logical to equate additional growth with a need for additional physical infrastructure, in a lot of circumstances infrastructure capacity issues can be partly reduced through operational changes. For example, to enable primary healthcare workers to use their time more efficiently they are increasingly using technology to digitally interact with patients as opposed to in-person 'face-to-face' visits. The IDP will need to consider not only the additional physical infrastructure required to respond to growth but also changes in how some infrastructure providers operate to reduce capacity issues, as well as the physical infrastructure changes required to respond to these changes.
- 4.4.4. It was not apparent that one specific location had a lot of different capacity issues. However, this may become apparent when other infrastructure related studies (which were not included as part of the BIS, such as parks and green spaces; leisure, sports and recreation; community services; green and blue infrastructure; and transport) are reviewed as part of the IDP.
- 4.4.5. While the BIS included publicly available information where available, some of this was dated and may not be relevant in the future.

4.5. Next Steps

- 4.5.1. As the new Local Plan progresses, it will need to consider what areas will likely to be appropriate for accommodating new growth, the quantity that they can support alongside new infrastructure provision and other mitigation.
- 4.5.2. The BIS has been prepared at an early stage of the development of the new Local Plan and will inform the future preparation of an Infrastructure Delivery Plan (IDP), the purpose of which is to set out what type and level of infrastructure will be required - and where and when - to allow development to occur as planned.

- 4.5.3. There are numerous topic specific evidence bases that have been and will be prepared alongside this study. The preparation of the future IDP will be informed by these evidence bases as well as the BIS, allowing a more detailed analysis and explanation of infrastructure issues, proposals and potential solutions.
- 4.5.4. The IDP will also set out the mechanisms for delivering these infrastructure elements, including partners, funding sources, timescales for implementation etc. Importantly in preparing the IDP, close collaboration with key infrastructure providers will continue to take place to ensure the provision of future infrastructure is timely, practical and feasible.
- 4.5.5. The response to the BIS questionnaire shows that there are different time horizons for infrastructure providers, some plan on a relatively short-term basis. The IDP work will need to acknowledge these differences from Local Plan time horizons.

5.0. Appendices

5.1. Appendix 1 – Infrastructure Providers Questionnaire

1. How is your [infrastructure / service area] currently coping? Please provide a narrative response providing any necessary detail as well as giving a score:

Seriously under capacity	Starting to be under capacity	Coping	Starting to be stretched	Stretched beyond capacity / struggling
1	2	3	4	5

2. What are your plans for dealing with any current capacity issues? In particular, please specify how these plans will be funded and timescales for delivery. Please provide links to / copies of any such plans.
3. What are your plans for dealing with future growth and development in Buckinghamshire? In particular, please specify how these plans will be funded and timescales for delivery. Please provide links to / copies of any such plans.
4. How do you anticipate your [infrastructure / service area] will be coping in 2033, after currently planned growth is built? Please provide a narrative response providing any necessary detail as well as giving a score:

Seriously under capacity	Starting to be under capacity	Coping	Starting to be stretched	Stretched beyond capacity / struggling
1	2	3	4	5

5. What are your plans for the period 2033 – 2040 (and beyond if relevant) for the Buckinghamshire area? In particular, please specify how these plans will be funded and timescales for delivery. Please provide links to / copies of any such plans.
6. How do you see the Local Plan for Buckinghamshire helping you in delivering your infrastructure / service? This can include thoughts on policy framework, site allocation, developer contributions.
7. The plan may also need to look at strategic growth options and it will be useful understand the critical mass needed to provide major new infrastructure. Can you provide an indication of thresholds triggering new infrastructure? E.g. X number of homes require a new facility Y.

8. Are there any other issues we should be aware of regarding your [infrastructure / service area] when developing the new Local Plan for Buckinghamshire?

5.2. Appendix 2 - Town and Parish Council Questionnaire

1. How are infrastructure and services in your town / parish currently coping? Please provide a narrative response providing any necessary detail as well as giving a score:

Seriously under capacity	Starting to be under capacity	Coping	Starting to be stretched	Stretched beyond capacity / struggling
1	2	3	4	5

2. Where you manage specific infrastructure / facilities, such as green spaces or community halls, what are your plans for dealing with any current capacity issues? In particular, please specify how any plans will be funded and timescales for delivery. Please provide links to / copies of any such plans.
3. Where you manage specific infrastructure / facilities, such as green spaces or community halls, what are your plans for dealing with future growth and development in Buckinghamshire? In particular, please specify how any plans will be funded and timescales for delivery. Please provide links to / copies of any such plans.
4. How do you anticipate infrastructure and services in your town / parish will be coping in 2033, after currently planned growth is built? Please provide a narrative response providing any necessary detail as well as giving a score:

Seriously under capacity	Starting to be under capacity	Coping	Starting to be stretched	Stretched beyond capacity / struggling
1	2	3	4	5

5. What are your plans for the period 2033 – 2040 (and beyond if relevant) for your town / parish? In particular, please specify how any plans will be funded and timescales for delivery. Please provide links to / copies of any such plans.
6. What are your ambitions for your town / parish in terms of infrastructure or service improvements?
7. How do you see the Local Plan for Buckinghamshire helping deliver infrastructure and services in your town / parish?
8. Are there any other issues we should be aware of regarding infrastructure / services in your town / parish when developing the new Local Plan for Buckinghamshire?

5.3. Appendix 3 – Acronyms

5.3.1. A list of acronyms used throughout the study is provided below.

A&E	Accident and Emergency
ARP	Additional Resourced Provision
AEB	Adult Education Budget
AONB	Area of Outstanding National Beauty
ANPR	Automatic Number Plate Recognition
AGT	Aylesbury Garden Town
AGR	Aylesbury Grid Reinforcement
BIS	Baseline Infrastructure Study
BHT	Buckinghamshire Healthcare NHS Trust
BTVLEP	Buckinghamshire Thames Valley Local Enterprise Partnership
BOBICB	Buckinghamshire, Oxfordshire and West Berkshire Integrated Care Board
BDUK	Building Digital UK
CCTV	Closed-Circuit Television
CIL	Community Infrastructure Levy
CT	Computed Tomography
DEFRA	Department for Environment Food and Rural Affairs
DSIT	Department for Science, Innovation and Technology
DFES	Distribution Future Energy Scenarios
DNO	Distribution Network Operator
EWR	East West Rail

ESFA	Education and Skills Funding Agency
EV	Electric Vehicle
ESOL	English for Speakers of Other Languages
FTTP	Fibre to the Premises
FE	Form-entry
FHFT	Frimley Health NHS Foundation Trust
GIS	Gas Insulation Switchgear
GP	General Practitioner
GW	Gigawatts
GHG	Greenhouse Gas
HUDU	Healthy Urban Development Unit
HGV	Heavy Goods Vehicle
HMO	House in Multiple Occupation
HS2	High Speed Two (Rail)
HRC	Household Recycling Centre
HIF	Housing Infrastructure Fund
IDP	Infrastructure Delivery Plan
ICB	Integrated Care Board
ICS	Integrated Care System
ICT	Integrated Community Team
KV	Kilovolt
LED	Light Emitting Diode

LAEP	Local Area Energy Plan
LCU	Local Command Units
LCWIP	Local Cycling and Walking Infrastructure Plan
LSIP	Local Skills Improvement Plan
MRI	Magnetic Resonance Imaging
MTFP	Medium Term Financial Plan
MVA	Megavolt Ampere
MVAS	Mobile Vehicle Activated Sign
MUGA	Multi-Use Games Area
NCR	National Cycle Route
NGED	National Grid Electricity Distribution
NGET	National Grid Electricity Transmission
NHS	National Health Service
NPPF	National Planning Policy Framework
NDP	Network Development Plan
NEPTS	Non-Emergency Patient Transport Service
Ofgem	Office of Gas and Electricity Markets
OHL	Overhead Line Circuit
PTS	Patient Transfer Service
PV	Photovoltaic
PCN	Primary Care Network
PCS	Primary Care Strategy

PPG	Planning Practice Guidance
PRU	Pupil Referral Unit
RAWS	Resources and Waste Strategy
RBL	Royal British Legion
SSEN	Scottish and Southern Electricity Networks
Section 106	Section 106 of the Town and Country Planning Act 1990
SCAS	South Central Ambulance Service NHS Foundation Trust
SEND	Special Education Needs and Disabilities
SSEP	Strategic Spatial Energy Plan
SGT	Super Grid Transformer
TVP	Thames Valley Police
UKPN	UK Power Networks
UKSPF	UK Shared Prosperity Funding
VALP	Vale of Aylesbury Local Plan
VCSE	Volunteer Community and Social Enterprise
WDLP	Wycombe District Local Plan
WOSFA	Wycombe Open Spaces Framework Assessment