

Chiltern and South Bucks District Councils Emerging Local Plan (2014 – 2036)

Interim Draft Infrastructure Delivery Schedule; Post Preferred Green Belt Options Consultation

November 2017



Chiltern
District Council



South Bucks
District Council

1. Introduction

- 1.1. The Councils are producing an Infrastructure Delivery Schedule (IDS) to accompany the joint Local Plan. The purpose of the IDS is to identify infrastructure required to support the planned new development in the Districts as set out in the joint Local Plan and therefore the two documents should be prepared in parallel with one another.
- 1.2. Once completed, the IDS will seek to identify the main infrastructure projects, and the timescales within which they should be delivered, in order to ensure that new developments are accompanied by the right infrastructure at the right time to create sustainable communities. In addition, the IDS plays an important part in setting a CIL schedule by identifying the likely costs of new infrastructure and the funding gap, should the Councils choose to implement one. CIL is currently subject to national review and an announcement by Government on proposed changes to the developer contributions system is anticipated in the Autumn Budget. CIL and the funding of infrastructure is discussed briefly in Section 9 of this document.
- 1.3. The IDS will be a 'live' document, which will be kept under review and updated as necessary. Most infrastructure providers forward plan on shorter timescales than the life of a Local Plan and therefore less information may be available currently regarding the latter stages of the plan period.

Purpose and Structure of this Document

- 1.4. This document forms an initial draft of the IDS, and presents the information gathered by the Councils to date. The purpose of this is to identify the gaps in this information and to form the basis of further discussion with stakeholders. This document will be sent to infrastructure stakeholders for verification and to seek the additional information where gaps have been identified.
- 1.5. This initial draft IDS has been produced as a tool for aiding further discussion with stakeholders. It has been split into sections based on infrastructure types. Each section includes a brief outline of sources of information/work undertaken to date, a summary of the key findings, and limitations/issues

encountered. A table showing the information gathered to date and outstanding gaps is included as Table 1, and this table will eventually be refined and to form the IDS.

1.6. This initial draft of the IDS focuses on the types of infrastructure that are deemed essential to enable development:

- Transport – highway network and public transport
- Education – primary and secondary schools (not including private schools)
- Health – GPs, community healthcare and hospitals (not including private hospitals)
- Water issues – including clean water, sewerage and flood alleviation
- Utilities – electricity, gas and household waste and recycling

1.7. Reference to other forms of infrastructure which will be included in later stages of the IDS, but has not yet been the subject of detailed work, or where the findings of related studies are awaited, has also been included. This additional information will be added to the IDS as it comes available and published at relevant times. An explanation of potential funding sources and issues around this is also included and then followed by an outline of the next stages of work.

Infrastructure Stakeholder Engagement

1.8. Producing the IDS is an iterative process and has involved a number of stages so far, and will be subject to further discussion and consultation with stakeholders as the likely levels and locations of growth to be included in the joint Local Plan are refined further.

1.9. The first stage sought to obtain a baseline position to guide the future distribution of development in the local plan, i.e. by identifying infrastructure gaps and opportunities. The resulting report 'Chiltern and South Bucks Infrastructure Capacity Study" Report of Settlement Findings Baseline Assessment' is available on the Councils website¹. At this point the key findings were that much of the existing infrastructure was under significant

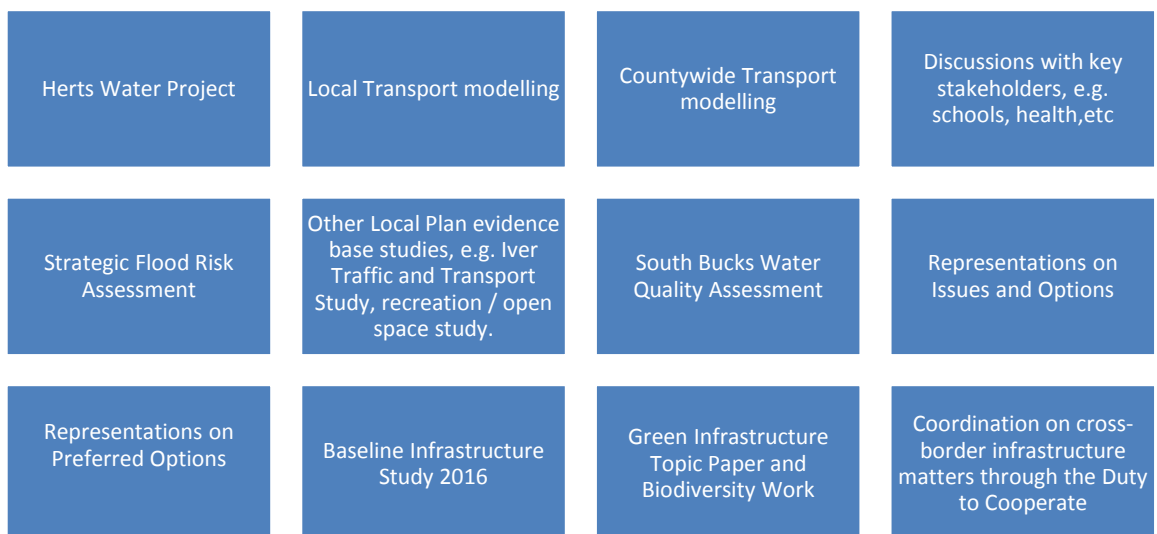
¹ <http://www.chiltern.gov.uk/planning/localplanevidence>

strain/deficit and that improvements would be needed in association with the new growth in the Local Plan.

1.10. Following this, the Councils have undertaken further engagement with key stakeholders, by encouraging responses to the public consultations that have been carried out, and where relevant through special evidence base studies and the Duty to Cooperate. The information included in this initial draft IDS has been amalgamated from a variety of sources, including consultation responses to the Issues and Options and Preferred Green Belt Options Consultations for the Joint Local Plan. In addition to this, a number of targeted consultations were carried out with key stakeholders to test a range of development scenarios, and meetings held with individual stakeholders.

1.11. More recently, a series of workshops has been held with groups of stakeholders in order to test the emerging direction of the joint Local Plan; a number of written responses are still outstanding at the time of writing this document, however, where possible information has been included as discussed and will be amended as necessary as the process of producing the IDS continues.

1.12. In addition to the above, the Councils have/are carrying out a number of studies, the findings of which will also feed into the IDS. These connected work streams are shown below:



- 1.13. These studies cover types of infrastructure additional to those outlined above and these will also be included in the IDS. Work on the IDS will continue as the levels and locations of development to be included in the emerging joint Local Plan are refined.
- 1.14. The Councils will continue to seek input from stakeholders, particularly in regard to the gaps identified in the accompanying table. However, where information is lacking, assumptions will need to be made based on the available evidence or on the advice of the Council's viability advisors.
- 1.15. The infrastructure requirements identified in this document are not restricted only to the Local Plan area. This is because the service catchments often extend to a wider area. For example much of the waste water infrastructure for the eastern part of South Bucks links into the Little Marlow Treatment works in Wycombe District. Also the Districts are served by hospitals outside the area such as Stoke Mandeville and Wexham Park. Where the IDS identifies requirements outside the plan area which stem from the growth in the new Local Plan these will be raised with the relevant organisations, for example through the Duty to Co-operate. This interim draft IDS will also be shared with adjoining councils to facilitate this process so that the delivery - related information in Table 1 can be added to.

2. Transport

- 2.1. Buckinghamshire County Council (BCC) is the highways authority for Chiltern and South Bucks Districts. The BCC Local Transport Plan 4, identifies key priorities for improving transport infrastructure and connectivity across the county. The LTP4 is a high level document setting broad policies for improving transport in Buckinghamshire. It acknowledges the need for improvements to the A413 and A355 to improve north-south connectivity within the county, and the combined impact of proposed major infrastructure projects around Iver but does not identify any specific projects in Chiltern or South Bucks.
- 2.2. The projects included in this interim draft IDS have mainly been identified through two transport modelling projects outlined below. Transport

Modelling work has been undertaken in partnership with the County Council to ensure effective linkages to strategic transport initiatives and proposals, and to integrate with their more detailed local role in relation to the delivery of transport schemes and development management. The transport modelling has been carried out at two levels – strategic and local.

2.3. The County Council has also commissioned a Traffic and Transport Study covering the villages of Iver, Iver Heath and Richings Park to provide a comprehensive view of current and future traffic and transport problems in the area. The Study makes a number of recommendations for infrastructure improvements including the provision of an Iver Relief Road to offer traffic reduction, safety and environmental benefits through Iver High St.

2.4. In addition, other studies/strategies considering transportation implications in specific settlements may be carried out and additional infrastructure requirements may be identified as a result of these. The Chesham Renaissance Community Interest Company (CIC) is also developing proposals to promote and develop Chesham, aspects of which may require incorporation into the IDS or suitable Local Plan policies.

Strategic Model:

2.5. The Strategic work has been carried out with all authorities in Buckinghamshire and aims to test the transport impacts of the distribution of growth across the county alongside the known impacts of major infrastructure projects such as Crossrail, the Western Rail access to Heathrow and the widening of the M4 motorway within the forecast period. It has an overarching methodology and it tests mitigations to address significant impacts which are predicted but it is not as detailed as the local modelling work, which provides a more definitive assessment of local impacts. The mitigations which were used in the strategic modelling were carried forward into the local modelling phase 2B, as discussed below. The strategic model has also informed Duty to Co-operate discussions with the other Buckinghamshire Authorities on housing distribution across the County.

Local Modelling:

- 2.6. The local transport model has been produced in collaboration with BCC as highways authority through Jacobs as their consultants. Phase 2b of the local transport model has been completed and published on the Councils websites. The purpose of Phase 2b was to model the potential impacts of growth levels, based on the Green Belt Preferred Options Consultation document and draft Housing and Economic Land Availability Assessment (HELAA), on the local highway network. It also sought to test whether and how these impacts could be mitigated against and as such identified a number of potential infrastructure improvements that would be required to support Local Plan growth. These have been included in Table 1.
- 2.7. A further phase of modelling work (phase 3) is currently underway to consider alternative growth scenarios at some Green Belt Options in conjunction with HELAA sites and this will be used to refine the current list of potential mitigation measures. Further discussions with BCC are also required to ascertain the feasibility and likely costs of the mitigation measures identified and this information will be used to inform further drafts of the IDS and viability assessment work.
- 2.8. The potential need for improvements to motorway and strategic highway junctions is currently under discussion with BCC and Highways England, and discussions are also being held with Slough Borough Council. It is likely that further alterations or additions to the IDS will result.
- 2.9. A phase 4 model run, or verification that earlier runs collectively provide sound transport modelling, will be needed before a draft Local Plan is prepared.

Public/Sustainable Transport:

- 2.10. BCC have also provided information regarding general bus service improvements that would be required to support sustainable transport to and from new developments. Specific requirements will depend upon the outcome of further discussions and will be dependent on which Green Belt options are taken forward through the Local Plan, but are likely to include extending existing regular services (subject to agreement with service

operators), the provision of additional bus stops and Real Time Passenger Information. Subsidies may be required to fund extended bus routes.

- 2.11. The County Councils Public Transport Team has also provided some general design requirements for development sites to ensure that new development is suitably designed to encourage the use of public transport services. These general points will be taken into through appropriate policies in the Local Plan.
- 2.12. It is understood that the Chesham CIC have aspirations for an interchange at Chesham London Underground Station, which would make provision for cycle parking and taxi and bus drop offs. This would improve accessibility to and from the station through sustainable modes of transport. This, and other schemes proposed by the Chesham CIC may be included in the IDS, subject to agreement by BCC as Highway Authority.
- 2.13. Chiltern Railways have advised that some railway stations may require improvements, including additional parking spaces and provision for bus access, however this is dependent on where and what scale of development is likely to be included in the joint Local Plan and so there are generic references in table 1 which will need to be refined as new information becomes available.
- 2.14. The Iver Traffic and Transport Study also recommends that improvements are made to Iver Rail Station, including the provision of a car park, as well as improvements to pedestrian, cycling and bus infrastructure in the area.
- 2.15. The new Elizabeth Line service will increase the number of vehicles accessing Taplow Station. Therefore BCC and the District Councils are currently working with TfL to consider ways of enhancing usage of Taplow Station Car Park.
- 2.16. New and improved walking and cycling links, including the provision of cycle parking, will be required to provide sustainable travel opportunities linking new developments with local services, employment and recreation

areas, and with onward travel options. These may form part of the IDS, or may be included in appropriate Local Plan policies.

3. Education

- 3.1. Under the Education Act 1996, BCC as Local Education Authority (LEA) has a statutory duty to ensure that the schools in its area are sufficient in number, character and equipment to provide education suitable for the different ages, abilities and aptitudes and special educational needs of pupils of school age.
- 3.2. Additional demand for school places arising from housing growth is influenced by a number of factors including the location of development, the rate at which dwellings are built and children reach school age, and the types and mix of housing that built. BCC have provided an estimate of the likely education requirements arising from housing growth through the emerging joint Local Plan, and this is included in the Draft IDS. However, BCC will need to continue to monitor the pre-school age population on an annual basis to ensure that additional school places are only provided when increased demand from new housing arises, and also to develop further expansion proposals if necessary. This will be incorporated into IDS updates as necessary.

Primary Education:

- 3.3. Most primary school planning areas in Chiltern and South Bucks Districts are projected to be at capacity over the next few years. Therefore additional school places will be required over the plan period. BCC have identified a number of areas where schools will require expansion in order to meet this need. Green Belt options at Little Chalfont, Beaconsfield and Iver will require new schools to be built, and land to be provided for this purpose, within the new developments. Depending on the scale and timing of development proposed at the NE Chesham Green Belt option, either a new school including the provision of land would be required, or the expansion of existing schools sufficient to meet additional need.

- 3.4. In addition, land may be required on the Holmer Green option, or on the adjacent proposal site, as part of a comprehensive master-plan with the adjacent site in Wycombe District. However, expansion of existing primary schools to meet needs in this school planning area is also being explored by BCC.
- 3.5. The projects identified in Table 1 are subject to BCC undertaking feasibility studies to assess schools suitability for expansion and also subject to agreement of the relevant school governing bodies.

Secondary Education:

- 3.6. Secondary schools across Chiltern and South Bucks are mostly operating at capacity and therefore additional school places will be required to support Local Plan growth. However, the levels of housing being considered through the joint Local Plan, and school place access associated with adjacent areas of growth outside the plan area, are not sufficient in themselves to justify a new secondary school. BCC have therefore identified a number of schools that would require expansion, and are also considering reviewing catchment areas. Expansion projects have been included in Table 1, but are subject to the outcome of feasibility studies.

Early Years:

- 3.7. BCC have a duty to provide early education places for eligible 2, 3, and 4 year olds. These places are available through a mixture of maintained, voluntary or private sector provision. Where the number of pre-school age children expected to arise from a new development cannot be accommodated within existing facilities, BCC will seek a financial contributions towards the capital costs of additional facilities. BCC have also identified a requirement for pre-schools to be provided within new primary schools on larger development sites. This is included in Table 1.

Special Educational Needs:

3.8. Special schools in the county are close to capacity and a significant number of Bucks resident pupils attend out of county provision. BCC is undertaking a review of special school provision to assess the need for additional capacity. At this time, however, individual projects have not been identified and therefore such provision has not been included in Table 1. BCC will assess individual developments of over 500 dwellings at planning application stage and may request financial contributions to secure additional accommodation for pupils with special educational needs if this is deemed necessary.

Costs:

3.9. BCC have advised that build costs are approximately £5-6m per form of entry for new build schools on green field sites. Financial contributions towards both new builds and expansion of existing schools will be sought in addition to the provision of any land required for these facilities within development sites. Schools expand their intake in steps of 30 pupils, and therefore in circumstances where housing growth requires the provision of additional school places but is insufficient to fund a whole form of entry, BCC will need to explore alternative sources of funding to bridge the gap.

Phasing:

3.10. New schools will be required at the point at which admissions into reception from within the development reaches 15 pupils, estimated to be at occupation of the 350th home or four years from the commencement of development. This is the point at which it is considered that pupil needs are sufficient to justify opening a new school when balanced against the environmental and financial costs of transporting pupils to neighbouring schools. If schools are opened earlier, this could impact negatively on the rolls at neighbouring schools and the viability of the development.

4. Health

4.1. The Chiltern and South Bucks Infrastructure Capacity Study (January 2016) showed that healthcare facilities in the plan area are under considerable pressure. Key issues include a shortage of GPs and nursing staff, and a need to sustain primary care services to avoid/reduce the need for patients to undergo hospital treatment. An aging population also poses a challenge to healthcare services, particularly in areas where there is a predominance of care and nursing homes. Specialist housing, e.g. care homes/nursing homes may trigger a need for additional medical facilities above those identified in the IDS, and financial contributions towards this provision sought at planning application stage.

Primary Healthcare:

4.2. The organisation with responsibility for governing the provision of public primary healthcare services within the joint plan area is the Chiltern and Aylesbury Clinical Commissioning Group (CCG). The CCG co-ordinates the provision of facilities with local GP practices and these can include clinical facilities and community nursing. It took on the role of NHS England in this locality after April 2017.

4.3. The CCG is currently producing a Sustainable Transformation Plan (STP) for the area, with an intention to integrate the opportunities arising from the Local Plan with the STP², for example by creating community hubs linked to existing larger settlements. This could occur prior to a draft Local Plan being prepared, or if not will be considered as soon as possible after.

4.4. In response to the Green Belt Preferred Options Consultation the CCG have advised that a number of GP facilities are likely to require extension/modification in order to accommodate need arising from new development. This information has been used to inform Table 1 however subsequent discussions about local health infrastructure have been held with the CCG, Bucks Healthcare NHS Trust and the Frimley Health Foundation

² <https://www.chilternccg.nhs.uk/wp-content/uploads/2016/12/The-Buckinghamshire-Oxfordshire-and-Berkshire-West-Plan.pdf>

Trust and further information based on these discussions is anticipated. This will be included in the draft IDS once received.

- 4.5. At this stage, the specific projects required to expand GP capacity in the areas identified have not yet been determined. Modifications may include the expansion of existing practices or the consolidation of several practices (and potentially other facilities) to form hubs. Therefore Table 1 does not yet contain information relating to timescales, costs or funding sources. However, where expansion/modification is required as a direct result of additional need arising from development, it is likely that developer contributions will be needed.

Acute Healthcare:

- 4.6. Acute healthcare is provided by Stoke Mandeville, Wycombe and Wexham Park hospitals, and there are community hospitals in Amersham and at the Chalfonts and Gerrards Cross Memorial Hospital. Hospitals in other areas, e.g. the Hillingdon Hospital near Iver, are also used by local residents.
- 4.7. Frimley Health Foundation Trust runs Wexham Park Hospital the catchment area for which extends into the joint Local Plan area. They have assessed the likely impacts of additional households on their services and have provided information regarding the likely improvements that would be required to cater for this need. This has been included in Table 1. The Councils are currently seeking similar information from the Bucks Healthcare NHS Trust in relation to Stoke Mandeville, Wycombe, Amersham and the Chalfonts and Gerrards Cross Memorial Hospital.

Other:

- 4.8. Input has also been sought from the Oxfordshire Mental Health Trust, which provides a range of mental health services within the plan area. At this time no site specific requirements have been identified, however this will be verified with the Trust through this document and ongoing discussions.
- 4.9. No infrastructure requirements relating to community dental services or the ambulance service have been identified.

5. Water and Flood Alleviation

- 5.1. Waste water treatment infrastructure may need local or strategic improvements to support some of the growth in the joint plan area. Thames Water has indicated at the Green Belt Preferred Option stage that some of the Sewage Treatment Works (STWs) serving the area may need improvements. These are at the Chesham STW (relating to Option 1) and the Little Marlow STW relating to Option 9 at Beaconsfield and Option 3 at Hazlemere) . This infrastructure requirement needs to be met by Thames Water as part of its resource and asset management planning process and so does not need to be included in the draft IDS. Further information on waste water infrastructure implications has been sought from Thames Water in relation the refined Green Belt Options and HELAA sites. Thames Water and Affinity Water encourage early engagement on site specific matters with developers so that their requirements can be designed in at early states of schemes, especially as improvements to STWs can take from 18 months to 3 years to be completed. The Councils support this approach.
- 5.2. A separate evidence base study, 'the South Bucks Water Quality Assessment' will provide more information for the IDS. It is due to be published in January 2018, and may have additional projects to added to the draft IDS.
- 5.3. At this stage it is known that the process for funding water infrastructure requirements will change in April 2018. Therefore the funding source column in Table 1 will need to be amended once further information on how this process will operate becomes available.
- 5.4. For flood risk the work for the Strategic Flood Risk Assessments (SFRAs) is a key source of information and the draft IDS provides a further opportunity for key stakeholders for flooding (BCCouncil and the Environment Agency (EA)) to provide further information on infrastructure requirements and policy content as appropriate.

6. Utilities

Gas:

- 6.1. National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales. National Grid has a duty to develop and maintain an efficient coordinated and economical transmission system for the conveyance of gas, and to respond to requests for new gas supplies in certain circumstances. New gas transmission infrastructure is periodically required to meet increases in regional demand and changes in patterns of supply.
- 6.2. National Grid Gas Distribution owns and operates the local gas distribution network in the local plan area. National Grid have advised that generally, network developments to provide supplies to the local gas distribution network are as a result of overall regional demand growth rather than site specific developments. Therefore no gas infrastructure related requirements have been identified as a result of Local Plan growth and as such none are included in Table 1.

Electricity:

- 6.3. National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies to distribute electricity to homes and businesses. National Grid has advised that there would be sufficient capacity within the transmission networks to accommodate anticipated residential growth.
- 6.4. In terms of supply, the electricity distribution companies in the area are Scottish and Southern Energy (SSE) and UK Power Networks (UKPN). UKPN have advised that the levels of housing growth being considered in Chiltern and South Bucks would have a negligible effect on the existing capacity of UKPN electricity infrastructure, and that there are no plans for any reinforcement in the area.
- 6.5. SSE have estimated future loads and have identified that improvements may be required at the Beaconsfield, Denham and Taplow Substations depending

on the levels and details of development proposed. They have also provided some high level indicative costs, however these are dependent on the nature of reinforcement required, which is itself dependent on the levels of growth proposed.

6.6. Delivery of energy infrastructure is normally through direct liaison and agreement between developers and providers prior to the submission of a planning application.

Household Waste and Recycling:

6.7. Chiltern and South Bucks District Councils are responsible for waste collections within the plan area. Communications with colleagues within the relevant team has indicated a number of design and layout requirements for new developments, in order to facilitate the separation, storage and collection of waste. These will be incorporated into suitable local plan policies, but are not included in Table 1 as they are not specific infrastructure requirements.

6.8. BCC is the Waste Disposal Authority for the local plan area. BCC have identified that the significant levels of growth identified in emerging Local Plans across the County will increase the amount of waste requiring disposal. Improvements may be required to BCC run facilities such as Household Waste and Recycling Centres. However, at this time no specific infrastructure requirements have been identified for inclusion in the IDS, although where new local centres are planned it is anticipated that local recycling facilities would be included. As BCC is also the local planning authority for waste development, it is likely that such developments would be identified and planned for through the emerging Minerals and Waste Local Plan currently being produced by BCC.

7. Other Forms of Infrastructure:

Open Spaces and Outdoor Sports Facilities:

7.1. The Councils are currently carrying out an Open Spaces, Sport and Recreational Needs Assessment. This piece of work may identify additional infrastructure requirements that should be included in the IDS, or should be incorporated into relevant policies in the Local Plan. The Council will consider the findings of this assessment once completed.

Green Infrastructure:

7.2. The Councils are currently preparing a Green Infrastructure (GI) Topic Paper, and consulting specific GI stakeholders. The purpose of this is to draw together the evidence base in relation to GI and also identify any specific GI requirements to be included in the IDS. As this area of work is ongoing, it has not been included in Table 1 at this time.

7.3. The Councils have commissioned a Habitats Regulations Screening Report to ascertain whether proposals in the emerging Local Plan would be likely to impact upon integrity of sites designated for their importance to nature conservation. The report concluded that proposed development within the Local Plan area would not have a likely significant effect on any Special Area of Conservation (SAC) or Special Protected Area (SPA) outside of Districts. However, it also concluded that development within 5km of Burnham Beeches is likely to have a significant effect on the SAC.

7.4. Therefore, the Councils are working with the City of London, Natural England and adjacent authorities affected through the Duty to Cooperate, to identify appropriate mitigation measures to reduce the impacts of additional visitors to the SAC. Sources of funding for such mitigation projects are being explored, and developer contributions towards on-site mitigation may be required, as well as additional alternative open space provision as part of new developments.

7.5. In addition air quality impacts have also been identified as a pressure for the SAC, and this could worsen an increase in nitrogen emissions from additional traffic movements nearby. The Councils are currently working with BCC,

Natural England, the City of London and Slough Borough Council to identify the levels of impact likely to be experienced and to identify measures that would be required to mitigate these impacts. It is possible that some mitigation projects or traffic management control measures may need to be included in the IDS once this work has been completed.

Emergency Services:

7.6. No specific infrastructure requirements for emergency services have been identified.

Social Care:

7.7. The Housing and Economic Development Needs Assessment (HEDNA), has provided an analysis of the requirements for elderly persons accommodation e.g. care homes, however this is subject to further work. Once the detailed requirements have been identified, this will be delivered through appropriate site allocations or policies in the Local Plan and therefore will not form part of the IDS.

7.8. No specific requirements for additional social care facilities e.g. day centres, have been identified.

Crematoria:

7.9. No specific requirement for the provision of additional crematoria capacity has been identified.

Telecommunications and broadband:

7.10 No specific strategic requirement for the provision of additional broadband capacity associated with the growth in the Local Plan has been identified and the Districts are part of the Connected counties project for superfast broadband with BT³. Provision of broadband facilities will be an essential

³ <http://www.connectedcounties.org/>

part of creating new sustainable residential, employment and healthcare environments. Provision will be the subject of relevant Local Plan policies and of detailed site – specific provision between developers and utility providers. Further information will be added to the IDS as necessary.

8. Funding, Delivery and Viability

Funding and Delivery:

- 8.1. Infrastructure improvements are funded and delivered in a variety of ways through different mechanisms. For many ‘hard’ forms of physical infrastructure such as utilities, there are well-established procedures through which the service provider works with the developer to ensure appropriate on-site infrastructure is in place, and in some cases to secure necessary off-site infrastructure.
- 8.2. In some cases, delivery of necessary infrastructure or a financial contribution towards its delivery, will need to be secured through the use of planning obligations such as S106 agreements. These agreements are secured prior to the grant of planning permission, and must meet the three tests set out in the Community Infrastructure Levy Regulations 2010 (as amended), in that they must be:
 - Necessary to make the development acceptable in planning terms
 - Directly related to the development, and
 - Fair and reasonable in scale and kind.
- 8.3. Off-site highway improvement works are normally secured and delivered through the use of a S278 agreement which enables developers to fund and undertake alternations to the public highway.
- 8.4. Infrastructure can also be funded using money collected through the Community Infrastructure Levy (CIL), where Local Planning Authorities have adopted a CIL charging schedule. The Councils have previously taken a

report⁴ to Joint Committee recommending that work on the preparation of a CIL charging schedule is undertaken, however work on CIL in Chiltern and South Bucks has temporarily halted pending an announcement from Government regarding reform of the developer contributions system, expected in the Autumn Budget. Should the Councils adopt a CIL charging schedule, or implement any Government proposed alternative to CIL, it is likely that such funds would be used towards the provision of infrastructure identified in Table 1, but would not amount to sufficient funding in itself.

8.5. In addition to financial contributions from developers, alternative sources of funding should also be considered. There are a variety of alternative funding sources available to the Councils or service providers and these should be explored where possible. For example, the Councils, in collaboration with the Thames Valley LEP and BCC have recently submitted bids for Governments Housing Infrastructure Fund seeking to secure funding towards the Beaconsfield and Iver Relief Roads. Also the CCG have previously secured funding from NHS England, for example for the combination of two premises in Beaconsfield.

8.6. Where available, Table 1 includes information on potential sources of funding. However, in many cases this is yet to be determined, and the Councils will continue to work with service providers and other agencies to identify possible sources of funding for infrastructure. Individual proposals at planning application stage will also be the subject of detailed consultation and testing against Local Plan policies in terms of their infrastructure requirements, e.g. highways improvements, amenity space, green infrastructure, flood mitigation, etc. (and any other material considerations). This provision would be important in addressing the more localised impacts of new development but is subject to the detail of individual schemes. Therefore it will form additional infrastructure provision to that shown in Table 1.

⁴ <http://www.chiltern.gov.uk/planning/cil>

Costs and Viability:

8.7. The impacts of planning obligations, potential CIL charges and direct provision of infrastructure to site viability will need to be considered through the Viability Assessment Work being undertaken as part of the evidence base for the emerging joint Local Plan. Table 1 includes indicative costs of infrastructure where these are known. Where information about costs is unavailable from service providers, estimates may be made to fill in the gaps, such that adequate testing of site viability and local plan viability can be carried out. This document is also seeking verification on costs provided.

9. Next Steps

9.1. The Councils will use this interim draft IDS document to continue discussions with infrastructure providers and Duty to Co-operate organisations, seeking verification of the information contained therein and the provision of additional information where gaps have been identified. It will also be used to inform discussion with landowners/developer interests for Green Belt options expected to be taken forward in the Local Plan.

9.2. Additional infrastructure requirements are likely to arise from other evidence base studies currently being undertaken and these will be included in the IDS where appropriate. Those requirements included in Table 1 may be subject to change pending the outcome of other evidence base studies and further discussions with infrastructure providers.

9.3. Viability assessment work will also be undertaken, and where information relating to costs is not forthcoming, estimates will be used instead. A draft IDS will be published alongside the draft Local Plan which will be subject to formal consultation and examination.

9.4. The draft IDS will include further details on infrastructure costs, potential funding sources, and any necessary phasing of delivery.

Table 1: Interim Draft IDS

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
Primary Education	New 1 FE school, including 52 place pre-school, on a 1ha site within Green Belt Option 2 (Holmer Green) or adjacent development site within Wycombe District OR Expansion of existing schools in Holmer Green or Hazlemere by 1FE	£5-6m	S106	BCC	TBC
Primary Education	New 1-2FE School including pre-school, on a 1.7ha site within Green Belt Option 9 (Beaconsfield)	£5-12m	S106	BCC	TBC
Primary Education	1FE Expansion of Holtspur School (Beaconsfield)	£5-6m	S106	BCC	TBC
Primary Education	New 1 FE School including 52 place pre-school, on a 1ha site within Green belt Option 6 (Little Chalfont) OR Expansion of Little Chalfont School on a 1ha site within Green Belt Option 6 (Little Chalfont)	£5-6m	S106	BCC	TBC
Primary Education	Expansion of St Mary's CE School (Amersham) by 0.5FE OR	£2.5-6m	S106	BCC	TBC

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
	Expansion of Chalfont Valley (Amersham) by 1FE				
Primary Education	Expansion of an existing school in Chalfont St Peter or Denham by 0.5-1FE	£2.5-6m	S106	BCC	TBC
Primary Education	1.5-2FE School including pre-school, on a 1.7ha site within either Green Belt Option 13 or Green belt Option 14 (Iver).	£7.5-12m	S106	BCC	TBC
Primary Education	Depending on scale of development, a new primary school and provision of land within Green Belt Option 1 (Chesham), OR Expansion of existing primary schools in Chesham (which may also require the provision of land)	TBC	S106	BCC	TBC
Secondary Education	Expansion of an existing secondary school to serve the Wycombe School Planning Area (including Holmer Green)	TBC	S106/CIL	BCC	TBC
Secondary Education	Expansion of Misbourne School (Great Missenden) by 1FE	TBC	S106/CIL	BCC	TBC
Secondary	Expansion of Amersham School by	TBC	S106/CIL	BCC	TBC

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
Education	1FE				
Secondary Education	Expansion of Chiltern Hills Academy (Chesham) by 1-2FE	TBC	S106/CIL	BCC	TBC
Secondary Education	Expansion of Chalfont Community College (Chalfont St Peter) by up to 2FE	TBC	S106/CIL	BCC	TBC
Secondary Education	Expansion of Chesham Grammar School	TBC	S106/CIL	BCC	TBC
Transport - Road	Iver Relief Road, as referred to in the Iver Traffic and Transport Study to reduce HGV traffic through Iver Village	£21m	S106/Direct Provision/HIF/Major Infrastructure Projects/TBC	BCC/Developers	TBC
Transport - Road	Beaconsfield Link Road (from Pyebush Roundabout to A355), to relieve pressure on distributor road network through Beaconsfield Old Town	£11m (from Minerva Way to A355) TBC (From Pyebush Roundabout to Minerva Way, part built)	S106/Direct Provision/HIF/Growth Fund/TBC	BCC/Developers	TBC
Transport – Road	Taplow Station – Additional	TBC	S106/CIL/Other-TBC	BCC/Developers	TBC

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
	eastbound traffic lane on Bath Road and a right turn ban into Berry Hill (see local transport modelling report, July 2017)				
Transport – Road	Gore Hill Roundabout improvements, Amersham (see local transport modelling report, July 2017)	TBC	Growth Fund	BCC/Developers	TBC
Transport – Road	A412 Improvements at the Five Points Roundabout, Iver (see countywide transport modelling report, Feb 2017)		S106 funding provided as part of the Pinewood Studios planning approval	BCC/Developers	TBC
Transport - Road	A412/Bangors Road North, Iver - capacity improvements (see local transport modelling report, July 2017)	TBC	S106/CIL/Other-TBC	BCC/Developers	TBC
Transport - Road	Measures outlined in the Beaconsfield Transport Strategy (see local transport modelling report, July 2017)	TBC	S106/CIL/Other-TBC	BCC/Developers	TBC
Transport – Road	Improvements to Berry Hill Junction, Taplow (see local transport modelling report, July 2017)	TBC	S106/CIL/Other-TBC	BCC/Developers	TBC
Transport – Road	Signalisation of the A413/Gravel Hill	TBC	S106/CIL/Other-TBC	BCC/Developers	TBC

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
	Junction, Chalfont St Peter, (see local transport modelling report, July 2017)				
Transport – Road	Improvements to Ledborough Lane/Longbottom Lane Junctions, Beaconsfield (see local transport modelling report July 2017)	TBC	S106/CIL/Other-TBC	BCC/Developers	TBC
Transport – Road	Capacity Improvements to Pyebush Roundabout, Beaconsfield (see local transport modelling report, July 2017)	TBC	S106/CIL/Other-TBC	BCC/Developers	TBC
Transport – Road	White Lion Road/Stanley Hill Roundabout Improvements, Amersham (see local transport modelling report, July 2017)	TBC	S106/CIL/Other-TBC	BCC/Developers	TBC
Transport – Road	A413/Stanley Hill/A355 Roundabout Improvements, Amersham (see local transport modelling report, July 2017)	TBC	S106/CIL/Other-TBC	BCC/Developers	TBC
Transport - Road	Signalisation of Junctions on A416, Chesham (see local transport modelling report, July 2017)	TBC	S106/CIL/Other-TBC	BCC/Developers	TBC
Transport – Road	Capacity Improvements to A4 Bath Road and Signal Optimisation of A4/Hunterscombe Junction	TBC	S106/CIL/Other-TBC	BCC/Developers/ Slough BC	TBC

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
	Improvements, Slough (see local transport modelling report, July 2017)				
Transport – Road	Capacity Improvements to A413/Joiners Lane Roundabout, Chalfont St Peter (see local transport modelling report, July 2017)	TBC	S106/CIL/Other-TBC	BCC/Developers	TBC
Transport – Road	Signalisation of Potkiln Lane, Beaconsfield (see local transport modelling report, July 2017)	TBC	S106/CIL/Other –TBC	BCC/Developers	TBC
Transport – Sustainable	Taplow Station access improvements	TBC	TfL/CIL/Other-TBC	TfL	TBC
Transport – Sustainable	Improvements to Iver Rail Station and provision of a car park. (see Iver Traffic and Transport Study)	TBC	TfL/S106/Other -TBC	TfL/Developers	TBC
Transport – Sustainable	Improvements to pedestrian, cycling and bus infrastructure (see Iver Traffic and Transport Study)	TBC	CIL/S106/Bus Operators/Other-TBC	BCC/Developers/Bus Operators	TBC
Transport – Sustainable	Extended Bus services to serve new development sites and the provision of infrastructure such as stops, shelters and Real Time Passenger Information	TBC	CIL/S106/Bus Operators/Other-TBC	BCC/Developers/Bus Operators	TBC
Transport -	Improvements to public	TBC	CIL/Bus	BCC/Developers/Bus	TBC

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
Sustainable	transport/walking and cycling links to increase sustainable transport options between employment, services, housing and onward travel options to encourage healthy communities		Operators/Other-TBC	Operators	
Transport - Sustainable	Capacity and access improvements to railway stations	TBC	CIL/TfL/Chiltern Railways/Other-TBC	Chiltern Railways/TfL	TBC
Transport – Sustainable	Improvements to parking facilities at Gerrards Cross and Beaconsfield Stations	TBC	CIL/Chiltern Railways/Other-TBC	Chiltern Railways	TBC
Transport - Sustainable	Chesham Station Interchange	TBC	TBC	Chesham CIC	TBC
Transport - Sustainable	Charging points and infrastructure for electric vehicles in town centres, new employment areas and other appropriate locations	TBC	S106/CIL/BCC/ Other - TBC	BCC/ Developers	TBC
Health – primary	New GP surgery in Beaconsfield to combine the two existing practice and to provide additional capacity. Appropriate financial contribution from new development needed – TBC by CCG	TBC	NHS England / developer contributions	CCG	To be opened before 2020
Health – primary	Expansion / modification of existing	TBC	NHS England /	CCG	TBC

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
	primary care services in Amersham and Little Chalfont. Appropriate financial contribution from new development needed– TBC by CCG		developer contributions		
Health – primary	Expansion / modification of existing primary care services in Chesham. Appropriate financial contribution from new development needed– TBC by CCG	TBC	NHS England / developer contributions	CCG	TBC
Health – primary	New healthcare facilities on National Epilepsy Centre option site 7. Appropriate financial contribution from new development needed and site will need to be identified – TBC by CCG	TBC	NHS England / developer contributions	CCG	TBC
Health – primary	Expansion / modification of existing primary care services in Chalfont St Peter and depending on the scale of development in Chalfont St Peter and Gerrards Cross this may require the expansion of the Calcott Medical Centre. It may potentially be relocated to the Chalfonts Memorial Hospital. Appropriate financial contribution from new	TBC	NHS England / developer contributions	CCG/ Bucks Healthcare NHS Trust	TBC

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
	development needed– TBC by CCG and Bucks Healthcare NHS Trust				
Health – primary	New primary care premises in the Iver area. Appropriate financial contribution from new development needed and site will need to be identified – TBC by CCG	TBC	NHS England / developer contributions	CCG	TBC
Health – primary	Burnham Health centre – additional parking spaces –TBC by CCG	TBC	NHS England	CCG	TBC
Health – primary	The Misbourne Surgery Chalfont St Giles – extension–TBC by CCG	TBC	NHS England	CCG	TBC
Health – acute	Expand existing services at Wexham Park hospital due to the increase in the catchment population stemming from the Local Plan at Green Belt Preferred Options stage, based on broad quantitative assumptions this will require the equivalent of 3.11 new clinic rooms, 1.49 new wards and 2.42 new theatres. Plus need for increased parking space (113 spaces) Further detail of requirements to be discussed with FHFT	TBC	NHS England/ CCG/ Frimley Health Foundation Trust / developer contributions	CCG	TBC

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
	Note that the Hospital is located in Slough BC area and that there is an existing car park in South Bucks.				
Health - acute	Potential impact on Bucks Healthcare NHS Trust facilities and requirements to be advised by Bucks Healthcare NHS Trust (implications for Stoke Mandeville, Wycombe, Amersham and the Chalfont St Peter memorial Hospital) – TBC by Bucks Healthcare NHS Trust.	TBC	NHS England / CCG / Bucks Healthcare NHS Trust/ developer contributions	CCG	TBC
Water supply (potable water)	Site specific requirements to be confirmed by Affinity Water for their catchment within the joint plan area. No site specific requirements at this stage from Thames Water for their catchment within the joint plan area.	TBC	Developer – funded through direct negotiation between the developer and the water company	Thames / Affinity Water	TBC
Waste water network	At Green Belt Preferred Option Stage Thames Water indicated that	TBC	Developer – funded through direct	Developer/Thames Water	TBC

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
improvements	<p>some of the Options would be likely to need local or strategic improvements to the waste water network. These are as follows</p> <p>Local network improvements – options 2, 3, 6, 7, 13</p> <p>Strategic network improvements – options 1, 8, 9, 12</p>		negotiation between the developer and the water company		
Flood alleviation	Chesham Flood alleviation scheme – town centre proposals, potentially including de-culverting the River Chess along St Mary's Way and measures to improve flood water storage on the periphery of the town. CDC in discussion with EA at present in relation to options for the town centre route	£3m	EA/Other Contributions	Environment Agency	Detailed design 2018 Construction 2020/ 2021
Flood alleviation	Misbourne flood alleviation scheme – potentially including land for flood water storage / groundwater flooding mitigation from Great Missenden southwards along the Misbourne towards Amersham,	TBC	EA/Other-TBC	Environment Agency (also DEFRA / BCC/ Thames Rivers Flood Coastal Committee (RFCC))	Subject to business case. Delivery by 2020/21 at the latest

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
	Chalfont St Giles and Chalfont St Peter (from the DEFRA Flood Defence Grant in Aid further details awaited from the EA)				
Flood alleviation	Colnbrook flood alleviation scheme – potentially including land for flood water storage in neighbouring South Bucks at Willowbank and New Denham (details awaited from the EA)	TBC	EA/Other-TBC	Environment Agency	2020 – 2022 subject to business case
Flood alleviation – river and other forms of flooding	Measures to be advised in the forthcoming level 2 SFRA	TBC	TBC	Environment Agency and BCC	TBC
Flood alleviation	Pednormead End Chesham – river restoration risk / natural flood management and property level protection and culvert improvement– for funding details	TBC	TBC	BCC, CDC and Environment Agency	River restoration Dec 2017. Culvert improvement and property level protection 2019/2020 (subject to business

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
					case)
Flood alleviation	Schemes to be identified by BCC as Lead Local Flood Authority	TBC	TBC	BCC/TBC	TBC
Utilities – Electricity	Upgrades to Beaconsfield Substation	TBC	TBC	TBC	TBC
Utilities – Electricity	Upgrades to Denham Substation	TBC	TBC	TBC	TBC
Utilities - Electricity	Upgrades to Taplow Substation	TBC	TBC	TBC	TBC
Open Space and Outdoor Sports Facilities	To be identified through the Open Space and Outdoor Sports Facilities Assessment	TBC	TBC	CDC/SBDC	TBC
Green Infrastructure	Measures to be identified through the Green Infrastructure Topic Paper	TBC	TBC	TBC	TBC
Green Infrastructure	Measures to mitigate impacts of additional visitors arising from development within 5km of Burnham Beeches (yet to be identified)	TBC	CIL/S106/Other-TBC	City of London	TBC
Green Infrastructure	Measures to mitigate the impacts on air quality arising from additional traffic movements in the vicinity of	TBC	CIL/S106/Other-TBC	City of London/BCC	TBC

Infrastructure Type	Requirement	Cost	Funding Source*	Lead Delivery Partner	Timescale
	Burnham Beeches (yet to be identified)				

* The final IDS will indicate which Local Plan proposals will need to make funding contributions