

Chiltern and South Bucks District Councils Local Plan 2036 (2016 – 2036)

Draft Infrastructure Delivery Plan

3 June 2019



CHILTERN
District Council



SOUTH BUCKS
District Council

Stronger in partnership

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Executive summary

2. This Infrastructure Delivery Plan (IDP) sets out the new infrastructure which is needed to support the site allocations and policies included in the new Local Plan. There are 13 strategic sites in the Local Plan, 11 of these include new housing. The Local Plan, as required by national government, needs to make a step-change in the delivery of new housing to help meeting local needs. Supporting infrastructure is a critical part of this. Infrastructure provision needs to go hand in hand alongside the delivery of new housing and businesses so that the Districts' residents and workers can have good access to education, open space and healthcare, for example. Roads and transport are especially important, and the Councils have worked very closely on this with the Local Highways Authority. This was to ensure that the level of new housing and economic growth has been tested in terms of its potential impacts on the local road network and that measures to deal with these the impacts have been included in the Local Plan policies and this IDP. The water environment and water quality and supply are also very important local issues and the Local Plan area is within an area of water-stress with several rivers experiencing low flows. This IDP refers to a number of improvements which are needed to ensure that new development is supported by the right potable and waste water infrastructure. This needs to be achieved with developers, Water Companies and the Environment Agency working closely together.

3. Appendix 1 of this IDP (published separately) contains the infrastructure requirements for the Local Plan as a whole and Appendix 2 takes these and shows how they apply to each strategic site in the Local Plan (also published separately). There are requirements for new primary schools, finance for secondary school places, new open spaces and play areas, highway improvements, part – funding for new primary healthcare facilities and many other types of infrastructure in Chiltern and South Bucks. Most of the new infrastructure requirements fall within / close to the towns and villages where there are strategic site allocations in the Local Plan. These are at Chesham, Amersham, Little Chalfont, Chalfont St Peter, Holmer Green, Beaconsfield, Denham, Taplow and Iver where new infrastructure is needed to assist in accommodating new housing and other growth. These requirements are really the key parts of the IDP, with most of this supporting report setting out the wider context, organisations responsible for delivering infrastructure and explaining how the specific requirements were generated and assessed. There are many cross references in the IDP to supporting evidence studies for the Local Plan, covering a wide range of topics. These are also published separately on the Councils' websites under the Local Plan evidence base pages. The overall costs of new infrastructure, known funding and gaps in funding are published separately as Appendix 3 to this IDP. This will be especially important for the Councils' work on CIL.

4. The District Councils, through the Local Plan and the consideration of planning applications, have a key role to play in ensuring that new infrastructure is delivered. Infrastructure is likely to be a key issue for delivering the strategic allocations in the Local Plan through the master planning process. Other stakeholders play a critical role in the delivery of new infrastructure in terms of strategic testing and advising on individual proposals. These include Sport England, Natural England, Highways England, the Chiltern CCG for primary healthcare, the Water Companies and the Environment Agency and Bucks County Council (in terms of the local road network, sustainable transport, social care and education). There are many other organisations involved in the provision of new infrastructure and the Councils will diligently take forward the requirements in this IDP and in the new Local Plan policies to support the provision of new infrastructure. It will support other organisations in their role of delivering new infrastructure to support growth within the Local Plan.
5. The IDP is the product of engagement with key infrastructure providers over a number of years, commencing with a baseline assessment of the infrastructure pressures in Chiltern and South Bucks. It is intended that this version of the IDP will be analysed again further by key infrastructure providers and other stakeholders and additional information on project costs and timing, for example may be provided. It is important that the delivery of the new infrastructure required by this IDP and also required in conjunction with specific planning proposals are closely monitored.
6. The IDP forms important evidence for the Community Infrastructure Levy (CIL). The Councils are committed to delivering CIL since it will provide an important mechanism to secure infrastructure benefits for the local community and to support sustainable development in the Local Plan area. The next stage of consultation on CIL is due to proceed alongside the Local Plan¹.

¹ <https://www.chiltern.gov.uk/planning/cil>

Introduction

8. This Infrastructure Delivery Plan (IDP) has been produced to accompany the pre-submission consultation stage of the Chiltern and South Bucks Local Plan 2036. The purpose of the IDP is to identify infrastructure required to support the planned new development in the Districts as set out in the joint Local Plan and to show how the infrastructure will be delivered. Delivery information includes the organisations responsible, funding sources, costs and anticipated timescales for provision. This is set out tabular form in Appendix 1 of the IDP and the key requirements for different types of infrastructure are also explained and highlighted in the supporting text.
9. Appendix 2 of the IDP contains the infrastructure requirements for the 13 strategic sites in the new Local Plan. They are as follows;

Local Plan Policy number	Location
SP BP2	Chesham
SP BP 3	Holmer Green
SP BP 4	London Road West Amersham Old Town
SP BP 5	Whielden Street, Amersham Old Town
SP BP 6	Little Chalfont
SP BP 7	North East of Chalfont St Peter
SP BP 8	South East of Chalfont St Peter
SP BP 9	Beaconsfield
SP BP 10	West of Iver
SP BP 11	North of Iver Station
SP BP 12	East of Ridgeway Business Park Iver
SP BP 13	North of Denham Roundabout
SP BP 14	Land Adjacent to Taplow Station

10. Appendix 3 of the IDP sets out the costs of new infrastructure, known funding and the current gap in funding. This is provided for the whole plan area as well as for each District.
11. The Local Plan and the IDP have been prepared in parallel with one another and the IDP follows four over-arching categories linked into the place – shaping role of the Local Plan and its chapters;
- Health and wellbeing (relevant to Healthy Places, Living Places and Building Places chapters),
 - Community Cohesion and Education (relevant to Healthy Places, Living Places and Building Places chapters),
 - Town Centres and Economic Development (relevant to Enterprising Places chapter)
 - Access and Movement (relevant to Connected Places, Healthy Places, Living Places and Building Places chapters).
12. The IDP seeks 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. The IDP will help the Council deliver Policy BP SP1 of the new Local Plan which covers developer contributions to support growth. The IDP plays an important part in setting a CIL schedule by identifying the likely costs of new infrastructure and the funding gap. Previous versions of the IDP² and similar information have been used to support the Councils' consultation on the Preliminary Draft Charging Schedule for CIL in December 2018³. A consultation on the draft charging schedule for CIL is due to start in June 2019⁴. Some of the site allocations are excluded from CIL and will be required to deliver infrastructure directly or make financial contributions towards mitigation of the development's impact through legal agreements.
13. The thresholds for developments to be excluded from CIL are:
- Sites of 10 hectares and greater; or

² Named the Infrastructure Delivery Schedule (IDS) previously

³ <https://www.chiltern.gov.uk/planning/cil>

⁴ https://www.chiltern.gov.uk/media/13064/Chiltern-and-South-Bucks-Joint-Local-Development-Scheme-2019-2022/pdf/Chiltern_and_South_Bucks_Joint_Local_Development_Scheme_2019-2022.pdf?m=636930826508630000 – shows the CIL timetable on page 7.

- Developments of 400 homes and greater; or
- Development of 10,000 square metres and greater

14. The provision of new infrastructure to serve the development delivered through local plans is a key principle of national planning policy and its emphasis on ensuring that new development is sustainable. These principles have informed the Councils' infrastructure work for the Local Plan. The engagement with key stakeholders with responsibility for delivering new infrastructure has been particularly important. Infrastructure is a key strategic matter in terms of its underpinning support for strategic policies and site allocations and the NPPF refers to the types of infrastructure which should be covered by local plans (paragraph 34). The role of co-ordinating infrastructure provision is part of the economic objective for Local Plans and helps underpinning the delivery of sustainable development (NPPF paragraph 8). The work for this IDP also links into the NPPF guidance on the importance of engaging with infrastructure providers (paragraph 16).
15. The IDP has been prepared as part of an iterative process, with its requirements becoming more refined and detailed to account for information gained from Local Plan evidence studies and from key infrastructure stakeholders. This process has also linked into testing different local plan growth scenarios for housing and employment in the Local Plan area as the Local Plan has proceeded through earlier stages of preparation.
16. This version of the IDP incorporates information gained as part of two previous formal stages of consultation on the new Local Plan – Issues and Options (Jan 2016) and Green Belt Preferred Options (Oct 2016). It also incorporates the evidence work in progress at the time of the update on the Green Belt Options which was reported to the Joint Committee for Chiltern and South Bucks Councils on 7th November 2017⁵ (Agenda item 5 Appendix 1). This has been supplemented and updated in the light of the evidence and content of the pre-submission publication version of the Local Plan. The IDP is comprehensive and so specific requirements for new infrastructure which accompany the site allocations and other policies in the Local Plan are also included in the IDP.
17. The IDP will be a key source of evidence for new planning applications and proposals associated with the Local Plan but these will still need to be accompanied by their own evidence of infrastructure constraints, impacts and mitigations. For example, this could be via transport assessments, site specific flood risk assessments, etc.

⁵ <https://isa.chiltern.gov.uk/democracy/documents/g3439/Public%20reports%20pack%2007th-Nov-2017%2018.30%20Chiltern%20South%20Bucks%20Joint%20Committee.pdf?T=10>

18. There are several major national infrastructure projects which have implications for the joint Plan area, for example HS2, the Heathrow Third Runway, Crossrail, the M4 smart motorway, the M25 smart motorway and the Western Rail Access to Heathrow. These projects have their own specific requirements and involve provision of new infrastructure in the Local Plan area but they are separate from the Local Plan. Also the entire administrative area of Buckinghamshire falls within the government's Oxford to Cambridge arc proposals and this is likely to have a major effect in the wider area. The specific requirements of major national infrastructure projects are not included within Table 1.

Purpose and Structure of this Document

19. This IDP has been split into sections based on infrastructure types. Each section includes a brief outline of sources of information/work undertaken, a summary of the key findings, key infrastructure requirements linked to Table 1 in Appendix 1, issues and constraints encountered and how they could be overcome.

20. The IDP includes information on the infrastructure, which is essential for sustainable development, whether it is green infrastructure, new structures and buildings (grey infrastructure) and new social infrastructure. The types of infrastructure which have been taken into account in the preparation of this IDP are:

Overarching objective	Infrastructure type
Health and wellbeing,	Outdoor sport and recreation, public open space, green infrastructure GPs, community healthcare and other medical Emergency services Social care Water – including clean water, waste water treatment and network and flood alleviation Utilities – electricity, gas and household waste and recycling Crematoria
Community Cohesion and Education	Community facilities, indoor sports and leisure Education – primary and secondary schools, special needs, nursery, (not including private schools), higher and further education
Town centres	Telecommunications and broadband

and Economic development	Measures to support the local skills base, town centre vitality and viability and the local economy
Access and Movement	Transport – highway network and sustainable transport

21. More and updated information about infrastructure issues and needs may be produced as part of the monitoring of the delivery of the new Local Plan or as updates to the IDP / CIL related evidence. This could include new requirements from additional evidence research or new technology, new opportunities for funding, additional delivery partners and updates to timescales.

Infrastructure Stakeholder Engagement

22. Producing the IDP has been an iterative process and has involved a number of stages so far, and the pre-submission consultation gives key stakeholders and other groups the opportunity to assess the information provided and submit additional data for consideration by the Inspector. However, this section of the IDP sets out the work with stakeholders leading up to pre-submission consultation.

23. The first stage of the work for Local Plan infrastructure requirements 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 published on the Councils’ websites⁶. The key findings of that study were that more information was needed to assess the impacts on infrastructure and what future detailed needs were likely to be, much of the existing infrastructure was under significant strain/deficit and that infrastructure improvements would be likely to be needed in association with the new growth in the Local Plan.

24. Following this, the Councils undertook further engagement with key stakeholders, by encouraging responses to the Local Plan 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 IDP 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

⁶ <http://www.chiltern.gov.uk/planning/localplanevidence>

test a range of development scenarios, and meetings held with individual stakeholders.

25. In addition to the above, the Councils have carried out many supporting evidence studies which include infrastructure information and requirements. These include matters relating to transport, recreation, the water environment, biodiversity and flooding. A full list of relevant studies is included in the references section of this IDP
26. The Councils have sought information with the aim to develop a comprehensive IDP. In particular input from stakeholders has been sought, particularly in regard to filling any gaps in information. However, it is acknowledged that there are some uncertainties in terms of costs and timing. To provide an appropriate level of certainty about future costings, the Councils' have sought advice from their independent viability advisors, Dixon Searle Partnership, to link into the viability testing of the new Local Plan.
27. The infrastructure requirements identified in this document are not restricted 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 and much of the Chiltern District waste water drains to Maple Lodge in Hertfordshire. Where the IDP identifies requirements outside the plan area which stem from the growth in the new Local Plan these are highlighted in Table 1. The IDP is part of the evidence base on potential cross boundary issues as a guide for Duty to Co-operate discussions. Bucks County Council is working on future infrastructure needs at a strategic level (Bucks Strategic Infrastructure Project) and this has been co-ordinated with the work on the Local Plan with the purpose of supporting the case for funding for the projects referred to in the IDP and to give the requirements an additional audience.

HEALTH AND WELLBEING

28. The IDP requirements relating to health and wellbeing relate to wider objectives of healthy lifestyles and sustainable environments as well as to medical care. This links into several ways in which the Local Plan can encourage more active lifestyles, better accessibility to services, facilitate use of sustainable transport and encourage wider participation in sport, recreation and active leisure activities. The achievement of these objectives has a consequential beneficial effect on local medical care, by reducing pressure and a healthier community. The Bicester Healthy New Town concepts are important good practice examples for Local Plans and the policies and allocations in the Chiltern and South Bucks Local Plan are intended to support health

and wellbeing in its wider sense. Therefore, the IDP has a number of requirements which link into health and wellbeing - public open space provision, active travel, support for new leisure and community facilities and support for new primary healthcare facilities.

Community facilities, indoor sports and leisure

29. Four strategic sites have the potential to incorporate community facilities. These are at Chesham, Little Chalfont, at land north of Iver Station and Beaconsfield. The detail of this provision will need to be explored further, for example with master plans or in association with particular development proposals.

Primary Healthcare

30. The organisation with responsibility for governing the provision of primary healthcare services within the joint plan area is the NHS Buckinghamshire Clinical Commissioning Groups (BCCG). The BCCG commissions the provision of healthcare services with local GP practices and community nursing services. The NHS Aylesbury Vale and NHS Chiltern CCG Bucks Primary Care Strategy (2015) addresses the way local health services are planned in the area, future challenges and design principles and objectives for primary care moving forward. Housing growth and the need to work closely with local planning authorities is acknowledged as a key factor in delivering a successful strategy.
31. The BCCG forms part of the wider Buckinghamshire, Oxfordshire and Berkshire (BOB) Sustainable Transformation Plan (STP) area, and work with their partners with the intention of integrating the opportunities arising from the Local Plan with the STP⁷⁷, for example by creating community hubs linked to existing larger settlements. It is important to link CCG initiatives stemming from the hub strategy to the new Local Plan growth strategy as far as possible. 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 ageing 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.

⁷⁷ <https://www.chilternccg.nhs.uk/wp-content/uploads/2016/12/The-Buckinghamshire-Oxfordshire-and-Berkshire-West-Plan.pdf>

32. The BCCG has advised that several GP facilities are likely to require extension/modification in order to accommodate need arising from new development. This mostly relates to the expansion of existing premises. Provision of GP premises would be subject to there being an agreed business case with the Councils and the CCG. This is necessary to ensure that the new facilities are directly linked to the impacts of the developments in the new Local Plan. Information on overall project costs for GP practice requirements stemming from the Local Plan from the CCG has been used to inform Appendix 1 and 2 of the IDP and it is noted that these are overall requirements. Not all of the costs would fall to local developers, as the GP practices are private businesses. The CCG has also advised that they would only wish to fund new practices that can cater for at least 10,000 people (5 GPs).
33. At this stage, specific projects required to expand GP capacity in all of 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, the Appendices 1 do not contain full 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 towards some of the costs.

Acute Healthcare:

34. Acute healthcare for the joint Local Plan area is provided by several organisations. The Bucks Healthcare HNS Trust, Frimley Health Foundation Trust and the Hillingdon Hospital Trust offer services to local residents. There are major hospitals close to the Local Plan area at Stoke Mandeville, Wycombe and Wexham Park hospitals, and there are community hospitals in Amersham and at Chalfont St Peter; the Chalfonts and Gerrards Cross Memorial Hospital. Hospitals in other areas, e.g. the Hillingdon Hospital near Iver and Mount Vernon and Harefield hospitals, close to the Chalfonts and Denham, are also used by local residents.
35. Hospitals cover large catchment areas and the level of growth in the new local plan is not so significant as to trigger a new hospital. In consultation with key stakeholders a key issue has been the need to support more local – level primary care facilities to avoid the need for visits to a hospital. The whole sector is undergoing change with the introduction of new technology and it is likely that in the future community hubs may offer some services provided by acute hospitals or that they might be co-located. Funding opportunities for hospital facilities would need to be linked into the

CCG's strategy for care and transformation. Funding opportunities for acute provision are also available at a higher regional / national level. Therefore, there are no requirements in this IDP for acute facilities.

Other medical:

36. Input to the requirements in Table 1 of the IDP has also been sought from the Oxfordshire Mental Health Trust, which provides a range of mental health services within the plan area and no site-specific requirements have been identified.

37. No Local – Plan related infrastructure requirements relating to community dental services or the ambulance service have been identified after liaising with relevant stakeholders.

Open Spaces and Outdoor Sports Facilities:

38. The Councils have carried out an Open Spaces, Sport and Recreational Needs Assessment⁸. This is an analysis of the current provision and future requirements based on standards for each type of open space. There are specific proposals for new / improvements to open space and recreation facilities. These are wide – ranging and include many types of provision from multi-use pitches, green space provision to burial space. The requirements are included in Table 1 of this IDP. There are a range of delivery mechanisms, for example provision open space provision as part of Local Plan site allocations and the Local Plan policies provide guidance on the type of play space needed according to the size of new housing development.

39. The Councils also have a Playing Pitch Strategy⁹ which assesses the quantity and quality of sports pitches in the Plan area. It advises that there are deficits in specific areas for different types of sports (rugby, cricket, netball and football). Also, it makes recommendations for improvements to existing facilities, e.g. changing rooms, etc. These are cross – referred to in Table 1 of the IDP.

⁸ https://www.chiltern.gov.uk/media/12627/Open-Space-Study-August-2018-/pdf/Open_Space_Strategy.pdf?m=636789053578170000

⁹ <https://www.chiltern.gov.uk/PlayingPitchStrategy>

Green Infrastructure

40. Green infrastructure is a critical part of sustainable urban design it can help reduce flood risk, provide health and wellbeing benefits for people, habitat for wildlife, clean air, reduce heat islands, and enhance biodiversity.
41. 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 Districts¹⁰. However, it also concluded that development within 5km of Burnham Beeches is likely to have a significant effect on the SAC in terms of visitor pressure and air quality.
42. 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 significant new developments. The strategic site at Beaconsfield subject of Policy BP SP9 includes a requirement for suitable alternative natural greenspace (SANG) as part of the mitigation for impacts on the SAC.
43. In addition, air quality impacts have also been identified as a pressure for the SAC, and this could worsen with 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 IDP once this work has been completed.
44. The Local Plan includes policies concerning air quality. Air Quality is a key issue for the Local Plan area with Chesham, Iver and other areas subject of Air Quality Management in the Plan area (alongside the M4, M40 and M25 motorways). There a voluntary Clean Air Zone in Iver. The Government's UK plan for tackling roadside nitrogen dioxide concentrations includes ending the sale of all new conventional petrol and diesel cars and vans by 2040 and so the Local Plan and its IDP need to

¹⁰ web link to HRA report https://www.chiltern.gov.uk/media/13070/Habitats-Regulations-Assessment/pdf/Habitats_Regulations_Assessment.pdf?m=636933629325730000

take active steps to facilitate this. Given that the Local Plan is looking to 2036 there will be an increased demand for electric vehicles and increased needs charging electric vehicles. The Council is actively encouraging the provision of electric vehicle charging points in small scale developments and requires them in all new major residential developments – as included in policy DM NP10. Furthermore, the Local Plan needs to provide a framework for development to support the Councils forthcoming Air Quality Action plans, which may include other measures to help mitigate impacts as part of their implementation strategy. Therefore, given the importance of this matter the IDP Appendix 1 includes over-arching requirements for infrastructure related to air quality which will need to be updated as new information is forthcoming.

Emergency Services – Police and Fire and Rescue:

45. Bucks Fire and Rescue has confirmed that the levels of growth envisaged in the Local Plan are unlikely to affect the strategic distribution of fire cover. The current Public Safety Plan for the Fire and Rescue Service (2015 - 2020)¹¹ signposts the future strategy for the service catchments but at this stage there is no specific information on any proposals for the current fire stations in the plan area and as such no requirements for new stations are identified in the IDP. They have stated that the service welcomes measures that increase the supply of affordable housing as it is increasingly difficult to find new staff, especially in locations where fire cover is operated on-call (e.g. Great Missenden and Chesham) or as day-crew (e.g. Amersham and Gerrards Cross), where staff need to live in close proximity to fire stations. New developments are likely to need additional fire hydrant provision. This is usually carried out in conjunction with the provision of water infrastructure by the water companies and does not need specific reference in Appendix 1 and 2 of the IDP.
46. Thames Valley Police cover the Local Plan area and have advised that they are likely to ask for developer contributions from new development, in particular for developments of over 1,000 new dwellings. This could link into the provision of other community facilities on the larger site allocations and so this information has been added to Table 1.

Social Care and specialist housing:

47. The Housing and Economic Development Needs Assessment (HEDNA), has provided an analysis of the requirements for elderly persons accommodation in the Local Plan area e.g. care homes, nursing homes, etc. This has included consideration of information on specialist care needs from BCC. This will be delivered through

¹¹ http://bucksfire.gov.uk/files/8114/2116/4524/2015_-_20_PSP_Updated_after_17_Dec_CFA.pdf

appropriate site allocations and policies in the Local Plan and therefore does not form part of the IDP.

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

Crematoria

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

Water and Flood Alleviation

50. Thames Water is the statutory sewerage undertaker for the whole of the Chiltern and South Bucks District, and the statutory water undertaker for parts of the Districts. Affinity Water is the water undertaker for the remaining parts of the Districts.

Waste Water Treatment and the Waste Water Network

51. There are a number of Sewage Treatment Works in the Local Plan area. Much of the waste water infrastructure for the western part of South Bucks, including Beaconsfield and Hazlemere, links into the Little Marlow Treatment works in Wycombe District. Chalfont St Giles, Chalfont St Peter, Chalfont Common, Little Chalfont, Amersham and Denham Green all drain into the Maple Lodge Sewage Treatment Works in Hertfordshire. Gerrards Cross has a Sewage Treatment Works as does Chesham. Iver Heath and Iver North drain to Iver North STW and Denham drains to Modgen STW in Isleworth, West London.
52. Thames Water has identified that the Maple Lodge STW requires an upgrade in the next 5 – 10 years based on estimated growth in the catchment, environmental constraints and its current operating capacity. Delivery of a scheme to accommodate growth has been included in Thames Waters' PR19 submission which once agreed and finalised will form the Asset Management Plan (AMP 7) 2020 – 2025. This links to the Maple Lodge (Chalfont St Peter area) Drainage Strategy¹². Improvements to the Chesham STW are referred to in the Chesham Drainage Strategy¹³.

¹² <https://www.thameswater.co.uk/sitecore/content/corporate/corporate/about-us/investing-in-our-network/drainage-strategies/-/media/bd7a7b3fc0424938aa532cdac0077909.ashx?bc=white&db=web&la=en&thn=1&ts=5eab8998-a2c0-4c13-ab51-e0b836cc4d9b.pdf>

¹³ <https://www.thameswater.co.uk/sitecore/content/corporate/corporate/about-us/investing-in-our-network/drainage-strategies/-/media/53dfdceebef9469dab4f1c896c799aaa.ashx?bc=white&db=web&la=en&thn=1&ts=5a076909-6c65-4f66-ad52-65716889e0b9.pdf>

53. 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 in addition to those referred to above. These are at the Chesham STW (relating to the strategic allocation at Chesham (Option 1, now subject of Policy BP SP2) and the Little Marlow STW relating to the strategic allocation (Option 9, now subject of Policy BP SP9) at Beaconsfield¹⁴. This infrastructure requirement needs to be met by Thames Water as part of its resource and asset management planning process.
54. The Councils commissioned an assessment of the waste water cycle – related impacts of new development in the South Bucks catchments, as required by the Environment Agency. This is the South Bucks Water Quality Assessment which is published on the website. This refers to STW improvements which are likely to be needed in association with the Local Plan growth, including requirements for network improvements linked to the impact of strategic sites and HELAA sites. This work stems from the need to comply with Water Framework Directive Requirements for water quality as set out in Table 4.1 of the South Bucks Water Quality Assessment. These requirements have been included in Appendix 1. It is noted that the mechanism for delivering improvements to water infrastructure are different from those under CIL and section 106 obligations and the importance of early engagement between developers and the Water Companies is highlighted.
55. There is a potential interaction between the drainage strategies for larger sites which would need to be considered by the Lead Local Flood Authority as part of Flood Risk Assessment requirements with the early discussions with Thames Water about waste water capacity. Thames Water has advised that a drainage strategy designed to account for flood risk would be a logical course of action before reaching an agreed position with them on network / other improvements.
56. The Misbourne valley near the Chalfonts and the river Chess at Chesham have complex water cycle issues and the Councils are working closely with the Environment Agency and Thames Water to ensure that the Local Plan growth in these water catchments is capable of being accommodated with particular regard to the sensitive water environment. This is due to be formalised in a statement of common ground between these authorities concerning water infrastructure.

¹⁴ Note that there were comments from Thames Water about Green Belt Preferred Option 3 at Hazlemere but this is not now part of the Local Plan growth scenario.

Potable (drinking) water

57. Affinity Water has indicated that upgrades to the current potable water supply infrastructure related to the new development in the Local Plan would be needed in relation to several catchments in the joint Plan area. These are local reinforcements in the Amersham, Chesham and Chalfont St Peter area network. Also, local and major reinforcements will be needed in the Beaconsfield network and in the Denham and Iver area catchment. All local plan strategic sites except for that at Taplow are covered by this advice. Detailed costs cannot be identified at this stage and will need to be subject to detailed discussion on a site by site basis.
58. At the local level there may be a need for localised network reinforcements to accommodate proposed new housing. Developers will be required to fund studies (e.g. to test flow and pressure) in order to demonstrate that there is adequate capacity both on and off site to serve the development and that their development would not lead to problems for existing users. The proposed reinforcements will aim to recover the current level of service and each developer will contribute to the required reinforcements depending on the relative impact on the network. Measures that may be required include new mains connections and water booster stations to maintain water pressure. The infrastructure will be delivered both on and off site through new mains supply and connections to existing mains. Agreements for delivery are usually made directly between the developer and Thames Water or Affinity Water.
59. This infrastructure requirement will need to be met through direct negotiation between developers and Affinity Water and so high -level requirements have been included in the IDP. The implications of individual schemes will need to be discussed in greater detail with Affinity Water at the earliest opportunity, via their Developer Services teams and the Councils would encourage potential applicants to take this opportunity to discuss their schemes.
60. The allocation site (BP SP 14) is covered by Thames Water in terms of potable water supply but this did not give rise to infrastructure capacity concerns.
61. Thames Water and Affinity Water strongly encourage early engagement on site specific matters with developers so that their requirements can be designed in at early stages of schemes, especially as improvements to Sewage Treatment Works can take from 18 months to 3 years to be completed. The Councils support this approach and to encourage early involvement the developer services teams for Affinity Water and Thames Water can be found on these links

[Affinity Water - https://www.affinitywater.co.uk/developer-services.aspx](https://www.affinitywater.co.uk/developer-services.aspx)

[Thames Water - https://developers.thameswater.co.uk/](https://developers.thameswater.co.uk/)

62. The process for funding water infrastructure requirements which are linked to new development changed in April 2018 because the rules which govern charging by Water Companies changed¹⁵. As this is at an early stage of implementation the funding source column in Table 1 of Appendix 1 may need to be amended once further information on the potential implications of this becomes available.

Flooding

63. For flood risk the Strategic Flood Risk Assessments (SFRAs) are a key source of information. Key stakeholders for flooding (BCC and the Environment Agency) have been consulted as part of the stakeholder consultation for the IDP to provide information on flood infrastructure – related requirements and Local Plan policy content as appropriate. The level 2 SFRA identifies that many of the site allocations could provide opportunities for wider flood risk mitigation. This can be achieved through the site master-planning stage as part of necessary flood risk assessments and drainage strategies required by BCC as Lead Local Flood Authority. Therefore, this does not need specific reference in the IDP. Site specific flood risk assessment advice is provided for several allocations within the level 2 SFRA but there are no physical measures identified relating to new flood defences.

64. The Environment Agency has identified a need for flood risk alleviation schemes along the River Misbourne and the Colne Brook. The Chesham Flood alleviation project seeks to address surface water flood impacts in Chesham and to restore the Chesham Culvert. These projects are included in Table 1 of the IDP since increased development within these river and drainage catchments can have a knock – on effect on flooding and more information on the details of these projects has been requested from the Environment Agency.

Utilities

Gas:

¹⁵ <https://0980a19b0bb02fe4a86d-0df48efcb31bcf2ed0366d316cab9ab8.ssl.cf3.rackcdn.com/wp-content/uploads/2017/08/Charging-rules-for-new-connection-sevrics-English-undertakers.pdf>

<https://www.waterbriefing.org/home/regulation-and-legislation/item/14281-ofwat-publishes-new-charging-rules-for-developers>

65. 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.
66. Cadent Gas owns and operates the local gas distribution network in the local plan area, taking over from National Grid. National Grid had previously 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 of the IDP. Cadent gas has not made any additional comments in relation to the overall level of growth and has highlighted the need for early consultation between developers and themselves in order to ensure that high pressure pipelines in the Local Plan area are protected from new developments.

Electricity:

67. 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.
68. In terms of supply, the electricity distribution companies in the area are Scottish and Southern Electricity (SSE) Networks plc and UK Power Networks (UKPN). UKPN has 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.
69. SSE plc has estimated future loads and has 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. This has been incorporated into Table 1 in Appendix 1 but more information is likely to emerge at

planning application stage in relation to individual schemes and their loading requirements.

70. Delivery of energy infrastructure is normally through direct liaison and agreement between developers and providers prior to the submission of a planning application. It is the responsibility of the developers of each site to liaise directly with the relevant utility provider to ascertain exactly the level of upgrades that may be required to serve the sites and to deliver these is association with the companies. In addition is it the developer's responsibility to carry out due diligence on site allocations and future development sites. For example by using the website <https://www.beforeyoudig.nationalgrid.com> National Grid are made aware of potential planning applications and can provide information for developers and protect their assets.
71. Chiltern and South Bucks District Councils are responsible for waste collections within the plan area. Communications with colleagues within the relevant team has indicated that the key issues are the design and layout requirements for new developments, in order to facilitate the separation, storage and collection of waste. These generic requirements also related to high – quality street design and highway access requirements and have not been included in the IDP as they are not - site specific infrastructure requirements for the Local Plan growth.

Household Waste and Recycling:

72. BCC is the Waste Disposal Authority for the local plan area. BCC has 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, no specific infrastructure requirements have been identified for inclusion in the IDP. As BCC is also the local planning authority for waste development, it is likely that additional facilities would be identified and planned for through the emerging Minerals and Waste Local Plan currently being produced by BCC¹⁶.

¹⁶ <https://www.buckscc.gov.uk/services/environment/planning/minerals-and-waste-local-plan/>

COMMUNITY COHESION AND EDUCATION

73. 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.
74. 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 is built. BCC has provided an estimate of the likely education requirements arising from housing growth through the joint Local Plan, and this is included in the IDP. 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. The Councils have also sought additional information from Hertfordshire CC about potential impacts on school places and it supports the provision of new school facilities in Chesham and Little Chalfont, as referred to in Appendix 1.

Primary Education

75. 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 has identified a number of areas where schools will require expansion in order to meet this need. This relates to the provision of new schools and expansions to existing schools. Strategic site allocations at Chesham, Holmer Green, Little Chalfont, Beaconsfield and Iver are highly likely to require new primary schools to be built, and land to be provided for this purpose, within the new developments.
76. The projects identified in the Appendices are subject to BCC undertaking feasibility studies to assess school suitability for expansion and also subject to agreement of the relevant school governing bodies. Additional information from BCC on this will be added to the IDP as appropriate.

Secondary Education

77. 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 has therefore identified a number of schools that would require expansion and are also considering reviewing catchment areas. Expansion projects have been included in Appendix 1 and 2 and will need to be subject to feasibility studies by BCC to assess detailed options for meeting the need for expansions. For example, the costs of expanding Chesham Grammar school are included in Appendix 1 as this has already been assessed by Bucks CC in more detail.

Early Years

78. BCC has 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 contribution towards the capital costs of additional facilities. BCC has also identified a requirement for pre-schools to be provided within new primary schools on two of the strategic sites (Holmer Green and Little Chalfont). This is included in Appendices 1 and 2.

Special Educational Needs

79. 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 the IDP. Therefore, to address this gap BCC will assess individual developments of over 200 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

80. BCC has advised that build costs are approximately £5m per form of entry for new build schools on green field sites and this has been updated in the light of the recent Department for Education publication relating to developer contributions for education. 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.

81. The terminology in the Appendices refer to school sizes in terms of form of entry (FE). For example, a 1 FE primary school would have 210 places for pupils. this is based on a form size of 30 pupils for each of the 7 years of age groups the school would serve.

Phasing of New Primary Schools

82. New schools will be required at the point at which admissions into reception from within the associated 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.

Community use of new school facilities

83. Schools often form the heart of local communities and can offer opportunities for use of their facilities by the community outside school hours. This could include use of sports facilities, pitches and halls. Therefore, the Councils will, in consultation with BCC as local education authority, require new schools to offer local residents and community organisations the opportunity to access their facilities. Therefore Table 1 of the IDP includes reference to community provision in relation to new / extended primary schools.

Further and Higher Education

84. The Amersham campus of the Buckinghamshire College Group is located within the Local Plan area in Amersham on the Hill. No infrastructure-related requirements for higher and further education facilities within the joint plan area have been identified as a result of Local Plan growth and this has been confirmed with the Buckinghamshire College Group. There are requirements in terms of facilitating links for local college leavers to jobs in the construction industry which could arise as a result of the new development in the Local Plan area. more information on this included in the Town Centres and Economic Development section of the IDP.

TOWN CENTRES AND ECONOMIC DEVELOPMENT

85. 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 BT¹⁷. Provision of broadband facilities will be an essential 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.
86. The measures included in Table 1 in Appendix 1 are intended to support the viability and vitality of the local towns and villages and the local economy and complement the Enterprising Places chapter of the Local Plan.

MOVEMENT AND ACCESS

87. The key evidence on transport is explained in detail in the BCC Transport Topic Paper¹⁸. Buckinghamshire County Council (BCC) is the local highways authority for Chiltern and South Bucks Districts. The BCC Local Transport Plan (LTP) 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 cumulative impact of proposed major infrastructure projects around Iver but does not identify any specific projects in Chiltern or South Bucks. Recent re-classification of the major road network designations by the DfT relate to the A413, the A4 and to the A412 in the Local Plan area. The purpose of this is to help the local highway authority bid for funding for improvements to these routes.
88. In addition, Bucks County Council has recently produced a freight strategy which recommends preferred routes and recommendations to ease problems in areas affected by HGVs.
89. Many of the transport mitigation projects included in this IDP have been identified through the transport modelling work with BCC outlined below. Local transport modelling work has been undertaken in partnership with the County Council to

¹⁷ <http://www.connectedcounties.org/>

¹⁸ https://www.chiltern.gov.uk/media/13101/Transport-Topic-Paper-May-2019/pdf/BCC_TransportTopicPaper_v12_16_5_2019_website_version.pdf?m=636940443550530000

ensure effective linkages to strategic transport initiatives and proposals, and to integrate with the County's more detailed local role in relation to the delivery of transport schemes and development management. BCC has also contributed in relation to sustainable transport opportunities, in terms of bus services and infrastructure, cycling and walking links and from a rights of way perspective. This has also informed Appendix 1 and 2. The transport modelling has been carried out at two levels – strategic and local, as explained in more detailed below and in the Transport Topic Paper by Bucks CC.

90. South Bucks District Council and the County Council have also commissioned a Traffic and Transport Study¹⁹ 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 Street. Bucks CC and South Bucks DC are working together on the business case for the Iver relief road.

Strategic Transport Modelling

91. The Strategic work has been carried out with all local 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 HS2, 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 phases 2 and 3, 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. It has formed critical evidence for the Memorandum of Understanding relating to the re-distribution of major housing growth across Buckinghamshire, from Chiltern, South Bucks and Wycombe Districts to Aylesbury Vale.

¹⁹ <http://www.buckscc.gov.uk/transport/scheme-and-projects/iver-traffic-and-transport-study>

Local Transport Modelling

92. The local transport model has been produced in collaboration with BCC as highways authority through Jacobs as their consultants. The Phase 1 report for the local modelling showed the impacts of the Local Plan growth scenarios based on the Local Plan Issues and Options consultation (Jan – March 2016). The next Phase, Phase 2, was split into two studies – phase 2A dealing with the impacts on the motorway network and phase 2B dealing with the local road network. Both Phase 2a and 2b reports have been completed. The purpose of Phase 2 overall was to model the potential impacts of growth levels, based on the sites included in the Green Belt Preferred Options Consultation document (October 2016) and in the draft Housing and Economic Land Availability Assessment (HELAA), on the highway network. Phase 2b also sought to test whether and how these impacts could be mitigated and identified several potential infrastructure improvements that would be required to support Local Plan growth. These were taken forward as part of the next stage of modelling (phase 3B).
93. A further phase of modelling work (phase 3a and 3b) has been completed. considered alternative growth scenarios at some of the Green Belt Options in conjunction with HELAA sites and phase 3b has been used to produce an updated list of local transport mitigation measures included in Table 1 (also in Table 4A of the Phase 3B Local Transport Modelling report) Further discussions with BCC have also taken place to ascertain the detailed feasibility and likely costs of the Phase 3b mitigation measures identified and this information has been used to inform the forthcoming Transport Topic Paper. The phase 3a work was used as part of the discussions with Highways England on the potential impacts of the Local Plan development on the motorway network, as explained below.

Motorway junction modelling with Highways England

94. The impacts of the local plan development have been assessed for the Councils in accordance with a methodology agreed with Highways England and BCC. The work related to the following six motorway junctions;

M40 junction 1 (Denham Roundabout)

M40 junction 1a (M25 junction 16)

M40 junction 2 (Beaconsfield)

M4 junction 5 (Langley)

M25 junction 18 (Chorleywood)

M25 junction 16 (M40 junction 1a)

95. The study report has been published on the Councils' websites²⁰. Although the study found that there were impacts on the junctions, in particular, 1 and 2 of the M40 and on junction 5 of the M4 the impacts were not as significant as to trigger the requirement for improvements to motorway junctions. As a result, there is no requirement in Table 1 of the IDP for funding for motorway junction improvements.

Public/Sustainable Transport

96. BCC has provided information regarding general bus service improvements that would be required to support sustainable transport to and from new Local Plan strategic sites. Specific requirements 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. These requirements are included in the IDP Appendices.

97. The County Council's 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. This has been incorporated into appropriate policies in the Local Plan.

98. There are rail services in the Local Plan area provided by Chiltern Railways, TfL, First Great Western and MTR (Crossrail). The rail industry is anticipating a significant growth in demand and use of rail services over the coming years. All of these service providers have been consulted for advice and input to the IDP. Table 1 incorporates the information provided.

99. Chiltern Railways has advised that some railway stations in the plan area are highly likely to require improvements given that growth is occurring along the railway and demand will continue to grow. Integration between rail and other public transport is essential. Improvements could include additional parking spaces and provision for bus access. Therefore, there are generic references in Appendix 1 to these matters, in particular for Beaconsfield and Gerrards Cross stations. At the wider strategic level, connection of many of the stations in the Local Plan area into the forthcoming East-West Rail route, HS2, the Great Western Mainline and Heathrow links are reliant on completing the links between Princes Risborough and Aylesbury and the connection from the Chiltern mainline to Old Oak Common. This is a critical strategic matter to

²⁰ https://www.chiltern.gov.uk/media/12805/Motorway-Junction-Modelling-with-Highways-England/pdf/Chiltern_and_South_Bucks_Local_Plan_impacts_on_SRN_v4_plus_Appendix_C_210119.pdf?m=636843517397630000

ensure the future connectivity of the Local Plan area and has been supported by the Secretary of State for Transport²¹. This matter is referred to in the IDP to show the strategic context for rail capacity on the Chiltern Line, which is a key link through the Local Plan area.

100. There are four stations on the Great Western Mainline that are within / close to the Chiltern and South Bucks area. They are Taplow, Burnham, Langley and Iver. These were transferred from First Great Western management to MTR Crossrail (Elizabeth Line) in December 2017. The Elizabeth line is expected to generate significant additional demand for rail travel. The Crossrail project, managed by Network Rail, has already been making capacity improvements at these stations to cater for this demand. Further information on infrastructure requirements for Iver and Taplow stations (the stations within South Bucks) are set out below and generic information about enhanced sustainable transport opportunities as well as specific projects is included in Appendix 1 of the IDP.

101. 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. As part of the local plan allocation on land north of Iver station (BP SP 11) the agents are liaising with TfL on the provision of a new access to Iver Station from the northern side via the new car park.

102. The new Crossrail 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 and how to deal with the large number of commuters who currently park on the local roads for free.

103. The Connected Places chapter of the Local Plan refers to transport proposals which will enhance movement and accessibility, including within Amersham, Chesham, Gerrards Cross and Iver. Whilst these are not fundamental to the delivery of the Plan, subject to feasibility, design and funding, the following proposals are supported by the Local Plan. They are

Amersham-on-the-Hill Gyratory System - Creation of a one-way traffic gyratory system on Hill Avenue and Sycamore Road including traffic calming measures with pedestrian and cyclist priority, increased opportunities for on-street parking, landscaping and an improved public realm.

²¹ Transport select committee 7 2 2018.

Chesham Town Centre Transport Interchange - Creation of a transport interchange at Chesham Station with improved facilities and connectivity to the High Street.

Gerrards Cross Gyratory System - Creation of a gyratory system to improve traffic flow within the town centre.

Iver Village Environmental Improvements - Creation of a traffic-calming scheme, streetscape improvements, highway de-cluttering and public realm enhancements to Iver Village linked to the delivery of the Iver Relief Road.

104. In addition, 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. Rights of way improvements linked to specific site allocations are also referred to in the Appendices to the IDP.

Funding, Delivery and Viability

Funding and Delivery:

- 106.** The IDP sets out the position on identified requirements for the Local Plan in Appendices 1 and 2. In some cases, the information is not available and, in the longer term it is acknowledged that there may be uncertainties as to the timing of delivery and scale of costs. Therefore, there will need to be some flexibility in relation to the implementation of the requirements to reflect this, e.g. in terms of timescales, and the Councils will work closely with infrastructure and service providers and with the developers of the site allocations to resolve this uncertainty. Additional information to supplement and update the information in this IDP may be published as needed to support the timely delivery of new infrastructure in association with new development in the Local Plan. The Councils' will seek to phase the delivery of new development / specific site allocations in order to link into infrastructure provision.
- 107.** 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.
- 108.** 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.
- 109.** Off-site highway improvement works are normally secured and delivered through the use of a Section 278 agreement which enables developers to fund and undertake alterations to the public highway.

Community Infrastructure Levy

- 110.** 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 carried out a consultation on the

Preliminary Draft charging Schedule for CIL (December 2018) and work is progressing towards the next stages for CIL.

111. The Councils will be producing a list of infrastructure projects / and or types of infrastructure which they will require to be funded wholly or partly from CIL revenues. This is known as the Regulation 123 List. This will mean that the infrastructure referred to in the list will not be able to be secured through section 106 obligations.
112. At this point the IDP forms list of all infrastructure needs in the Local Plan area and includes information on whether requirements are likely to be funded through section 106 obligations or other sources. This needs to be set out in the IDP whilst the Councils are working to introduce CIL. Once the Regulation 123 list for CIL is adopted the requirements set out in this IDP may be delivered in alternative ways. Therefore, the IDP needs to be read with this in mind – that delivery mechanisms are subject to change.
113. In addition to financial contributions from developers, alternative sources of funding will 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 submitted bids to the Government Housing Infrastructure Fund seeking to secure funding towards the Beaconsfield and Iver Relief Roads. The Beaconsfield bid was successful. Also, the BCCG has previously secured funding from NHS England, for example for the combination of two GP practices in Beaconsfield.
114. Where available, Table 1 includes information on potential sources of funding. However, where this is yet to be determined, 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 detailed site infrastructure requirements, e.g. highways improvements, amenity space, green infrastructure, flood mitigation, etc. (and any other material considerations). This will be important in addressing the more localised impacts of new development but is subject to the detail of individual schemes. Therefore, it may form additional infrastructure provision to that shown in Table 1 in Appendix 1. In addition, there are emerging Neighbourhood Plans in the joint Local Plan area which may also include their own infrastructure policies and proposals²².

²² <http://www.chiltern.gov.uk/planning/neighbourhood>
<http://www.southbucks.gov.uk/planning/neighbourhood>

Costs and Viability:

- 115.** The impacts of planning obligations, potential CIL charges and direct provision of infrastructure to site viability has been considered through the viability assessment being undertaken as part of the evidence base for the Local Plan. Table 1 in Appendix 1 includes indicative costs of infrastructure where these are known. Where information about costs is unavailable from service providers, estimates need to be made to fill in the gaps, such that adequate testing of site viability and local plan viability can be carried out.

Monitoring of the delivery of new infrastructure

- 116.** The Councils' will closely monitor the provision of new infrastructure and will utilise the Authorities Monitoring reports to provide an updated position on the IDP.

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Chiltern and South Bucks District Councils (7th November 2017) Joint Committee Report Update on the Preferred Green Belt Options

Chiltern and South Bucks District Council (2018) – Open spaces and outdoor recreation assessment

Department for Education (2019) Securing developer contributions for education

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Jacobs (2018) Level 1 and 2 Strategic Flood Risk Assessments

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²³ <https://www.gov.uk/government/publications/major-road-network-and-large-local-majors-programmes-investment-planning>

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Appendices

Please note that the following Appendices are published separately to this document. They are;

Appendix 1 – Chiltern and South Bucks IDP – Infrastructure requirements from all sources

Appendix 2 - Chiltern and South Bucks IDP – Proformas for site allocations

Appendix 3 – IDP Funding gap information for Chiltern and South Bucks Districts