

# **Three Rivers District Council**

## **Community Infrastructure Levy Funding Gap Assessment**



# Infrastructure Funding Gap Report

## Introduction

This document has been produced to support the Community Infrastructure Levy (CIL) Draft Charging Schedule. It sets out the Council's approach to infrastructure planning in line with the CIL Regulations<sup>1</sup> and the relevant Government Guidance<sup>2</sup>.

This document uses existing evidence about infrastructure requirements necessary to deliver the growth identified in the Council's Core Strategy and Site Allocations LDD. It estimates the cost of infrastructure, predicts the funding sources that may be available and then demonstrates that a gap exists in the funding of the infrastructure required and, therefore, the need to charge CIL in Three Rivers.

It is not the purpose or the role of this document to prioritise or identify infrastructure projects that will be funded partly or wholly through CIL monies in the future. The Council will continue to work with infrastructure providers and other stakeholders to establish protocols for priorities infrastructure projects for receipt of CIL monies and reviewing these priorities.

## Planning Policy Context

### National Policy and Guidance

The National Planning Policy Framework (NPPF) came into effect in March 2012. The overarching emphasis of the NPPF is that Local Planning Authorities should plan to meet the identified development needs of their areas, in a way which represents an optimal level of sustainable development. The need to identify and plan for the provision of necessary infrastructure is therefore embedded in the NPPF.

The NPPF requires local plans to positively plan for development and infrastructure required in the area, as such, it expects Local Planning Authorities to:

- assess the quality and capacity of infrastructure, and its ability to meet forecast demands: and
- take account of the need for strategic infrastructure, including nationally significant infrastructure within their areas.

With regards to the evidence on infrastructure need appropriate to support a CIL Charging Schedule the Government Guidance<sup>3</sup> recommends that it should be drawn directly from the infrastructure planning that underpins the development plan. This evidence will identify the quantum and type of infrastructure required to support local development needs and will not be re-examined at the CIL examination.

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<sup>1</sup> Community Infrastructure Regulations 2010 (As amended)

<sup>2</sup> Community Infrastructure Levy Guidance – Charge Setting and charge schedule procedures (DCLG 2010).

<sup>3</sup> Community Infrastructure Levy Guidance – Charge setting and charge schedule procedures (DCLG 2010)

## Local Plan

Three Rivers' Local Plan consists of a number of documents which include:

- The Core Strategy (adopted October 2011): sets out the key elements of the Council's planning vision and spatial strategy in the District. The Core Strategy covers the period to 2026 seeking to deliver a minimum of 4,500 additional homes as well as employment and associated services and facilities during the plan period.
- The Site Allocations LDD: allocates sites for housing, employment, retail, open space, education and community uses (to be adopted in November 2014).
- The Development Management Policies LDD (adopted July 2013): sets out the policies against which planning applications will be assessed

## Existing Evidence Base

The Infrastructure Delivery Plan (IDP) is the infrastructure evidence base used to support the Core Strategy and the Site Allocations LDD and is considered to be the most appropriate evidence to support the need for a CIL charge. The IDP was first produced in 2010 and updated in 2012.

The IDP considers the infrastructure improvements that are needed to support the planned increase in new homes, business premises and other facilities arising from the population and job growth in the District up to 2026.

## Infrastructure Funding Gap

However, it is not considered appropriate to base the infrastructure funding gap on all of the infrastructure requirements identified in the IDP. This is because some of the schemes identified in the IDP are required to correct existing shortages in provision and therefore not eligible for CIL money and there are also significant gaps in the information around some schemes costs and funding sources. Therefore the funding gap assessment (Table 1) is based on the key infrastructure types identified by the IDP

**Table 1: Funding Gap Assessment**

Infrastructure Project	Estimated Cost	Funding Identified	Funding Gap	Delivery Body
<b>Education Facilities</b>				
Primary School at Woodside Road	£7.64m (plus land)	£0	£7.64	HCC/Free School/Academy Programme
Secondary School at Baldwins Lane, Croxley Green	£20-£30m (plus land)	£0	£20-£30	HCC/Free School/Academy Programme
'All through' school at Long Lane, Mill End	£20-£30m (plus land)	£0	£20-£30m	HCC/Free School/Academy Programme
<b>Traffic Management and Highway Improvements</b>				
Increased circulatory capacity of the roundabout at A412/A404	£1m	£0	£1m	Highways for Hertfordshire (LHA)
M25 spur approach to Hunton Bridge roundabout – widening approach/circulation or signalisation	£1m	£0	£1m	Highways for Hertfordshire (LHA)
Right turn lanes into/out of Glen Way and Grove Mill Lane at junctions with Hempstead Road (With Watford BC)	£25k	£0	£25k	Highways for Hertfordshire (LHA)
Eastbury Road/Deacons Hill – possible left turn lane from Deacons Hill or major land-take (Watford BC)	£1 - £5m	£0	£1-£5m	HCC Highways (LHA)
<b>Total Funding Gap</b>			<b>£50.8m – £74.8m</b>	

### Estimated CIL Receipts

Estimations on the likely funding generated by CIL is based on the Site Allocations LDD, using broad assumptions (including anticipated dwelling capacity of sites, dwelling sizes, existing floor space to be deducted, affordable housing contributions etc). The estimated CIL receipts, from residential development over the plan period (2015-2026) are forecasted to be approximately £4.7m.

### Conclusion

Therefore there is an established deficit in the funding available to provide infrastructure to support development in Three Rivers over the life of the Local Plan. The Council therefore proposes to charge CIL on new development. Further detail on the proposed CIL rates, as established through an assessment of economic viability, can be found in the Draft Charging Schedule. The Council will continue to work with infrastructure providers and locate alternative sources of funding to help deliver infrastructure projects.