

Section 5

Implementation

Strategy:

Development

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5.1 Background

5.1.1 The Development section of the Implementation Strategy is based on the Implementation Master Plan (IMP), Section 11, and sets out:

- Planning application parcels and timelines
- Phased delivery of Plots, including plot-related infrastructure (adopted public realm areas (under S106/278 agreements) and non-adopted shared public areas)
- Delivery of energy provision, (phased), including the installation of the new network and the new energy provision to New School Aylesbury
- Phased delivery of services diversions/ disconnections/ replacements and new utilities
- An approach to phased delivery of local transport improvements

5.2 Key principles

Minimum Requirements as set out in the DPA, Schedule 3

The minimum requirements relating to Section 5 are set out in Schedule 3 of the DPA. These minimum requirements are as follows:

4. The delivery of the minimum requirement (calculated by reference to numbers of Habitable Rooms) of 50% Affordable Residential Units over the whole of the Development Area is to be structured on the basis of a minimum of 50% Affordable Residential Units measured cumulatively over sequential Plots through the Development Period.
5. Of the Units to be delivered as Affordable Residential Units referred to at paragraph 4 above, 75% must be Target Rent Units (provided that the overall requirement of 50% of Units to be delivered as Affordable Units must be achieved) measured cumulatively over sequential plots through the Development Period but excluding the Affordable Residential Units delivered on Plot 18.
7. The development of the entire Development Area is to be completed by the date twenty years from the date of the DPA (subject to agreed extensions as permitted by the Change Procedure in the DPA).
8. Any Development Works for decommissioning, disconnection and diversion of the District Heating System are to be carried out so as to ensure continuity of hot water and heating supply to any buildings (including any dwellings and the New School Aylesbury) served by the existing District Heating System is maintained until replacement supplies are fully activated and commissioned. The Developer is to provide as part of its Development Works a new supply to school to a specification approved by the Council.

5.2.1 In addition to the minimum requirements set out above, the Developer has committed to the following key principles:

- From commencement of construction the Milestone for completion of the First Development Site is 5 years
- Based on the Council's prioritisation, the next Development Plot after the First Development Site and Plot 18 will be one of the Plots on the footprint of Wendover (Phase 2). The area identified as phase 4 will be the last phase of the IMP.
- Public realm (adopted public realm areas, highways and non-adopted shared public areas) will be delivered as Plot-related infrastructure on a Plot by Plot basis. These works will be dealt with through s106 and s278

agreements and funded as part of the Development costs of each Plot. Improvements to Surrey Square will be brought forward in this way.

- The new utilities and energy infrastructure will be delivered as plot-related infrastructure on a Plot by Plot basis.
- The new energy provision for the Development Area will include a permanent heating and hot water supply to the New School Aylesbury and to match the cost and service agreement currently in place for the existing provision.

5.3 Business Plan Specification

- 5.3.1 For the Business Plan Specification regarding development, refer to Section 11, Implementation Master Plan.
- 5.3.2 For the Business Plan Specification for the new hot water and heating supply to the New School Aylesbury, refer to this Section 5, Annexure 5.1.

5.4 Planning

5.4.1 Delivery Mechanism

- 5.4.1.1 The Developer has committed to the following planning strategy:
- Two applications will be submitted at the same time for consideration at the same committee, based on:
 - Detail Application for the First Development Site, Plots 1-3: the application for the First Development Site will be submitted as a detailed application.
 - Outline Application for the remainder of the Development Area (Phases 2- 4): the outline planning application for the Development

Area will include the locations of tall buildings and a design code for these buildings.

- An EIA covering the whole development area will be submitted as part of the detailed application for the First Development Site
- Thereafter, detailed applications will be brought forward as reserved matters applications on a Plot by Plot basis (or parcel of Plots). Further update surveys on the original EIA submission will be required to be submitted at the time of each reserved matters application

5.4.1.2 The diagram below sets out the approach to the planning application parcels, including the Detailed and Outline planning applications and the reserved matters applications.



5.5 Development Phasing

5.5.1 Delivery Mechanism

5.5.1.1 With reference to the Business Plan Specification set out in the Implementation Master Plan (IMP) at Section 11, the following paragraphs set out the delivery mechanism for the Development.

Residential accommodation

5.5.1.2 The Developer will deliver a continuous supply of affordable housing for re-housing existing residents and providing a continuous flow of private sale homes.

5.5.1.3 A mix of dwelling types, houses, maisonettes and flats, will be delivered with each Plot. This mix varies across Plots; there is a high concentration of houses in Phase 4.

Non residential / specialist residential

5.5.1.4 The Developer will deliver the non-residential and specialist residential facilities across the Development Area, as set out in the Phasing Schedule.

Public realm

5.5.1.5 The Developer will deliver public realm works, including both adopted and non-adopted areas, as part of the Development of each Plot, on a Plot by Plot basis.

5.5.1.6 Of the public realm works, the Highways will be delivered as follows:

- Primary Highways (i.e. Albany Road) will be delivered in sections, on a Plot by Plot basis, as part of the Plot infrastructure.
- the remaining Highways network of secondary roads will be delivered as part of the Plot infrastructure and, in some instances, may extend beyond the Plot to the adjacent Plot. For example with regards to the First

Development Site majority of the new Carriageways will be delivered across Plots 1-3 along with the delivery of Plot 1.

- 5.5.1.7 Generally, large Public Realm infrastructure areas (primary Highways and public open spaces) will be constructed after the buildings and secondary roads. Units will only be occupied when the delivery of the infrastructure is at a stage that permits safe access.

New energy supply

- 5.5.1.8 The Developer will deliver a new energy supply on a Plot by Plot basis as part of the Plot infrastructure. Practically, the installation of the new supply may extend beyond the Plot area to the adjacent Plot; such grouping of installation of services networks is identified on the Phasing Schedule (Annexure 11.5) as a delivery stage.

- 5.5.1.9 Two energy centres are proposed, which, if viable, will be fully linked to operate as one District Heating System. The energy provision will be delivered as:

- one new energy centre, located on the First Development Site, to supply Plots 1-3
- a second (main) new energy centre, located in Plot 4 within Phase 2 to supply most of the remaining Plots of the Development Area;
- the energy supply to houses in the later phases of the Development may be from individual gas boilers rather than the energy centre, to give residents more choice in their energy providers.

- 5.5.1.10 For diagrams illustrating the layout of the energy strategy, refer to Section 7.11.

- 5.5.1.11 The hot water distribution pipework will be laid beneath the new Carriageways as they are built.

- 5.5.1.12 A new connection will be made to the new District Heating System for New School Aylesbury prior to the disconnection from the existing District Heating System.

5.5.1.13 Refer to Annexure 5.2 for drawings of the new energy network.

Services/ utilities

5.5.1.14 The Developer will co-ordinate and deliver the services diversions and installation of the new services and utilities networks, including off-site reinforcement works if required, as part of the Plot infrastructure works on a Plot by Plot basis. Practically, the diversions and installation of the new networks may extend beyond the Plot area to the adjacent Plot; such grouping of services and utilities networks is identified on the Phasing Schedule (Annexure 11.5) as a delivery stage.

5.5.1.15 As with the new energy supply installation, the new services networks will be laid beneath the new Carriageways as they are built.

5.5.1.16 Refer to Annexure 5.3 for drawings of new services networks and diversions

5.5.1.17 The Developer will determine the most cost effective solution for combining the utility diversions and new supplies works and ensure that the utility works take into account, and are closely co-ordinated with, the installation of the new district heating network. Of the major elements of existing utilities infrastructure, some are considered not cost effective to divert, others will be diverted. Refer to Annexure 5.4 for table of constraints and table of utilities and services major diversions.

5.5.1.18 The Developer will maintain continuity of supplies to all residents and other tenants during the course of the construction works.

5.6 Transport Services

5.6.1 Key Principles

- 5.6.1.1 It is proposed that local transport service improvements will be funded through a charge on each residential unit from Phase 2 onwards. However the Council reserves the right to agree this on a Plot by Plot basis and may choose not to implement a charge.

5.6.2 Delivery Mechanism

- 5.6.2.1 The paragraphs below set out a proposed charge and how this could contribute to local transport improvements.
- 5.6.2.2 Diagrams setting out locations for transport , cycle routes and car club parking and Mayors cycle hire docking stations are set out at Section 7.6 and 7.8

New bus route

- 5.6.2.3 The Council has been advised is that an extension of one bus service is likely to cost £1.1m. Site 7 has already made a contribution towards this. Starting with Phase 2 a sum of £1,500 a Unit will be set aside for transport improvements and this will have generated a Transport Improvement Fund of around £1.3 million by the end of Phase 2 when 1,800 new homes will have been built. The Developer would target the end of 2022 to pay the transport improvement fund to Transport for London to implement the new bus service and other transport improvements, including the Mayor's cycle hire docking stations as set out at 5.6.2.6. The fund will continue to grow and will be available for further transport infrastructure improvements.

Car Clubs

- 5.6.2.4 The Developer proposes that 30 spaces be provided across the Development Area - almost one for every street, although most providers find it more effective to manage the service in clusters of two and three cars.

5.6.2.5 It is expected that the provision of car club spaces will be managed by Zipcar as the preferred provider in the borough. The Developer has made an allowance of £70 per unit in the financial model. This generates sufficient funding on completion of a Plot to provide the Plot with one or two car club spaces. The supply of car club spaces throughout the Development Area is as follows:

Phase 1: 820 units generates a £57,400 fund for eight car club spaces by February 2021

Plot 18: 100 units generate a £70,000 fund for one car club space by August 2016

Phase 2 885 units generates a £61,950 fund for eight car club spaces by December 2022

Phase 3: 278 units generates a £19,460 fund for two car club spaces by May 2024

Phase 1: 1455 units generates a £101,850 fund for 11 car club spaces by March 2032

Cycle routes

5.6.2.6 The cycle routes will be delivered as part of the Plot infrastructure on a Plot by Plot basis.

Mayor's Cycle Hire Scheme

5.6.2.7 It is likely that Plot 18 will be an appropriate location for Mayor's Cycle Hire docking stations and this can be explored in more detail, along with other possible locations, as the Development is delivered. Funding for the Mayor's Cycle Hire Scheme will come from the Transport Improvement Fee.