BRENTWOOD INFRASTRUCTURE DELIVERY PLAN (IDP)

1. Introduction

About this Infrastructure Delivery Plan

What is infrastructure

1.1 The starting point for defining infrastructure is the definition contained within Section 216 of the Planning Act 2008 as amended by the CIL Regulations 2010. This defines 'infrastructure' as including (but not limited to) the following:

a. Roads and other transport facilities;

b. Flood defences;

c. Schools and other educational facilities;

d. Medical facilities;

e. Sporting and recreational facilities;

f. Open spaces; and

g. Affordable housing (removed by the CIL Regulations)

1.2 The Planning Act 2008 provides a relatively broad definition of what can be considered infrastructure. It is important to note that this infrastructure is actually delivered by a range of stakeholders and authorities and only a small proportion is or will be delivered by Brentwood Borough Council.

1.3 Work by Morphett (2016)[1] on infrastructure delivery planning and the publication of the National Infrastructure Delivery Plan, provide a useful starting template for infrastructure categorisation (and sub-categorisation). The findings from this research has been adapted to reflect local issues to produce the infrastructure classifications detailed in Figure 1.1 below.

[1] Morphett, J, 2016 Infrastructure Delivery Planning, Bristol: Policy Press 15-17

Figure 1.1: Infrastructure Categories

PHYSICAL INFRASTRUCTURE

Transport: cycling, walking, public rights of way, bus travel, rail travel, community transport, taxis and private hire vehicles, freight movement and operations, road and junction infrastructure, vehicle parking and public realm.

Energy: National Grid transmission networks, electricity and gas distribution networks, renewable energy.

Water and Drainage: potable water supply, waste water treatment and sewage, surface water and fluvial flooding.

Waste: strategic waste sites, household waste and recycling centres for household waste, kerbside collections.

Telecommunications: broadband infrastructure, mobile communications, telephone boxes.

Amenity Greenspace: village greens, commons, locally identified informal greenspace, other informal greenspace.

Other Green Infrastructure: allotments, cemeteries and churchyards and private gardens.

GREEN INFRASTRUCTURE

Parks and Gardens: county parks, borough parks and recreation grounds, historic parks and gardens.

Ecological Assets, Natural and Semi-natural Greenspaces: Special Sites of Scientific Interest (SSSI), Local Nature Reserves (LNR), Local Wildlife Sites (LoWS), woodlands, geological assets, grasslands, other assets.

Green and Blue Corridors: main rivers, large ordinary / non-main river watercourses, major tributaries, wetland, major road corridors, major rail corridors, cycling routes / network, pedestrian paths and rights of Way, protected lanes.

Outdoor Sports Facilities: green surfaces – tennis courts, bowling greens, sports pitches, golf courses, school and other institutional playing fields, and other outdoor sports areas;

	green formal / informal recreation areas for children / teenagers.
	**SOCIAL AND COMMUNITY INFRASTRUCTURE** Education: early years and nursery provision, primary school provision, secondary schools (including sixth forms), post-16 education and training, adult learning. Health: public health, GP surgeries, hospitals and clinics, dentists and orthodontic surgeries, pharmacy services. Leisure and Community Facilities: formal play areas and facilities (including sports pitches and greens), informal recreation sites, village / community halls and centres, sports halls, swimming pools, indoor bowls and tennis facilities. Social, Voluntary and Community Services: children, family and adult specialist care, voluntary and community infrastructure, libraries, cemeteries, graveyards and crematoria. Rural Services and Post Offices: parish and rural projects, main post offices, sub-post offices, sorting offices and parcel distribution points. Cultural Facilities and Historic Assets: museums, galleries and arts / entertainment venues (including cinemas and theatres), markets, events and festivals, conservation areas, historic parks and gardens, statutory listed buildings, scheduled ancient monuments, buildings at risk, local heritage listings.

What is the Infrastructure Delivery Plan?

1.4 The principle requirement of an Infrastructure Delivery Plan (IDP) is to provide the local authority with the understanding of their infrastructure deficit in the context of Local Plan growth. It provides a schedule of infrastructure requirements to help support new development growth planned within Brentwood Borough Council's Local Plan in the period up to 2033.

1.5 The IDP is intended to be a 'live' document which is to enable information to be updated where appropriate.

1.6 The IDP is intended to be a user-friendly publication, which allows the reader to identify and understand quickly the connection between land use planning and related infrastructure demands.

1.7 The broad approach to developing the IDP is set out below in Figure 1.2. The methodology is detailed further later on in this chapter.

Figure 1.2: IDP Development

1.8 As a practical document, the IDP enables the Council to:

a. gather a thorough understanding of existing infrastructure provision in the Borough;

b. plan and co-ordinate new infrastructure required to support new development growth;

c. provide an evidence base to support the deliverability of the new Local Plan, and

d. provide a user-friendly set of information which can be updated and reviewed as part of overall plan monitoring.

Policy Context of Infrastructure Planning

National Policy Context

1.9 The new National Planning Policy Framework (NPPF) (2018) is clear under para 20 of the importance of infrastructure planning in the development of Local Plans, stating that local planning authorities should include strategic policies to deliver:

a. infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);

b. community facilities (such as health, education and cultural infrastructure), and

c. conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

1.10 Under paragraph 20 of the NPPF, plans should set out the contributions expected from development.

'This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan'.

1.11 It is also noted under paragraph 26 that:

'Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere'.

1.12 Within the NPPF there are also various references to understanding and planning for particular types of infrastructure provision including transport, green infrastructure, infrastructure to support economic growth and communications and digital infrastructure.

Local Policy Context

1.13 The Council is currently preparing a new Local Plan for the Borough which, once adopted, will supersede saved policies in the current Replacement Local Plan (2005). The Council consulted on the Pre-Submission Local Plan in March 2019 and is undertaking a consultation on Addendum of Focussed Changes to the Pre-Submission Local Plan in October 2019. The Council will finalise its Local Plan following the outcome of this

consultation, before submitting to the Secretary of State for public examination and onwards to formal adoption.

1.14 The Local Plan is informed by a range of technical evidence which also supports analysis contained within the IDP. This evidence base is available on the Council's website.

1.15 The IDP is also informed by:

a. detailed work and discussions with stakeholders on early years and primary, secondary and special educational needs provision;

b. detailed engagement with healthcare sector specialists;

c. feedback from stakeholders as part of the previous consultation stages on the development of the Local Plan, and

d. duty to co-operate activity.

1.16 The Council is currently updating its Community Infrastructure Levy (CIL) information and forward consultation / adoption programme. Under the regulations, infrastructure planning is required to demonstrate an aggregate funding gap to enable the imposition of a CIL in an area. The IDP is an important source of infrastructure costs and funding information and provides the basis for identifying the priorities for future infrastructure funding. The current CIL Guidance sets out that Charging Authorities need to identify the total cost of infrastructure that it desires to fund in whole or in part from CIL. This process will identify a Community Infrastructure Levy funding target. The Statutory CIL Guidance also states that the Charging Authority's infrastructure needs should be directly related to the infrastructure assessment that underpins the relevant Local Plan.

1.17 In parallel to CIL analysis, the Council also commissioned a whole plan viability study, which uses information in the IDP to inform site infrastructure cost values. The Local Plan Viability Study was published in October 2018.

Brentwood Borough Profile

Location

1.18 The Borough of Brentwood is located within south west Essex to the north east of Greater London and is made up of the Brentwood Urban Area consisting of connected local centres such as Brentwood, Shenfield, Hutton, Warley, Brook Street and Pilgrims Hatch; local village service centres, such as Ingatestone and a wide range of villages set within countryside designated as Metropolitan Green Belt.

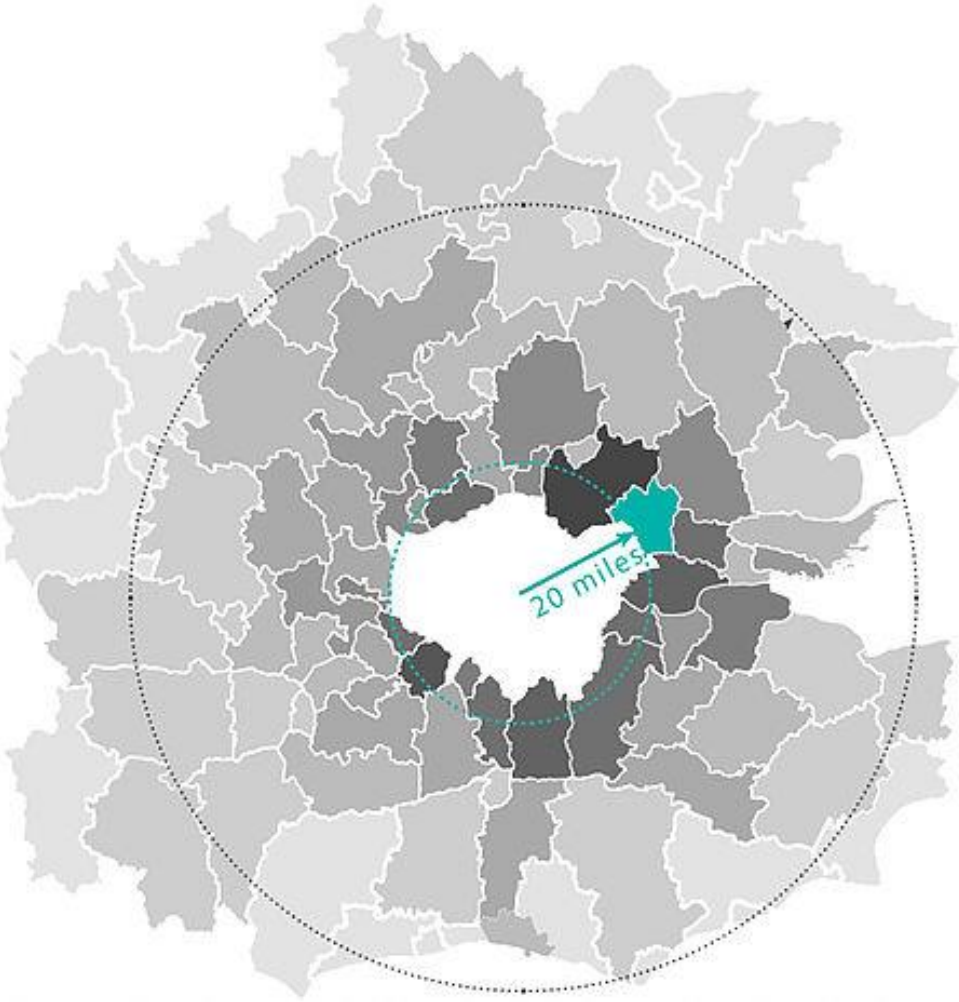
1.19 The Borough is well located for access to the strategic transport network with direct access to the M25, A127, A12, Great Eastern Mainline (calling at Shenfield and Brentwood) and the

C2C rail line connecting London Fenchurch Street with South Essex (with a connection at West Horndon Station). The Crossrail project which terminates at Shenfield Rail Station will further increase the accessibility of the area.

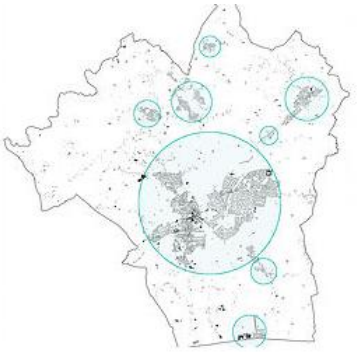
1.20 The Great Eastern Mainline and A12 bisect the centre of the main urban areas in Brentwood and Shenfield, while the A127 and C2C line presents strong physical features towards the south of the Borough. As an important location for transport corridors, Brentwood acts as a gateway to the wider Essex area.

1.21 Brentwood has been defined in the Local Plan as a 'borough of villages'. People choose to live and work here because of the excellent transport links connecting us to London and the rest of the country, along with access to the surrounding countryside and green spaces. Brentwood is defined by Green Belt which covers 89% of the borough.

Figure 1.3: Brentwood Borough and Proximity to London



Key Borough Characteristics – A Snapshot



Spatial

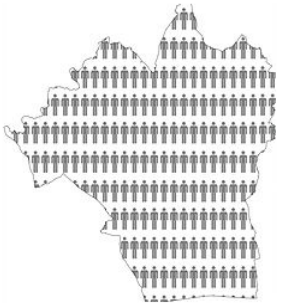
Brentwood Borough has a total area of approximately 15,300 hectares. At the heart of the Borough is the market town of Brentwood and its wider urban area, which is surrounded by villages set amongst the countryside and attractive natural landscape.

Green Belt

89% of the Borough is within London's Metropolitan Green Belt. This is the sixth highest in England by percentage of total area.

Environment

The Borough has a rich tapestry of natural assets, including two County Parks, 15 SSSI units, and 147 Local Wildlife Sites. The Borough is also fortunate to have almost 13 Conservation Areas covering 600 ha; 12 Scheduled Ancient Monuments, and over 500 listed buildings.



Population

In 2011, the Borough had a usual resident population of 73,601 (Census 2011 – QS102EW) (up by 7.56% from 2001) and a high density per head of 4.8 persons per hectare (compared to 3.1 for East of England and 4.1 for England). In 2011, the Borough had a higher percentage of residents aged 45+ than the East of England and England averages, with a median age of 43 compared with 39 for England (National Statistics – KS102EW). The largest ethnic group is White English and at 89.2% significantly above regional and national averages (85.3% for East of England and 79.8% for England as a whole - National Statistics – KS201EW). Brentwood has the second lowest number of existing households in Greater Essex (Essex Growth Infrastructure (GIF) Framework Nov 2016)

Employment

ONS data (annual population survey – Jul 2015-June 2016) indicates an economic activity rate of 79%, slightly lower than the regional rate of 80.1% but higher than the GB rate of 77.9%. Notably the number of self-employed persons was at 12.5% which was significantly above East of England (10.7%) and GB (10.3%) averages. Long-term unemployed rates were less than both regional and national averages. According to the 2011 Census data, for both male and females, a high proportion of the residents were employed in senior, professional and associate professional occupations compare to both regional and England averages. There was also a significantly higher proportion of females employed in administration and secretarial occupations (24.5%) than the regional and England averages (National Statistics – KS610EW).

Housing

In 2011, the Borough consisted of 32,067 dwellings. At that point, the percentage of household tenure which is owned in the Borough (75.1%) is significantly above regional (67.6%) and England (63.34%) averages (National Statistics – QS405EW). Consequently the levels of shared ownership, and social and private rented are significantly below East of England and England averages. In 2011, the dwelling stock consists of a higher percentage of detached (31%), semi-detached (31.9%) and flatted (17.9%) dwelling types compared to the regional and England averages for each type. The percentage of terraced dwellings (15.7%) was significantly lower than East of England 22.8%) and England average (24.5%) (National Statistics – KS401EW). The average house price for Brentwood Borough in September 2016 was £420,111 compared to £217,888 for the UK (Land Registry).

Health and Wellbeing

The health of people in Brentwood is generally better than the England average. Deprivation is lower than average, however about 10.8% (1,400) children live in poverty. Life expectancy for both men and women is higher than the England average. Local health priorities include improving the health of older people, increasing vaccination coverage, and reducing cardiovascular disease by reducing the prevalence of obesity.

Education and Skills

ONS annual population survey data (Jan 2015-Dec 2015) indicates a lower percentage of the population within Brentwood Borough with NVQ Level 2, 3 and 4 qualifications, than the national average. However, compared to the Essex rate, Brentwood has above average rates of people with NVQ4+ qualifications (GIF 2016).

Earnings

ONS annual population survey data (Jan 2015-Dec 2015) indicates that workers tend to earn significantly above regional and national averages - £756.60 per week compared with £569.40 and £541.00 per week respectively.

Transport and Movement

Travel to Work data from the 2011 Census indicates that driving by car remains the most popular method of travel in the Brentwood Borough (53.06%) up slightly from 52.39% in 2001. However this rate is below the regional rate of 61.66% and England rate of 57.01%. Brentwood has high rates of travel to work by train at 23.13% in 2011 (up from 20.15% in 2001), which is strongly aligned to the Borough's commuter proximity to London. This rate is significantly higher than the East of England rate of 7.20% and England rate of 5.34%. 2011 Census data records Brentwood as having the second lowest level of cycling in Essex with less than 1% of journeys to work being made by bike. The Census date from 2001 to 2011, also indicates a slight reduction in cycle to work activity over the census periods.

Economy and Enterprise

ONS Business Register and Employment Survey (2015) indicates that the top three employee jobs by industry in the Brentwood Borough are M: Professional, Scientific and Technical (12.5%); N: Administrative and Support Services (12.5%), and G: Wholesale and Retail Trade (11.1%). Employee groupings for M and N are above regional and national averages. The Inter Departmental Business Register (ONS) UK Business Counts (2016) indicates a strong bias towards micro enterprises (90.6%) in the Brentwood Borough which is higher than the East of England figure of 89.7%. The percentage of small, medium and large enterprises are lower than the comparative regional figures. Brentwood has higher levels of economic sector specialisations in knowledge based services (GIF 2016)

Utilities and Telecoms

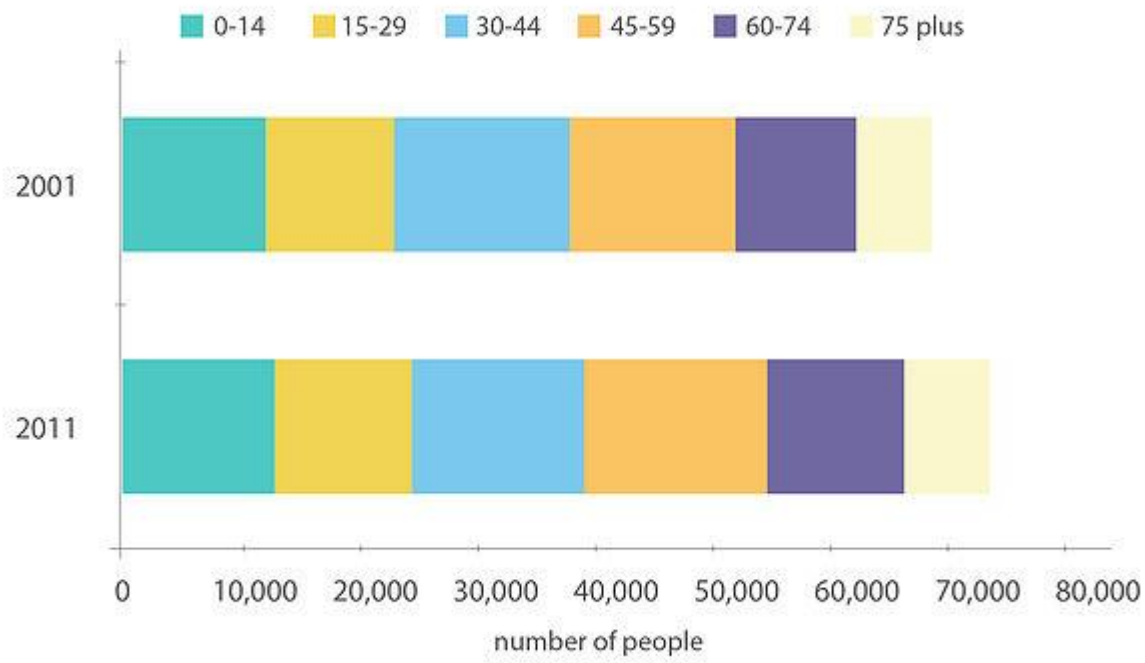
Essex as a whole is identified as an area of Serious Water Stress (Identifying Areas of Water Stress, Environment Agency 2007) Brentwood Borough includes some of the driest areas of the country and as such face particular challenges including a general lack of new water resources, growing demand and uncertainty from climate change. The Borough suffers from a number of surface water issues – focused around West Horndon, the Brentwood Urban Area and Ingatestone. The Borough suffers from Broadband coverage deficits in rural areas to the north east, north west and south east. Deficits in mobile phone coverage tend to follow similar patterns to that of Broadband coverage.

Demographic Projections and Housing Requirements

1.22 It is noted in the Borough Profile that at the time of the 2011 Census, the Borough had a usual resident population of 73,601. The resident population for the Borough was up by 7.56% from the 2001 Census – almost 5,150 people. In comparison the population of the East region increased by 7.9% between the 2001 and 2011 Census, whilst the population of England grew by 8.9%. Figure 1.4 below highlights the changes in the profile of the

population between the two Census dates, which indicates an increase in the number of people aged over 45 and aged 15-29, but a decrease in people aged 30-44.

Figure 1.4 Population Composition in Brentwood (2001 and 2011)[2]



1.23 The housing need in Brentwood, as calculated in the SHMA following current national guidance (2018), is 350 new homes per year using the annual average growth over years 2019-2029. Taking into account the government's ambitions for housing growth, and to provide flexibility in the supply of housing sites, the Council proposes to provide a housing supply buffer, an approach supported in national planning guidance. When taking the supply buffer into account, provision is made for a total of 7,752 new homes in the period 2016-2033; an annualised housing target of 456 new homes per year.

1.24 Objectively assessed housing need for the Borough does not take into consideration specialist accommodation need linked to residential care homes or nursing homes (classified as C2 – 'residential institutions' under the Use Classes Order), and Gypsy & Traveller pitches and accommodation provision.

Employment Land and Forecasts

1.25 Brentwood is an attractive business location with a high-quality environment, within close proximity to London, a well-qualified workforce and good transport links. The evidence base on employment land need and supply (Economic Futures Report 2013-2033: Final Draft

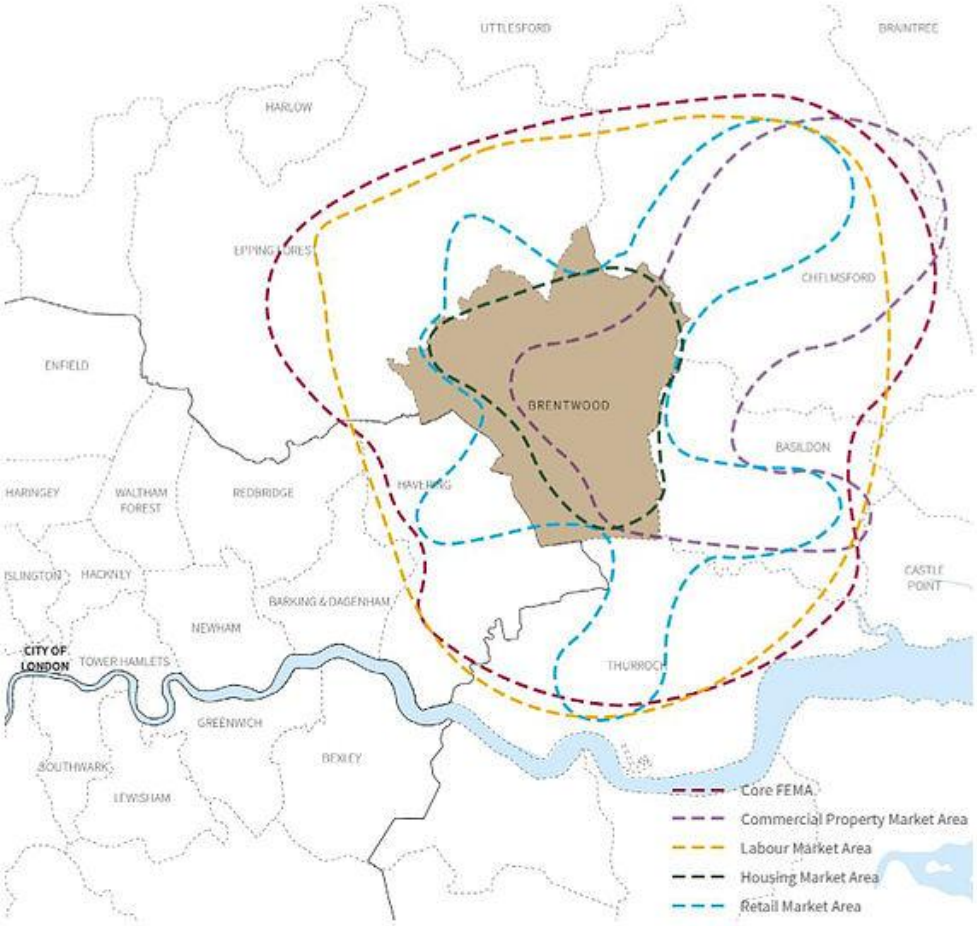
[2] : Figure and analysis text reproduced from pp7-8 - Strategic Housing Market Assessment Part 2 – Objectively Assessed Need for Affordable Housing (HDH Planning and Development Ltd / Peter Brett Associates – June 2016)

Report) was updated to ensure that the right level and range of employment land is available to support a dynamic local economy and that the economic forecasts are as up to date as possible and align to the current plan period.

1.26 The Council has run work on housing need and employment land need and supply in parallel to ensure that any cross-over issues are considered and addressed in both the SHMA and Economic Futures update report. Further information on the Economic Futures Report is available as technical evidence to the Local Plan.

1.27 The updated economic evidence includes an indicative assessment of the Borough's Functional Economic Market Area (FEMA)(essentially the Borough's economic geography looking at travel to work, where people access shops and services and other factors), various economic forecasts and an assessment of employment land supply to meet need. The FEMA is set out below in Figure 1.5.

Figure 1.5: Brentwood FEMA



1.28 Figure 1.6 below taken from the Economic Futures report sets out the Local Plan's total employment land need, taking into consideration econometrical forecast requirements and losses. This totals a combined requirement of between 33.76 to 45.96ha.

Figure 1.6 Total Employment Land Need

New Requirements	
Forecast requirement for employment land (B Class Uses)	+ 8.1 ha to 20.3 ha
Forecast loss of employment land by re-allocations for other uses	+ 21.01 ha
Forecast loss of existing employment allocations through structural change, changes in allocation threshold and permitted development	+ 4.65 ha
Combined Requirement	→ 33.76 ha to 45.96 ha

1.29 The Local Plan analysis of land need and supply is detailed below in Figure 1.7. This indicates with the proposed allocations of 47.39ha a small surplus. Details on housing and employment land allocations are discussed under the typology chapter of the IDP.

Figure 1.7: Employment Land Need and Supply

New Requirements	
Forecast requirement for employment land (B Class Uses)	+ 8.1 ha to 20.3 ha
Forecast loss of employment land by re-allocations for other uses	+ 21.01 ha
Forecast loss of existing employment allocations through structural change, changes in allocation threshold and permitted development	+ 4.65 ha
Combined Requirement	**→ 33.76 ha to 45.96 ha**
New Supply	
Proposed allocations	47.39 ha
Reduction	
Forecast Pipeline Change of Uses (2017-18) monitoring period (estimate)	1 ha

→ Initial Surplus / Shortfall	+ 0.43 ha

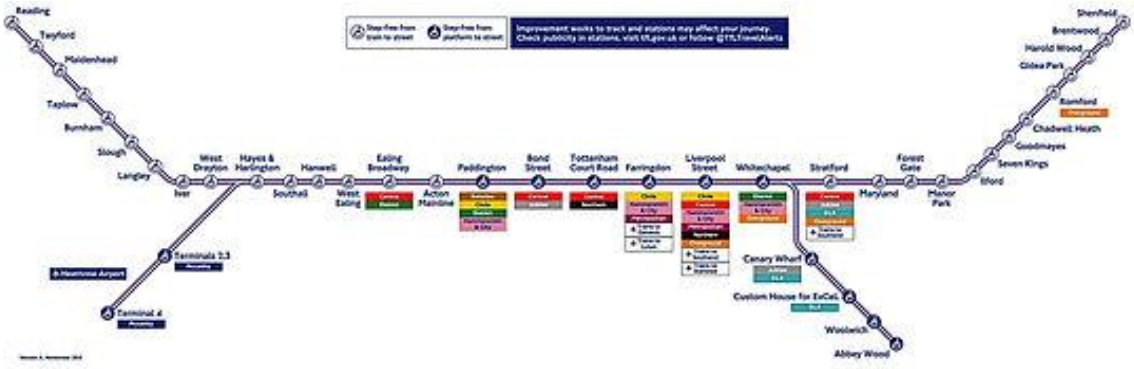
Current Major Infrastructure Projects

1.30 There are several regionally important infrastructure projects which will have an impact on local planning within the Brentwood Borough area. These are detailed below in this section.

Elizabeth Line

1.31 Previously known as Crossrail, the new Elizabeth Line is a 118 km railway under development crossing through the heart of London, enabling access between Reading and Heathrow in the west, through central London to Shenfield and Abbey Wood in the east. Elizabeth Line, or Crossrail, began in 2009 and the full route is expected to be fully operational by December 2019. It is currently Europe's largest infrastructure project and identified in the National Infrastructure Delivery Plan (2016-2021). The arrival of Elizabeth Line has led to upgraded essential station facilities at Shenfield and Brentwood Stations within the Borough. Further work is required on improving the public realm, access and circulation around both stations.

Figure 1.8: Crossrail



Lower Thames Crossing

1.32 The Lower Thames Crossing is a proposed new road crossing of the River Thames which will connect the counties of Essex (north) and Kent (south). The planned route is expected to

run from the M25 near North Ockendon, cross the A13 at Orsett before crossing under the Thames east of Tilbury and Gravesend.

1.33 Consultation on updated plans for the new Lower Thames Crossing took place between October and December 2018. Currently, Highways England anticipate that, subject to funding and planning consent, the scheme would open in 2027, within the Plan period. Discussions are progressing with Highways England and other parties over the implications of the project for access arrangements to the proposed Brentwood Enterprise Park Local Plan allocation off M25 Junction 29.

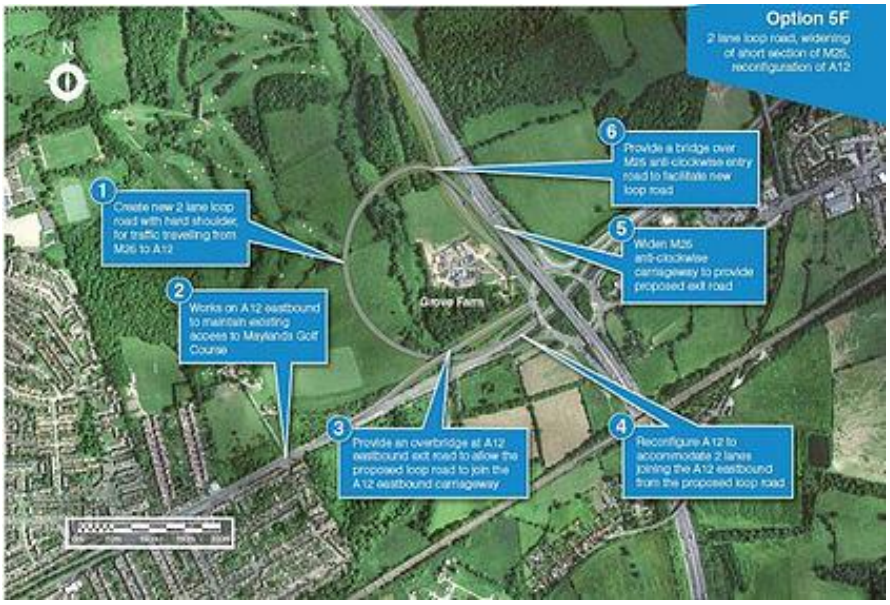
M25 Junction 28

1.34 Highways England are currently undertaking work to improve Junction 28 of the M25, which plays a vital role in connecting the motorway with the A12, as well as providing local access to Brentwood via the A1023 (Brook Street). It is a heavily used junction which features a roundabout mainly controlled by traffic lights. Up to 7,500 vehicles per hour currently travel through the roundabout at peak times.

1.35 The preferred route option for the scheme is Option 5F which is illustrated in Figure 1.9. This option consists of a two-lane loop road, widening of a short section of the M25 and reconfiguration of A12. At the time of the original consultation, the cost of the scheme was estimated at circa £79.8m, with a construction duration of 27 months.

1.36 A Statutory consultation commenced in December 2018 on the preferred route option 5F. This consultation set out how the scheme has developed, and additional matters taken into consideration. This included slight reconfiguration of the exit merge lane, consideration of the potential impact of Lower Thames Crossing traffic movements and possible early environmental mitigations.

Figure 1.9: M25 J28 Proposals



A12 Corridor

1.37 Highways England consulted during 2017 on high-level options to improve the A12 from junctions 19 (Boreham Interchange) to 25 (Marks Tey interchange) to reduce congestion and improve network safety. The works are programmed to start from 2020/21 at a cost of between £100 to £250m. The A12 route (whole route) is also planned for a technology upgrade to include vehicle detection loops, CCTV cameras and driver information signs, to allow better information to drivers and active management of traffic on the route. The estimated cost of this project is £50-100m. The Road Investment Strategy, 2015 to 2020 (RIS1) indicated that schemes planned for the next Road Investment Strategy (RIS 2) period (strategy starting from 2020), potentially included widening the A12 to three lanes between the M25 and the Chelmsford bypass (junctions 11 to 15).

IDP Methodology

Information Collection

1.38 This IDP uses two main methodological approaches to collect information on infrastructure delivery and the consideration of infrastructure needs:

a. understanding the delivery of services through interaction with infrastructure stakeholders, which can include a range of direct delivery information and future forecasting of issues and matters arising, and

b. where appropriate the application of infrastructure standards or estimates, which relate to linking infrastructure needs to population or growth levels.

1.39 There is no prescribed approach to undertaking infrastructure studies, but the Council considers that a balanced or hybrid methodology allows for a rounded consideration of issues. It also facilitates strong stakeholder involvement in the study development assisting with the 'ownership' of joint infrastructure priorities. The work has also involved considering the wide range of representations submitted by members of the public and organisations on infrastructure issues associated with plan-making.

1.40 The range and types of information contained within an IDP has a cross relation to plan monitoring work. While the current publication is fairly traditional in the use of information, there may be opportunities in the future to consider the use of 'smarter' data or more joined-up data resources to inform future editions of the IDP. Some of this work may come together through the implementation and delivery of development sites. Examples of smart, multi-layered or real time data include:

a. collecting 'real-time' GPS vehicle data for forecasting traffic flows and junction impacts;

b. advanced transportation modelling and accessibility software which allow for multiple layered queries, linking specific groups in society (say older people) to specific types of infrastructure (say health facilities) and public transport planning;

c. development of software solutions to data-collection / feedback informed by regular direct community / stakeholder input rather set reporting periods.

d. building upon the data collected across Essex to inform individual IDPs and the strategic Growth Infrastructure Framework (GIF) to establish a knowledge hub of 'live' infrastructure information;

e. community driven and shared GIS mapping and linked data-sources – the Council currently provides a Datashare and My Property functions.

1.41 There are also opportunities to work with stakeholders and local residents on improving information sources and developing more dynamic approaches to infrastructure planning.

Partnership Working and Cross-boundary Working

1.42 This IDP has been developed through discussions with key infrastructure stakeholders and will continue to require focused involvement and development. Very early work on the IDP was reported to the Essex Community Infrastructure Group (ECIG), which is chaired by Essex County Council. The development of the Local Plan has also included a close working relationship with ECC, which has enabled a strategic approach to be taken on education infrastructure.

1.43 In addition, the consideration of neighbouring authorities plays an important role in the IDP process. Cross-boundary working has been particularly important in relation to the Southern Growth Corridor of Brentwood. The Brentwood Southern Growth Corridor covers strategic sites and key junctions along the A127, totalling around 3,280 additional dwellings and 43.33 ha of additional employment land over the Plan period. A joined up and collaborative approach is therefore necessary to successfully plan the infrastructure required to support this growth corridor.

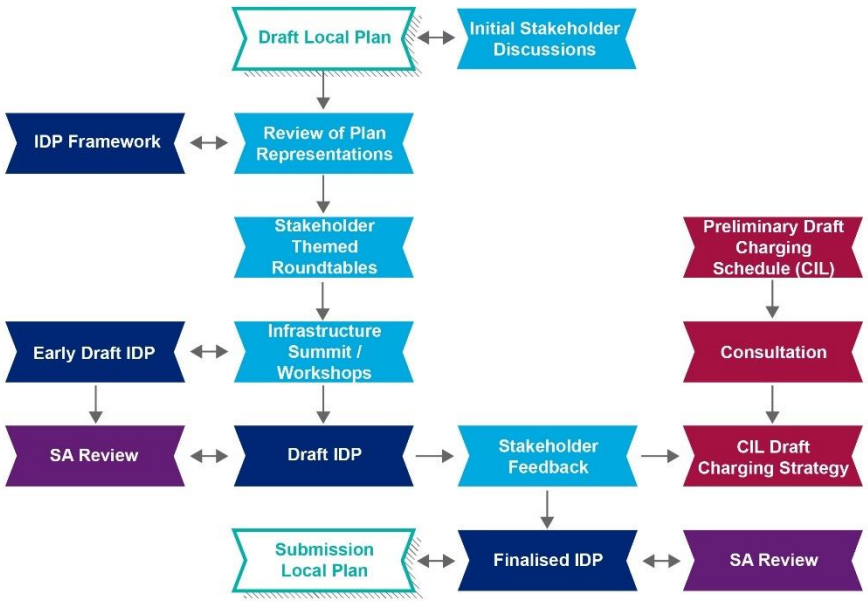
1.44 The Councils have set in place a number of processes and mechanisms to promote joint working, including:

a. consistent positions were sought from infrastructure providers and other stakeholders, where possible;

b. joint meetings were held with neighbouring councils and ECC, when considered appropriate;

c. relevant work undertaken for the Dunton Hills Garden Village, Brentwood Enterprise Park, Lower Thames Crossing or across the wider area has been incorporated into the IDP as appropriate.

Figure 1.10: Partnership working and IDP development



Infrastructure Assessment Framework

1.45 The majority of infrastructure chapters in the IDP follow a set format which includes:

a. a brief overview of the infrastructure topic;

b. a summary of existing infrastructure, gaps and any potential projects or plans;

c. an assessment of the implications, impact or opportunities of growth linked to infrastructure themes, and

d. financial considerations.

1.46 Where infrastructure topic information is limited, or more detailed information is to be gathered, a more streamline chapter structure is followed.

1.47 Once a reliable baseline has been established with regard to existing infrastructure provision, the impact of the proposed quantum and locations of new development can be assessed. It should be noted that the manner in which infrastructure planning and development plan making takes place is an iterative process. Therefore, the proposed spatial strategy of the Local Plan has considered the emerging infrastructure evidence base to modify proposals or identify particular local infrastructure priorities.

1.48 In terms of overall format, the IDP is split into two elements:

a. Part A – review of infrastructure by theme, and

b. Part B – cumulative assessment of impact.

1.49 It should be noted that figures contained within this IDP are generally indicative and subject to change as the detailed costs for infrastructure will be fully considered at the planning application stage.

1.50 Many figures are provided based on best estimates and best available forward projections in the absence of more up-to-date information being made available by the infrastructure providers; therefore, they need to be reviewed in consultation with the respective providers throughout the plan period. Subsequent iterations of this document may therefore remove items where more detailed data becomes available. This may also reflect real-world changes such as actual housing delivery, migration rates and population growth.

1.51 Where funding sources are known to be secured, this has been indicated. Where appropriate, other possible funding sources are identified but, at this stage, these are only possible sources and no funding has been secured from them. The funding gap therefore identifies the extent of funding required that has not been secured and made available at this point in time.