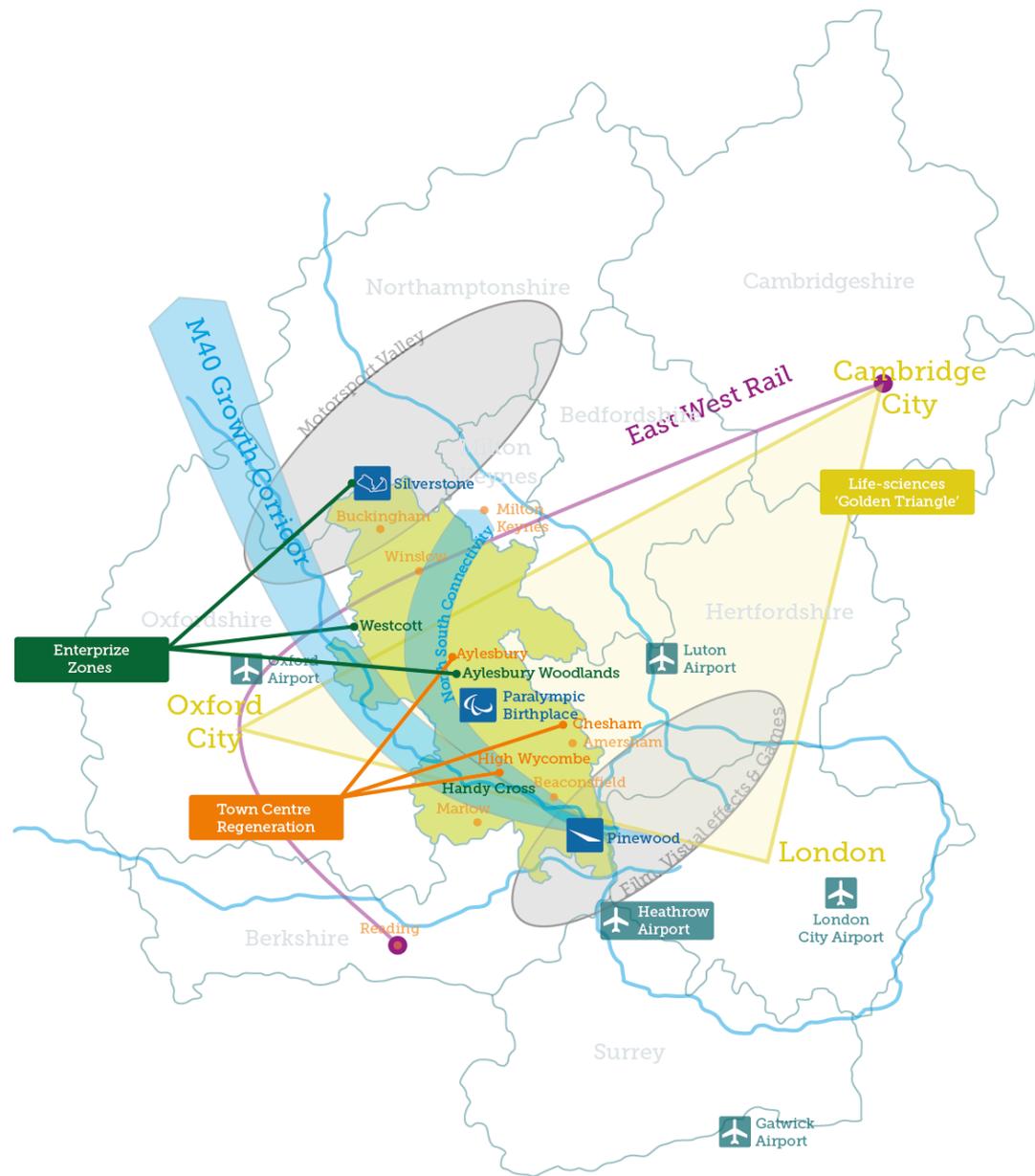


# Buckinghamshire

Thames Valley | LOCAL ENTERPRISE PARTNERSHIP

THE ENTREPRENEURIAL HEART OF BRITAIN

BUILDING CONDITIONS FOR  
SUSTAINABLE  
ECONOMIC  
GROWTH IN THE  
ENTREPRENEURIAL  
HEART OF BRITAIN



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[WWW.BTVLEP.CO.UK](http://WWW.BTVLEP.CO.UK)

# Business & Skills Opportunities

- **Strategic Economic Plan – Key Themes**
  - Business Growth & Innovation – Supporting High Growth Sectors & Scale Up Potential
  - Skills & Talent – Delivering the skills pipeline to meet business needs
  - Connectivity – Including both Physical & Digital Connectivity
  - Town Centre Regeneration – Develop Business Vibrancy & Growth in Town Centre Locations
- **Sector Growth**
  - Creative Industries – Pinewood Leading the way as producer of Film Content
  - Life-Sciences – Buckinghamshire At the Heart of the Golden Triangle
  - High Performance Engineering – Developing the Silverstone Cluster
  - Space Propulsion – The UK’s Satellite Corridor – Oxfordshire, Buckinghamshire, Hertfordshire
  - Tourism – BTVLEP Investment in Visit Bucks unlocking untapped potential
- **National Industrial Strategy & Regional Industrial Strategies**
  - Government White Paper Co-ordinated Response for Buckinghamshire
- **Enterprise Zones – 1 million square metres of High Quality Employment Space**
  - Silverstone – Our fastest growing site, with new occupiers confirmed for 60% of new available space
  - Westcott – National Space Propulsion Centre & 5G Test Facility
  - Aylesbury Woodlands – Enabling Infrastructure in the South East’s Largest Employment Site
- **Regional Collaboration**
  - National Infrastructure Commission Oxford to Cambridge Arc
  - Greater Thames Valley LEP Network

# Business & Skills Opportunities

- **Growth Hub Membership & Reach**
  - Bucks Business First 10,000+ members
  - Unrivalled Network for Business Support & Advice
  - Supporting business productivity and showcasing excellence
- **Skills Strategy**
  - Business Market Intelligence
  - Responding to a changing business market need
  - Retaining Talent in Buckinghamshire
    - Buckinghamshire Colleges Group
    - Universities as Institutes of Place
    - University Led Incubation Facilities
  - Apprenticeships & The Apprenticeship Levy
- **Capitalising on National Infrastructure Investment**
  - Heathrow Expansion - Iver
  - East-West Rail
  - Oxford Cambridge Expressway
  - Cross-rail
  - Aylesbury Garden Town

# Business & Skills Threats

- **Buckinghamshire's Demographic Time-bomb**
- **Government Perception of London & the South East**
- **Local Organisational Unity**
- **Government Funding Sustainability**
  - National Business Rates Policy
  - Local Growth Fund fragmentation
  - European Funding – replacement & continuity
- **Reliance on road transport connectivity**
- **Planning Stability & Regional Threats especially the London Plan**

# **Growth & Development Strategy Service**

**John Rippon,  
Head of Growth &  
Development Strategy**

# Challenges

- **Impacts of growth and national strategic infrastructure schemes – BCC being expected to lead identification of solutions and bring different stakeholders together e.g. Iver**
  - **Service can only work on feasibility of a limited number of transport proposals at a time – acts as a bottleneck on schemes moving forward to implementation**
  - **Once Local Plans are approved – expectation that number of schemes needing feasibility work will increase**
  - **Limited funding to carry out expensive feasibility and business case development for infrastructure projects**
  - **Sometimes challenging timescales to develop and implement s106 projects funded from developments**
- 

# Opportunities

- **Longer term view needed of feasibility work and how this leads to increased investment in BCC**
  - **Use example of Leader's Pot for developing schemes which is then recycled as external funding received**
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# **Transport Strategy Service**

## **Strategic Transport Authority (STA)**

**Joan Hancox,  
Head of Transport Strategy**

# Challenges

- **Traffic levels are predicted to rise by 25% to 30% across the County over the next 20 years**
  - **Not possible to build/increase highway capacity in all circumstances to address this growth – but Government funding mainly capital for new infrastructure**
  - **Reliance on car travel undermines public transport and is not sustainable and leads to further reliance on car travel**
  - **Significant demand for transport modelling work to support/influence Local Plans placing resource demands on BCC**
  - **Reducing financial revenue resources to support public transport, encouraging sustainable and active travel**
  - **Increasing demand for school travel planning linked to school expansions (see recent TEC Inquiry) but no additional resources**
  - **Increasing traffic and pupils travelling to school could increase demand for school crossing patrollers**
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# Opportunities

- **Increases in active travel (cycling and walking) needed for shorter journeys to reduce congestion, improve air quality and part of active lifestyle to prevent many chronic diseases such as diabetes, heart failure and cancer.**
  - **A more joined up approach with Public Health on creating healthy places to live e.g. Aylesbury Garden Town**
  - **Developing Transport Strategies which help to change how people travel and mitigate impacts of growth e.g. Aylesbury and Buckingham Transport Strategies**
  - **Changing some of the services we deliver – such as travel planning to respond to growth demands**
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# Highways Development Management



Christine Urry  
Head of Highways Development  
Management

## Opportunities - “Growth is Our Business as Usual”

Provision of new Highway Infrastructure (e.g. Junction Improvements/Link Roads/footway and cycleways)

The National Planning Policy Framework requires decisions to take into account ‘improvements that can be undertaken within the transport network that cost effectively limit the significant impact of development’.

Last financial year Highways DM secured in the region of £11m in S278 works in kind.

Provision of new and improved bus services (e.g. Berryfields/ Kingsbrook)

The National Planning Policy Framework supports sustainable travel and states that decisions should ensure that ‘opportunities for sustainable modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure’

Developers are required to provide funding to support new or amended bus services and associated infrastructure (e.g. stops/shelters/RTPI).

Last financial year Highways DM secured in the region of £2m in S106 contributions

Income Generation

Highways Development Management charge Developers for the services provided (e.g. S278/38 Agreements and Pre-app Charges). This means that the County Council is able to carry out its statutory function, whilst limiting the financial cost to the tax payer.

## Challenges – “Limitations of Development”

### Statutory vs Non Statutory Functions

Legislation sets out the governance in terms of planning for growth. The decision making process is the responsibility of the Planning Committee at the District Level. The County Council is a Statutory Consultee in the planning process for Rights of Way, Highways, Education and Strategic Flood Management.

Statutory consultees have only have 21 days in which to provide a substantive response to planning applications as prescribed by Article 22 of the Development Management Procedure Order.

The ability of the County Council to influence planning beyond its Statutory roles are limited.

### Deterioration of Existing Infrastructure

Highways Development Management can only secure contributions that meet the CIL Regulations:

- 1) *Necessary to make the development acceptable in planning terms*
- 2) *Directly related to the development and*
- 3) *Fairly and reasonably related in scale and kind to the development*

We cannot require a developer to provide funding towards maintenance of the existing infrastructure as the Highway Authority has a responsibility to maintain its existing road networks so that they are fit for purpose.

### Maintenance of New Infrastructure

Funding was previously allocated by central government based on the length of roads within the County, therefore when new roads were adopted as public highway BCC received additional funds to cover the maintenance. As this is no longer the case, a more robust commuted sum policy is required to ensure that the Council can maintain the new infrastructure being constructed by Developers.

### Background Traffic Growth

Not all changes on the network are caused by ‘developments’ or ‘planning applications’. There is a wider issue of how we manage background traffic growth resulting from changes in income, employment, the cost of motoring and demography.



# Transport Service

## Highways Maintenance and Management

**Mark Averill**  
**Head of Highways**

# Challenges

## Network Management

Increase in developments will lead to an increase in utility openings, in turn leading to increased delays on the network

Increase in traffic will lead to older traffic signal installations not operating as efficiently as modern MOVA type systems

Increase in traffic will in turn lead to increased delays on the uncontrolled network

More people, more cars more demand for parking

## Road Safety

Increase in road traffic may lead to increased incidents.

## Maintenance

Short term no impact of NEW infrastructure

Increased lorry movement during construction will lead to premature failure

Increase in energy bills if we adopt additional lighting



# **Opportunities**

## **Network Management**

Use S278 as a vehicle to drive upgrade of outdated signal installations and introduction of SCOOT corridors etc.

Fully utilise TM Act to force utilities to resurface where possible

Introduce P&D for on street to improve churn and revitalise our local town and village centres

## **Maintenance**

Change adoption specification – higher quality of materials (durability) to forestall maintenance

Ensure footway lighting is passed to Parish Councils to maintain

Adopt a more risk based inspection policy that allows for larger defects to form before they are treated AND

Allow Parish and Town Councils to repair non-urgent defects on the quieter parts of the network via devolution

# Planning and Environment

**David Sutherland**  
**Head of Planning and  
Environment**

## Protecting our high quality Natural Environment & Cultural Heritage

### Challenges

- Failure to recognise fundamental link between **natural capital, economic growth and sustainable/healthy communities**
- **Lack of wider environmental vision i.e. Garden Town**
- Risk of continued **fragmentation of habitats** - co-ordination needed from regional to local scale
- Most **Environmental indicators are already worsening** in Bucks i.e. ref main conclusions to State of Bucks Environment report such as water quality, species, air quality
- **Threat to protected landscapes** i.e. Chilterns AONB
- **Management/maintenance of new green infrastructure** – who picks this up and is responsible?
- **Loss of best and most versatile agricultural land** – impact on food supply
- Not **future Proofing development**: re Climate change/adaptation. Do we have adequate water supply provision
- Risk of **more properties exposed to flood risk**

## Protecting our high quality Natural Environment & Cultural Heritage

### Opportunities

- Understanding of **County Ecosystem Services** and place value on them
- **Ecosystem Service projects** that could have multiple benefits i.e. natural flood management
- **Natural Capital Mapping at regional level** – link to England Economic Heartland
- Countywide **Biodiversity Offsetting** strategy – to get best deal from growth
- **Green Infrastructure(GI) Strategy** that reflects both regional and local objectives i.e. across political boundaries and housing market areas
- **Improved access and connections** from growth areas to protected landscapes and other local GI
- Creation of **Bucks Trust** to manage GI (including Sustainable Drainage?)
- Landscaping and GI supporting **physical and mental health and wellbeing**
- **Partnership working with NGOs** on land use and future land use subsidies
- **Engagement with developers** much earlier in process

# **Strategic Planning & Infrastructure Service**

**Minerals & Waste Planning Authority  
(MWPA)**

**Rachel Wileman  
Head of Strategic Planning &  
Infrastructure**



# Challenges

- In Bucks minerals & waste planning for Bucks, as demand for aggregate increases and volume of waste arisings increase;
- County wide planning (spatial & functional)
- Land availability as demand increases
- Strategic Planning (Services & Infrastructure)
- Increased demand for national infrastructure projects: planning and resource implications
- Maintaining visibility, shared information and stakeholder engagement

# Opportunities

- Integrated Waste Management planning & infrastructure
- Land use restoration - managing mineral / landfill sites
- Bucks Minerals & Waste Local Plan (Consultation Draft)
- Integrated strategic planning across Bucks
- Plan-led system / outcome-led growth
- Bucks Strategic Infrastructure Plan
- Programme Management of Strategic Infrastructure
- Spatial mapping, data management and shared systems

# Waste Management Service

Waste Disposal Authority  
(WDA)

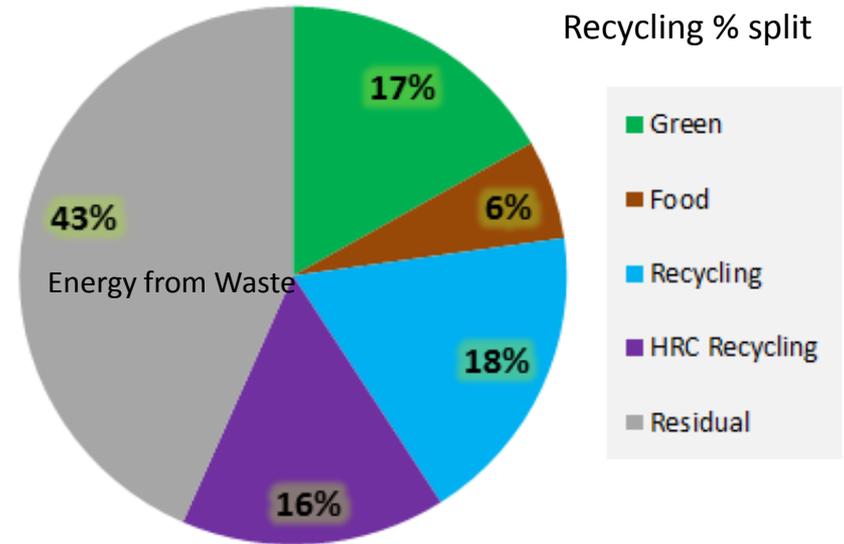
**Gurbaksh Badhan**  
**Head of Waste Management**

# Buckinghamshire – Current Waste Headlines

505k residents



253k tonnes of waste annually



- Greatmoor Energy from Waste facility (43%), with 300,000 tonne capacity, generating 22MW (*enough to power 36,000 homes*)
- BCC and 4 District Councils Partners agreed a Joint Waste Strategy (2014-2020), which gives a 2020 local recycling target of 60% (current estimate for 2017-18 is **57%**).
- Waste infrastructure, service scope and costs is driven by volumetric data and being able to forecast. This will become more complex with future growth. **We are investing in a waste specific data system and forecasting tool during 17/18.**

# Current Waste Budget 17-21

(Table 1) - Description	17/18 (£)	18/19 (£)	19/20 (£)	20/21 (3)
Total revenue budget resource	8,913,606	8,634,541	8,610,541	9,346,038

**Table 2: Forecast of waste per household, per annum by the end of the plan period**

Table 2	Current	Tonnes	Additional by the end of the plan period	Additional cost assumed at today's prices
Material stream	Tonnage	Per household (all)	Waste	Cost
Residual Waste	112,000	0.52	21595	£1,727,601
Food Waste	16,000	0.07	3085	£30,850
Garden Waste	47,000	0.22	9062	£271,866
HRC waste*	40,000	0.18	7713	£431,900
Recycling Credits	48,000	0.22	9255	£485,689
<b>Totals</b>	<b>263,000</b>	<b>1.21</b>	<b>50,710</b>	<b>£2,947,906</b>

\*To avoid double counting the HRC tonnage figures exclude the residual waste and garden waste tonnage figures already set out above

## Risks, Mitigation and Opportunities

Risks	Potential Impacts	Potential Mitigation / Opportunity
<p>IF the current assumptions based in relation to the economic down turn and waste arising's remain 'as is' THEN treatment and disposal costs will still increase (indicated in table 2).</p>	<p>Waste growth is strongly correlated to economic growth. Will be compounded by growth against current housing stock and additional housing.</p>	<p>Short term - continue with behaviour change programme – awareness / 'nudge' right waste in right bins (implementation is underway for 2017-20).</p> <p>Medium – Long term Working in collaboration with DCs.</p>
<p>IF there is higher economic growth THEN was arising's increase, as well as costs.</p>	<p>Waste growth is strongly correlated to economic growth. Will be compounded by growth against current housing stock and additional housing.</p>	<p>Continued investment in behaviour change programme – awareness / 'nudge' right waste in right bins.</p> <p>Long term Working in collaboration with DCs.</p>
<p>IF the <u>planned</u> build out rate versus the <u>actual build out</u> rate is accelerated THEN the cost pressures may be realised sooner (the reverse is also applicable (+ve and -ve))</p>	<p>All new houses / dwellings will produce residual waste, food and dry recycling material. Green waste is a variable.</p>	<p>Clarity - phasing and location of future housing. The ratio and mixture of dwellings - for example - flats have minimal green waste versus a house with a garden. Need for better forecasting and scenario testing tools.</p> <p><b>Action underway: Investment in a waste specific data system and intelligence forecasting tool during 17/18.</b></p> <p>Intelligence information will also be used to support future strategies, interventions and decision making on <b>infrastructure, revenue costs and opportunities.</b></p>

# **Energy & Resources Service**

**Rachel Toresen-Owuor,  
Head of Energy & Resources**



## Challenges – Key Infrastructure & Connectivity

- **Grid capacity constraints** – lack of available capacity on the grid will impact new connections for housing, schools, major refurbishments and renewables, due to costs of grid upgrades and reinforcement
- Buckinghamshire has three **District Network Operators** (DNOs) covering the county, presenting challenges with processing of applications and connection costs.

## Opportunities – Protecting our high quality Natural Environment

- Opportunities for **decentralised energy schemes in new developments** (for example district heating)
- Engagement with developers much earlier in process to incorporate **energy efficient building design, renewable energy and electric vehicle charging points**