

DRAFT INFRASTRUCTURE DELIVERY PLAN UPDATE NOTE

October 2016



BRENTWOOD
BOROUGH COUNCIL

INTRODUCTION

Setting the Scene

1. The Infrastructure Delivery Plan (IDP) will provide a schedule of planned infrastructure required to help support new development growth planned within Brentwood Borough Council's Local Plan in the period up to 2033.
2. The IDP is intended to be a 'live' working document and updated when new or additional information becomes available on infrastructure requirements and planning issues. It is also intended to be a user-friendly publication, which allows the reader to identify and understand the connection between land use planning and related infrastructure demands, both quickly and effectively.
3. This document follows an approach which is consistent with academic research on infrastructure delivery planning and legislative definitions and requirements.
4. The broad approach to developing the IDP is set out in Figure 1.
5. As a highly practical document, the IDP enables the Council to:
 - gain a thorough understanding of existing infrastructure provision in the Borough;
 - plan and co-ordinate new infrastructure required to support new development growth;
 - provide an evidence base to support the deliverability of the new Local Plan; and
 - provide a user-friendly set of information which can be updated and reviewed as part of overall plan monitoring.



Figure 1:
IDP Development

IDP Methodology

6. The IDP uses two main methodological approaches to collect information on infrastructure delivery and the consideration of infrastructure needs:
 - 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
 - Where appropriate the application of infrastructure standards, which relate to linking infrastructure needs to population levels.
7. 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 development of the IDP, assisting with the 'ownership' of 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.
8. The range and types of information contained within an IDP has a close relationship to plan monitoring. 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:
 - Collecting 'real-time' GPS vehicle data for forecasting traffic flows and junction impacts;
 - 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;
 - Development of software solutions to data-collection / feedback informed by regular direct community / stakeholder input rather set reporting periods; and
 - Building upon the data collected across Essex to inform individual IDPs and the strategic Growth Infrastructure Framework to establish a knowledge hub of 'live' infrastructure information.
9. There are opportunities to work with stakeholders and local residents on improving information sources and developing more dynamic approaches to infrastructure planning. Further work could also be undertaken on regularly linking IDP material to the strategic Essex Growth Infrastructure Framework and its database of information.

Partnership Working

10. The IDP is being developed through a focused approach to stakeholder involvement, as outlined in Figure 2.

11. It is intended to work with the wider Essex Community Infrastructure Group (chaired by Essex County Council) to provide regular stakeholders' updates and reviews. Wider public engagement will also take place at critical stages in the IDP development and on major updates.

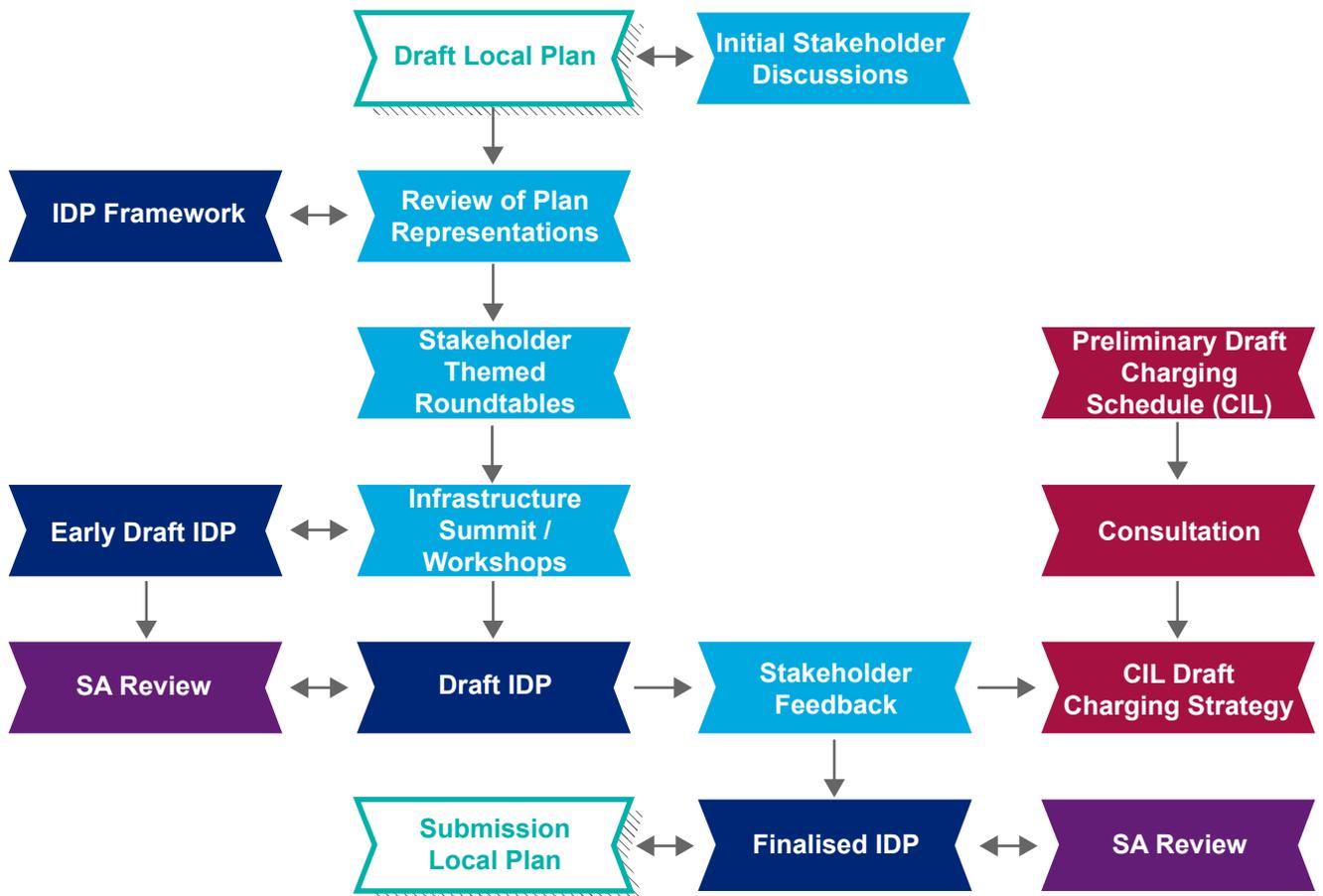


Figure 2: Partnership Working and IDP Development

Defining Infrastructure

12. The IDP provides a resource for the identification of infrastructure required to help deliver new development growth contained within the Council's emerging new Local Plan. It will also provide an important part of the evidence base required to support the Council's future Community Infrastructure Levy (CIL). The full Draft version of the IDP will be available at the CIL Draft Charging stage in early 2017.
13. 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:
 - Roads and other transport facilities;
 - Flood defences;
 - Schools and other educational facilities;
 - Medical facilities;
 - Sporting and recreational facilities;
 - Open spaces; and
 - Affordable housing
14. 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 delivered by Brentwood Borough Council.
15. Recent work by Morphett (2016)¹ on infrastructure delivery planning provides a useful starting template for infrastructure categorisation (and sub-categorisation). This initial template has been adapted to reflect local issues in Brentwood Borough and is detailed in Figure 3 to help inform initial infrastructure headings for the IDP.
16. For each of the infrastructure categories and themes, an assessment will be undertaken on the current issues and provision. These assessments provide a baseline, i.e. the current position without new development. Many of the infrastructure providers produce strategies and plans that set out this information and in other instances, the development plan evidence base can be used to establish deficits or capacity issues that may place certain infrastructure requirements on new developments in particular locations.
17. Once the 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. With infrastructure pressures informing planning policy and policy requirements considered for infrastructure planning.

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

PHYSICAL INFRASTRUCTURE



- **Public Realm:** footways, street furniture, squares and streets.
- **Energy:** centralised power generation, transmission and distribution systems for gas and electricity, sustainable energy.
- **Transport:** active travel (cycling and walking) roads, rail, bus, taxis, car parking, fuel connectors.
- **Water and Drainage:** water supply, waste water, drainage, flood defences.
- **Waste:** recycling collection and disposal.
- **Information and Communications Technology:** broadband and wireless, public phones.

GREEN INFRASTRUCTURE



- **Parks and Gardens:** parks and recreation grounds, county and regional parks, historic parks and gardens, formal gardens.
- **Amenity Greenspace:** public open space, local green space, village greens, commons, other informal greenspace.
- **Ecological Assets:** National Nature Reserves (NNR), Special Sites of Scientific Interest (SSSI), Special Protection Areas (SPA), Local Wildlife Sites (LoWS), woodlands, geological assets, other assets.
- **Classified Landscapes:** special landscape areas, ancient landscapes.
- **Green 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.
- **Other Green Infrastructure:** allotments, community gardens, urban fringe petting farms, cemeteries and churchyards.

SOCIAL AND COMMUNITY INFRASTRUCTURE



- **Education:** early years and nursery schools, primary, secondary, further education, higher education.
- **Recreation and Sport Facilities:** including children's play area and sport pitches.
- **Health:** hospitals, health centres and GP surgeries, public health and prevention.
- **Gypsies and Travellers:** sites and facilities.
- **Post Offices:** main post offices, sub-post offices, sorting offices and parcels.
- **Community Services:** libraries, community centres, social services (including youth and over 50s support, police, fire, ambulance, cemeteries and crematoria, courts, prisons and places of worship).
- **Culture and Historic Environment:** museums, galleries, theatres and cinemas; conservation areas, listed buildings, scheduled monuments, historic landscapes, buildings at risk
- **Leisure:** sports centres, swimming pools, festivals, events and markets.

Figure 3: Infrastructure Categorisation

Document Structure

18. An IDP is the output of a wider infrastructure planning process which needs to take place as part of the plan-making process. Infrastructure planning also forms part of Duty to Co-operate discussions and associated action areas.
19. The structure of the IDP report is likely to follow a two-part structure as follows:

PART ONE

Chapter 1	Introduction
Chapter 2	Vision and Key Priorities
Chapter 3	Policy Review
Chapter 4	Local Plan and Development Typologies
Chapter 5	Infrastructure Assessment and Need
Chapter 6	Integrating Feedback-SA, DtC and Stakeholders

PART TWO

Chapter 7	Infrastructure Schedules, Delivery and Funding
Chapter 8	Review and Monitoring
Chapter 9	Conclusion

20. The IDP will link to the key policy themes in the Local Plan and also draw on a range of the critical evidence material. Some of this evidence base is being updated and developed, including better understanding the impact of development on highways, public transport and leisure services.
21. The core ‘heart’ of the IDP will be discussions around infrastructure topics and linked detailed infrastructure schedules together with delivery programming. The infrastructure schedules are being structured to contain the following key information:
- Area / ward;
 - Infrastructure type and sub-type;
 - Description of infrastructure project and context;
 - Links to evidence base, policies and representations;
 - Estimated project cost;
 - Estimated funding mix;
 - Delivery lead and partners;
 - Timeframe in five year tranches;
 - Assessment of risk to Local Plan; and
 - Alternative proposals.

STAKEHOLDER ENGAGEMENT

Late Summer and Early Autumn 2016

22. The Council has engaged during the late Summer and early Autumn with a number of statutory consultees and stakeholders on reviewing infrastructure issues and requirements to support the delivery of the new Local Plan. Key sessions have included:
- Series of discussions with Essex County Council to consider education infrastructure and early years childcare provision;
 - Detailed discussions with consultants and various stakeholders over traffic modelling and forward work planning;
 - Roundtable discussions regarding rail infrastructure and public realm priorities;
 - Discussions with Thames Water and Anglian Water over updates to waste water infrastructure provision;
 - Meeting with Essex County Council to discuss surface water flooding and drainage priorities;
 - Discussions with Church of England regarding faith facilities;
 - Roundtable discussion with the Environment Agency over infrastructure planning; and
 - Meetings with site sponsors for strategic developments to better understand infrastructure pressures and requirements.
23. Further discussions are also due to take place shortly (not an exhaustive list) with a range of infrastructure partners and stakeholders, including emergency service providers, community and social services, energy infrastructure providers, healthcare bodies, waste and recycling specialists and digital communication infrastructure providers.

FORWARD PROCESS

24. Table 1 provides an outline forward timetable for the completion of the infrastructure review and IDP drafting, with a target date of early January 2017 for a full Draft IDP document. It should be

noted that this timetable is also dependent upon the completion of updated evidence material on a number of infrastructure themes including highways and leisure.

Essex Community Infrastructure Group	Reporting mid-October 2016
Consultation on CIL Preliminary Draft Charging Schedule	Late October 2016
Completion of Infrastructure Roundtables with Stakeholders	Early November 2016
Workshop Sessions	Mid to Late November 2016
Integration of findings from new evidence material	Early December 2016
Completion of first Full Draft of IDP	January 2017
Consultation on CIL Draft Charging Schedule with Draft IDP included as technical supporting material	January 2017

Table 1: Forward Process

