

CENTRAL BEDFORDSHIRE COUNCIL

PLANNING OBLIGATIONS SUPPLEMENTARY PLANNING DOCUMENT FOR SOUTHERN BEDFORDSHIRE

BACKGROUND PAPER

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Methodology used for calculating Standard Charges and Costs
contained within the Planning Obligations Strategy (SPD)

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INTRODUCTION

1.0 Basis of Charges according to dwelling size.

- 1.1 The calculation of charges for different obligations produces a resultant cost per dwelling referred to as an average or generic amount. For most obligations where impacts will vary according to occupancy it is necessary to derive from the generic figure amounts for dwellings by number of bedrooms. Dividing the generic by 2.4 persons and then using the multipliers set out in the table below make the calculation. The source of this information is the household occupation rates published in the ONS/DEFRA 2002/03 Survey of English Housing, which is the calculation basis, used in the Adopted Local Plan.

Average per dwelling	1 Bedroom	2 Beds	3 Beds	4 Beds	5 Beds	6 Beds	7/ 7+ Beds
2.4 persons	1.3 persons	1.9 persons	2.6 persons	3.2 persons	3.6 persons	3.9 persons	4.4 persons

- 1.2 The resultant calculations are rounded to the nearest whole pound. In some obligations where there is more than one element the total charges are the sum of the individual elements.

2.0 Outline Applications

- 2.1 Paragraph 10.3.5 of the SPD identifies a formula approach to calculating standard charge contributions for applications for outline planning permission where the dwelling mix is not known. This approach would be used following an assessment of the likely impact of an application at the outline stage and appended as a table in the s106 or unilateral undertaking listing the standard charges required for each dwelling type. The table would provide the full range of bedroom types and relevant charges. When the dwelling mix is known at the reserved matters stage the contributions actually required can then be calculated. The legal agreement would normally require the payment of the contributions (as indexed linked) on commencement of the development.

3.0 Index Linking Contributions

- 3.1 To reflect changes in the costs of provision it is intended that all figures within the SPD will be updated annually in the first quarter for implementation at the commencement of the financial year.
- 3.2 Updating will for the most part use published indices such as the Retail Price Index or the Public Sector monthly and quarterly building price and cost indices. The latter were formerly published by the Department for Business Enterprise and Regulatory Reform (DBERR) but from 1 January 2008 will only be available electronically from the Building Costs Information Service at www.bcis.co.uk. This includes the Civil Engineering Price Book. Some obligations include cost elements from a number of sources including locally based 'current' implementation costs which may be more appropriate to use than national indices. The table below gives an indication of the main sources of updating.

Obligation	Main updating source
Education	Standard Charges set by Department of Children Schools & Families (DCSF)
Sustainable Transport:	BCIS
Health Care:	BCIS
Indoor Leisure	BCIS and Sport England
Recreational Open Space	RPI
Green Infrastructure	Various local and national
Village/Community Halls	BCIS
Libraries	BCIS
Cemeteries	Central Bedfordshire Council
Welcome Packs	RPI
Household Waste	Central Bedfordshire Council
Policing	BCIS
Public Art	RPI
CCTV	Central Bedfordshire Council
Legal & monitoring fees	Central Bedfordshire Council

Annex 1:

Assessing Need and Scale of Developer Contributions towards Education Provision:

(Source: former Beds County Council Developer Contributions Strategy, adopted March 2007
Central Bedfordshire Council Planning Department)

- 1.1 The Annex explains the methodology for calculating contributions sought by Central Bedfordshire Council in respect of:

A. Mainstream Education i.e. Lower, Middle and Upper Schools/Post Education

B. Early Years Education & Daycare,

C. Children's Social Services,

D. School Transport.

Parishes where Obligations are required for categories A – C (at November 2008) are shown in the Appendices to this Annex. Appendix 4 is a summary of all needs by Parish/Town area. Details of contributions sought are contained in Section 11 of the Planning Obligations Strategy.

A) Mainstream Education

- 1.2 Following a review in July 2006 the former Bedfordshire County Council resolved to retain its existing three-tier education system. The current system splits pupils into three age groups aged 5-9, 9-13 and 13-18.

Methodology for Calculating the Standard Charge

- 1.3 In determining the requirement for pupil places in schools across the county, Central Bedfordshire Council uses a census-based model which forecasts the age structure of children arising from development. The model currently estimates that 4 children per age group, per 100 dwellings, will be generated. The model takes account of the number, type and mix of dwellings to be provided.
- 1.4 The estimated pupil numbers are then compared with capacity information in the local catchment area school and forecast school rolls, which also takes into account new housing permitted but not yet built. School capacity is based on permanent classrooms, excluding temporary accommodation. Full details of school rolls and forecast can be found in the current School Organisation Plan 2008, available on the Central Bedfordshire Council web site.

For School Extensions

- 1.5 Where there is insufficient capacity in the local catchment area to provide for the additional educational needs arising from the proposed development, a standard charge is applied for each age group. The standard charge is set by the Department for Children Schools and Families (DCSF) and is the current guidance on the cost per pupil place for 2008/9 for extensions to existing school facilities. Table 1 below shows the DCSF guidance.

Table 1 DCSF Cost per Pupil 2008/9

School	Cost per pupil place
Lower School	£11,965
Middle School	£15,050
Upper School/Post 16	£18,455

- 1.6 The generic standard charges per dwelling applied by Central Bedfordshire Council are shown in Table 2 below.

Table 2 Generic Standard Charge per Dwelling

School	Per Dwelling Cost
Lower School	£2,393
Middle School	£2,408
Upper School/Post 16	£2,953

- 1.7 Contributions are sought from all new residential development of 1 dwelling or more in areas of need. For developments over 10 dwellings, needs will be considered on an individual basis. **The 2008 assessments of areas of need are shown in Appendices 1 and 4 of this Annex.** The Education Service provides an up to date picture accessible via the Central Bedfordshire Council website. Contributions are not sought from elderly, student or 1 bedroom flats/houses. Up to a 50% allowance may be made for 2 bed flats dependent on firm information on the dwelling type and mix.

Table 3 Derived Standard Charges for dwellings are:

	2 beds house	2 beds (flats if 50% allowance)	3 beds	4 beds	5 beds	6 beds	7+ beds
Lower	£1894	£947	£2592	£3191	£3590	£3889	£4387
Middle	£1906	£953	£2609	£3211	£3612	£3913	£4415
Upper/Post 16 Education	£2338	£1169	£3199	£3937	£4430	£4799	£5414
Total	£6138	£3069	£8400	£10339	£11632	£12601	£14216

New Schools

- 1.8 Where the scale of development is such that a new school is required the developers will be expected to provide a fully serviced site free of charge, the building costs for a school and 3+ unit including site infrastructure and playing fields and a contribution towards the capital costs of education equipment.
- 1.9 Sites for new schools in accessible locations within new housing development will be sought in line with the preferred site size guidance set out in the former Bedfordshire County Council's Planning Obligations Strategy.
- 1.10 Where a development or several developments close together requires the provision of new schools, provision will be negotiated on a case-by-case basis.

B) Early Years Education & Daycare

- 1.11 The 2006 Childcare Act placed a statutory duty upon the former Bedfordshire County Council to firstly assess the level of Early Years Education and Childcare that is available and then to be responsible for ensuring that there is sufficient provision to satisfy the demands of every community. It also requires local authorities to secure sufficient childcare for parents who wish to work.
- 1.12 Key to the delivery of this strategy is Early Years Provision and Extended Services. Early Years Provision offers five 2.5 hour sessions per week free of charge for 38 weeks per year, for every 3 and 4 year old whose parents want one, and Extended Services offer out of hours opportunities for pupils within their school setting. (Further details on Early Years, Extended Services and Children's Centres can be found in the accompanying document, the Infrastructure Audit).

Methodology for Calculating the Standard Charge

- 1.13 In determining the requirement for Early Years Education and Daycare, Central Bedfordshire

Council uses the same age structure model to forecast the number of children between the age of 3 years and school entry, and the same DCSF cost per pupil place for lower schools (see Table 1 above).

- 1.14 Where local need for Early Years or Daycare provision has been identified a standard charge will be applied to all new residential development of 1 dwelling. **The 2008 assessments of areas of need are shown in the Appendix to this Annex.** The Education Service provides an up to date picture accessible via the Central Bedfordshire Council website. Contributions are not sought from elderly, student or 1 bedroom flats/houses. Up to a 50% allowance may be made for 2 bed flats dependent on firm information on the dwelling type and mix.
- 1.15 In addition, sites/facilities for Daycare may also be sought from commercial/employment developments with 1000 or more employees.

The average number of children between the age of 3 and school year entry age for every 100 dwellings is estimated to be 6.

DCSF cost per pupil x 6 pupils = £71,790 for every 100 dwellings

Cost per dwelling = $\frac{£71,790}{100}$ = £717.90

In summary the costs can be expressed as follows:

Element	Cost per 100 dwellings	Cost per dwelling
Early Years Provision	£71,790	£718

The standard charges per dwelling applied by Central Bedfordshire Council are shown in Table 4 below.

Table 4 Derived Standard Charges:

2 Bed House	2 beds (flats if 50% allowance)	3 Beds	4 Beds	5 beds	6 beds	7+ beds
£568	£284	£778	£957	£1077	£1167	£1316

C) Children's Centres

- 1.16 Sure Start Children's Centres are an integral part of the Government's strategy, intended to bring together childcare, early education, health and family support services for families with children less than 5 years. Centres provide a range of services including health and social services and each is intended to reach 800 children.
- 1.17 There is a need for two Children's Centres in the South Bedfordshire area in Leighton Buzzard and Dunstable (Icknield Ward). Elsewhere large new developments may require provision. Centres will be accommodated by the provision of new buildings, or by the use of accommodation on nursery, lower schools, community buildings or other appropriate Central Bedfordshire Council premises.

Methodology for Calculating the Standard Charge

- 1.18 Contributions are sought from all new residential development of 1 dwelling or more in areas of need. **The 2008 assessments of areas of need are shown in Appendices 3 and 4 of this Annex.** Contributions are not sought from elderly, student or 1 bedroom flats/houses. Up to a 50% allowance may be made for 2 bed flats dependent on firm information on the dwelling type and mix. In the South Bedfordshire area it is appropriate to seek contributions for Children's Centres from all developments where the current provision is not adequate.

- 1.19 On new school sites, extra accommodation should be provided for a parent's room/training room, crèche, toilets, and a small office/counselling room. It is estimated that to provide this, a minimum of 150 square metres is required at a cost of £2,034 per square metre.
- 1.20 One facility would be required for every new two-form entry lower school of 300 pupils. Using a pupil generation rate of 20 lower school aged children per 100 homes, it can be calculated that one facility would be required for every 1,500 new homes.

$$\text{Cost of facility} = 2,034 \times 150 = \text{£}305,100$$

$$\text{Cost per dwelling} = \frac{\text{£}305,100}{1,500} = \text{£}203.40$$

In summary the costs can be expressed as follows:

Element	Cost per 1,500 dwellings	Cost per unit
Children's Centre	£305,150	£203

The standard charges per dwelling applied by Central Bedfordshire Council are shown in Table 5 below.

Table 5 Derived Standard Charges are:

2 Bed House	2 beds (flats if 50% allowance)	3 Beds	4 Beds	5 beds	6 beds	7+ beds
£161	£81	£220	£271	£305	£330	£372

D) School Transport

- 1.21 School Transport encompasses the provision of bus transport for pupils up to age 16, facilities at schools for buses to drop off pupils and pick up facilities close to the school.

Methodology for Calculating the Contribution

- 1.22 In determining the requirement for School Transport measures, Central Bedfordshire Council uses the same age structure model to forecast the number of pupils arising from development and then assesses the requirements based on the number of pupils eligible for school transport.
- 1.23 For developments of over 50 dwellings, Central Bedfordshire Council will seek contributions toward the provision of school transport as determined by local assessment. In addition, 'gap' funding for school transport may be sought for up to 3 years between the child moving into the new development and budget provision becoming available.

APPENDIX 1 to ANNEX1 Summary of Required Education Obligations by Parish

Parish	Lower Schools	Middle Schools	Upper Schools	Early Years	Children's Centres	
Barton						
Billington	YES					
Caddington						
Chalgrave		YES				
Chalton		YES				
Dunstable		YES ³	YES ⁴			
Eaton Bray						
Eggington	YES					
Heath & Reach						
Hockliffe						
Houghton Regis	YES ¹					
Hyde			YES ⁴			
Kensworth			YES ⁴			
Leighton Linlade	YES ²					
Slip End			YES ⁴			
Stanbridge	YES					
Streatley						
Studham			YES ⁴			
Sundon						
Tilsworth	YES					
Toddington		YES				
Totternhoe						
Whipsnade			YES ⁴			
	¹ Thomas Whitehead only	³ Priory only	⁴ Applies only to Manshead School South Dunstable catchment			
	² Leedon only					

Annex 2:

Preferred School Site Sizes and School Site Suitability Checklist: (Source: the former Beds County Council Developer Contributions Strategy, adopted March 2007)

- 2.1 The requirements for new school sites are detailed in Appendix 2 of the former Bedfordshire County Council's Planning Obligations Strategy.
- 2.2 Sites are required to be of a regular shape and largely free from building constraints such as underground sewers, trees with Tree Preservation Orders etc. Developers will be expected to meet the costs of abnormals such as site clearance/ contamination.
- 2.3 Site size will need to take into account potential increase in densities and any allowance on site size to enable pre-statutory early years provision to be made on school sites, e.g. nursery or site for nursery.
 1. School sites will need to be in appropriate accessible locations to minimise walking distances and to promote safe routes to schools.
 2. Contributions will be sought based on the estimates for the cost of provision of a new school of the appropriate size to meet the current agreed Specification for Schools or of similar schemes in Bedfordshire.
- 2.4 Alternatively provision of the school and associated facilities by the developer to agreed specifications, with design and build costs paid by the developer, may be considered in appropriate circumstances.
- 2.5 Where the development itself is not big enough to require a new school, but is of sufficient size to trigger the need for a new school, then a contribution to the land costs and building costs in proportion to the number of pupils in the proposed school generated by that development will be sought.
- 2.6 In addition funding may be sought for specific measures to facilitate safe access on foot and/or cycle from the new housing to the catchment area school, e.g. flashing warning lights, red paint and school signs on the carriageway and local improvements for routes to schools.

Table 1 Preferred School Site Sizes

Number on roll	Approximate site size in hectares
Lower School	
150/180	1.20
300	1.45
450	1.85
Middle School	
360	3.50
480	4.16
600	4.83
Upper School	
800 place	5.94
1200 place	8.16
1400 place	9.17

Table 2 School Site Suitability Checklist

Is the land suitable for the construction of a school and outside spaces?	yes	no
Flat ground, broadly level and at level with surrounding areas		
Roughly rectangular in shape, able to accommodate DCSF/BCC pitch layout requirements. Irregularly shaped sites may need to be larger than standards.		
Shorter boundaries at least 70m wide		
At least 30 cm clean topsoil		
Free draining		
Standard foundations can be used		
Is the site appropriately located for a school community to be established?		
Centrally located to the overall development or area the school will serve		
Centrally located to the overall development or area the school will serve		
Direct pedestrian access to facilitate safer routes to schools		
Safe and direct cycle links usable by population to be served by the school		
Nearby links to public transport network		
Suitable vehicular access to minimise congestion/safety problems		
Not located next to an adjoining land use that may disrupt the normal functioning of a school, by noise or disturbance		
Is the site location free from encumbrances that may restrict use/ development		
Not crossed by any rights of way		
Not liable to flooding, free from water courses		
Not crossed by power lines, gas mains, pipes and underground cables		
Free from protected trees unless along the boundary only		
Free from protected species or habitats		
Sufficiently distant from perceived threats to health such as phone masts, power lines, incinerators, sewage plants, radiation sources etc.		
Is the site free from encumbrances that may restrict or increase the cost of development		
Free of buildings and other surface or underground structures		
Ground free of voids/filled spaces		
Free from items or structures of archaeological interest		
Not part of a conservation area or subject to special planning restrictions		
Have ground investigations been carried out to demonstrate that it is free of contamination? Note - remediation for primary/lower school sites should be to residential end use standard.		
Are there proposals to secure the site to prevent encroachment, soil tipping by contractors for nearby construction		
Will the school site be able to be serviced (to the boundary) by the following utilities by the trigger date for its transfer?		
Adoptable public highway – in exceptional circumstances a usable vehicular plant access may be acceptable during initial construction phases.		
Water		
Electricity		
Gas		
Telephone		
Foul sewers		
Surface water drainage		
Will access be available to the site for investigation for feasibility studies etc.		
Will the site co-ordinates be able to be marked out on the ground prior to transfer		

Annex 3:

Approach to Highway and Transportation Issues: (Source: the former Beds County Council Developer Contributions Strategy, adopted March 2007)

This document comprises the following sections:

3.1. Introduction

3.2. Travel Assessments, Travel Statements and Travel Plans:

- Establishing the need for a TA / TS
- Establishing the need for a Travel Plan

3.3. Content of a TA

- a) Identify the context and baseline data
- b) Site accessibility
- c) Site assessment
- d) Travel Plan Measures:
 - Promotional measures
 - Journey planning
 - Car sharing schemes
 - Public transport
 - Walking and cycling infrastructure including cycle parking

3.4. Implementation and delivery mechanisms

- On site highway works
- Off site highway works
- Major new roads forming part of development schemes
- Plan, Monitor and Manage approach to transportation infrastructure on major sites

3.1 Introduction

3.1.1 Land use proposals cannot be considered in isolation without considering transport implications beyond the site boundaries to ensure access to facilities and services and good linkages to the existing settlement and movement network.

3.1.2 Government guidance is in Planning Policy Guidance Note 13 (PPG 13). The guidance says:

“Planning obligations may be used to achieve improvements to public transport, walking and cycling, where such measures would be likely to influence travel patterns to the site involved, either on their own or as part of a package of measures.....

Planning obligations where appropriate in relation to transport should be based around securing improved accessibility to sites by all modes, with the emphasis on achieving the greatest degree of access by public transport, walking and cycling. “

“While the individual circumstances of each site and the nature of the proposal will affect the details of planning obligations in relation to transport, developers will be expected to contribute more to improving access by public transport, walking and cycling for development in locations away from town centres and major transport interchanges, than for development on more central sites.”

3.2 Travel Assessments and Travel Plans

PPG13 advises that:

“Where developments will have significant transport implications, Transport Assessments should be prepared and submitted alongside the relevant planning applications for development.”

- 3.2.1 Transport Assessments (sometimes referred to as Travel Assessments) are expected for all major developments and have a key role in identifying issues which require off site highways works in addition to identifying requirements within the development boundaries to ensure maximum sustainability and efficient highway infrastructure. Advice is given in the Institution of Highways and Transportation document “Guidelines for Traffic Impact Assessment” and PPG 13 on the circumstances in which a Transport Assessment is required and what they should contain. In March 2007, the Department for Transport (DfT) and Communities and Local Government (CLG) published *Guidance on Transport Assessment*. The document is intended to assist stakeholders in determining whether an assessment may be required and if so, what the level and scope of that assessment should be.
- 3.2.2 These new guidelines place a greater emphasis on more sustainable modes of travel and also allow for a differentiation between a Transport Statement and a Transport Assessment.

Establishing the need for a TA

- 3.2.3 The coverage and detail of the Transport Assessment should reflect the scale of development and the extent of the transport implications of the proposal. The need for an assessment is generally based on the size of the development, a threshold approach, but the County Council would always reserve the right to ask for a Transport Assessment for smaller developments in particularly sensitive locations. Both levels of assessment are expected to look at the need for new and improved facilities across the range of modes of travel with particular emphasis on sustainable modes such as public transport, cycling and walking, including safer routes to schools.
- 3.2.4 For small schemes, the Transport Assessment should simply outline the transport aspects of the application. For major proposals, the assessment should illustrate accessibility to the site by all modes and the likely modal split of journeys to and from the site. This should be prepared in conjunction with the Travel Plan which will determine the overall strategy for managing multi modal access to the site including details of proposed measures to improve access by public transport, walking and cycling in order to improve the viability of sustainable transport options.
- 3.2.5 In some cases, the transportation issues arising out of development proposals may not require a full TA to adequately inform the process and identify appropriate mitigation. In these instances, it has become common practice to produce a simplified report in the form of a Transport Statement. A Transport Statement should set out the transport issues relating to a proposed development site (existing conditions) and the details of the development proposals. Details of what should be included in a Transport Statement can be found in Chapter 3 of the DfT / CLG guidance. However, this annex focuses on developments where Transport Assessments are required.
- 3.2.6 In terms of determining the need for further investigation, discussions with the highway authority should take place at the earliest opportunity, preferably before an application is submitted. This will establish whether a Transport Statement is sufficient or whether a more detailed Transport Assessment is required. For either, this is the also the most appropriate stage to discuss the scope of the statement / assessment.

- 3.2.7 The scope should include the following:
- What the TA will address and why
 - A preliminary accessibility analysis
 - An indication of the depth of analysis to be carried out (this is dependent on travel demand and patterns, other land use changes in the area, existing conditions, relevant land use and transport policies)
 - Details of data availability
 - The area of analysis and key locations to be considered
 - Assessment methods to be used
 - Likely periods for assessment
- 3.2.8 However, it is the **impact not the size** of the development, which should be the critical issue in the assessment.

Establishing the need for a Travel Plan (TP)

- 3.2.9 As a general rule, if a TA is required, then so is a Travel Plan. Indeed the TP can be considered as the implementation part of a TA with its impact considered in the base assessment. It may also be the case that some development sites will throw up issues which can be resolved by a TP but which does not warrant a full TA. TPs can also help to reduce the cumulative impact of small-scale developments.
- 3.2.10 The former County Council has published draft guidance on TPs which will steer developers through the TP process. There is also reference at paragraph 3.6 which includes information on thresholds, modal split, etc.

3.3 Content of the TA

- 3.3.1 The Transport Assessment should set out the baseline against what is proposed and clearly show the impact of the development, even if there is no net change to traffic conditions. It should address the following general principles:
- reducing the need to travel, especially by car
 - sustainable accessibility
 - dealing with residual trips
 - mitigation measures

In accordance with the newly published national guidance, the County Council's view on the content of Travel Assessments and other supporting documentation is that it should include coverage of the following:

a) Identify the context and baseline data

- 3.3.2 It is appropriate at this stage to consider the policy context of the development. A certain level of conformity with national, regional and local planning policies will be assumed, but the developer should set out conformity with LTP2 policies, and prioritise those elements of the development which meet LTP objectives. Mitigation of the development should focus on reducing the impact of the private car and providing opportunities for public transport, walking and cycling for instance. Baseline information should include the following:
- Identify the site location and current context (especially existing traffic conditions, public transport, walking and cycling accessibility to shops, stations, bus stops, employment, schools etc). Brief policy interpretation (not regurgitation).
 - Be clear on what is actually being proposed (outline/detailed and type of land uses, mix of uses, phasing, timescale, build rates, start and finish of development).

b) Site audit and accessibility

3.3.3 At all levels, improving transport access to key services helps towards the objectives behind reducing social exclusion and the Sustainable Communities Plan. A statement of accessibility at an early stage of a site's development can lead to sustainable transport measures being integrated from the beginning and may ultimately reduce the need for later mitigation measures. The following points should be considered:

- Identify key pedestrian and cyclist desire and journey times to and from the site to key destinations, such as schools, healthcare, employment areas, etc. Key barriers to pedestrian/cycle accessibility should be identified and should be based on actual not 'crow flies' assessment.
- Routes to school in particular should be audited and improvements/contributions will be sought where needed. Where possible these should be linked to measures in existing local school's Travel Plans. It is expected that travel plans will be prepared for all new schools, with an interim travel plan at application stage and a full travel plan upon occupation.
- Identify the nature of existing public transport services to and from the site. Desirable service level frequencies are 20 minutes or less, with higher frequencies in peak times and possibly different frequencies for weekends and evenings. Frequency levels can be dependent on destinations (i.e. may be split between two key destinations) so trip assignment can help inform this process. Also, the developer needs to be certain that there is sufficient capacity on PT at peak times (survey or confirmation from operator).
- Assess quality and location of existing bus stops that would be used by occupants/users of new development. Consider the journey to and from the stop (i.e. safety of road crossing) as well as facilities at the stop. It is desirable for stops to be within 5-10 minute walk time (i.e. 300-400 metres actual distance) of the development. Details of existing bus stop locations are available from the County Council.
- Where the transport impacts of the planning application have a major effect on the local environment, reference should be made to the five NATA (New Approach to Transport Appraisal) objectives – environmental, safety, economy, accessibility and integration. Although this approach will be typically applied when planning for local transport infrastructure, adopting this approach will enable comparative analysis of the transport effects of allowing the development to take place.

c) Site assessment

3.3.4 The purpose of the site assessment is for the developer to demonstrate a thorough understanding of the impact of traffic and travel associated with the development on the local network (and the strategic network where appropriate). Reference should be made to other developments in the area, and also to the impact of phasing if the development is major. The site assessment should focus on the following:

- Correctly identify trip generation profile to and from the site especially during the peak periods (weekday am/pm usually but others e.g. for retail or shift work). Correct use of TRICS (with site reference codes) or other site specific/relevant data. Check selection parameters are relevant to site (i.e. local context, days of week, size/nature of sites used in comparison and not Greater London). At this stage it would be beneficial to have a predicted modal split for the site which will provide baseline data to inform the travel plan, set targets and against which performance will be measured.
- Include traffic generated by additional committed development in the area. Check background traffic growth levels (application of NRTF/TEMPRO low/medium/high rates)

to result in full anticipated traffic growth expected on highway network relevant to the site. The more that specific sites in the vicinity are added to background traffic the stronger the case for lower growth rates being applied to existing traffic, but each route/area needs its own assessment. The following should be produced as a minimum:

- Existing baseline traffic (based on recent manual classified turning and/or automatic traffic count data – data not more than five years old)
- Forecast baseline (i.e. with growth factor) plus committed development (committed development should take into account the cumulative effect of small scale development as well as larger/major development).
- Forecast baseline (with growth) plus committed (with growth if necessary) and proposed development.
- Generally seek to forecast traffic growth to end of development plan period (i.e. to accurately allow for committed development). Highways Agency seek 15 year forecast from date development is operational in full, which may also be used but is less certain in the longer term.
- Estimate how the development trips identified can be distributed and assigned to the highway network. Reasonable conclusions about proportions of journeys in different directions must be identified based on existing turning count survey data, model outputs and or any other relevant info. (e.g. census journey to work data). Guesses are usually wrong.
- Assess impact of pass by, internal (to the site) and linked trips. Assumptions underpinning this assessment must be checked for 'realism' and if possible factually based rather than anecdotally.
- Identify key junctions in the area likely to be affected by growth in traffic from the development and undertake junction modelling assessments. Care needs to be taken to ensure other committed developments and programmed transport changes affecting the area have been taken into account (see 4 above). A 'design year' is useful to test the capacity of the junction. Highways Agency use 15 years as standard, no equivalent for the County Council but suggest minimum of 10 years from date of occupancy/operation (or end of development plan period, whichever is most appropriate).
- Undertake accurate junction capacity assessments for relevant junctions. PICADY for priority junction, ARCADY for roundabout, OSCADY or LINSIG for signalised junction. Any assessment tools such as TRANSYT or micro simulation models may be required for a more complex issue/problem. Check data input to model makes sense (i.e. traffic flows, approach and splay widths) and where output RFC2 is greater than or equal to 0.8 then capacity problems are likely to occur.
- Identify any safety issues in the area by way of requesting casualty data (minimum last three years) from Central Bedfordshire Council or its consultant. If any issues then developer to address via contribution or preferably via S278 works.

d) Measures to influence travel behaviour

- 3.3.5 The measures proposed here should be assessed iteratively in terms of their impact on the site's accessibility and sustainability and then fed back into the site assessment. While these measures can be considered as the implementation aspect of the TA, they should be included in the assessment because they have the potential to reduce the traffic impact of the development.

The Travel Plan

- 3.3.6 A Travel Plan is a package of site specific initiatives aimed at improving the availability of travel modes to and from a development. It may also promote practices or policies that reduce the need for travel. They provide, together with Transport Assessments, the mechanism for assessing and managing access to sites. The requirement for Travel Plans to be secured from new development is derived from Government guidance in PPG13.
- 3.3.7 Guidance on Travel Plans is contained in "Using the Planning Process to Secure Travel Plans - Best Practice Guide", DfT/ODPM, 2002 and "Making Residential Travel Plans Work: Good Practice Guidelines for New Development", DfT, 2005.
- 3.3.8 Travel Plans should be designed to address the travel needs of the users of a site. They should be linked to the findings of Transport Assessment and should include practicable and effective ways of addressing issues raised by them.
- 3.3.9 Travel Plans will normally be required for any development which meets or exceeds the following Gross Floor Area thresholds:

Use Class	Indicative Threshold (Gross Floor Area – square metres)
A1 Food retail	1,000 m ²
A1 Non-food retail	1,000 m ²
A2 Financial and professional services	1,000 m ²
A3 Food and Drink	1,000 m ²
B1 Business	2,500 m ²
B2 to B7 Industry	5,000 m ²
B8 Warehousing and Distribution	10,000 m ²
C1 Hotels and Hostels C2 Residential Institutions	1,000 m ²
C3 Dwelling houses	50 dwellings
D1 Non-residential Institutions (including Hospitals, Higher and Further Education)	2,500 m ²
D2 Assembly and Leisure	1,000 m ² or 1,500 seats for stadia
All other users and Sui Generis	Each proposal considered on its merits

- 3.3.10 The above offers a guide and it is anticipated that pre-application discussions will confirm the need for a Travel Plan where the size or nature of the proposal may not be specifically covered by this guidance.
- 3.3.11 The basic principle behind a Travel Plan is to reduce the volume of car use (specifically single occupancy car use). Travel Plans should build on all of the issues identified in the TA and clearly set out an implementation package that meets agreed objectives. Such a package to include:
- a. Modal split targets and timescale for achieving target (see 3 above when baseline modal split is agreed)

- b. What the developer/end occupier will do to achieve these targets (includes 'hard' measures such as pedestrian/cycle routes, safety improvements, bus stop improvements as well as 'soft' measures such as car sharing, new bus services, ticketing incentives)
- c. A programme and funding for monitoring and review for which the developer/occupier will monitor progress towards achieving targets
- d. Any financial contributions that are triggered by not reaching a target by an agreed date which will be used to fund additional, agreed transport improvements (i.e. additional bus service).

3.3.12 It is expected that the legal agreement will not only secure the infrastructure designed to improve sustainable travel choice but also such measures as the appointment of a travel plan co-ordinator, adequate levels of cycle parking (see Central Bedfordshire Council's Cycle Parking Guidelines, 2006) and also opportunities for promoting sustainable transport.

Travel Plan measures

Marketing and Promotion

3.3.13 It is expected that the travel plan will detail measures that promote sustainable transport such as the provision of **welcome packs** for instance and/or site specific websites for larger residential developments. 'Welcome Pack' means an information pack containing transport and sustainability information that shall have been previously approved by Central Bedfordshire Council.

Transport information should include maps showing the location of shops and recreational facilities and pedestrian, cycle and public transport routes to and from the site and copies of relevant bus and rail timetables. The developer will be expected to provide or arrange travel vouchers (bus, rail or cycle discounts) relevant to a particular site. It is expected that all travel plans will contain details of measures to promote sustainable transport but for residential developments specific measures will be sought on all developments of more than 50 houses.

Personalised journey planning

- All travel plan measures will be site specific and developers should consider the need for employing personalised journey planning techniques as a possible tool to market and promote both existing and new sustainable transport networks.

Car Sharing schemes and car clubs

- The development of a car sharing database will be a specific requirement for business related developments while the establishment of car club might be more appropriate for residential developments in town centre locations. It will be expected that the travel plan measures will relate to the travel assessment and subsequent targets to promote sustainable travel, which should be appropriate to a site's location and use.

Public Transport

- The need for improved public transport in terms of quantity and quality will have been assessed at the site audit stage and any substantial development will normally be required to make a contribution to improve the local public transport network.
- The scale of any contributions will be the subject of negotiation between Central Bedfordshire Council and the applicant in association with the bus service providers. The basis for negotiation will depend very much on the standard of existing services and public transport infrastructure, it being necessary to identify desirable frequencies and key destinations.
- The contributions will be used to subsidise bus service provision or improvement in the early years. For larger sites developers may need to fund the provision of an additional

bus as well as provide subsidies. In the longer term the aim is that services provided should be self-supporting.

- Contributions will be secured via a S106 agreement, with payment to Central Bedfordshire Council who will commission the bus services. Owing to uncertainties about future services and the role of Demand Responsive Transport clauses in legal agreement should not refer to specific service numbers or frequencies wherever possible but will generally give an indication of where the improvements are proposed.
- In general Section 106 agreements or planning conditions will require that the following infrastructure is provided either at new stops or at upgraded facilities:
 - Bus stops located on carriageway rather than in a lay-by.
 - Shelters provided at key stops (normally with side panels to give weather protection and encourage use), provision of seating, and an information point.
 - All new bus stops provided should be designed with an appropriate length of high kerb or “docking” kerbing to facilitate disabled access, and have dropped kerb crossing facilities with tactile paving.
 - Key bus stops should have service ducting to allow for Real Time Information at a future date.
 - Routes suitable for bus penetration for early provision of services.
- As the system develops money may be sought for Real Time Information service displays for key bus stops or Section 38 agreements may require its installation.
- Where shortfall in frequency or availability of capacity on existing buses (or trains) then negotiations with developer for contributions to additional services. Normally finance to cover up to 5 years after development occupied via S106 contribution. Design of new services should aim for commercial viability after S106 monies expire. PT needs can be met in a variety of ways i.e. ‘traditional’ bus, Demand Responsive Service, taxis.
- The layout of sites and potential changes to bus routes needs to be discussed with the operator at planning stage. Normally the majority of dwellings on new housing developments should be within 300 metres walking distance of a bus stop and all should be within 400 metres walking distance of a bus stop.
- At some employment sites, depending on the nature of the employment and hours of work, a bespoke employer’s bus or contribution to Demand Responsive Transport may be more appropriate than improvements to public transport services.
- In some instances contributions will be sought towards improving **rail infrastructure**, including facilities to promote access by other sustainable modes such as the provision of cycle parking.
- Contributions to **Park and Ride** facility provision or revenue support may be appropriate from town centre uses and employment sites in lieu of town centre parking.
- Finalise package of transport improvements in planning conditions, s106 agreement and/or s278 obligation.

Facilities for pedestrians and cyclists

- The site audit will have identified necessary improvements to pedestrian and cyclist desire lines from which it will be possible to identify developer funded improvements such as improved crossings, cycle routes or street lighting. Essentially sites should be linked to existing walking and cycling networks with good quality walking and cycling routes that promote sustainable access.

- For new developments the internal site layout should be designed to be pedestrian and cycle friendly (i.e. 20 mph design speeds – revised Highway Design Guide should include more detail).
- Highway safety and accessibility should be key elements in the design and location of new schools and layouts of new housing developments should maximise sustainable trips to school and highway safety related to the journey to school.
- Developers will also be expected to include provision of appropriate cycle parking within any development with reference to the Central Bedfordshire Council's guidelines for cycle parking (June 2006).

3.4 Implementation mechanisms

3.4.1 The planning process and in particular the travel assessment and travel plan will identify a range of physical works required within and outside of the planning application area. These are often referred to as on-site and off-site works respectively.

a) On-site highway works

3.4.2 The design of the internal infrastructure of a development will be influenced by the above considerations and the provision of roads, footways, cycleways, public transport infrastructure etc. will be delivered by an agreement under Section 38 of the Highways Act 1980.

b) Off-site highway works

3.4.3 Off site highway works will be identified through the local plan, travel assessment or consultations on the planning application. These could take the form of junction improvements, traffic calming, provision of or improvement of cycle or pedestrian routes etc. that are needed to link the development to the existing network or facilities in neighbouring settlements. These improvements may include provision for safe pedestrian and cycle crossing points including light controlled crossings, underpasses or bridges. The emphasis of these works will generally be to encourage use of other modes of transport to the private car.

3.4.4 Whatever the scale of works, they will normally be secured by a requirement to enter an agreement, under Section 278 of the Highways Act 1980, within a planning condition or S106 agreement. The condition or agreement will include an appropriate trigger e.g. commencement of development or prior to first occupation for the Section 278 agreement to be completed and possibly also for the completion of the works themselves. Developers will be expected to cover the total cost of the scheme including design, checking of designs, site supervision and administration of the works. The policy in Bedfordshire is that works required under a section 278 agreement are carried out by Central Bedfordshire Council not the developer although usually Central Bedfordshire Council will be prepared to use a contractor nominated by the developer. Cost capped sums or a finite contribution will not be accepted unless the scheme is already in a highway programme with committed Council funds.

3.4.5 A Section 278 or other appropriate legal agreement must always be in place before any works are carried out on the public highway.

c) Major new roads etc. forming part of development schemes

3.4.6 Major new roads required to deliver new development would be delivered by a Section 278

agreement if within the existing public highway but more generally will be secured via a S38 agreement. As part of any S38 agreement a bond will be required, generally related to the cost of the works, to ensure that the works could be completed and brought into public use and adoption in the event of a failure on the part of the developer. The timing of the delivery of essential infrastructure will often be defined within the Section 106 agreement with triggers relating to implementation or occupation.

d) Plan, Monitor and Manage approach to transportation infrastructure on major sites

3.4.7 In line with current PPG advice, where development areas are substantial or are likely to be developed over a long period, Central Bedfordshire Council consider that in addition to transport measures identified through the travel assessment process, a plan, monitor and manage approach to transport mitigation will also be required.

3.4.8 Mitigation can be split into 4 distinct types. These are:

- Identified mitigation. Those transport measures which can be identified through the TA, should be secured through the Section 106 legal mechanism, designed and implemented.
- Possible mitigation. Those areas identified, through consultation or local knowledge, as likely to experience possible development transport generated problems, but not identified by the TA as definitely required. In this situation it is often better to 'monitor' the situation, rather than put a scheme in place and risk limited resources being utilised unnecessarily, but have a contingency sum available.
- Unforeseen mitigation. In addition experience has shown it is virtually impossible to accurately determine where all impacts will emerge, and previously unforeseen impacts do occur.
- Under predicted mitigation. In addition, if the TA has under-predicted traffic impacts or mode share, then additional mitigation to that secured will be required to correct and address this.

3.4.9 It is therefore felt for the last three of the above that there might be a need for additional measures to mitigate future impacts of travel movements from the development on the existing surrounding environment and communities and a mechanism to deliver these.

3.4.10 By using a PMM approach to do this ensures that:

- If actual travel generated is greater than TA or fails to meet targets set in the travel plan, there is a way to deal with this.
- Resources can be targeted where it will be most effective, and not used where there proves to be no need.
- Travel impact is mitigated effectively, even in the longer term

3.4.11 In order to deliver this PMM approach a system of monitoring will need to be agreed with the Central Bedfordshire Council and funded by the applicant and a sum of money provided by the applicant to deliver additional mitigation works identified in the PMM process.

Annex 4:

Basis of Standard Charge towards provision of Health Care facilities: (Source: NHS Bedfordshire)

- 4.1 The Annex explains the methodology for calculating contributions sought by the Council for health care facilities. Details of contributions sought are contained in Section 11.3 of the Planning Obligations Strategy.
- 4.2 NHS Bedfordshire (Formerly Bedfordshire Primary Care Trust) is responsible for the improvement of health and the well being of the population of Bedfordshire and to address any inequalities of access to health and social care services within the communities it serves.

NHS Bedfordshire provides a wide range of health care services and commissions further health and social care services from other specialist providers, such as NHS Trusts, independent contractors, the voluntary and private sectors.

The growth in population generated by the housing development programme directly places additional pressures on NHS Bedfordshire to maintain equitable access and delivery of services and without support the services may become destabilised and unsustainable.

- 4.3 NHS Bedfordshire embraces the ethos of 'Sustainable Communities' and a symbiotic approach to health and planning with the Local Planning Authorities will be more able to deliver a major component to fulfil the criteria set by the Egan Review (2004) and to provide a range of local services with pathways to access a wider range of services.
- 4.4 NHS Bedfordshire will determine with the Local Planning Authority and developers any site or community-specific issues that will impact on provision of health care within or associated with a development and will ensure that where existing capacity is sufficient to deal with predicted growth, no unnecessary request for funding is made.
- 4.5 For Primary Health Care needs the Parishes where contributions will be required are listed in Appendix 1. The assessment by NHS Bedfordshire was carried out in November 2008 and includes whether existing facilities are capable of extension.
- 4.6 Secondary and Mental Health Care needs will require a range of responses. All new dwellings will generate additional demands district wide on these services and obligations will apply to all parishes. Whilst some needs may in the future be met on a local delivery basis specific projects should emerge to which planning obligation contributions can be applied as NHS Bedfordshire takes forward the priorities set out in the medium term strategy "A Healthier Bedfordshire 2007 – 2012".
- 4.7 Contributions for all health obligations will be held by the Council until they can be released when schemes are commissioned.
- 4.8 Consultation and Health Impact Assessment

1. Consultation

- (a) NHS Bedfordshire would be consulted on all planning applications above 50 units.

2. Health Impact Assessment

- (a) For applications dealing with less than 50 dwellings applicants should seek advice from the Council with regard to any previously identified concerns relating to health.

- (b) For applications dealing with 50-199 dwellings, applicants should contact NHS Bedfordshire (Directorate of Strategy and Business Planning) to determine whether the proposal is likely to have health impact within an area of known deprivation or limited access to services. Health Impact Assessments will only be required within these areas and NHS Bedfordshire will advise upon the appropriate form of analysis.
- (c) For applications dealing with 200-999 dwellings, a high level rapid HIA will be required, applying the techniques and criteria described in *Building in Health*¹ or an equivalent, recognised assessment tool.
- (d) For applications involving 1000 dwellings or above, a full and comprehensive health impact assessment will be required. Applicants should contact NHS Bedfordshire early in the master planning process who will provide advice on scoping the study and a list of HIA practitioners. HIA can be provided as part of the EIA where this is appropriate. The applicant will also be expected to provide for an independent evaluation of the HIA.

4.9 Charges and Thresholds

- (a) Small developments of less than 10 units - a fixed tariff per unit based on a generic occupancy confirmed by national data (ONS occupancy as per Adopted Local Plan).
- (b) Larger developments of more than 10 units - a per-capita contribution where a dwelling-mix sensitive calculation tool (Rapley formula) is applied.
- (b) Major Developments of more than 999 units – the per-capita calculation contribution may be re-appraised and be in the form of land for/or the provision of a new build and where the implementation of co-located and integrated services may be negotiated for the wider benefit of the community and would be on a site specific basis. This would be after consultation with NHS Bedfordshire and The Valuation Office would be engaged to determine 'Best Value'.

4.10 Methodology for Calculating Standard Charges

4.10.1 Primary Health Care Services - contribution of £214 per capita plus proportionate land value £79 per capita totalling £293 per capita average. **Where the needs are to be met by extensions to existing facilities the Charges will be based on the buildings element only.** Appendix 1 to this Annex contains details of the calculation for Generic 4 GP Build contributions together with the Parishes where contributions will be required.

Unit size - bedrooms	Household Occupancy persons	Buildings	Land	Total Capital Cost per unit for new build
Generic	2.4	£513	£189	£702
1 Bedroom	1.3	£278	£102	£380
2 bedroom	1.9	£406	£150	£556
3 bedroom	2.6	£556	£205	£761
4 bedroom	3.2	£684	£252	£936
5 bedroom	3.6	£770	£284	£1054
6 bedroom	3.9	£834	£307	£1141
7 + bedroom	4.4	£941	£347	£1288

¹ Building In Health - A checklist and guide to developing healthy sustainable communities (July 2006)
<http://www.mksm.nhs.uk/FileAccess.aspx?id=143>
 NHS Bedfordshire website <http://www.bedfordshirepct.nhs.uk>

4.10.2 Secondary Health Care Services – contribution of £236.55 per capita average. Note - in line with new Government guidance this may be provided within a hospital or in a community based setting when appropriate. Appendix 2 to this Annex contains the calculation details.

Unit size -bedrooms	Household Occupancy persons	Capital Cost per unit
Generic	2.4	£568
1 bedroom	1.3	£308
2 bedroom	1.9	£449
3 bedroom	2.6	£615
4 bedroom	3.2	£757
5 bedroom	3.6	£852
6 bedroom	3.9	£923
7 + bedroom	4.4	£1041

4.10.3 Mental Health Care Services – Contribution of **£13.50** per capita
Appendix 3 to this Annex contains the calculation details

Unit size -bedrooms	Household Occupancy persons	Capital Cost per unit
Generic	2.4	£32
1 bedroom	1.3	£18
2 bedroom	1.9	£26
3 bedroom	2.6	£35
4 bedroom	3.2	£43
5 bedroom	3.6	£49
6 bedroom	3.9	£53
7 + bedroom	4.4	£59

4.11 Summary of Contributions if all charges are applicable

Health Care	Generic	1 bed	2 bed	3 bed	4 bed	5 bed	6 bed	7+ bed
Primary Buildings	£444	£241	£352	£481	£592	£666	£722	£814
Primary Land	£156	£85	£124	£169	£208	£234	£254	£286
Secondary	£568	£308	£449	£615	£757	£852	£923	£1041
Mental	£32	£18	£26	£35	£43	£49	£53	£59
Total	£1200	£652	£951	£1300	£1600	£1801	£1952	£2200

4.12 Indicative Trigger Points

The point at which payments will be made will be subject to negotiation for inclusion in S106 agreements. It may be appropriate to require payments to be made in the early stages of development but in most cases it will be when a quantum of dwellings are occupied. Typical trigger points may include:

- On developments, 10 – 999 units, first payment at 50% occupation. and the balance payable on 95% occupation.
- On developments in excess of 999 units, and where a complete new facility is to be provided, payment triggers would be negotiated on a case-by-case basis.

Primary Health Care

Generic 4 GP Build – S106 contributions Jan 2008	£	£
The build cost for a building of Gross Internal Area (GIA) 628m2 is estimated at £1,255,397.inclusive of professional fees, legal costs etc, VAT, finance charges and contingency item. This equates to a build cost of £1999.00 per m2. Generic build programme / specification for a 4 GP based Primary Care premises designed to deliver a range of traditional services along with co-located and integrated community services		
Figures from Building Costs Information Services (BCIS) Jan 2008 For a GP/ Health Centre. Subject to inflation indexing		
Guidelines Primary & Social Care Premises (2003)		
6,400 population divided 1750 patients per GP = 3.66 WTE GPs + 10%		
Expansion/growth = 4.00 WTE GPs		
Accommodation GIA 628 m2		
Methodology		
The methodology is robust and based on DoH guidance		
Example Build cost		
628 m2 GIA x £1,499 per m2	941,372	
11% Professional Fees	<u>103,551</u>	
		1,044,923
Finance charges (3.97%) 12 months	48,743	
Legals, planning fees, building regs, consultants fees etc (4.5%)	55,250	
Contingency 3%	<u>36,834</u>	
Sub total		<u>140,827</u>
Total Build cost		1,185,750
Land		
Land costs are analysed separately. The building estimated as a one and a half to two storey build with allowance for growth / future proofing comprising; of two stairways and a lift to first floor along with associated landscaping and car parking based on 4 per each GMS/ clinical room + 10% allowances (425 m2 per 22 spaces including allowance of 10% Disabled/Mother & Tots)		
Estimated land required 3000 m2 (0.75 acre / 0.3ha)		
Estimated land value with presumed allowance / discount for land with D1 restrictive use - within the locality - say £375,000 (0.75 acre) + Legals + 17.5% VAT and statutory fees = £416,625		
ANALYSIS - Summary	Cost per patient	Generic Cost per dwelling
Building costs £1,368,611 divided by number of patients registered (6,400)	£185	£444
Land costs £416,625 divided by number of patients registered (6,400)	£65	£156
Total	£250	£600

Appendix 1 continued overleaf - Needs by Parish

APPENDIX 1 to ANNEX 4 Summary of Primary Health Needs by Parish for Contributions

Towns & Parish	Contribution needed	Primary Facility	Proposed Primary facility	Nearest Facility distance		Second closest facility distance	
Barton Le Clay		YES	Proposed extension to premises	Barton Le Clay	0.0	Barton Hills	0.3
Billington (Great)		NO		Leighton Buzzard	1.7	Dunstable	2.9
Caddington		YES		Caddington	0.0	Luton	0.9
Chalgrave				Toddington	0.7	Harlington (Branch)	2.1
Chalton				Luton	1.6	Houghton Regis	1.6
Dunstable	Yes	YES	Proposed health facility including 5 GP	Dunstable	0.0	Houghton Regis	1.4
Eaton Bray				Dunstable	0.6	Pitstone	3.6
Eggington				Leighton Buzzard	1.9	Dunstable	3.5
Heath & Reach				Leighton Buzzard		Woburn	
Hockliffe				Dunstable	2.6	Leighton Buzzard	3.3
Houghton Regis		YES		Houghton Regis	0.0	Dunstable	0.9
Hyde				Luton	3.6	Caddington	4.7
Kensworth				Caddington	2.3	Dunstable	2.3
Leighton Linlade	Yes	YES		Leighton Buzzard	0.0	Milton Keynes	4.8
Slip End				Luton	1.1	Caddington	1.3
Stanbridge				Leighton Buzzard	2.5	Dunstable	2.8
Streatley				Barton Le Clay	1.3	Luton	1.9
Studham				St Albans	2.5	Caddington	3.4
Sundon				Harlington	1.7	Barton Le Clay	4.5
Tilsworth				Dunstable	2.7	Houghton Regis	2.7
Toddington		YES		Dunstable	0.2	Harlington	2.0
Totternhoe				Dunstable	1.3	Houghton Regis	2.9
Whipsnade				Dunstable	2.1	Caddington	3.3

APPENDICES 2 and 3 to ANNEX 4

APPENDIX 2 - Secondary Health Care Provision

Current provision	Spatial per m ²	£	
Acute /Emergency/ Intermediate placements / day cases / in-patients			
Each placement requires	50		
Capital cost per m ² based on Building Cost Information Service (BCIS) January 2008 and subject to inflation indexing		2,650	
Capital cost per bed		132,500	
On the basis of 119 placements per 100,000 patients			£157.70 per capita
Diagnostics / out patients etc			
On the basis of 50% of out-patient / placement activity			£78.85 per capita
Total			£236.55 per capita

APPENDIX 3 - Mental Health Care Provision

Current Provision	Spatial per m ²	£	
Each placement requires	50		
Capital cost per m ² based on Building Cost Information Service (BCIS) January 2008 and subject to inflation indexing		1,800	
Capital cost per placement		90,000	
On the basis of 15 in-patient placements per 100,000 patients			£13.50 per capita

Annex 5:

Basis of Standard Charge towards provision of new/replacement/upgraded Indoor Sports/Leisure Facilities (Source: Central Bedfordshire Planning & Transportation Policy Unit)

- 5.1 The Annex explains the methodology for calculating contributions for indoor sports and leisure facilities.
- 5.2 The Council commissioned Strategic Leisure Limited to prepare a sports facilities strategy to assist in guiding the future provision of a range of sports facilities in the South Bedfordshire area. The need for a clear and prioritised strategic framework to underpin the business case for new and improved facilities is particularly critical given the likely developments in and around the South Bedfordshire area over the next ten to fifteen years, and the fact that a number of the existing facilities require significant investment, and are not fit for purpose.

The strategy was Adopted by Central Bedfordshire Council and will be used to guide and inform the nature and extent of resources, financial and operational, which are needed to ensure the South Bedfordshire area has up to date, fit for purpose, accessible and welcoming sports facilities to benefit its current and future communities and deliver increased opportunities for participation in sport.

The proposed housing growth will have a specific impact on the level of community provision within the South Bedfordshire area, including sports facilities. The priorities are set out in Section V of the Strategy and include:

- accessible sports hall provision – 14.4 courts i.e. 3.6 4 badminton court sports halls
- accessible fitness provision – 226.25 stations
- the deficiency in swimming pool provision – 1,101 sq m (5.2 4 lane x 25m pools)
- deficit in indoor bowls rinks – 3.6 rinks
- 3.36 additional squash courts
- Gymnastics facilities (permanent)

- 5.3 The SPD proposes a standard charge to ensure development contributes to providing the facilities planned. The basis for this charge is as set out in Table 20, Section IV of the Adopted Sports Facility Strategy identifies a cost per person of £290 at 4th Quarter 2007 prices. For 2nd Quarter 2008 this is now £298 – See Sport England website – facility costs kitbag.

Methodology for Calculating Standard Charge

- 5.4 The proposed methodology for calculating the standard charge is as follows:

Cost per person	Cost per unit (assumes 2.4 persons per unit)
£298	£715

Derived Standard Charges for all new residential development to help provide for new planned leisure centres is: £715

1 Bedroom	2 Beds	3 Beds	4 Beds	5 beds	6 beds	7+ beds
£387	£566	£775	£954	£1073	£1162	£1311

Commercial development and holiday parks: Case-by-case basis

Annex 6:

Basis of Standard Charge towards provision of Recreational Open Space (Source: Central Bedfordshire Council Playing Pitch Strategy 2008 and Planning & Transportation Policy Unit)

- 6.1 The Annex explains the methodology for calculating contributions sought by the Council for Recreational Open Space. Details of contributions sought are contained in Section 11.6 of the Planning Obligations Strategy.
- 6.2 The Council adopted a Playing Pitch Strategy in 2008 which included a new local standard of 2.4ha per 1000 for outdoor sporting space. This Strategy identified various needs that will be generated by the growth of population to 2021. Given the issue of quality in relation to existing pitch provision across the South Bedfordshire area, and in relation to all pitch types, it is recommended that developer contributions are also sought to improve existing provision through off site contributions, where it can be demonstrated that existing pitches will provide for housing growth areas.

Currently there are no quantitative or qualitative needs assessment on a local basis for Children's Play Space or Informal Open Space. Accordingly provision for the latter two elements will be based on the Saved Local Plan Policies, in particular Policy R10 for Children's Play and R11 for Informal Open Space.

- 63 The Standard Charges in the Planning Obligations Strategy cover **Outdoor Sporting Open Space**: This includes formal sports pitches, sports courts or greens, properly laid out, equipped and with the provision of pavilion and car parking facilities necessary to cater for the sporting uses intended. Calculation is based on the following approach:

Local standard per 1000 pop	Provision per person	Cost per Unit *	Cost per person (cost per ha x provision per person)	Cost per dwelling x (2.4)
2.4ha	0.0024ha	£125,000	£300	£720

- 64 * Costs supplied by Sport England East Office are 2nd quarter 2008 costs for 100 x 64m grass pitch £80,000; this is equivalent to £12.5 per sq m, or x 10000 = £125,000 hectare. This is based on schemes most recently funded through the Lottery, updated to reflect current forecast price indices for 2nd Quarter 2008 provided by the Building Cost Information Service (BCIS). www.sportengland.org/index/get_resources/resource_ps/kitbag_front_page.htm

Derived Charges for Outdoor Sporting Open Space at £720 per dwelling are:

1 Bedroom	2 Beds	3 Beds	4 Beds	5 beds	6 beds	7+ beds
£390	£570	£780	£960	£1080	£1170	£1320

Non-Residential Development

Large commercial development, holiday accommodation and Health facilities to be negotiated on a case-by-case basis for **Informal Open Space and exceptionally Outdoor Sporting Space**.

Annex 7:

Basis of Green Infrastructure Standard Charge: (Source: Bedfordshire and Luton Green Infrastructure Consortium)

7.1 Introduction

7.1.1 The following information represents a costed assessment of the priority green infrastructure work required to deliver a multi-functional Green Infrastructure Network at a strategic level across the South Bedfordshire area. This will deliver the requirements of the East of England Plan and the Bedfordshire and Luton Green Infrastructure Plan.

7.1.2 It is intended this Green Infrastructure Standard Charge be applied with no minimum dwelling threshold (i.e. to all new dwellings) and to commercial development, which has helped fund key green infrastructure in the recent past, on a case-by-case basis.

7.1.3 The following Sections provide more explanation as to the rationale, methodology and basis for the costings developed. The appendices contain background detail. The elements are:

- Strategic Accessible Greenspace
- Strategic Access Routes
- Historic Environment
- Biodiversity
- Landscape

7.2 Strategic Accessible Greenspace

7.2.1 What is the evidence base?

What has been identified is the priority work needed to address current deficiencies and provide for future needs regards strategic accessible greenspace across the South Bedfordshire area for future and current communities.

The work outlined in Table 1 is the priority work required in the South Bedfordshire area to deliver the Strategic Accessible Greenspace aspirations of the Bedfordshire and Luton Strategic Green Infrastructure Plan.

7.2.2 What will this work deliver?

This work will deliver geographically equal, adequate access to strategic accessible greenspace across the South Bedfordshire area. Strategic accessible greenspaces have a wider than local catchment and will typically consist of “country park” style provision. In a context of housing growth, enhancement of existing provision alongside new provision is needed to meet the needs of a growing population.

In order to achieve the above it has been estimated that new / extended provision will be required to meet the needs of the following areas which are currently deficit in access to strategic accessible greenspace:

- Toddington
- South and East of Leighton Buzzard
- North-west of Dunstable

In order to meet this need this work will deliver the provision of 4 country park sites. This will involve a mix of extending and enhancing existing sites (for example, around Sundon Hills, Warden and Galley Hills), and creating new sites to meet needs to the east and south of Leighton Linlade, and north west of Dunstable.

In addition assessment of current levels of usage indicates that work will be required to enhance provision and add capacity at existing strategic Country Parks. Existing strategic

level sites are Dunstable and Whipsnade Downs, Stockgrove Country Park, and part of Smithcombe Hills.

7.2.3 Why is there a need to deliver this work in a context of sustainable growth?

Access to a range of different types of greenspace experience will be a core component in the delivery of sustainable growth. Local greenspace on the doorstep needs to be complemented with larger scale destination sites for varied leisure and recreation experiences. These larger sites have the scale needed to provide access to “wilder” spaces, which are not only important for biodiversity but also emerging research shows that there is a strong public demand for.

In the context of housing growth there is a clear need for investment in strategic accessible greenspace to ensure our network of country park sites is fit for purpose. Housing growth will put increased visitor pressure on these sites and additions and enhancements to the country park network will be required in order to cope with future demand.

7.2.4 What have these figures been based on?

Costings have been calculated on a total cost basis over a 20-year period. This total has then been divided by the total number of dwellings (current and proposed) over the 20-year period to determine the cost per household.

7.2.5 What is not included?

These figures do not include provision for local or neighbourhood level accessible greenspace. The Green Infrastructure Standard Charge will provide for essential provision of larger “destination” country parks not covered elsewhere

To avoid double counting, costing for all habitat work within accessible greenspace has been removed from this section as it will be covered under the Biodiversity section.

Table 1 - Strategic Accessible Greenspace Cost item - See Appendix A	Rate	Quantity	Amount
Development of new 60ha Country Parks to the south / east of Leighton Buzzard, and the north / west of Dunstable and Houghton Regis (see model appendix A)	£3,264,879	2	£6,529,758
Upgrade of existing sites to develop 60 Ha Country Park site e.g. Sundon Hills, Warden and Galley Hills	£2,424,449	2	£4,848,898
Essential work to add capacity to existing sites (e.g. Totternhoe Knolls, Stockgrove Country Park)			
Work to additional existing Country Park sites	£3m		£3m
Total cost			£14,378,656
<i>Cost per dwelling (£14,378,656 / 145, 480 dwellings) = £98.80 per dwelling</i>			

7.3 Strategic Access Routes

7.3.1 What is the evidence base?

What has been identified is the priority work needed to enhance existing and create new strategic access routes across the South Bedfordshire area for future and current communities.

The work outlined in Table 2 is the priority work required in the South Bedfordshire area to deliver the Strategic Access Route aspirations of the Bedfordshire and Luton Strategic Green Infrastructure Plan. The work identified has also been informed by the Bedfordshire Outdoor Access Improvement Plan. The Outdoor Access Improvement plan is a 10 year programme of activity to improve access to the countryside to meet the current and future

needs of the people of Bedfordshire and visitors to the county.

7.3.2 Why is there a need to deliver this work in a context of sustainable growth?

Alongside local footpaths, cycle routes and bridleways it has been identified that a strategic green route network is required across the District to connect settlements and link country parks, wildlife reserves, urban greenspaces, heritage sites and waterways.

These green routes act as connectors and are required to link together and create the Strategic Green Infrastructure Network identified in the Strategic GI Plan and supported within the Local Development Framework.

Green routes will provide leisure links for cycling, walking, running and horse riding. These routes will also offer utility for those wishing to travel to work, school or from A to B in a sustainable way. They will build a connection between current and future communities and will give residents moving into new developments access to a network of river walks, country parks and heritage features.

7.3.3 What will this work deliver?

This work will deliver a network of strategic access connections across the District to enable residents to travel between urban areas and between town and country in a sustainable way. It will deliver key work necessary to address current connectivity deficiencies in strategic locations and necessary enhancements to major access routes including the Icknield Way, Chilterns Way and Upper Lea Valley Walk.

7.3.4 What have these figures been based on?

Costings have been calculated on a total cost basis over a 20-year period. This total has then been divided by the total number of dwellings (current and proposed) over the 20-year period to determine the cost per household.

7.3.5 What is not included?

These figures do not include the localised improvements needed to the access network to connect a development site to the network or to mitigate impacts to the local network. This is a separate matter and will need to be negotiated on a case-by-case basis.

Table 2 Delivery of priority multi-user Strategic Access Routes Cost item - See Appendix B	Units	Rate	Quantity	Amount
Enhancement of existing strategic routes	Metres	£50	201,000	£10,050,000
Delivery of new strategic routes	Metres	£100	121,000	£12,100,000
Total cost				£22,150,000
<i>Cost per dwelling (£22,150,000 / 145, 480 dwellings) = £163 per dwelling</i>				

7.4 **Historic Environment**

7.4.1 What is the evidence base?

What has been identified is the priority work needed to preserve and enhance the heritage of the South Bedfordshire area for future and current communities.

The work outlined in Table 3 is the priority work required in the South Bedfordshire area to deliver the Historic Environment aspirations of the Bedfordshire and Luton Strategic Green Infrastructure Plan.

7.4.2 Why is there a need to deliver this work in a context of sustainable growth?

The historic environment has the support of Government and national, regional, sub-regional and local policy and spatial planning approaches. As part of green infrastructure it is considered to be important everywhere and particularly in areas affected by growth.

There is strong evidence to suggest heritage is valued very highly by the public and there is strong support for the view that access to historic sites should form a key part of our modern communities.

The results of a nationwide MORI poll on the public's views of heritage were published in 2000. Almost everyone feels that the historic environment plays an important role in the life of the country. Above all people think that the historic environment is vital to educate children and adults about England's past. The findings showed that 51% of the population visited a historic attraction over the course of a year compared with 50% visiting the cinema and 17% attending a football match. Other key findings of the poll include:

- 98% think the heritage is important to educate children about the past and that all schoolchildren should be given the opportunity to find out about England's heritage;
- 96% think the heritage is important to educate adults about the past;
- 95% think heritage is important for providing places to visit and things to see and do, for encouraging tourists to visit, (93%), and for creating jobs and boosting the economy (88%).

The Bedfordshire Cultural Strategy 2007– 2021 records the high local public support for the heritage and includes it in its themes and actions. 82.6% of residents believe that we should “preserve Bedfordshire’s Heritage - its history, buildings and countryside, the local places we value and ensure our rights to access them”. 62.6% of people said that they visited historic sites and building or helped preserve or promote them (putting it in the top ten of activities) and the same number wanted to do more of this type of activity. The Cultural Strategy includes the following priority actions under “Supporting Local Identity and Place”

- Give everyone the opportunity easily to learn about people and places – their local history and local environment
- Protect and manage Bedfordshire’s heritage and environment – its historic buildings, archaeology, landscapes and wildlife – increasing and promoting access, understanding and enjoyment

Investment in the Historic Environment is particularly important in a context of significant housing growth. Access to high quality historic features and sites will enable new residents and growth communities to connect with the history and identity of the South Bedfordshire area and thus experience a genuine “sense of place”. The historic environment can provide a bridge between (and help integrate) new and existing communities, reinforcing a shared pride in the identity and character of the South Bedfordshire area and its heritage. Investment in the Historic Environment will also provide attractive and interesting places for economic prosperity.

7.4.3 What will this work deliver?

Opening up access to and preserving historic sites, buildings and structures is a key part of our culture and environment. Attention will be focused on sites and buildings which contribute to the delivery of multi-functional green infrastructure as identified in GI planning. For example this may include the preservation and interpretation of archaeological sites and Scheduled Ancient Monuments; historic footbridges; historic parks and gardens; dovecotes; and bothies.

7.4.4 What have these figures been based on?

Costings have been calculated on a per annum basis then extended over a 20-year period. This total has then been divided by the total number of dwellings (current and proposed) over the 20-year period to determine the cost per household.

7.4.5 What is not included?

These figures do not include the localised on-site archaeology work required to make acceptable the development of specific housing and commercial developments. This is a

separate matter and will need to be negotiated on a case-by-case basis, as detailed in the Planning Obligations SPD.

Care has been taken not to double count. For example the costings make the assumption that three archaeological sites need to be restored and made accessible per year. Only one of these sites would be a purely heritage focused site – the other two would be restored as part of biodiversity sites. Therefore for these two sites all access, interpretation and ground preparation costings have not been included under the Historic Environment section as they are already covered under Biodiversity.

Table 3 - Historic Environment Cost item – See Appendix C	Units	Rate	Quantity	Amount
Land and site Purchase				
Purchase of one 10ha heritage site per year	ha	£13,590.50	10	£135,905
Professional fees (heritage site)				£7,500
Purchase of approx 0.2 heritage building / structure per year (purchase of approx 1 heritage building / structure every 5 years)	Building cost	Approx £0.5m	0.20	£100,000
Professional fees/ restoration (heritage building)				£36,000
Site restoration and presentation (archaeological)				
One 10ha heritage site per year	ha		10	
Access and interpretation works	ha	£1,325	10	£13,250
Ground preparation and fencing	ha	£6,600	10	£66,000
Archaeological restoration	Site cost	£5,000	1	£5,000
Heritage work to two 10ha biodiversity sites per year	Ha		20	
Archaeological restoration	Site cost	£5,000	2	£10,000
Essential site design / survey / management planning work				
Essential archaeology/ heritage buildings survey / conservation/management planning work	Site cost	£12,500	4	£50,000
Heritage building/area repairs and enhancements				
Essential enhancement / repair work to two public historic / conservation areas per year	Area cost	£18,750	2	£37,500
Essential enhancement/ repair work to historic buildings in public ownership	Building cost	£15,000	4	£60,000
Offsite Interpretation				
Development of accessible interpretation for all (websites, leaflets, exhibitions etc)				£75,000
Total cost (per annum)				£596,155
Total cost over 20 years				£11,923,100
Cost per dwelling (£11,923,100 / 145, 480 dwellings) = £82 per dwelling				

7.5 Biodiversity

7.5.1 What is the evidence base?

What has been identified is the priority work needed to address current deficiencies in biodiversity and create a functional ecological network across the South Bedfordshire area for future and current communities. The work outlined in Table 4 is the priority work required in the South Bedfordshire area to deliver the Biodiversity aspirations of the Bedfordshire and Luton Strategic Green Infrastructure Plan. The work identified has been informed by the Biodiversity Action Plan for Bedfordshire and Luton.

7.5.2 Why is there a need to deliver this work in a context of sustainable growth?

Biodiversity an important element in sustaining the ecological systems new communities will require.

Biodiversity plays an enormous role in regulation of the atmosphere, of the water cycle and the nutrient cycles of the soil. From the harvesting of fish to the growing of timber, biodiversity provides the source for a wide range of products we consume and use. The productivity and sustainability of the fishing, agricultural and forestry industries rely on biodiversity and healthy ecosystems. It is also important to tourism, recreational and cultural activities.

Planning Policy Statement 9 Biodiversity and Geological Conservation (ODPM 2005) sets out in broad terms the Government's vision for planning. That vision includes the following objective:

“conserve, enhance and restore the diversity of England’s Wildlife and geology by sustaining, and where possible improving, the quality and extent of natural habitat and geological and geomorphological sites; the natural physical processes on which they depend; and the populations of naturally occurring species which they support.”

That objective evidently goes a great deal further than just avoiding or minimising harm. Further objectives in PPS9 clearly show that in the Government's view Biodiversity as a vital element in the quality of life and health and well being of the population.

The importance of conserving and restoring biodiversity is also reflected in the East of England Plan (RSS14) via policies SS1, SS2, SS8 and ENV1 to ENV6.

The South Bedfordshire area is currently an area with impoverished biodiversity. Across England there are over 4000 SSSIs (Sites of Special Scientific Interest) covering 7% of the land area. Currently in the South Bedfordshire area only 3.5% of the land area is SSSI. Of those 4000 SSSIs across England around 50% are designated as being of international importance – there are no internationally designated sites in the South Bedfordshire area. Landscape quality across the South Bedfordshire area is declining - this relates to and correlates with a decline in biodiversity as many of the drivers for landscape quality such as hedges, meadows, downland and trees also are crucial to provide a rich and diverse mix of habitats and species.

Development pressures have the potential to exacerbate the current deficiency in biodiversity. Landscape scale habitat restoration (i.e. sites and linkages of a significant strategic scale) is required to enable plant and animal communities to achieve long-term ecological sustainability. Small-scale mitigation measures will be useful, but alone will not be sufficient to bring the South Bedfordshire' area's biodiversity up to a reasonable standard.

There is significant evidence that the public place great value in access to nature and wildlife. Projects delivered under this standard charge will provide opportunities for new and existing residents to interact with nature and wildlife and will provide the kind of “wild” informal green spaces that will not be delivered within a traditional open space / park setting.

7.5.3 What will this work deliver?

This work will deliver a network of viable wildlife habitats needed for a healthy natural environment.

This will involve conservation of key sites; the buffering or expansion of those key sites; the creation of new linking areas of habitat; and improvements to the quality and function of the natural systems which underpin the natural environment. Priority work will include delivery of targets for the restoration of existing habitat and the creation of new. Whilst some habitat may be created on or adjacent to development sites the special requirements for many habitats will mean that they can only be created in specific areas that meet their demanding environmental parameters.

Priority biodiversity work will also realise key landscape and heritage aspirations. A strong element of the philosophy behind the conservation and enhancement of biodiversity is making provision for physical and intellectual access. The costings will therefore also contribute towards meeting the needs of residents in respect of access to the countryside and greenspace.

7.5.4 What have these figures been based on?

The summary of the full biodiversity costing spreadsheet is shown below. Costings have been calculated on a total cost basis over a 20-year period. This total has then been divided by the total number of dwellings (current and proposed) over the 20-year period to determine the cost per household.

7.5.5 What is not included?

These figures do not include the localised on-site habitat mitigation work required to make acceptable the development of specific housing and commercial developments. This is a separate matter and will need to be negotiated on a case-by-case basis as detailed in the Planning Obligations SPD.

The figures presented have been stripped down to remove habitats such as arable field margins which would be expected to be entirely created through agriculture. Also stripped out are habitat maintenance, monitoring, education, outreach and policy development as well as issues surrounding the 23 species action plans.

Table 4 - Biodiversity		
Habitat Type – See Appendix D		Costs included for each
Calcareous Grassland		Land purchase and fees Planting/establishment costs Community/interpretation Delivery Contingency 10% Overheads 3%
Creation	£15,158,393.48	
Restoration	£19,394,960.21	
Floodplain Grazing Marsh		
Restoration	£380,871.15	
Heathland		
Creation	£176,703.75	
Restoration	£415,760.50	
Lowland Meadow		
Creation	£9,741,207.26	
Restoration	£3,092,134.71	
Traditional Orchards		
Creation	£209,841.00	
Wet Woodland		
Restoration	£15,554.68	
Hedgerow creation		
	£140,685.00	
Pond creation		
	£795,870.00	
TOTAL	£49,521,892.03	
Cost per dwelling (£49,521,892.03 / 145,480 dwellings) = £340.40		

7.6 Landscape

7.6.1 What is the evidence base?

What has been identified is the priority work needed to improve landscape quality and character across the South Bedfordshire area for future and current communities. The work outlined in Table 5 is the priority work required in the South Bedfordshire area to deliver the Landscape aspirations of the Bedfordshire and Luton Strategic Green Infrastructure Plan. The work identified has also been informed by the Luton and South Bedfordshire Landscape Character Assessment.

7.6.2 Why is there a need to deliver this work in a context of sustainable growth?

Landscape enhancement provides new features to benefit the environment and provide public enjoyment. Furthermore Central Bedfordshire Council's Landscape Character Assessment findings present a stark picture of landscape quality across the South Bedfordshire area – a picture of a landscape in serious decline; this includes all of the "Chiltern's Area of Outstanding Natural Beauty" the designation aimed at safeguarding England's finest countryside.

The presence of dominant landform, such as the Chalk Escarpments, can mislead opinion about the overall quality of the South Bedfordshire landscape. Much of the landscape is considered highly sensitive to change. Of most concern is that the overall *condition* of the landscape is extremely poor:-

- All of the 23 landscape character areas within the District are considered to be in a “declining or declined state”
- Features such as hedgerows, woods and verges are in frequently in poor condition, mainly as a result of removal or lack of management.
- The resultant open countryside has a lack of structure allowing urban influences to intrude and detract from the rural experience

The countryside is a great asset for the South Bedfordshire area, but unless there is more investment, the trend of decline will accelerate when the countryside is placed under the increased pressure resulting from the housing growth. Landscape features take time to grow; comprehensive and sustained action to support countryside management is required now. It is crucial that landscape character is enhanced throughout the the South Bedfordshire area to provide a strong setting able to absorb growth effectively. In addition a recent map produced by the Council for the Protection of Rural England showing levels of tranquillity across Bedfordshire demonstrates clearly the impact of the major roads within the district. There is a striking correlation between the major road routes and areas within the South Bedfordshire area that enjoy very low levels of tranquillity (and the resultant loss to quality of life). Further housing growth and therefore increased traffic and congestion is likely to exacerbate this situation. Action is required to buffer these corridors to help dampen further detrimental effect (noise, pollution, visual intrusion etc) on the communities located close to these routes and the landscape enhancement work proposed will deliver these improvements.

7.6.3 What will this work deliver?

This work will deliver identified key actions necessary to address current deficiencies in landscape character and quality. Crucially given the context of development and urban expansion it will also deliver key works needed to strengthen landscape character in the rural fringe and the urban edge and to enhance and mitigate transport corridors where these detract from the rural area. Landscape enhancement will include landscape screening, hedgerow planting and restoration of traditional features. Urban fringe improvements will also include remedial work to improve the transition between urban and rural, which could include surfacing, fencing and signage.

Schemes will be multifunctional but with landscape work the emphasis is on;

- Maintaining the sense of place, using local distinctiveness to guide design
- Strengthening the fabric of the countryside to reinforce local identity and aid integration of development
- Enhancing visual amenity and tranquillity
- Implementing advance planting

7.6.4 What have these figures been based on?

Costings have been calculated on a total cost basis over a 20-year period. This total has then been divided by the total number of dwellings (current and proposed) over the 20-year period to determine the cost per household.

7.6.5 What is not included?

These figures do not include the localised on-site landscape mitigation work required to make acceptable the development of specific housing and commercial developments. This is a separate matter and will need to be negotiated on a case-by-case basis as detailed in the Planning Obligations SPD.

Table 5 – Landscape Cost item - See Appendix E	Units	Rate	Quantity	Amount
Strategic Corridor Enhancement				
Rail corridor enhancement –priority sections	Km	£11,500	6.5	£74,750
Road corridor enhancement – priority sections	Km	£4,600	20	£92,000
Urban Fringe Enhancement				
Landscape enhancement schemes across major urban areas and the larger villages	Scheme cost	30@£10,000 50@£20,000 20@£30,000	100	£1,900,000
Rural landscape character management	Scheme cost	average @ £5,000	100	£500,000
Enhancement to strengthen landscape character in the rural fringe	Km	£1150	630	£724,500
Total cost				£ 3,291,250
Cost per dwelling (£3,291,250 / 145, 480 dwellings) = £23 per dwelling				

7.7 SUMMARY OF CHARGE ELEMENTS TO DERIVE OVERALL CHARGES

Table 6

Theme Area	Total cost	Total per dwelling (Rounded)
Strategic Accessible Greenspace	£11,378,656	£99
Strategic Access Routes	£23,650,000	£163
Historic Environment	£11,923,100	£82
Biodiversity	£49,521,892	£340
Landscape	£3,291,250	£23
Total Green Infrastructure		£707

Cost per unit	Cost per person (assumes 2.4 persons per unit)
£707	£295 (rounded)

Derived Standard Charges for all new residential development from generic £295 are:

1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5 Bedrooms	6 Bedrooms	7 + Bedrooms
£384	£561	£767	£944	£1062	£1151	£1298

**APPENDIX A to ANNEX 7
Strategic Accessible Greenspace**

Country Park Model - Based on a 60Ha site					
	Units	Rate	Qty	Amount	
Land purchase and fees					60 ha. Site
Land purchase and fees	ha	£13,590.50	60	£815,430.00	
Professional fees	1	£25,000.00	1	£25,000.00	
					£840,430.00
Landscape planting costs 3ha.					
Ground preparation - grass sward establishment	ha	£300.00	3	£900.00	
Ground preparation - ripping	ha	£125.00	2.5	£310.00	
pre-planting herbicide	number	£0.10	5 400	£540.00	
Trees and shrubs supply plant and protect	quantity	£1.75	5 400	£9,450.00	
herbicide applications (2/yr x 5 yrs)	number	£0.10	54 000	£5,400.00	
1st year replacements	number	£1.00	540	£540.00	
2nd year replacements	number	£1.00	270	£270.00	
shelter removal	number	£0.40	5 400	£2,160.00	
					£24,430.00
Buildings and other infrastructure					
Visitor Centre costings (based on Forestry Commission model)				£1,910,000.00	£1,910,000.00
Access					
surfaced routes	linear m	£30.00	1620	£48,600.00	
reinforced grass routes	linear m	£10.00	210	£2,100.00	
Way marking	number	£25.00	12	£300.00	
Signage interpretation	number	£1,000.00	2.5	£2,500.00	
Access infrastructure	number	£500.00	2	£1,000.00	
Community involvement	number	£500.00	12	£6,000.00	
Publicity and promotion	number	£700.00	6	£4,200.00	
					£64,700.00
Delivery					
design and project management	days	£250.00	60	£15,000.00	
access improvements	days	£250.00	15	£3,750.00	
community	days	£250.00	15	£3,750.00	
signage	days	£250.00	10	£2,500.00	
woodland operations	days	£250.00	152	£38,000.00	
					£63,000.00
Landscape establishment operations					
	year	£1,279.15	20	£25,583.00	£25,583.00
contingency			8.50%	£248,892	
overhead contribution			3%	£87,844	
Total cost for new Country Park					£3,264,879

APPENDIX B to ANNEX 7 Green Infrastructure Access Routes

(Part 1)

(Sources: Bedfordshire & Luton Strategic Green Infrastructure Plan; Bedfordshire's Outdoor Access Improvement Plan 2006-2011; Making Bedfordshire Thrive – Strategic Objectives 2006-2009)	
The Standard charge sought will be in addition to the negotiation of localised improvements to the access network to connect a development site to the network or to mitigate impacts on the local network.	
Amount of strategic access proposed by G.I. plan	352km (see Part 2 of this Appendix below)
Cost per metre	£50 - £100
Cost per metre for calculation	£50 for enhancement £100 for delivery of new provision
231,000m x £50	£11,550,000
121,000m x £100	£12,100,000
Total cost of project	£23,650,000
<i>Cost per Dwelling (£23,650,000 ÷ 145, 480 dwellings) = £162.57</i>	

(Part 2) – Routes and lengths

Category	Route	Length	Notes
Strategic Bridleways			
	The Skylark Ride	28km	
	Icknield Way Bridleway	35km	
	Dunstable Downs and Studham	11km	
	Totternhoe and Eaton Bray	11km	
	Sewell Greenway and Totternhoe Green Lanes	13km	
	Warden Hill and Barton Hills	13km	
	Warden Hills and Lilley Hoo	12km	
		123km	Total
Strategic Footpaths			
	Dunstable Downs – Ridgeway Link	10km	
	Chiltern Way	30km	
	Greensand Ridge Walk	5km	
	Icknield Way Path	31km	
		76km	Total (trails)
	Dunstable Downs Circular Walk	11km	
	Totternhoe Circular walk	7km	
	Whipsnade Circular Walk	7km	
	Studham Circular walk	7km	
		32km	Total (circular walks)
Proposed Strategic Routes – Undefined			
	River Ouzel/Grand Union Canal	5km	
	Barton Hills Off Road Cycle Route	15km	
	Flitwick to Sundon Hills	5km	
	Leighton Linlade Green Wheel	30km	
	1km of easy access paths for every 5000 people	25km	OAIP Actions 2006 – 2016
	Ten new orienteering and trail running routes and four off-road cycle routes	6km	OAIP Actions 2006 – 2016 & Community outcome in Making Bedfordshire Thrive
	Improve connectivity on rights of way network for horse riders	20km	OAIP Actions 2006 – 2016 & Community outcome in Making Bedfordshire Thrive
	Reduce severance of rights of way	15km	OAIP Actions 2006 – 2016 & Community outcome in Making Bedfordshire Thrive
		121km	Total
	Total Strategic Access Routes	352km	

APPENDIX C to ANNEX 7 Historic Environment Delivery Information

1. Purchase / restoration of heritage sites

Costings within the GI Standard Charge are based on the purchase of one 10ha site per year. Furthermore the need to carry out archaeological restoration and presentation to these sites has also been costed. Management will be required followed by access and interpretation. The following list provides an indication of the type of sites it would be desirable to take into public ownership and restore as an accessible resource for the District

- Medieval Motte and Bailey Castle (1.3ha) – Earthwork remains of medieval motte and bailey castle. Scheduled Ancient Monument (SAM).
- Medieval manorial settlement and associated features surviving as earthworks (SAM). Also evidence of prehistoric and Roman occupation (30ha).
- Area (39ha) of medieval earthworks including moated site (SAM), settlement and earthworks and ridge and furrow.
- Iron Age hillfort (17ha) – Earthwork remains of Iron Age hillfort. (SAM)
- Area of medieval lynchets (12ha) surviving as earthworks.
- Historic Designed Landscape (66ha) – the parkland/pleasure grounds around the site of a post-medieval mansion.
- Site (7.5ha) of late Roman courtyard villa known to contain mosaics, one of the richest sites of its type in the county (SAM).
- Historic routeways including the Icknield Way, Theedway, and Watling Street

2. Purchase / restoration of heritage structures / buildings

Costings within the GI Standard Charge are based on purchase and restoration of one heritage building / structure every 5 years. Buildings / structures which are part of an area or site with high green infrastructure value, which have high access value and which are located in close proximity to housing growth are prioritised. The following list provides an indication of the type of buildings / structures it would be desirable to take into public ownership and restore as an accessible resource for the South Bedfordshire area. Many of these structures and buildings in the South Bedfordshire area are currently at risk and require restoration before they deteriorate further.

- Canals and related structures
- 1930s / modernist buildings
- World War II structures including pillboxes, guardrooms and Air Raid Warden's posts
- Garden buildings such as Lodges and Summerhouses
- Follies
- Industrial buildings and structures
- Agricultural buildings
- Ruined monuments
- Mills

3. Historic / Conservation Area Enhancement / Repair

Targeting will be aligned with growth and could include Houghton Hall, Leighton Buzzard, Linslade, Caddington, Eggington and Billington. Work would be delivered using high quality materials and design throughout to conserve the historic setting of these areas.

APPENDIX D to ANNEX 7

Strategic Biodiversity Priorities

1. Future priority biodiversity work will follow the pattern of recent restoration and creation work
2. Since the production and endorsement of the Biodiversity action plan in 2001 there has been a strong focus on a number of the scarcer national priority habitats in the South Bedfordshire area. Future action delivered under this standard charge will consist of priority work along the lines of the following examples:
 - Habitat restoration and management on Dunstable and Whipsnade downs
 - Acquisition of Totternhoe chalk quarries SSSI, Totternhoe stone quarry SSSI and the worked out Totternhoe lime and stone works to establish an ecologically robust management regime and to create calcareous grassland habitat to link together and expand key wildlife sites. Further land acquisition is needed to expand and buffer sites and improve links to the south and east.
 - Acquisition of land in the Ouzel Valley at Leighton Linlade has produced biodiversity and access gains and has provided the stimulus for the ouzel river valley park project. Further land acquisition is needed to enhance and link important river valley grasslands both north and south of the conurbation.
 - Acquisition of woodland blocks at Kings Wood, Heath and Reach will lead to expansion of the National Nature Reserve and an improved management regime.
 - The Sandstone project in the Heath and Reach sand quarries brings together fragmented initiatives and should lead to habitat expansion and biodiversity benefits.
 - Acquisition of land is planned to expand link and buffer a Sites of Special Scientific Interest at Sundon, Sharpenhoe and Smithcombe Hills. New lowland meadows and calcareous grassland will be created.
3. All projects delivered under this standard charge will be within the key biodiversity network zones of the Green Infrastructure Plan and it is within those zones that future biodiversity Action Plan targets should be realised. It is important to note that priority biodiversity work will also realise key landscape and heritage aspirations.

APPENDIX E to ANNEX 7

Landscape Enhancement Delivery Information

1. Enhancement of Road and Rail Corridors

1.1 A campaign to improve the physical appearance and wildlife habitat of transport corridors would:

- benefit the image of the South Bedfordshire area
- support economic development
- improve the attractiveness of the South Bedfordshire area as a place to live

1.2 Rail corridor enhancement

The proposal is to enhance key sections of the railway corridors –

- At Sundon which is part of the Chiltern landscape, an area of landscape renewal which will have increased recreational use in the future.
- In the Lea Valley, a unique river landscape enhanced by the setting of Luton Hoo, but degraded by urban fringe land use.
- The rail corridor in Leagrave and elsewhere in the urban area also requires enhancement to develop the potential of the line as a green corridor.

Projects will mainly entail landscaping on adjacent land. Enhancement would be in partnership with Network Rail and would be based on a study of opportunities.

Midland Main Line	Harlington / Sundon and Lea Valley
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Likely projects include

- Wildlife habitat improvements
- Removal of derelict structures
- Enhancement of fencing
- Landscape planting – especially of native stock where acceptable, to reinforce local distinctiveness.
- Enhancement of views to wider countryside
- Signage of walks to encourage train based recreation
- Signage for River Lea, The Chilterns AONB

1.3 Road corridor enhancement

1.3.1 Landscape improvements to road corridors is a rapid means of upgrading the environment which benefits the whole community; for many people the view from the car is their main link to the countryside.

- The roadside landscape is crucial in terms of promoting local identity and distinctiveness.
- Additional planting will enhance tranquillity: the CPRE tranquillity map of Bedfordshire highlights the intrusive nature of the road network within SBDC. Landscape mitigation can reduce the noise, visual and light pollution caused by traffic. This would enhance the amenity of GI.
- Community benefit: for many people - the view from the car is the main contact with the countryside, providing them with seasonal views, broad panoramas or familiar landmarks. This experience is important to them. Landscaping to enhance the sense of place will enrich the journey; the higher the quality of the environment, the more likely that it will encourage more active visits.

1.3.2 Landscaping could be within the highway boundary or in partnership with the adjacent landowner. Planting would need to respect landscape character and reinforce local distinctiveness. Improvements could include:

- management of roadside hedgerows e.g. laying or coppicing
- reinstatement of roadside hedges
- planting to improve screening
- framing views
- enhancing verge habitats through management or reseeded

The following are priorities:

M1 in association with the widening proposals – integration into the wider countryside, screening and mitigation for rights of way-particularly Junction 10 re Caddington and Slip End.

A5 Hockcliffe; Tilsworth to Houghton Regis to create a gateway to Dunstable and to aid integration of road proposals.

A6 Barton Le Clay, to emphasise Chiltern character; Streatley to create gateway to Luton, mitigate growth area and to enhance Chilterns character.

2. Enhancement of the Rural – Urban Fringe

2.1 The quality of landscape in the urban fringe is a major determinant of how well the resource is used for recreation. High quality paths, signs and seating are all important. Landscaping to mitigate urban influence e.g. through screening intrusive features, planting up the urban edge and alleviating noise pollution would all benefit and encourage use of green infrastructure. A suggested number of 100 enhancement schemes would enable achievable implementation of schemes over the 20-year programme. Enhancement would be based on a study of opportunities and would prioritise schemes which would benefit the largest population, for example in:

- Luton and Dunstable urban fringes – integration to reduce impact of urban edge whilst enhancing landscape character and to create quality green links to new development.
- Leighton Buzzard - integration to reduce impact of urban edge whilst enhancing landscape character and to create quality green links to new development.
- Barton le Clay– screening and links to countryside, mitigation of impact on Chilterns.
- Toddington - landscaping to create links to wider countryside and aid integration of new development .Enhancement of rights of way to aid screening of MI.
- Chalton – to increase screening of utilities and the MI.
- Houghton Regis – major planting to reduce the impact of urban extension.
- Caddington hamlets and Slip End –to safeguard local identity within the growth area.
- It would also be expected that schemes could also benefit larger villages such as Eaton Bray, Eggington, Sundon and Streatley.

3. Countryside In and Around Towns Enhancement

3.1 The rural area closest to towns is recognised as being the most under pressure yet offers more people the greatest opportunity to benefit from GI in a sustainable manner. Enhancement of the urban fringe has been recognised as a top priority by the national “guardian” for environmental issues, Natural England, and is captured in their work on “The Countryside In and Around Towns Initiative”. Growth will expand the towns – creating a new zone of urban fringe. This must be actively enhanced and managed to protect it from the typical decline generally experienced. This work will offer opportunities for partnership projects: GI funding can be used to match fund other grant schemes, maximising input. Farmers need support to maintain traditional landscapes and without careful management of these areas the influence of growth could damage the rural setting of the district. Likely projects include:

- hedgerow management and renewal
- tree planting
- woodland management
- pond restoration
- habitat improvement to watercourses
- community involvement

The scope and cost of work needed has been assessed on the basis of 630sq. km. coverage of the countryside “belts” surrounding the urban areas.

4 Rural Land Enhancement

4.1 Enhancement of the landscape features in the wider agricultural landscape is also important. A nominal sum enabling five schemes to be undertaken each year, to strengthen landscape character e.g. in the vicinity of rights of way. This could include pollarding, hedge reinstatement or amenity improvements e.g. use of local materials to repair characteristic features, install a seat or an interpretation at a viewpoint. This work would complement improvements undertaken through national environmental initiatives.

Annex 8:

Approach to Interim Community Facilities/Community Development and Basis of Standard Charging for Provision of New Household “Welcome Packs”

(Source: Central Bedfordshire Council Planning & Transportation Unit)

- 8.1 The key feature of an Interim Community Facility will be as large an assembly space as possible. In the Community House Model, a four or five bedroom house will typically provide the space needed, although two adjoining smaller properties or four garages with an upstairs could also be used. Space for community activities will be required to the front and/or rear of the Community House.
- 8.2 Space will be used as offices for community, health and voluntary sector workers and as meeting rooms for local community groups and activists. It will need to include a disabled toilet; a kitchen that is suitable for use as a small community café and to provide self-catering facilities for those using the facility; an interview room; and a large space for social gatherings and meetings.
- 8.3 The facility will have to be fit for purpose with fitting out and some equipment provided by the developer. In the Community House Model, if the developer is not able or prepared to undertake the additional fitting out works, as set out below, an additional fitting out cost of up to £15,000 per 100sqm or part thereof will be required for each Community House when the property is handed over for use as a Community House. This funding will be used to purchase those items deemed necessary to furnish the Community House a include:-
- Signage/notice boards/poster and picture frames, disabled toilet facility, kitchen units/storage cupboards and all equipment necessary in order to operate that facility; lounge furniture, office furniture and IT equipment; outside play equipment.
- 8.4 The Planning Obligation will include the need for the developer to agree with the Council:
- a) The location and internal layout of the facility at the reserved matters stage
 - b) Provision, preferably at the same time as the developer’s sales centre is open and before the first dwelling is occupied. In the case of Community House Model, there may be scope for this to be delayed until the 20th property is occupied to allow for a suitable property to come on stream early on in the initial building phase of a site
 - c) The availability under lease and free of rent to the Council’s provider partner who will operate the Community Facility until six months after the final dwelling is occupied or until permanent community facilities are available for use if earlier. In the case of a Community House, the property will revert back to the developer for sale and/or residential occupation.
 - d) Revenue funding in the form of facility management and maintenance costs for the period in which the Community Facility is provided. These costs will be included as part of the Community Development costs identified below.
 - e) Where additional Community Facilities are to be provided the availability of these will depend upon the phasing and the layout of the site and will be determined by the Local Planning Authority in conjunction with its preferred provider.

8.5 It is expected that the provision will be made as follows:

Number of dwellings	Community Facility
100-1,000	1 x 200sq.m
1,001 – 3,000	1 x 300sq.m
3,001 – 5,000	1 x 400sq.m or 2 x 200sq.m
Every 1,000 above 5,000	1 x additional 200sq.m

Community Development

8.6 It is necessary to contribute towards the provision of “Community Mobiliser” workers (with the requisite community skills) for large scale development to:

- welcome new residents;
- provide information and advice on local facilities and services;
- facilitate opportunities for people to meet, socialise and organise themselves through new community groups;
- promote and facilitate access to local volunteering opportunities; and
- identify and support local community leaders.

8.7 Potential developers are strongly advised to make early contact with the Council and its community development partners –to discuss specific requirements and identify set up running costs for community facilities and workers.

Basis of Standard Charge for provision of new household ‘Welcome Packs’ (Source: Central Bedfordshire Council’s Planning & Transportation Policy Unit adopting the costs included in the former Mid Bedfordshire Planning Obligations Strategy 2008)

Methodology for Calculating Standard Charge

8.8 Each pack will include approximately 30 information leaflets and a folder to put them in.

25 leaflets at an average cost of 50p per leaflet	=	£15.00
Cost of pack to put them in and letter	=	£ 1.00
Postage	=	£ 1.00
Staff Costs	=	<u>£ 2.00</u>
 Total Cost	 =	 £19.00 per dwelling

On the basis that one pack per household is required the standard charge will be applied to all new dwellings irrespective of the number of bedrooms.

Annex 9:

Basis of Standard Charge towards provision of new/replacement/upgraded Village and Community Halls

(Source: former South Bedfordshire Council Community Venues Survey May – November 2008; Bedfordshire Rural Communities Charity (BRCC) and North Hertfordshire District Council Property Services Team)

- 9.1 The Annex explains the methodology for calculating contributions sought by the Council for Village and Community Halls. Details of contributions sought are contained in Section 11 of the Planning Obligations Strategy.
- 9.2 The former South Beds Council Community Venues Survey May – November 2008, together with input from the Bedfordshire Rural Communities Charity (BRCC) has begun to inform which settlements require new and improved community and village halls. These settlements are listed in Section 11 of the Planning Obligations Strategy and also below. There may be further halls which also require substantive improvements which are not on this list. Large new developments are likely to require on-site provision and this will be negotiated on a case-by-case basis.
- 9.3 The costs for a brick-built fairly basic hall with no stage, little storage and a small meeting room is about £400,000. Timber framed buildings with renewable energy sources about £250-300k. Major refurbishment can be anything from £50 - £250,000. The Council has decided that the cost calculation recently adopted by North Hertfordshire District Council are be applicable to the area.

Methodology for Calculating Standard Charge

- 9.4 The contributions required per person are based on the capital cost of providing a community centre at £1,879 per square metre.

Standard Provision	=	100m ² per 100 population		
Provision per person	=	0.1m ²		
Cost per person	=	0.1m ² x £1,879	=	£188 per person

- 9.5 In summary the costs can be expressed as follows:

Element	Cost per person	Cost per unit (assumes 2.4 persons per unit)
Village/Community Hall (at a cost of £1,879 per m ²)	£188	£451

Derived Charges are:

1 Bedroom	2 Beds	3 Beds	4 Beds	5 beds	6 beds	7+ beds
£244	£357	£489	£601	£677	£733	£827

- 9.6 Parishes where improvements currently required and where charges will apply are: Chalton, Eggington, Heath & Reach, Hockliffe, Houghton Regis, Hyde, Leighton Linlade, Slip End, Totternhoe and Whipsnade

Annex 10:

Basis of Standard Charge towards provision of new facilities for Youth Centres

(Source: Central Bedfordshire Council)

- 10.1 The Annex explains the methodology for calculating contributions sought by the Council for the provision of Youth Centres. Details of contributions sought are contained in Section 11 of the Planning Obligations Strategy.
- 10.2 Youth facilities should be provided in all towns and to serve large new housing areas at a size appropriate to the population served. Space for Youth services and support for skills/education/IT is needed, preferably as a separate wing in a community centre, school or similar. Sharing facilities can limit the display of information to get health and related messages across to teenagers and also limit activities undertaken unless well designed with adequate secure storage.
- 10.3 In Hertfordshire the Pioneer Youth Centre proposal in St Albans, which is appropriate to use, as a model of future youth provision in this area is to be 1480 sq m, offering a range of activities and serving 2760 users (25% of 13-19 year olds in the area). On the basis that a small town of about 2000 households would require a minimum of about 150 sq. m for youth provision and a town of about 6000 households (the size to justify provision of an Upper School) a larger facility of about 450 sq. m. it is estimated that a provision of about 0.075sq. m per household would be a reasonable level of provision.

10.4 Methodology for Calculating Standard Charge

The contributions required per person are based on the capital cost of providing a Youth centre at £2,000 per square metre (including externals and fees).

Standard Provision	=	0.075 m ² per household
Cost per household	=	£150
Cost per person (2.4 persons per unit)	=	£62.50

10.5 Derived Charges are:

1 Bedroom	2 Beds	3 Beds	4 Beds	5 beds	6 beds	7+ beds
£0*	£119	£163	£200	£225	£244	£275

Exemptions apply to 1 bedroom dwellings and flats and to schemes for elderly persons and care homes specifically designed for this purpose, for example, with communal facilities and age limits of occupiers controlled by the provider/S106 agreement.

Large new developments in the region of 1000 or more dwellings are likely to require on-site provision and this will be negotiated on a case-by-case basis.

Commercial development of 1000 sq. m or more to be negotiated on a case-by-case basis.

- 10.6 Needs exist in Caddington, Dunstable, Houghton Regis and Leighton Buzzard. In Barton and Toddington the existing buildings need replacement or refurbishment. As these centres are the focus for district wide youth facilities charges should applied to the whole of the South Bedfordshire area.

Annex 11:**Basis of Standard Charge towards provision of new Library Facilities** (Source: the former Bedfordshire County Council Developer Contributions Strategy adopted March 2007)

11.1 The Annex explains the methodology for calculating contributions sought for the provision of new library equipment and facilities. Areas of need are shown by Parish in Appendix 1 to this Annex.

Methodology for calculating Standard Charge for library equipment/bookstock.

11.2 A standard charge will be sought in areas where new development would result in a need to improve and add to existing library equipment/bookstock and facilities.

11.3 Cost per item = £12

Number of items required per person = 2

Cost per person = £24

Assuming 2.4 people per dwelling, the Standard Charge per dwelling is **£58**

In summary the costs can be expressed as follows:

Element	Cost per person	Cost per unit (assumes 2.4 persons per unit)
Library equipment/bookstock	£24	£58

Derived Charges are:

1 Bedroom	2 Beds	3 Beds	4 Beds	5 beds	6 beds	7+ beds
£31	£46	£63	£77	£87	£94	£106

Methodology for calculating Standard Charge for new library facilities

11.4 A Standard Charge for the construction of new facilities will only be sought where there is the need locally for an extension to an existing library or the construction of a new library building.

Estimates prepared for The Wixams and Land West of Bedford, indicate a cost at current prices of £2,480 per square metre.

Approximately 23 square metres are required for every 1,000 population.

Cost of provision for 1,000 people = 23 x £2,480 = £57,040

Cost per person = **£57.04**

Element	Cost per person	Cost per unit (assumes 2.4 persons per unit)
Library Construction at £2,480 per m ²	£57.04	£137

Standard Charge for all new residential development in defined Parishes where new or

upgraded libraries are required is: £137

Derived Charges are:

1 Bedroom	2 Beds	3 Beds	4 Beds	5 beds	6 beds	7+ beds
£74	£108	£148	£183	£206	£223	£251

Charges where Both Library facilities and equipment/bookstock are applicable

Standard Charge (including equipment/bookstock) for all new residential development in defined Parishes where new or upgraded libraries are required is: £195.

Derived Charges are:

1 Bedroom	2 Beds	3 Beds	4 Beds	5 beds	6 beds	7+ beds
£105	£154	£211	£260	£293	£317	£357

Commercial development to be negotiated on a case-by-case basis.

Parishes requiring contributions:

Library facilities - Caddington and Dunstable

Equipment/bookstock – all large housing developments.

Annex 12:

Basis of Standard Charge towards provision of new Cemeteries/Burial Grounds

(Source: Central Bedfordshire Council Planning & Transportation Policy Unit and the former Mid Bedfordshire Planning Obligations Strategy)

- 12.1 The Annex explains the methodology for calculating contributions sought by the Council for Cemeteries/Burial Grounds. Details of contributions sought are contained in Section 11.7.19 of the Planning Obligations Strategy.
- 12.2 A number of town and parish councils are concerned that while there may be sufficient spaces to meet the historical rate of demand, the increasing population will inevitably place a higher demand on current provision, resulting in a faster decline in spaces.
- 12.3 It is likely that land will be difficult to acquire in a convenient location due to the hope value it carries. Assuming that potential sites would be on the outskirts of towns and villages, with little hope of residential development a figure of £10,000 per acre has been used as a calculation basis.

Methodology for Calculating Standard Charge

- 12.4 The demand for burial spaces can be determined by using the anticipated death rate of 7.5 people per 1,000 population per annum for the South Bedfordshire area (Source: Central Bedfordshire Council based on ONS data 8.6 per 1000 in 2007 projected for 2021 as 7.5 per 1000).

Cost of 100 space (0.2 ha) burial ground	=	£130,000
Cost per burial space	=	£1,300
Deaths per 1,000 homes per annum (assuming an average household size of 2.4 persons and using the 2021 death rate)	=	18
Percentage of people being buried/ashes interred	=	30%

Number of burial spaces required for every 1,000 homes

$$18 \times 30\% = 5.4 \text{ burial spaces}$$

Cost per 1,000 homes

$$£1,300 \times 5.4 = £7,020$$

Therefore cost per dwelling

$$= \frac{£7,020}{1,000} = £7.00 \text{ (rounded)}$$

In summary the costs can be expressed as follows:

Element	Cost per unit (assumes 2.4 persons per unit)	Cost per person
Burial Space	£7	£2.92

Derived Charges are:

1 Bedroom	2 Beds	3 Beds	4 Beds	5 beds	6 beds	7+ beds
£4	£6	£8	£9	£11	£11	£13

Large residential developments negotiated on a case-by-case basis

Needs defined for the Parishes of: Eaton Bray, Hockliffe, Leighton Linlade, and Streatley.

Annex 13:**Basis of Standard Charge towards provision of new Household Waste Collection and Recycling Facilities** (Source: Central Bedfordshire Council Waste Management Team)

- 13.1 The Annex explains the methodology for calculating contributions sought by the Council for the capital costs of equipping all new residential properties with kerbside and domestic waste/recycling containers as appropriate. The standard charge will be applied to all new dwellings irrespective of the number of bedrooms.

Methodology for Calculating Standard Charge

- 13.2 The standard charge can be calculated by using the cost per item.

Standard Properties

Item	Number	Cost
Black bin	1	£28.20
Green lid bin	1	£28.20
Orange bin	1	£28.20
Glass bin	1	£9.50
Leaflets	N/A	£1.50
Total cost		£95.60

Communal Properties

Communal properties require:

- 1 x 1100 litre residual waste bin for every 10 units £250
- 1 x 1100 litre recyclable waste bin for every 15 units £300

Item	Number	Cost
Cost of bins per dwelling	N/A	£45.00
Food waste containers	2	£5.00
Leaflets per unit	N/A	£1.50
Total Cost		£51.50

In summary the costs can be expressed as follows:

Element	Cost per standard property	Cost per communal property
Household waste collection & recycling facilities	£96	£52

- 13.3 Residential developments of 50 dwellings or more may be required to contribute towards the provision of new **Recycling 'Bring' Sites** where they are needed. **Locations/Parishes where a need exists are yet to be defined.**

Residential developments of **750** dwellings or more will be required to provide a new bring site as part of development.

The cost of providing one of these sites is outlined below.

Container cost (usually 2 bins per site @ £250 each) =	£ 500
Site construction (hard surface, fencing, signage) =	£ 1000
Total =	£1,500

The need for contributions towards bring sites in Parishes and the provision of sites for all large developments will be negotiated on a case-by-case basis.

Annex 14:

Basis of Standard Charge for the Capital Costs of Additional Policing in the South Bedfordshire area: (Source: Bedfordshire Police Authority)

141 Introduction

14.1.1 Bedfordshire Police Authority has a statutory duty to secure the maintenance of an efficient and effective Police Force for its area under the direction and control of its Chief Constable. The Government's Sustainable Development and Sustainable Communities Strategies (2005) also identify policing and issues of community safety as important factors in the creation of safe environments and sustainable, inclusive communities. This is supported in the emerging Regional Spatial Strategy: - East of England Plan (Secretary of State's Proposed Further Changes – October 2007) (Objective iv, Policies SS1 and SS2, and paragraph 3.11 refer).

14.1.2 The creation of new homes, premises and other places attract people as residents, workers, and shoppers or for leisure purposes. These create both victims and perpetrators of crime and in turn impact on policing services and the ability to create safe, inclusive and sustainable communities. The demands on police resources manifest themselves in a variety of forms dependent on the scale and nature of the proposed development, including:

- The need to acquire land and the capital costs of Police buildings and associated facilities for the provision of new Police Bases;
- Extend existing Police Stations;
- Replace temporary with permanent accommodation;
- Provision of new vehicles and other resources to police new developments
- Extension of existing communication infrastructure
- Crime reduction measures in line with 'Secured by Design' principles

14.1.3 Contributions will therefore be sought towards the cost of providing additional non-specialist accommodation (including that to support Neighbourhood Policing) to accommodate the policing needs generated by development. In addition an assessment will be made on a case-by-case basis for the need for possible contributions towards other infrastructure such as custody facilities, police cars and the need to upgrade other Police facilities. Contributions may be in-kind and/or financial and may be on-site or off-site depending on the scale of the development and the circumstances of the case.

14.2 Criteria for Seeking Police Contributions

14.2.1 Residential development

A clear link can be established between the quantum of households and the expenditure of police resources based upon existing trends. A formula which calculates the implications of the development of a number of dwellings in terms of the demand created for the associated capital requirements has been developed and is set out below. This approach will not be applicable to all developments, for example where existing police capacity / space exists to accommodate the implication of the new development (taking into account other planned developments in the area), but will be used as a basis for negotiations. The Police Authority is expected to review its Estates Strategy in Spring/Summer 2009. This should better inform needs in Towns and Parishes

14.2.2 Some demands generated by additional development are applicable across the authority. New and/or increased custody facilities will be required as will other capital resources such as vehicles and equipment. It is appropriate therefore that standard charges will apply from one dwelling upwards. In the case of large developments of 500 dwellings or more, which might involve, for example, a new Police base, negotiations will be on a case-by-case basis.

14.2.3 Non Residential development

For non-residential development a formula-based approach is difficult to define, as there is no empirical data on which to base a contribution. For example, there are no specific police costs across the County directly associated with, say, leisure floor space. This element of cost needs to be assessed on a case-by-case basis. The types of uses likely to involve obligations are those that involve a concentration of people outside of work such as:

- Class D2 (Assembly and Leisure)
- Classes A3/A4/A5 (e.g. restaurants/takeaways, Public Houses)
- Nightclubs

14.2.4 New commercial developments will be considered on a case-by-case basis having regard to the nature of the proposal, the number of people likely to be attracted to it and the incorporation of crime prevention/community safety measures into the development. Indicative thresholds are: applications providing 1000 sq. m gross floor space or 1 ha of land and above.

14.2.5 Mixed use developments will require assessment on a case-by-case basis.

14.2.6 Methodology for Calculating the Standard Charge

Calculation of Residential Development Contributions to Policing Infrastructure Requirements (non-specialist accommodation)		
Item		Data
1	Households in Bedfordshire @ 2006	235700
2	Number of Police Officers and Staff *	2171
3	Households per officer/staff (Item 1 divided by Item 2)	108.57
4	Households generated by proposed development	1000
5	Policing need - (Officer/staff members generated by proposal) (Item 4 divided by item 3)	9.21
6	Impact multiplier - standard space requirement per member** ^	12.50
	Total new space generated by Policing need (Item 5 x Item 6)	115.14
7	Current cost of non-specialist accommodation*** ^	£1800
8	Cost of accommodation requirements per 1000 households (Items 5 x 6 x 7)	£207,244
9	Cost of accommodation requirements per households (Item 8÷1000)	£207.24
	* Police Authority Policing Plan 2007/08 (Page 23)	
	** Space standard of 12.5 sq m per officer/staff as applied in Hertfordshire (from Herts Police Authority Public Access and Visibility Strategy, 2002)	
	*** Cost per square metre of non-specialist accommodation derived from recent Police Station development in Hertfordshire.	
	^ Hertfordshire multipliers have been used in the absence of up-to-date data for Bedfordshire. Following the definition of multipliers for Bedfordshire the calculation will be revised. If the standard charge is amended it will be adopted at an appropriate Review point.	

Standard Charge for new residential development in areas of need is: £207

Derived Charges are:

1 Bedroom	2 Beds	3 Beds	4 Beds	5 beds	6 beds	7+ beds
£112	£164	£224	£276	£311	£336	£380

Large residential of 500 dwellings or more - to be negotiated on a case-by-case basis
Commercial development 1000 sq m or 1 hectare or more - to be negotiated on a case-by-case basis

Annex 15:

Basis of Standard Charge towards the provision of Public Art (Source: Central Bedfordshire Council Arts Development Officer, Cultural Services and Planning & Transportation Policy Unit)

- 15.1 This Annex explains the methodology for calculating contributions sought by the Council for the provision of a piece of art on a development site or for contributions to commission a piece of art off-site in the locality. The determination of whether public art should be provided on or off-site will be determined on a case-by-case basis.

Methodology for calculating Standard Charges for Public Art

Residential development

- 15.2 Whilst the 'Per Cent for Art' minimum 1% of capital cost can be used as a guideline the generic charge is £221 per dwelling for schemes of 100 or more dwellings. This has been adopted by the former Mid Bedfordshire District Council and derives from the £200 sum agreed in December 2004 for the Wixams Development by applying DBERR Quarterly Building Price Cost Indices (March 2007).

The need for new public art **on large developments of 100 or more dwellings** will be assessed on a case-by-case basis using the following derived charges per dwelling.

Derived Charges are:

1 Bedroom	2 Beds	3 Beds	4 Beds	5 beds	6 beds	7+ beds
£120	£175	£239	£295	£332	£359	£405

Commercial development

- 15.3 New commercial/retail development of **1000 sq. metres or more** will be expected to contribute at a rate of **£1 per sq. metre**.

Annex 16:

Standard Costs of CCTV provision (Source: Central Bedfordshire Council Planning & Transportation Policy Unit and the former Mid Bedfordshire District Council Community Services Team)

- 16.1 Contributions towards the cost of installing and operating CCTV cameras will be determined on a case-by-case basis. An indication of costs as at January 2008 is provided in the tables below.

Installation

Description	Cost
Camera purchase and installation	£7,500 per camera
Alterations to Control Room Equipment	Dependent on capacity of Control Room
Fibre optic communication links	Dependent on scheme

Annual Operating & Maintenance Costs

Description	Cost per camera per year
Fibre optic communication link rental	Subject to provider quotes
Control centre monitoring costs	£3,500 p.a.
Camera maintenance and servicing	£800 p.a.