

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

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### **South Worcestershire Development Plan (SWDP), 2016**

#### **SWDP 7: Infrastructure**

'A. The partner authorities will work closely with their partners, especially the County Council, to bring forward the appropriate and proportionate infrastructure that is required in order to deliver the Plan.

B. Development will be required to provide or contribute towards the provision of infrastructure needed to support it.

C. Where new infrastructure is needed to support new development, the infrastructure must be operational no later than the appropriate phase of development for which it is needed.'

#### **Policy Justification**

'1. Annex I to this Plan summarises the infrastructure requirements to support the Plan as they were assessed in 2015. Further information on infrastructure requirements is set out in the South Worcestershire Infrastructure Delivery Plan (SWIDP), which is updated regularly. However, Annex I and the SWIDP were not subject to examination of their soundness as part of the examination of the SWDP. For the specific infrastructure requirements for each allocated site therefore, reference should be made to the site specific policies contained in this Plan, where applicable. In the main, it is the urban extension allocation policies which provide detailed guidance on infrastructure provision.

2. For those allocated sites where the SWDP does not provide detailed policy guidance on infrastructure provision, a specific assessment of infrastructure requirements will need to be made when development proposals come forward. Reference should be made to the SWIDP, which will provide assistance in identifying infrastructure requirements for these sites...'

#### **SWDP 49: Droitwich Spa Urban Extensions**

'Within the areas identified on the Policies Map, three sustainable, well-designed urban extensions are proposed. These sites will come forward in accordance with the requirements in A – C below...

B. SWDP49/2:Yew Tree Hill...iii. A local neighbourhood centre incorporating local shops, food outlets, leisure/entertainment and community facilities. A police post should be provided within this element of the development...

#### **SWDP 56: Development at North East Malvern**

B. Development within this area will incorporate the following elements:... iii. Community infrastructure including a primary school, a community hall, a cemetery and a police post.

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### Annex I: Infrastructure Table SOUTH WORCESTERSHIRE DEVELOPMENT PLAN – INFRASTRUCTURE REQUIREMENTS Table to be read in conjunction with Policy SWDP 7, Infrastructure

E. Emergency Infrastructure								
	Police Post for South Worcester	SWDP 45/1	WMP Developers	£0.159-£0.450M	WMP Developers	2012-2019	Updated figure	Necessary
	ANPR cameras-Worcester South	SWDP 45/1	WMP Developers	£0.166M	WMP Developers	2012-2019	Updated figure	Necessary
	Police Post for West Worcester	SWDP 45/2	WMP Developers	£0.159-£0.450M	WMP Developers	2012-2019	Updated figure	Necessary
	ANPR cameras – West Worcester	SWDP 45/2	WMP Developers	£0.052M	WMP Developers	2012-2019	Updated figure	Necessary
	Extension to Evesham Police Station	SWDP 50, 51	WMP Developers	£1.42M	WMP Developers	2012-2019	Updated figure	Necessary
	New Police Posts at: <ul style="list-style-type: none"> <li>• Worcester (2)</li> <li>• Droitwich</li> <li>• Hartlebury</li> <li>• North East Malvern</li> </ul>	SWDP 43, 44, 45, 48, 49, 56 and 59, WC004 sites	WMP Developers	£1.007M-£2.462M	Developers	2012-2019	Updated figure. Includes custody facility expansion at Worcester	Necessary

Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/ Funding/ Delivery Notes	Status
	Additional Officers (set-up costs for 80no. officers)	SWDP 43-54, 56-61 sites	WMP Developers	£0.305M	WMP Developers	2013-2019	Updated figure	Necessary
	Additional vehicles and other operational equipment	SWDP 43-54, 56-61 sites	WMP Developers	£0.708M	WMP Developers	2013-2019	Updated figure	Necessary
	Additional central support staff (set up costs for 40. support staff)	SWDP 43-54, 56-61 sites	WMP Developers	£0.108M	WMP Developers	2013-2019	Updated figure	Necessary
	Total for Police Infrastructure listed above			£4.08 M - £6.121M				

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### **Arun District Council**

#### **Arun Local Plan, 2018**

##### **Policy H SP2 Strategic Site Allocations**

'Development proposals within the Strategic Site Allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council for the respective areas which incorporates high quality imaginative design giving a sense of place and a permeable layout...

h. where community buildings are provided these shall be designed and provide for a range of uses such as healthcare, police, faith and community groups,...

##### **LP Supporting Text: Public services**

'22.1.11 District wide provision of public services will be required to support growth in the District.' This will include the relocation or redevelopment of Littlehampton Fire Station and improvements to police station services at Bognor Regis and Littlehampton. The phasing and cost of this provision requires further investigation, however, these improvements will be delivered through a combination of funding streams including CIL. The IDP has identified that these services could be brought forward between 2014 and 2029.'

##### **Policy INF SP1 Infrastructure provision and implementation**

'The Local Planning Authority will support development proposals which provide or contribute towards the infrastructure and services needed to support development (including the necessary infrastructure set out in the Infrastructure Delivery Plan) to meet the needs of occupiers and users of the development and the existing community. Infrastructure provision and contribution towards services should be delivered using the following approach:

- Testing the capacity of existing infrastructure and where there is insufficient infrastructure capacity to support new development, mitigate the impacts of the development, provision should be secured and must be operational no later than the completion of the development or phase of development for which it is needed.
- Infrastructure provision or improvements should be provided on-site as an integral part of a development, wherever possible and appropriate;
- Off-site measures will require planning obligations or financial contributions, to secure the necessary provision
- Where a contribution towards other district wide infrastructure improvements or provision is needed and viable this will be achieved through the Community Infrastructure Levy Charging Schedule and Regulation 123 Infrastructure List which will be introduced as soon as possible after the adoption of this Local Plan. Until such time as a Charging Schedule is adopted contributions will be achieved through planning obligations (where they meet the statutory tests).

Any on-site provision or financial contribution required to address unacceptable impacts must meet the statutory tests for planning obligations required by Regulation 122 of the Community Infrastructure Regulations 2010.

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The Local Planning Authority will support proposals by service providers for the delivery of utility infrastructure and the improvement or development of locally and regionally important infrastructure where needed to serve existing or new development required through this Plan, or to secure long term supply, subject to other relevant policies.'

### Infrastructure Delivery Plan

#### 2 Emergency Services

'12.2.3 Sussex Police also outlined their infrastructure requirements based on population projections during the plan period. It has been identified that there will be a significant increase in crime and incidents that will require a police response, as a result of the new development coming forward.

12.2.4 Infrastructure is required in the form of estate works and would include provision and modernisation at Bognor Regis Police Station, as set out in the Estates Strategy 2013-2018, in addition to central accommodation and custody centre provision. Infrastructure will also include the provision of community safety facilities and equipment needed to support growth and provide safe and sustainable future communities.

12.2.5 The approximate cost of police infrastructure has been calculated based on the existing operating model of Sussex Police, and equates to approximately £274 per new dwelling in addition to custody costs. An overall funding need of £3.25m has therefore been identified over the entire plan period (2011- 2031), based on 580 dwellings being delivered per annum over this period. The funding sources of Sussex Police are complex and budgets do not account for new facilities required as a result of growth. As such, alternative local funding sources are being pursued, including those available through the planning system, such as the Community Infrastructure Levy....'

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### Waverley Borough Council

#### Waverley Local Plan Part 1: Strategic Policies and sites, February 2018

##### Policy ICS1: Infrastructure and Community Facilities

' 1. Infrastructure considered necessary to support new development must be provided either on- or off-site either as a requirement of planning conditions or by the payment of financial contributions through planning obligations, and/or the Community Infrastructure Levy....

5. The Council will work with its partners to ensure the facilities and infrastructure set out in the Infrastructure Delivery Plan are provided in a timely and sustainable manner to support the development identified in the Local Plan. Where the delivery of development depends upon key infrastructure provision such as improvements to the road network, development will be phased to ensure the timely delivery of the infrastructure necessary to serve it...'

##### Supporting text

'This policy will be delivered by:

- The Infrastructure Delivery Plan, reviewed and updated as necessary.
- Working with partners to identify issues and co-ordinate the delivery of infrastructure, including cross-boundary services, to ensure that there is sufficient infrastructure to support the anticipated level of development.
- Identifying any site-specific infrastructure requirements as part of the allocation of land in Part 2 of the Local Plan: Site Allocations and Development Management Policies
  - Securing the necessary provision of infrastructure from contributions considered necessary to mitigate the impact of new development.
- The Council's 'Regulation 123' list of infrastructure projects associated with the adoption of the Community Infrastructure Levy Charging Schedule...

8.3 For the purposes of this document, infrastructure comprises:... • Public services: waste management and disposal, libraries, cemeteries, emergency services (police, fire, ambulance), places of worship, prisons, drug treatment centres...

8.10 The Local Plan is supported by an Infrastructure Delivery Plan ('IDP') which identifies the physical, social and green infrastructure needed to enable the amount of development proposed for the area. This also identifies gaps, cross boundary issues, existing commitments and the need for new provision. It identifies who will provide the key infrastructure projects, when and how they will be funded.'

#### Infrastructure Delivery Plan, December 2016

##### 'Police

**Future Requirements:** In order to quantify the impact of strategic growth on the policing operations of Surrey Police, a baseline assessment has been undertaken to identify the current costs of providing an appropriate level of policing and community safety. This has been costed based on crime rates and population data available, and Surrey Police costs for providing a comprehensive

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policing service. This information has then been used to project the infrastructure costs resulting from policing an increased population, based upon the anticipated housing set out the updated assessment of housing need... Based on the development planned, and the anticipated population increase, it has been identified that the cost of policing this anticipated growth equates to a potential Surrey Police infrastructure funding need of approximately £1.7 m over the Plan period.

**Sources of Funding:** Surrey and Sussex Police • Police and Crime Commissioner • S106 • Community Infrastructure Levy...'

### WAVERLEY LOCAL PLAN: INFRASTRUCTURE DELIVERY SCHEDULE

Category	Scheme	Need for Scheme	Lead Agency	Cost	Funding Secured	Funding Gap	Delivery Phase	Sources of funding	Source of Information
Police	Implementing 'Design out Crime' measures	To reduce the opportunity of crime within the local community	Surrey Police	tbc		Unknown	Ongoing	S106 CIL	Surrey Police
Police	Capital infrastructure funding to police additional developments.	To improve security and safety	Surrey Police	tbc		tbc	By 2032	Developer contribution	Planning Application
									Application
<a href="#">Police</a>	Policing of new settlement	To improve security and safety	Surrey Police	£0.2m-£0.3m		tbc	By 2032	Developer contribution	Dunsfold Aerodrome developers Planning

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### **Rugby Borough Council**

#### **Rugby Local Plan, adopted June 2019**

##### **Policy D3: Infrastructure and Implementation**

‘The delivery of new development will be dependent on sufficient capacity being available in existing infrastructure and/or measures being proposed to mitigate its impact. Where this cannot be demonstrated permission for new development will only be granted where additional capacity can be released through new infrastructure, or better management of existing infrastructure.

Developer contributions may be sought to fund new infrastructure when required to mitigate development impacts and a programme of delivery will be agreed before development can take place.

Proposals should be considered in the light of the mitigation measures identified in the Infrastructure Delivery Plan.’

##### **Supporting Text**

‘11.12. It is essential that new development is supported by the infrastructure it needs to function, and that new development does not increase pressure on existing infrastructure. Where development requires it the Council can require infrastructure provision as detailed in the IDP (subject to tests in the NPPF), that the developer and/or landowner contributes to, as long as such requirements do not render the scheme unviable...’

##### **Policy D4: Planning Obligations**

‘Where it is not possible to address the unacceptable impacts of development through planning conditions, a legal agreement or planning obligation may be required in line with the Community Infrastructure Levy (CIL) Regulations 2010 (as amended).

In the first instance infrastructure contributions will be sought on-site. However where this is not possible an off-site (commuted) contribution will be negotiated.

The type, amount and phasing of contributions sought from developers will be necessary to make the development acceptable, directly related, and fairly and reasonably related in scale and kind to the development proposed. The capacity of existing infrastructure and community facilities and the effects of obligations on the financial viability of development may also be relevant considerations.’

##### **Supporting Text**

‘11.19. Planning Obligations are key to ensuring that the impacts of development are mitigated against where infrastructure needs arise from development. The delivery of the required infrastructure is dependent on partnership working between a variety of public and private sector agencies. Through such partnerships it is intended that the Local Plan will inform the investment strategies of key agencies...

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11.20. ... Examples of obligations that could be appropriate as mitigation include education, affordable housing, transport, biodiversity, health, and community facilities...

### Publication Infrastructure Delivery Plan (IDP), 2016

'This IDP uses the term 'infrastructure' in its broadest sense to mean any service or facility that supports Rugby and its population. It includes, but is not restricted to the following:... • Emergency services: police, fire service and ambulance...

#### Police

'The infrastructure detail below and contained within the Infrastructure Delivery Schedule is based on the Police response to the Preferred Options consultation, December 2015. This is part of an ongoing positive dialogue. Whilst national and local funding will continue to cover police salary and maintenance costs, there is insufficient funding to provide the infrastructure required to support the development growth within the Local Plan. Warwickshire Police consider that the associated infrastructure costs arise directly as a result of the development growth proposed and that funding for the police under Section 106 is therefore both necessary and justified.

For development on the scale proposed in the emerging Local Plan, the Crime and Incident Model predicts an additional 700 crimes, 439 anti-social behaviour incidents and 1,140 public safety/welfare incidents per year that will require a police response.

The police premises within the Borough already operate at capacity. Therefore additional premises will be required to accommodate the additional officers and staff needed to police the South West Rugby allocation. In addition to this offsite financial contributions have also been requested for other site allocations through the Local Plan. The Council will continue to work closely with Warwickshire Police to identify the financial contributions requested and the sites which will make the contributions...'

#### Infrastructure Delivery Schedule

Emergency services					
Safer Neighbourhood Team - provision for 9 posts and accommodation	SW Rugby Developers	Warwickshire Police	Phase 4	TBC	Developer
Emergency services					
Offsite contribution for police	Warwickshire Police	N/A	Phase 2 -3	TBC	Developer



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### **Telford and Wrekin Council**

#### **Rugby Local Plan, adopted January 2018**

##### **Policy COM 1 Community facilities**

'Development will be expected to preserve existing community facilities and sustain, enhance and provide new social infrastructure to meet demand arising from new development... The Council will support new community facilities or improvements to existing community facilities to meet the needs of local residents...'

##### **Supporting text**

'For the purpose of the Local Plan, the Council uses the term "community facilities" to refer to a broad range of social and cultural facilities. This term covers the following built uses: ... Emergency services (police, fire and ambulance)...'

#### **Infrastructure and Delivery Plan, 2016**

##### **'Police Services**

Funding Summary: Police services: £464,131 worth of infrastructure costs identified.

3.152 Police services in the borough are delivered by West Mercia Police. There are 14 safer neighbourhood teams supported by teams of response and specialist police officers, police staff and special constables. Policing is delivered from the police stations in Malinsgate (Telford), and Wellington and Newport. There is also support through mobile police stations which cover more remote areas of the borough.

3.153 Call management for Telford & Wrekin is currently provided by the Battlefields Operational Command and Control Centre in Shrewsbury. These functions are planned to transfer to a new centre in 2017 based in Hindlip Park in Worcester, a project supported by a £2.4m grant from the Police Innovation Fund 2015/2016.

3.154 West Mercia Police receives 65% of its funding from central government and 35% from local taxation. To distribute central government grants between the local policing bodies of England and Wales, a funding formula is used (Police Relative Needs Formula). This consists of a basic amount per resident in combination with other factors, such as weighted top ups for specific categories of the population. Locally, a proportion of council tax is directed to West Mercia Police...'

##### **'Local Plan emergency services infrastructure requirements**

3.158 West Mercia Police has concluded that the proposed level of growth could increase the pressure on existing police services. With a decrease in national funding West Mercia Police is increasingly reliant on developer contributions to deliver police infrastructure which is needed to maintain Police service at current levels. Contributions are being sought for officer equipment, police vehicles and additional office facilities.

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3.159 The Police have confirmed that they will be seeking contributions for officer equipment, police vehicles, additional office facilities and other infrastructure. Based on the total allocations contained within the Local Plan the total estimated figure being sought for police contributions is £464,131. Of this total £65,278 is estimated for officer equipment, £44,334 is estimated for vehicles and £354,519 is estimated for additional office capacity. These figures and the infrastructure types identified are based on the information available at the time of writing and may be subject to change dependent on future circumstances. The revenue costs associated with providing extra Police Officers and support staff will be met through existing resources.

3.160 The indicative costs per Safer Neighbourhood Team area (including equipment, vehicles and buildings) relating to the development set out in the Local Plan are included in Table 39 'Infrastructure Schedule - Emergency Services'. These costs will be updated and specified at planning application stage. Where there are multiple requests within an Safer Neighbourhood Team area the contributions will be divided proportionally between the development sites.

3.161 The Council and West Mercia Police expect the level of infrastructure required in support of the Local Plan to reduce. This takes into account factors such as the 20% additional flexibility in the delivery of housing sites and the potential opportunities for the delivery of joint facilities and shared costs with other public service providers...'

### Emergency services infrastructure schedule

Table 39 Infrastructure Schedule - Emergency Services

Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date	Estimated funding gap	Potential funding source	Delivery age
2017	Important	Hinlip Operational Command and Control Centre	£2,400,000	£2,400,000	£0	Police Innovation Fund 2015/2016	West Mercia Police
0-15	Desirable	Newport SNT	£94,531	£0	£94,531	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	St Georges & Priorslee SNT	£94,345	£0	£94,345	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	Donnington & Trench SNT	£23,618	£0	£23,618	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	Dawley & Malinslee SNT	£54,981	£0	£54,981	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	Cuckoo Oak & Ironbridge SNT	£19,747	£0	£19,747	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	Woodside & Madeley SNT	£11,671	£0	£11,671	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	Wellington North SNT	£43,106	£0	£43,106	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	The Nedge SNT	£62,854	£0	£62,854	Developer contributions, Police resources	West Mercia Police

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Time frame	Project priority	Infrastructure type / project	Estimated costs	Secured funding to date	Estimated funding gap	Potential funding source	Delivery agency
0-15	Desirable	Lawley & Overdale SNT	£11,967	£0	£11,967	Developer contributions, Police resources	West Mercia Police
0-15	Desirable	Wellington West & Rural SNT	£47,311	£0	£47,311	Developer contributions, Police resources	West Mercia Police
		<b>Totals</b>	<b>£2,864,131</b>	<b>£2,400,000</b>	<b>£464,131</b>		

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### Charnwood Borough Council

#### Charnwood Local Plan, 2015

##### Policy CS 24 Delivering Infrastructure

'By 2028 there will be significant progress towards the delivery of essential infrastructure set out in our Infrastructure Delivery Plan and the direct, local impacts of developments on existing infrastructure and our community will have been reasonably managed and mitigated.

We will do this by:

ensuring that development contributes to the reasonable costs of on site, and where appropriate off site, infrastructure, arising from the proposal through the use of Section 106 and Section 278 Agreements...relating the type, amount and timing of infrastructure to the scale of development, viability and the impact it has on the site and surrounding area;...monitoring and reviewing the implementation of our Infrastructure Delivery Plan on an annual basis to influence investment programmes and decisions; ...'

##### Supporting Text

###### Partnership approach

'11.9 We have also worked with a range of public and private partners, including infrastructure providers and delivery agencies, to prepare our Infrastructure Delivery Plan. The Infrastructure Delivery Plan identifies where additional infrastructure is needed to support growth and meet the needs of our community. The Infrastructure Delivery Plan sets out how much we think it will cost to deliver the infrastructure that is required and where the money will come from. Our Infrastructure Delivery Plan recognises the ability to fund infrastructure through a variety of processes.

11.10 We expect our partners to agree a core suite of infrastructure contributions and regular review processes. We will review these agreements as conditions change and phases of development progress. The Infrastructure Schedule at Appendix 2 gives an indication of infrastructure requirements and costs. The Schedule is an extract from the Infrastructure Delivery Plan at the time of preparing this Core Strategy. We will keep under review the assessment of essential infrastructure requirements and costs with our partners throughout the plan period to inform the implementation of Policy CS24...

###### Funding

11.14 We will take the necessary steps to mitigate the impact of development through planning obligations secured by legal agreements prepared under Section 106 of the Town and Country Planning Act 1990, Section 278 of the Highways Act 1980 and the Community Infrastructure Levy...

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### Infrastructure Delivery Plan, 2013

#### '9. Emergency Services

##### Police

9.1. Leicestershire Police assessed the impact of the Core Strategy's growth proposals upon the force's activities. ... The Police estimated that a total of £4.29m would be required to procure the capital items to serve the housing growth anticipated by the Council over the full 15 year period of the Core Strategy. The full breakdown of infrastructure items is set out below:

<b>NO.</b>	<b>POLICE INFRASTRUCTURE ITEM</b>	<b>POLICE ESTIMATE OF COST - SEPT 2013</b>	<b>COMMENTS</b>
1.	20 Additional Vehicles	£315,480	132 vehicles (66 per year each of which has a life of 3 years) deployed in Charnwood over a six year period. Therefore 20 vehicles for 9,706 new houses based on cost of a £15,774 per vehicle.
2.	Additional Investment in Radio Transmission (AW) Capacity	£150,000	Additional investment in capacity
3.	Police National Database System	£96,040	Additional investment in capacity.
4.	Control Telephony	£29,850	Additional capacity to deal with increased calls.
5.	Additional Investment in 12 Number Plate Recognition Cameras	£98,664	Unit cost £8,222
6.	9 Mobile Number Plate Recognition Units	£13,500	Unit cost £1,500
7.	Investment in 6 Shared Service Hubs	£48,000	Established where partners offer premises cost free for existing police beat staff. Costs refer to equipping offices for police use.
8.	Start Up and Personal Equipment for 74 Additional Staff	£435,046	Average cost of £6,317. Costs include uniform, radio, workstation, and training.
9.	Premises expenditure for 74 Additional Staff	£3,101,340	The build / land cost was given as £2,794 per m2 based on the tender returns for Loughborough Police Station.
	<b>TOTAL COST</b>	<b>£4,287,920</b>	

9.2. All of the above has been included as desirable infrastructure in the Infrastructure Schedule, however, at the time of preparation of this Delivery Plan in October 2013 discussions were on going

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with other Leicestershire local authorities to ensure a consistent approach to the delivery of police infrastructure which recognises the changing nature of modern policing but ensures that infrastructure requirements satisfy the statutory tests...'

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### Warwick District Council

#### Warwick Local Plan, 2017

##### Policy SC0 Sustainable Communities

'New development should be high quality and should ensure that it is brought forward in a way which enables strong communities to be formed and sustained. It is also important that new development protects and enhances the historic, built and natural features that make Warwick District a great place. To achieve this the development should:... c) ensure good quality infrastructure and services are provided and where this cannot be provided on site, provision should be made through contributions to off-site provision;... e) take account of community safety, including measures to prevent crime and road accidents;...'

##### Policy DM1 Infrastructure Contributions

'Development will be expected to provide, or contribute towards provision of:

- a) Measures to directly mitigate its impact and make it acceptable in planning terms, and
- b) Physical, social and green infrastructure to support the needs associated with the development.

Infrastructure and mitigation measures will be provided in a timely manner to support the objectives of the Plan.

The Council will, where appropriate, seek to secure site-specific infrastructure investments and / or contributions as well as off-site contributions and / or investments. The nature and scale of these will be related to the form of development and its potential impact on the site and surrounding area. The cumulative impact of developments will also be taken into account.

Developer contributions in the form of Planning Obligations and / or Community Infrastructure Levy (CIL) will contribute towards strategic infrastructure required to support the overall development in the Plan.

The Council will work in partnership with infrastructure providers and other delivery agencies in updating the Infrastructure Delivery Plan to ensure an up to date evidence base regarding infrastructure requirements and costs is maintained.'

##### Supporting Text

6.3 'New development places pressure on existing infrastructure, such as schools, roads, open spaces, sports facilities, health facilities, emergency services and community halls. It is therefore important that new development proposals provide for or, contribute towards, investment in infrastructure. This is key to ensuring that cohesive communities and a good quality of life are achieved for both existing communities and emerging communities...

6.5 It is important that the cumulative impacts of all the development proposed in this Plan are taken into account in agreeing contributions. Some infrastructure impacts occur as a result of an accumulation of development...

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6.6 A key aspect of this policy will be the Infrastructure Delivery Plan (IDP). This will set out what infrastructure is required, when it is required, how much it will cost and what part of the overall cost will require contributions from development It is important that this is kept up to date along with the evidence base that informs the IDP. ...'

### Infrastructure Delivery Plan, 2017

'3.10.5 Emergency Services are provided by Warwickshire County Council (fire), the Ambulance Service and Warwickshire Police. Only the Police service has indicated in detail a need for investment to support the growing population in the form of neighbourhood offices, improved custody facilities and equipment....'

Emergency Services								£390,000 identified in Southern sites S100's for police infrastructure	
Police: Custody Suite	12 additional cells needed	2	£500,000	£500,000		£500,000			
Police: Safer Neighbourhood Team Police Office	Additional offices at Europa Way	1	£450,000	£450,000		£450,000			Medium 2023-2028
Police: Safer Neighbourhood Team Police Office	Additional office at Lower Heathcote Farm		£450,000	£450,000		£450,000			Medium 2023-2028
Police: Safer Neighbourhood Team Police Office	Additional office at Thicketon		£450,000	£450,000		£450,000			Medium 2023-2028
Police: Safer Neighbourhood Team Police Office at the Asps	Additional office at Asps plus £188,000 for fitting out etc to be delivered by developers (agreed in legal obligations)						Additional office at Asps plus fitting out met in Asps obligation		Medium 2023-2028
Other police equipment and costs	A range of other "DL Compliant" costs including vehicles, communications technology and surveillance equipment, training, uniform and personal equipment	2	£500,000	£500,000		£500,000			Medium 2023-2028



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### North West Leicestershire Council

#### North West Leicestershire Local Plan, 2017

##### Policy H3 – Housing provision: new allocations

‘...Development will be subject to the following requirements:...

(iv) provision of a range of infrastructure including a new primary school, extensions to secondary schools, affordable housing, open spaces, green infrastructure and community facilities and enhanced public transport provision...’

##### Policy IF1 – Development and Infrastructure

‘Development will be supported by, and make contributions to as appropriate, the provision of new physical, social and green infrastructure in order to mitigate its impact upon the environment and communities. Contributions may be secured by means of planning obligations and/or a Community Infrastructure Levy charge, in the event that the Council brings a Charging schedule in to effect.

The type of infrastructure required to support new development includes, but is not limited to:...(b) Community Infrastructure including education, health, cultural facilities and other public services;...

The infrastructure secured (on or off-site) will be provided either as part of the development or through a financial contribution to the appropriate service provider and may include the long-term management and maintenance of the infrastructure...

The District Council will work closely with infrastructure providers to ensure inclusion of infrastructure schemes within their programmes, plans and strategies, and delivery of specific infrastructure requirements in conjunction with individual development schemes and the expected timing of development coming forward. The Council will also work with partners and other stakeholders to secure public funding towards infrastructure, where possible.’

##### Supporting Text

‘9.8 An Infrastructure Delivery Plan has been prepared which highlights the key infrastructure which is proposed or required. This will be kept up to date and added to as new requirements or needs are identified and will be used to inform negotiations...’

#### Infrastructure Delivery Plan, 2016

##### ‘Police Service Overview

8.8. Local Policing of North West Leicestershire District is delivered by Leicestershire Police as part of a sub-regional service covering Rutland, Leicestershire and the City of Leicester. There have been ongoing discussions with the Police regarding the need for additional infrastructure to support housing growth.

8.9. The Police look to developers to pay the capital necessary to equip and accommodate additional staff and to add to IT and communications infrastructures. This will be at a level to maintain existing service delivery and deployment to an expanded population.

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### Review of planned infrastructure capacity against future demand

...8.19. The police service assessment is based on 7,138 additional homes, whereas the Infrastructure Delivery Plan illustrates 8,853 additional homes. While there is a difference of 1,715 homes, this assessment of planned capacity to future demand will utilise the local plan figures as recommended by police services.

8.20. To maintain current levels of policing, over the plan period would require 50 additional staff, 6.5 additional vehicles and 750 sq.m of floorspace to accommodate additional staff.

8.21. The policing priority is to maintain the front line of service and therefore 90% of revenue expenditure is staff based. Because of this pattern of funding, Police have sought developer contributions where additional development will result in the need for additional investment in capital infrastructure. The capital programme is entirely related to maintaining current level of capital infrastructures (size of vehicle fleet, communication and transmissions infrastructures) and in relation to premises only dealing with existing known problems in buildings.

8.22. Police services will look to developers to pay the capital costs for increases in capital infrastructures to equip and accommodate additional staff and to add to our IT and communication infrastructures. This will be at a level to maintain existing service delivery and deployment to an expanded population. Policing for new schemes will be provided at the same level of deployment and delivery as to the existing population...

### 15. Infrastructure Project List and Prioritisation Approach

... The purpose of this schedule is to collate a comprehensive list of all identified infrastructure investment required to support the local plan housing and employment growth to 2031. The schedule provides the evidence base behind the IDP assessment of infrastructure costs and funding...

Emergency Services	Fire Service	Essential	-	No cost data available	-	£915,000	-£915,000
	Police Service	Essential	-	No cost data available	-	£0	
	Ambulance Service	Essential	-	No cost data available	-	£0	

### The Emergency Services

18.24. The main source of income for the police force is central government grant made available through the annual Home Office Police Grant Report. Police and Crime Commissioners can also raise additional revenue funding through council tax precepts. All police forces in the UK have been subject to reductions in funding in recent years.

18.25. The Government has consulted on proposals for new funding arrangements for police forces in England and Wales. It is generally accepted that the existing formula is no longer appropriate and the Government wants to replace the existing funding formula with a simplified formula. However, following statistical errors having been discovered in the funding proposals, the Government has decided to delay changes to police funding for 2016/17...

18.58. The figures presented in table 16.1 on the following page represent an extract of the NWLDC S106 tracker only and will not be 100% comprehensive, nor accurately reflect any ongoing negotiations or potential re-negotiations. The table has been included to provide an indication of the

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

relative scale of developer contributions likely to be achieved over the plan period given that approximately 85% of the local plan housing proposals are made up of planning permissions.

Infrastructure Topic	Sub Topic	Combined Contributions
Transport	Highways (inc Car parking)	£4,172,266
	Public Transport	£3,721,000
	Pedestrian and Cycling	£48,500
Education	Childcare	-
	Primary School	£9,889,288
	Secondary school	£3,168,169
	Special School	-
	FE and Adult learning	-
Health and Social Care	Primary Health	£2,245,265
	Hospitals	-
	Mental Healthcare	-
	Social Care	-
Emergency Services	Fire Service	£914,555
	Police Service	
	Ambulance Service	
Community and civic	Community Facilities	-
	Public Libraries	£318,594
	Youth Services	-
	Cemeteries	-
Sport and Recreation	Indoor Sports	£3,511,576
	Outdoor Sports	
	Children's Play Areas	
Green Infrastructure & Open Space	Open Space and Recreation	£276,740
	Allotments	
	Strategic Green Infrastructure	
	National Forest	
Utilities	Energy - Electricity	-
	Energy - Gas	-
	Renewable Energy	-
	Water Supply	-
	Waste Water	-
	Communications / Broadband	-
Flood Risk and Drainage	Flood Risk and Sustainable Drainage	£155,548
Waste	Waste	£281,164
Other & Unassigned Education		£2,081,646
<b>Total S106 Contributions (2011-2031)</b>		<b>£30,784,310</b>

Table 16.1: Existing Developer Contribution's according to Section 106 Agreements.

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

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### **South Oxfordshire District Council**

#### **Core Strategy, December 2012**

##### **Policy CSDID4 Other proposals for Didcot**

'The council will work with others to secure necessary infrastructure to support development including:

- the package of transport measures identified in the Accessing Science Vale UK strategy
- green infrastructure
- sports and recreation provision including a replacement for the Didcot Wave
- provision for secondary education and a Learning Park
- provision for improved local health service

Schemes will be supported which improve the physical environment of the town including the creation of high quality visual 'gateways' at the points of access into the town.'

##### **Supporting Text**

'...Policy CSDID4 is not intended to be comprehensive and only lists the major infrastructure requirements. The accompanying Infrastructure Delivery Plan sets out the currently identified requirements in detail and the major requirements with significant land-use implications...'

#### **Infrastructure Delivery Plan - Rest of the District (updated February 2012)**

##### **3. OUR APPROACH**

.'...3.3.The infrastructure necessary to support the proposed growth for South Oxfordshire ...include physical, social and green infrastructure, each of which cover broad areas of services and facilities (detailed below) that are vital to delivering growth... • Social infrastructure covers: education, health facilities, social services, emergency services and other community facilities such as libraries and cemeteries...

3.4.We recognise that whereas some infrastructure types such as essential utility infrastructure, schools etc are critical or necessary to ensuring that sufficient services are available to meet the needs of existing and future residents, there are other infrastructure categories that are more directly related to quality of life and biodiversity enhancement objectives. We also recognise that whilst we may wish to secure the delivery of all infrastructure items, prioritisation may be required particularly at the development control management stage on applications for development proposed in the Core Strategy to reflect development viability, availability of public sector funding sources and service priorities at that time.

3.5.In light of this, the IDP has adopted a categorisation for each infrastructure

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

item, to reflect its importance to the delivery of the Core Strategy in terms of the level of risk it poses to the Core Strategy. The categories used are:

Risk to the Core Strategy	Definition
<b>Critical</b>	The identified infrastructure is <b>critical</b> , without which development cannot commence. <i>E.g. transport/utility infrastructure</i>
<b>Necessary</b>	The identified infrastructure is <b>necessary</b> to support new development, but the precise timing and phasing is less critical and development can commence ahead of its provision. <i>E.g. schools/primary health care</i>
<b>Preferred</b>	The delivery of the identified infrastructure is <b>preferred</b> in order to build sustainable communities. Timing and phasing is not critical over the plan period. <i>E.g. libraries, green infrastructure, youth provision.</i>

### 4. THAME INFRASTRUCTURE DELIVERY SCHEDULE

Implications for overall strategy (essential to delivery of strategy or local/wider benefit)	Project description	Cost	Funding (and status if known)	Responsible body	Partners	Phasing			Current Status/ comments
						Up to 2017	2017-2022	2022-2027	
Preferred	Mobile police station Neighbourhood van with a working platform i.e. Vauxhall Vivaro Van with a desk with LAN connection.	Current cost is £20,000 (purchase plus adaptation cost) plus £6,800 pa non fuel running costs	Difficult to quantify the proportion attributable to the development but could be calculated by percentage of new homes against existing number of homes	Thames Valley Police	SODC	✓			
Preferred	Expansion of police station with possible collocation with fire service at Hethercroft another facility to replace existing Police Station. Additional staff and vehicles needed for an expanded Police Station and town centre facility. A response car is required in	Expansion: £20,000 plus land. Response car: £13,200 plus annual recharge of £5,820.	Capital costs and proportion attributable to growth are under review. This is likely to be a formulaic contribution based on population generated from proposed development will be sought.	Thames Valley Police	SODC and OCC		✓		
Preferred	As a maximum requirement, dependent upon actual size of growth, a drop-in/touch-down facility. This would comprise 2 rooms to accommodate 6 members of staff and total approx 18m <sup>2</sup> .	Indicative cost is £42000 (to include fitting out) plus land. If the facility is collocated it may be possible to share some facilities	To be linked to new development through planning obligations/standard charges	Thames Valley Police	SODC		✓		

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

Thames Valley Police	Police	<ul style="list-style-type: none"> <li>A drop in/touch down office is not required for 530 homes. Instead the need could be met via a neighbourhood van with a working platform ie Vivaro van with a desk with LAN connection. Current cost is £20,000 (purchase plus adaptation cost) plus £6,800 pa non fuel running costs</li> <li>Difficult to quantify the proportion attributable to the development but could be calculated by percentage of new homes against existing number of homes</li> </ul>
Thames Valley Police	Police	<ul style="list-style-type: none"> <li>Possible strategic collocation <del>with fire service at Hithercroft with another facility</del> as long term solution to replacing existing police station <del>when/if the County council has the funding available to replace the fire station</del></li> <li>A visible town centre front counter facility will need to be retained, collocated with a suitable partner</li> <li>A response car is required for Wallingford</li> <li>Capital costs and proportion attributable to growth are under review</li> <li>Current police station is identified in the Asset Management Plan as not being suitable and so we are seeking to replace it with a fit for purpose base for the local teams with incorporated capacity for future growth requirements. Options are being considered</li> </ul>
Thames Valley Police	Police	<ul style="list-style-type: none"> <li>As a maximum requirement, dependent upon actual size of growth, a drop-in/touch-down facility. This would comprise 2 rooms to accommodate 6 members of staff and total approx 18m<sup>2</sup>. Indicative cost is £42000 (to include fitting out) plus land. If the facility is collocated it may be possible to share some facilities</li> <li>Cost is for property and fitting out only</li> <li>This can be accommodated with another community facility. Minimum required is a dedicated room (10m<sup>2</sup>) plus access to a small meeting/interview room and welfare facilities which could be shared.</li> </ul>

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

### Rutland County Council

#### Core Strategy, July 2016

##### Policy CS7 – Delivering socially inclusive communities

‘Support will be given to development proposals and activities that protect, retain or enhance the provision, quality or accessibility of existing community, education, leisure and cultural facilities that meet the diverse needs of all members of the community...’

##### Policy CS1 – Sustainable development principles

‘New development in Rutland will be expected to:...i) include provision, or contribute towards any services and infrastructure needed to support the development (see Policy CS8)...’

##### Policy CS8 - Developer contributions

‘Developer contributions will be sought to ensure that new development meets the reasonable costs of providing the on and off site infrastructure requirements to meet the needs for additional or improvements to existing local and strategic infrastructure, services and facilities that would mitigate and/or compensate for the impacts generated by the new development...’

#### Spatial Strategy

Table 1: Oakham Sustainable Urban Extension – Infrastructure Requirements

Infrastructure required	Cost	Essential or desirable	Responsibility for Delivery	Possible sources of funding including existing commitments
• Open space and green corridor	Not known	Essential	Developer	Developer
• New agricultural showground and sports fields	Not known	Essential	Developer	Developer
• Affordable housing	Not known	Essential	Developer/RCC/Registered social landlords)	Developer/Social Housing Grant
• Contributions to schools, libraries, museums and police	Not known	Essential	Developer/RCC	Developer
• Combined heat and power plant/network	Not known	Desirable	Developer	Developer
• Waste management	Not known	Essential	Developer	Developer
• New centre with local neighbourhood shops and facilities	Not known	Essential	Developer	Developer
• Drainage and flood prevention	Not known	Essential	Developer/statutory undertakers	Developer
• Utilities	Not known	Essential	Developer/statutory undertakers	Developer
• Transport measures <ul style="list-style-type: none"> <li>&gt; Roads, cycleways and footpaths</li> <li>&gt; Bus service</li> <li>&gt; Junction improvements</li> <li>&gt; Pedestrian crossings of the bypass</li> </ul>	Not known	Essential	Developer/RCC Developer/RCC/bus operator Developer/RCC Developer/RCC	Developer Developer Developer Developer

#### CIL Charging Schedule Background Report, 2016

‘4.2 As part of the process of compiling the Infrastructure Project List, the Council has consulted infrastructure providers to confirm that infrastructure items are still necessary to support the new

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

development being planned for. The methodology used by stakeholders for assessing infrastructure requirements has been scrutinised to ensure it is robust and where appropriate (eg health, education and emergency services, modelling has been undertaken). This process ensures that infrastructure items are not included to remedy existing deficiencies...

4.3 As well as simply identifying the 'net' infrastructure required for the growth being planned for, the Infrastructure Project List shows, and then takes account of; • The existence of committed and/or projected supporting funding from sources other than CIL and; • The remaining funding gap that only CIL can fill to enable the essential infrastructure to be provided.

4.4 The Infrastructure Project List only includes infrastructure that is likely to be funded through CIL. Where it is already known, or it is very likely, that infrastructure items will be funded and delivered as part of new development through Section 106 Agreements, these infrastructure items have either not been included in the Infrastructure Project List, or the estimated contributions have been deducted off the infrastructure cost. This includes some of the funding committed to infrastructure provision from the strategic development site at Oakham North....

4.6 The Council's evidence demonstrates that the overall cost of the infrastructure identified in the Infrastructure Project List would exceed the level of funding the proposed CIL is expected to deliver. It is therefore expected that further decisions will need to be made on the prioritisation of the infrastructure to be delivered using CIL gap funding.

### Summary

Service Areas	Cost (£)	Committed or Projected Funding (£)	Funding Gap - Required Developer Contribution (£)
Highways, Transport and Waste	7,012,000	2,999,700	4,012,300
Health and Social Care	971,000	385,800	585,200
Education, Learning and Skills	9,506,100	4,100,000	5,406,100
Emergency Services	1,077,700	850,000	227,700
Economic Development	960,000	415,000	545,000
Culture and Leisure	5,308,400	4,119,700	1,188,700
<b>Overall Total</b>	<b>24,835,200</b>	<b>12,870,200</b>	<b>11,965,000</b>

### Appendix 1

	Primary Infrastructure (necessary to support development and growth)	Lead Delivery Agency	Cost (£)	Committed or Projected Funding (£)	Funding Gap - Required Developer Contribution (£)	Indicative Phasing
<b>Emergency Services</b>						
<b>Police</b>	Police infrastructure and Community Safety.	Leics & Rut. Police	1,077,700	850,000	227,700	2014-2026
<b>Sub-Total</b>			<b>107,700</b>	<b>850,000</b>	<b>227,700</b>	



## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

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### **Oadby and Wigston Borough Council**

#### **Local Plan, April 2019**

##### **Policy 46 Infrastructure and Developer Contributions**

'Developer contributions will be used by the Council to deliver the infrastructure required to facilitate sustainable growth. This may include (but is not limited to) measures to mitigate the impacts of development and to meet the costs of providing required on and off-site infrastructure, as identified in the Council's Infrastructure Delivery Plan, and other measures to make new growth acceptable in planning terms...

For all new development proposals, it will be necessary to establish both the isolated and cumulative impact that they may have upon the surrounding infrastructure network and / or any cross boundary detrimental impact they have also.

Any development that has an impact within the Borough (or neighbouring authority areas) will be required to contribute towards the provision of and / or financial contribution towards necessary mitigation infrastructure measures.'

##### **Supporting Text**

'Infrastructure and Developer Contributions

11.1.3 Examples of infrastructure items, services or facilities that may be delivered to mitigate the impact of new development could include, but is not limited to, the following:... crime prevention and community safety initiatives;...

11.1.4 The Council has developed an Infrastructure Delivery Plan (IDP) that will contain a 'live' infrastructure project list. The document seeks to identify all local and strategic infrastructure deemed necessary to support sustainable delivery of growth in the Borough over the plan period to 2031. Joint working with neighbouring local authorities and other agencies such as utility companies or service delivery partners will be a key element to identify and to successfully deliver necessary infrastructure...

11.1.6...Any contributions sought by the Council will be done so through the guidance set out in the Council's Developer Contributions Supplementary Planning Document.

11.1.9 The Council has assessed the option of developing a Community Infrastructure Levy charging schedule. The assessment deemed that negotiating planning obligations through the Section 106 process would still be the most appropriate and viable method for the Council...

#### **Developer Contributions Supplementary Planning Document, April 2019**

'COMMUNITY SAFETY AND POLICING

4.33 The East Midlands Ambulance Service NHS Trust (EMAS), Leicestershire Fire and Rescue Service and Leicestershire Police may request developer contributions from qualifying developments to

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

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meet the additional costs to deliver their respective additional emergency service provision required as a result of any qualifying development.

4.34 In accordance with the High Quality Design and Materials Policy in the Local Plan, the Council will expect all new developments and major refurbishments to create inclusive places that design out opportunities for anti-social behaviour and crime, as well as create connected places by ensuring that developments fit well with existing routes by avoiding dead ends and convoluted routes, allow integration with the wider settlement, and, link to existing services and facilities. Therefore, developers will be expected to contribute to creating safer communities through investing in positive design that minimises potential negative impacts upon community safety and the fear of crime.

4.35 The emergency services will be required to robustly demonstrate to the Council through sufficient evidence that there is a need for additional community safety and policing infrastructure in order to make a new development acceptable.

4.36 Contributions may be sought from qualifying residential schemes of all new major developments of 11 or more dwellings (net increase) and 1,000 sqm floor area and above (gross internal area), provided there is a justified need to seek contributions and that the proposed infrastructure scheme(s) to be funded are CIL compliant and in accordance with the Infrastructure and Developer Contributions Policy in the Local Plan. Contributions may also be sought from non-residential schemes of 1,000 sqm floor area and above, depending upon the likely impact of the new development. The level of financial contributions sought will reflect the character and context of the works required and will be negotiated on a case-by-case basis. All submitted planning obligation requests sought by signatory and non-signatory providers to be included within the relevant Section 106 Agreement must be accompanied by a completed 'CIL Compliance Checklist Form', as included in Appendix 1 of this SPD.

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

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### Melton Borough Council

#### Local Plan, October 2018

##### Policy SS2 – Development Strategy

‘Provision will be made for the development of at least 6,125 homes and some 51 hectares of employment land between 2011 and 2036 in Melton Borough.... Development will be expected to contribute positively to the provision of key infrastructure, including traffic relief within the town, to support its growing population and economy...’

##### Policy SS3 – Sustainable Communities (unallocated sites)

‘In rural settlements outside the main urban area, the Council will seek to protect and enhance existing services and facilities and will support sustainable development proposals...where... 3. The development will be served by sustainable infrastructure and or provide new infrastructure or services to the wider benefit of the settlement;...’

##### Policy IN3: Infrastructure Contributions and Community Infrastructure Levy

‘Development that provides additional dwellings or employment premises will be expected to help to deliver sustainable communities through the payment of Community Infrastructure Levy, where chargeable, and/or by making developer contributions to local infrastructure in proportion to the scale of its impacts, in the following order of priority:

- I. Essential infrastructure necessary to ensure adequate provision of essential utilities, facilities, water management and safe access, as identified in the Infrastructure Delivery Plan or Neighbourhood Plan.
- II. Essential infrastructure (including the Melton Mowbray Transport Strategy and its key component, the Melton Mowbray Distributor Road) as identified in the Infrastructure Delivery Plan or any made Neighbourhood Plan including contributions from residential development towards affordable housing to meet the requirement set out in Policy C4.
- III. Desirable infrastructure as identified in the Infrastructure Delivery Plan or any made Neighbourhood Plan.’

##### Supporting Text

‘8.8 Police

8.8.1 Leicestershire Police is responsible for policing within the Borough. The Police Authority advises that if it is to be able to adequately deal with the number of additional dwellings proposed in the plan, additional funding should be acquired through Section 106 contributions for new housing schemes. Without securing additional funding, the levels of policing may drop below an acceptable standard when the additional housing is built, thus making it necessary to carry out the Section 106 contribution tests.’

##### Infrastructure Delivery Plan, 2016

‘5.5.3 Forward planning

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

'...5.5.3.1 Police and community support Blueprint 2020 is a five-year programme intended to redesign police services in Leicester, Leicestershire and Rutland. Blueprint 2020 considers how future savings could be made and how services could be delivered more efficiently. Between 2010 and 2015 the Leicestershire Police found savings of £36.1m, however further considerable savings are expected to be found by 2020. Blueprint 2020 is looking at a range of ways to save money including through their buildings, fleet, equipment and potentially through fewer officer and staff posts.

The police have previously advised that the main issue facing the police will be resourcing requirements needed to serve the proposed population growth. With the growth of around 5,000 houses in the borough, they have estimated that they would need £2,080,071 to cover a 21 year period. This is based on forecast impact and increase in demand for a number of police services including staff, vehicles and building premises for additional staff...'

### 5.5.5 Delivery and funding

Emergency services have a statutory duty to promote safety and respond to emergencies. They are funded mainly by central government grants, business rates and local council tax. 67% of Leicestershire Police's budget is funded by government grants and 33% is raised through council tax. Since 2006, Leicestershire Police have made a series of requests to local planning authorities for S106 contributions from developers in order to help them meet the additional demand placed on police resources required by new development. This type of funding can be more difficult to agree for police infrastructure as S106 requests have to demonstrate that they satisfy certain statutory and policy tests, in particular those relating to necessity and demonstrating a direct relationship with the proposed development. Developer contributions could however be a potential source of funding for some local police infrastructure...

### 5.5.6 Conclusion

The potential for an increase in demand for emergency services caused by housing and employment growth is more complex than demand for other types of social infrastructure such as healthcare or education. The emergency services providers for Melton and Leicestershire are mostly concentrating on improving efficiency and reducing spending as they continue to operate in a difficult financial context...'

Table 37: Infrastructure Delivery Schedule

Infrastructure item / project	Location	Description	Responsibility for delivery	Timescale / phasing	Estimated capital cost	Funding	Funding Gap	Priority	Relevant Local Plan policies
<b>Emergency services</b>									
Police	Melton	Additional staff, vehicles, premises and other investments to serve 5,000 home growth	Leicestershire Police	2016 - 36	£2,080,071	Developer(s)	£2,080,071	Essential	SS1, SS2, SS3, SS4, SS5, SS6, C1(A), C1(B), D1, IN2

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

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### Harborough District Council

#### Local Plan, April 2019

##### Policy IN1 Infrastructure provision

‘1. Major development will be permitted where there is, or will be when needed, sufficient infrastructure capacity to support and meet all the requirements arising from it, including those away from the site and its immediate vicinity, whether within Harborough District or outside.

2. Direct provision and/or financial contributions towards meeting all the eligible costs of infrastructure directly required by a major development (or cumulatively with other major developments within Harborough District or outside) will be sought from the scheme promoter whenever this is necessary. Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended) will be required taking into account the viability of the development. This will be in addition to the affordable housing requirement as set out in Policy H2.’

##### Supporting Text

‘Harborough Infrastructure Delivery Plan

11.1.11 The Harborough Infrastructure Delivery Plan (IDP), has been prepared alongside this Local Plan and identifies the need for new infrastructure to support new development proposed in the Local Plan...’

#### Infrastructure Delivery Plan, 2017

‘Public Sector Funding

20.2.1 Most service providers consulted are going through an intense period of ‘retrenchment’ looking at cutting back on capital expenditure and minimising revenue expenditure through efficiency savings and looking at innovative ways of service delivery... Due to staff resources and other priorities, it was not possible to engage with the police and fire service...’

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

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### **Blaby District Council**

#### **Core Strategy, February 2013**

##### **Policy CS11 – Infrastructure, Services and Facilities to support growth**

‘New developments must be supported by the required physical, social and environmental infrastructure at the appropriate time. The Council will work in partnership with infrastructure providers, grant funders and other delivery agencies to ensure that development provides the necessary infrastructure, services and facilities to meet the needs of the community and mitigates any adverse impacts of development.

The Infrastructure Plan (Appendix D) identifies strategic infrastructure to support the scale and distribution of development proposed in this Core Strategy. The Infrastructure Plan will be subject to annual review and updated through liaison with providers and partners.’

##### **Policy CS12 – Planning Obligations and Developer Contributions**

‘Where requirements for infrastructure, services and facilities arising from growth are identified through robust research and evidence, it is expected that developers will contribute toward their provision (and in some cases maintenance).

Planning obligations and developer contributions will be sought and guided by the Council’s latest Planning Obligations and Developer Contributions SPD and other evidence of need. Contributions should be made by providing the infrastructure (on or off-site) or by making financial contributions towards its provision and / or maintenance. Contributions will be phased or pooled to ensure the timely delivery of the necessary infrastructure, services and facilities.

Where appropriate, new development will be required to contribute to funding elements of the Infrastructure Plan either by means of planning obligations entered into at the time of granting planning permission or in due course through a combination of payment of Community Infrastructure Levy and planning obligations for site specific measures.’

#### **Local Plan Delivery DPD, February 2019**

##### **‘...6 INFRASTRUCTURE DELIVERY PLAN**

6.2 The policies of the Core Strategy refer to the need to deliver services, facilities and infrastructure to support growth (Policy CS11) and the ways in which contributions will be sought from developers to deliver this (Policy CS12). This IDP identifies the major infrastructure required to deliver the policies and proposals of the Delivery DPD, who will provide it, where, when and how (either direct provision or financial contribution).

6.3 The IDP considers the specific requirements for large sites (more than 500 houses or 20 hectares of employment land). For the smaller residential sites proposed in the plan, the IDP considers the generic contributions that will be required. Where specific requirements have been identified from any of the proposed allocations, these are identified in the policy relating to that site...

6.6 The Planning Obligations and Developer Contributions Supplementary Planning Document 2010, and any subsequent update, outlines the District Council's strategy for securing developer

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

contributions in relation to new development. In addition, the Leicestershire County Council Planning Obligations Policy 2014 provides a framework for developer contributions processes and procedures, between the County Council and the District Council for securing and implementing developer contributions...

### Social Infrastructure

6.19 Unless there is a demonstrable surplus of capacity, the Council will seek financial contributions towards necessary infrastructure from these sites. In most cases contributions towards the following infrastructure will be sought: ...• Police ...

### Summary Table

6.27 The summary table below identifies, as far as possible, infrastructure needs, cost, phasing, funding sources and responsibilities for delivery. The delivery of infrastructure will primarily be through developer contributions. It is not anticipated that any public funding will be available for the types of infrastructure identified in the IDP.

#### Policy SA1 - Land North of Hinckley Road (A47) – Kirby Muxloe

Priority	Infrastructure Required	Cost (£)	Funds Committed	Phasing	Delivery Agency	Funding sources
Essential	Police <sup>5</sup> . To include capital infrastructure, including equipment, communications, CCTV, vehicles and premises.	£258,750 (based on £345 per dwelling towards capital costs where insufficient infrastructure exists)	No funding committed	In accordance with agreed phasing plan.	Leicestershire Constabulary, Developer	Leicestershire Constabulary, Developer

Footnote: 5 Subject to ongoing discussions. Requirements correct as at September 2018.

#### Policy SA2. Smaller PUA Housing allocations Three sites at Leicester Forest East (x2) and Kirby Muxloe

Priority	Infrastructure Required	Cost (£)	Funds Committed	Phasing	Delivery Agency	Funding sources
Essential	Police. To include capital infrastructure, including equipment, communications, CCTV, vehicles and premises.	Based on individual circumstances (c.£345 <sup>6</sup> per dwelling)	N/A	Cost and phasing of requirements is based on individual site specific circumstances	Police	Developer

Footnote: 6 Subject to ongoing discussions. Requirements correct as at September 2018.

## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

### Planning Obligations and Developer Contributions SPD, February 2010

'1.1 This Supplementary Planning Document (SPD) outlines Blaby District Council's strategy for securing relevant developer contributions in relation to new development. Contributions are typically secured against residential development but can also be required for non-residential development if it would have an impact on the area.

1.2 This SPD sets out when Blaby District Council will request contributions, whether for the District Council or on behalf of another service provider, and how the payments will be collected, distributed and monitored...'

<b>Appendix 1.12 – Police / Crime</b>	
Service Provider	Leicestershire Constabulary
Current Guidance	Circular 05/2005 PPS1 – Delivering Sustainable Development PPS3 – Housing PPS12 – Local Spatial Planning The Crime and Disorder Act 1998 Safer Places 2004
Type of Facilities for which provision may be needed	Sites and erection costs of new police stations or a contribution towards additional office/other building provision at existing police stations or other community buildings.
Type of development and threshold which might trigger need	The impact upon police service provision will alter with different types / scales of development. Requirements will be assessed by the Police service. Contributions will be sought where additional development would have a detrimental impact on existing infrastructure. However, for residential development a threshold of 10 or more units will be applied.  Proposals to redevelop an existing police station site by a developer would normally trigger need for a replacement police station. Otherwise, each application to be considered on an individual basis.  The Leicestershire Constabulary provides a free Architectural Liaison Service and development proposals can be submitted directly for comment prior to the submission of an application. Similarly advice on developer contributions is available through this service.
Form in which contributions should be made	Land where required and either the costs of construction of buildings or work in kind to the Constabulary's specification. Other contributions may be appropriate and these will be assessed on an individual site by site basis.
Contact details	Michael Lambert, Architectural Liaison Officer, Leicestershire Constabulary, Community Safety Bureau, Keyham Lane Police Station, Colin Grundy Drive, Keyham Lane, Leicester, LE5 1FY telephone 0116 222 2222 extn. 5942



## APPENDIX 2: Examples of Adopted Planning Policies where Appeal Decisions Support Police Infrastructure Contributions.

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### Appendix 5 – Summary of Conformity with the Development Plan

Police / Crime		<u>Policy IM1</u> Planning Obligations	<u>Policy 10</u> Services and Facilities to Support Growth <u>Policy 11</u> Developer Contributions
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