

The Brentwood Infrastructure Delivery Plan (IDP) is a live document updated periodically. The Revision Schedule table sets out when IDP versions have been published. The Contents table sets out the latest available version of each chapter.

IDP Revision Schedule	
Version 1	October 2018
Version 2	January 2019
Version 3	October 2019
Version 4	February 2020
Version 5	November 2020
Version 6	December 2020
Version 7	January 2021

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SUMMARY

Ref	Infrastructure Requirements	Detail	Priority	Indicative Costs	Reference	Cost explained	Secured Funding	Funding explained	Current Funding Gap	Estimated Financial Contributions to be Secured by S.106 from LDP	Remaining Funding Gap	Main Funding Sources	Delivery Partners*	Delivery Timeframe	Relevant LDP Sites	Notes
		TOTAL – Transport & Movement		£150,860,000			£0		£150,860,000	£132,280,000	£18,580,000					
		TOTAL - Energy		£0			£0		£0	£0	£0					
		TOTAL – Water and Drainage		£1,300,000			£1,300,000		£0	£0	£0					
		TOTAL - Waste		£100,000			£0		£100,000	£0	£100,000					
		TOTAL - Broadband		£0			£0		£0	£0	£0					
		TOTAL - Education		£93,976,801			£1,725,000		£92,251,801	£70,638,311	£21,613,490					
		TOTAL – Social & Community		£650,000			£650,000		£0	£0	£0					
		TOTAL - Health		£21,140,000			£27,980		£21,112,020	£21,112,020	£0					
		TOTAL - Sport		£36,990,524			£10,348,000		£26,642,524	£1,790,524	£24,852,000					
		TOTAL - Heritage		£750,000			£0		£750,000	£0	£750,000					
		TOTAL - Emergency Services		£0			£0		£0	£0	£0					
		TOTAL - Green Infrastructure		£5,400,000			£202,137		£5,197,863	£0	£5,197,863					
		TOTAL		£ 311,167,325			£ 14,253,117		£ 296,914,208	£ 225,820,855	£ 71,093,353					

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														2018/19 – 2022/23	2023/24 – 2027/28	2028/29 – 2032/33	2033/34 – 2037/38		
IDP CHAPTER 3 - TRANSPORT AND MOVEMENT																			
Sustainable Transport Measures																			
Central & North Brentwood																			
T1	BUA School Clear Zone	Clear Zones would be defined by TRO, around each School based on at minimum within a 10-minute walk (400m) or a maximum within a 20-minute walk but easy cycle (800m). New signage and CCTV will be installed, and an information initiative undertaken with the parents in partnership with the schools affected. A speed limit will also be imposed within the Zone.	3	£680,000	Transport Assessment, 2021 (Chapter 3/ Section 3.2/ School Clear Zone and Appendix A)	BBC's estimates. £40,000 per school. Deliverables: • New signage where possible on existing posts to define the zone, resurfacing outside school entrances, parking removal, lining introduction • Traffic Regulation Orders (TRO) • Registering resident vehicle numbers within the zone • Enforcing zone with existing Parking staff	£0		£680,000	£0	£680,000	CIL	BBC / ECC						
T3	BUA Park, Ride or Stride facilities or drop-off/ pick up hubs	Deliver Park, Ride or Stride facilities for workers within Brentwood T.C. or drop/pick up off points for parents to drop off their children. These will offer parents, children and town centre workers/visitors, cycle hire facilities with access to bus services and normal and electric bikes to encourage 'Park and Ride or Stride' to their destination. Locations of these hubs are shown on Appendix A and B of the TA.	3	£5,250,000	Transport Assessment, 2021 (Chapter 3/ Section 3.2/ Table 3-1, Appendix A and Appendix B)	BBC's estimates. Cost ranges from £4,200,000 - £5,250,000. The top range estimate has been used for contingency. Costs include measurements such as new access, access improvements, resurfacing existing car park, bike cycle parking hubs, lighting, utilities diversion and drainage allowance at the mentioned three sites.	£0		£5,250,000	£0	£5,250,000	CIL	BBC / ECC					Item T2 from previous versions is now amalgamated in item T3. There are opportunities to create a link to Sawyers Hall Lane via bridge; this is subject to further work and review. The cost and deliverables do not include new bus services.	
T4	New E-charging Infrastructure	Upgrade existing public carparks to introduce electrical parking points on 10% of parking space by 2025 to encourage use of such vehicles; plan and deliver other IT infrastructure redundancy to allow future implementation of emerging SMART systems. Important to facilitate sustainable north/south movements from South Brentwood to Central Brentwood.	3	£250,000	Transport Assessment, 2021 (Chapter 3/ Section 3.2/ Table 3-1)	Cost based on BBC's estimates including • installation cost of a commercial EV charging station is between £1,000-£1,500 each. • Number of public car parking facilities administered by the Council is 1,702.	£0		£250,000	£0	£250,000	CIL	BBC / ECC					This cost is addition to Policy BE15 requirements which set out all new residential and commercial developments should include e-charging spaces for car clubs using e-vehicles and charging hubs for e-bikes.	
T5	Central Brentwood Restricted Freight Zone	Ban all large freight vehicle from stopping deliveries within the Central Brentwood zone and A128 corridor during AM/PM peaks. New developments sites won't compete with Central Brentwood as the retail centre. The larger population could lead to more large vehicles stopping for extended periods to service new developments and a busier High Street. Headline cost only.	3	£20,000	Transport Assessment, 2021 (Chapter 3/ Section 3.2/ Table 3-1)	BBC's estimates. Costs include, but not limited to: • Traffic Regulation Order: £4,000 • Deliver new signage where possible on existing posts to define the zone.	£0		£20,000	£0	£20,000	CIL	BBC / ECC						
T6	Legible Brentwood	Introduce a pedestrian wayfinding system like Legible London, e.g. installation of totems, fingers post and integrating wayfinding maps at existing bus stops and street furnitures, to encourage and facilitate walking. Potential locations for Legible Brentwood installations are detailed in the Transport Assessment (2021) Appendix A.	3	£110,000	Transport Assessment, 2021 (Chapter 3/ Section 3.2/ Table 3-1)	BBC's estimates. Installation of totems costs appr £5,000 each. Installation of fingers posts costs appr £500 each.	£0		£110,000	£0	£110,000	CIL	BBC / ECC						
T7	Brentwood Town Centre Public Realm Enhancement	Prioritise public realm improvements within Brentwood Town Centre linked to site development opportunities, as set out in the Design Plan. Public realm enhancement include but not limit to actions such as: - Pavement improvements - Pedestrian and vehicle accessibility improvements - Landscaping and street lighting	2	£8,000,000	Brentwood Town Centre Design Plan and Feasibility Studies, 2017	BBC's estimated cost. Based on the level of design information provided from the Design Plan; it is based on capital construction costs only ie. landscape and ecology, traffic sign and road marking, kerbs, footway and paved areas; it excludes factors such as Land/Property purchase, diversion of service, inflation, etc.	£0		£8,000,000	£8,000,000	£0	S.106	Developers / BBC				R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R17, R19		

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T8	Brentwood and Shenfield Railway Station Public Realm Improvement	Improvements or re-design of public realm at Brentwood and Shenfield station. Very high level cost estimates.	2	£11,000,000	Brentwood Town Centre Design Plan and Feasibility Studies, 2017 and Brentwood Cycling Action Plan, 2018	ECC's high level estimates.	£0		£11,000,000	£11,000,000	£0	S.106	Rail Operators / Crossrail / BBC / ECC					R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R17, R19	Part of measures to facilitate behavioural changes towards non-vehicular travels.
T10	Quietway Cycle Routes in Brentwood Urban Area	Quiet Routes for cyclists will be identified running from the Transit Hubs. Where possible segregated routes will be created, or alternatively, contra-flow cycle lanes will be delivered on new one-way residential roads. Central Brentwood has a network of interconnected lanes which could also be restricted to pedestrian and cyclist use. Any deliveries to shops in these lanes to be undertaken outside of school peak hour.	2	£5,000,000	Transport Assessment, 2021 (Chapter 3/ Section 3.2/ Table 3-1)	BBC's estimates. Cost ranges from £3,250,000 - £5,000,000. The top range estimate has been used. Estimated cost include: - New cyclistroute/pavement for 2.5ckm £0.75M - 1M; - Diversions of services/protection £0.5M-1M; - Improvements in other roads along the cyclistroute £1.5M-2M; - Traffic management £0.5M- 1M.	£0		£5,000,000	£5,000,000	£0	S.106	ECC					R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R17, R19	
T12	Railway Station Cycle Infrastructure (Central Growth corridor)	Introduce high quality cycle parking and supporting facilities at Brentwood, Shenfield and Ingatestone railway stations which currently suffer from poor cycle infrastructure, and require upgrading.	2	£300,000	Brentwood Cycling Action Plan, 2018	ECC's high level estimates.	£0		£300,000	£300,000	£0	S.106	Rail Operators / BBC / ECC					R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R17, R19, R21, R22, E08	
Borough-wide sustainable transport improvements																			
T9	Walking and Cycling Infrastructure at new developments (excluding DHGV)	Introduce new walking and cycling infrastructure within new developments, particularly strategic sites.	2	£0		No financial contribution is expected from LDP site allocations at this stage. Contribution in kind will be made as part of the individual sites Travel Plans for sustainable transport should this be deemed necessary to comply with policies.	£0		£0	£0	£0	Development allowance	ECC / BCC / Developers					All allocated sites other than DHGV	In line with LDP Policy BE13. Walking and Cycling Infrastructure requirements for DHGV is costed separately under item T21.
T11	Brentwood Cycling Grid	Improvements and potential new cycle routes across the Borough, as identified in the Cycle Action Plan, to create a connected cycle network over time to increase levels of cycling in Brentwood and to reduce congestion and promote healthy living.	3	£12,200,000	Brentwood Cycling Action Plan, 2018	Cost ranges from £5,700,000 - £12,200,000. The top range estimate has been used. Deliverables might include signed routes (with journey times and surface markings), networks of interconnected cycle routes on quiet residential streets, filtered permeability (e.g. convenient cut-throughs and contraflows) and, where appropriate, 2nd generation cycling infrastructure, such as Dutch, Danish, or light segregation.	£0		£12,200,000	£0	£12,200,000	CIL	ECC / BCC						Opportunity for some funding from Active Essex as part of commitment for investment support from the transport secretary following the governments' announcement outlining plans for corona virus exit strategy. More details to be confirmed.
T13	Borough-wide Bus Service and Infrastructure Improvements	Borough-wide bus service improvements and/or demand responsive transport (DRT). Bus infrastructure provision serving site allocations in the Southern Growth Corridor are detailed under item T18.	3	TBC		A feasibility study is required to identify where infrastructure is needed. No cost is available at this stage.	£0		TBC	£0	TBC	CIL	Bus Operators / ECC						Note: this is a borough-wide service improvements; bus service improvements required from individual sites will be identified via transport plans at the planning application stage and are not included here.

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T14	Multiple Community Transport Initiatives	Create and/or promote a multiple service App making access to smart car hire/ car clubs / community buses/ booking bikes (including e-bikes) etc. easier. Partner with software organisation that creates community-based apps. Pays for itself through advertising.	3	£70,000	Transport Assessment, 2021 (Chapter 3/ Section 3.2/ Table 3-1)	Cost based on BBC's estimate. On average a medium complexity app costs around £4,000 - £70,000. More complex app usually goes beyond £70,000. By comparison, the cost of an app such as Uber is between £30,000-£35,000 at £70 hourly rate on one platform (iOS or Android).	£0		£70,000	£0	£70,000	CIL	BBC / Partners						
Southern Growth Corridor																			
T15	West Horndon Station Interchange	West Horndon New Transport Interchange: Create through phases a new multi-modal interchange at West Horndon Station. This interchange will serve the DHGV, Childerditch, West Horndon and Enterprise Development sites, plus any future Northern Thurrock developments.	1	£16,750,000	Brentwood South Growth Corridor Sustainable Transport Integration Vision, 2020 Transport Assessment, 2021 (Chapter 3/ Section 3.2/ West Horndon Public Transport Interchange and Appendix C)	Cost ranges from £15,750,000 - £16,750,000. The top range estimate has been used. • £14.75M (excluding any major highways structures and major utility diversions) • Traffic Management and landscaping is excluded (allow for £1-2M)	£0		£16,750,000	£16,750,000	£0	S.106	Developers / BBC / Rail Operators / ECC					R01, R02, E10, E11, E12	
T16	Improved Access to West Horndon	Remodel Station Road to improve bus movement and accommodate safer cycling and pedestrian movements.	1	£3,500,000	Brentwood South Growth Corridor Sustainable Transport Integration Vision, 2020 Transport Assessment, 2021 (Chapter 3/ Section 3.2/ West Horndon Public Transport Interchange and Appendix C)	Cost ranges from £3,000,000 - £3,500,000. The top range estimate has been used. • £2.5M (excluding any major utility diversions) • Traffic Management and landscaping is excluded (allow for £0.5-1M)	£0		£3,500,000	£3,500,000	£0	S.106	Developers / BBC / ECC					R01, R02, E10, E11, E12	
T17	A127 Corridor Strategic Improvement	Highways measures to address cross-boundary impacts as they arise and to enhance the sustainable transport capacity of the A127 corridor which supports Brentwood Borough as well the wider region. This is part of a longer-term vision for the South Essex region and to be informed by engagement with the ASELA Central Corridor Group and the A127 Economic Task Force.	3	£0	Brentwood South Growth Corridor Sustainable Transport Integration Vision, 2020 Emerging South Essex Joint Strategic Plan	No contribution is expected from LDP site allocations at this stage. Brentwood South Growth Corridor Sustainable Transport Integration Vision identifies options for Brentwood Borough; however this is subject to on-going wider engagement with the ASELA and A127 Economic Task Force to understand the wider regional and cross-boundary context. See Notes for detailed explanation.	£0		£0	£0	£0	S.106 / S.278 / CIL / Other	ASELA / A127 Economic Task Force / ECC						The A127 Corridor has a strategic role in enabling growth in Brentwood Borough as well as the wider South Essex region. As such, the section of this corridor that is located in Brentwood should be understood in the wider context, and further evidence is needed to understand the cumulative cross-boundary impacts, the range and costs of required measures, and available financial commitments. The longer-term role of the A127 is being discussed through the A127 Economic Task Force. Evidence is being undertaken as part of the JSP preparation; as this work is not yet available, no contribution is expected from LDP site allocations. Should further evidence becomes available, the IDP will update to reflect the latest position. Brentwood's vision and perspective (and costs options) for this corridor are set out in the BSGC Sustainable Transport Integration Vision document as a point of reference.

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T18	A127 Bus Infrastructure	New bus infrastructure provision serving sites on the South Brentwood Growth Corridor. Options include early adoption of Demand Responsive Transport (DRT) routes in the short/ medium terms, additional bus routes and other appropriate infrastructure to connect to West Horndon Transport Interchange.	1	TBC	Brentwood South Growth Corridor Sustainable Transport Integration Vision, 2020	No financial contribution is expected from LDP site allocations at this stage. BBC envisages that contribution in kind will be made via S.106 as part of the individual sites Travel Plans for sustainable transport. However, this will be kept under review and should requirements for additional bus services arise, this will be revisited and updated as necessary.	£0		TBC	£0	TBC	S.106	ECC / A127 Economic Task Force / Developers					R01, R02, E10, E11, E12	In line with overarching and site allocation policies regarding provision for public transport links. The Southern Growth Corridor Sustainable Transport vision (document C37) concludes that current commercial service levels are insufficient to support the proposed growth within the SBGC. Since many of the strategic sites will come forward through phases, it would take some time to get to the level of density for conventional bus services to work; therefore a viable alternative to implement an immediate Bus service within the SBGC is a Demand Responsive Travel Bus offer (DRT), example providers of this include Zeelo or Arriva Click. Under the DRT system, traditional bus infrastructure such as stops aren't required for service to operate. However, this will be kept under review, should requirements for conventional bus services arise this will be updated accordingly and considered together with item T13 above.
T19	A127/B186 Mitigation: B186 Warley Street Improvements and Additional Bridge over A127 & Highway Works north of A127 for BEP. (TA ref: Junction 20)	Revise the B186 / A127 to allow access between Codham Hall and BEP. Measures include additional bridge and new miniroundabout north of the new bridge. Cycle provision could be made via the overbridge. To be delivered with item T24 and T29 below. This is a part of Transport Assessment's Junction 20 mitigation scheme (see Section 5.4).	1	£16,000,000	Scheme is shown on Transport Assessment, 2021, Figure 5-6. This is a part of the TA Junction 20 mitigation scheme. (Chapter 5/ Section 5.4 / Junction 20) Cost estimation provided by BEP, but with and additional 50% contingency in consistency with TA's approach	Based on BEP's estimation below plus 50% contingency: • £4M Improvements to Warley Street - B186 (excluding any major highways structures and major utility diversions) • £3.5M New bridge; 40 m span; including earthworks and prelims • £67,500 Scarify and resurface road adjacent to new bridge • £280,000 New road linking new roundabout to Codham Hall access road • £400,000 New Roundabout north of new bridge ; 30m diameter • £875,000 Other associated Highway works east of new bridge • £112,000 Retaining wall • £1,321,725 Other fees • 50% Contingency	£0		£16,000,000	£16,000,000	£0	S.106 / S.278	ECC / BBC / Developers					E10, E11, E12, R01, R02	This excludes the A127/B186 interchange and link road (costed under T24).
Dunton Hills Garden Village																			
T20	DHGV - Widening Connectivity (A128 and Tilbury Road)	Provide additional connectivity to improve pedestrian connectivity to surrounding areas. Capital costs headline estimate only. (Highways physical mitigations are costed under item T25.)	1	£14,250,000	Draft DHGV Framework Masterplan	BBC's estimates. Cost includes: • £12.25M (excluding any major earthworks or highways structures) • Traffic Management and landscaping is excluded (allow for £2M)	£0		£14,250,000	£14,250,000	£0	S.106 / S.278	Developers / BBC / ECC					R01	
T21	DHGV - Walkways / Cycleways	Engrain a series of strategic walkways / cycleways across the scheme, linking to rights of ways and key ecology corridors.	2	£0	Draft DHGV Framework Masterplan		£0		£0	£0	£0	Development allowance	Developers / BBC / ECC					R01	In line with LDP Policy R01 and BE13.
T22	DHGV - Sustainable Transport Hub	Cycle Hub and Charging Points - Dunton Hills e-bike / cycle hub – integrated cycle hub with supporting facilities. Opportunity to engrain enhanced cycle facilities within the scheme to promote and support the uptake of e-cycles and conventional bikes / possible link to e-charging infrastructure.	2	£300,000	Draft DHGV Framework Masterplan	Developers' estimates.	£0		£300,000	£300,000	£0	S.106	Developers					R01	
T23	DHGV - Public Realm and Village Square	New pedestrian focused village centres / civic square at DHGV. Subject to detailed masterplanning there will be a need to provide high quality public realm or civic square associated with the garden village.	2	£0	Draft DHGV Framework Masterplan		£0		£0	£0	£0	Development allowance	Developers					R01	
Highways Measures																			

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T24	A127/ B186 Mitigation: Warley Interchange bridge and new link road connecting to M25 Junction 29. Cost excludes the new mini roundabout and additional bridge for BEP (shown in item T19). (TA ref: Junction 20)	Mitigation scheme to facilitate the additional traffic associated with Brentwood Enterprise Park, including Warley Interchange bridge and new link road connecting that bridge to M25 junction 29. Cycle provision could be made via the additional bridge. To be delivered with item T19 and T29. This is a part of Transport Assessment's Junction 20 mitigation scheme (see Section 5.4).	1	£14,550,000	Transport Assessment, 2021 (Chapter 5/ Section 5.4 / Junction 20)	Cost estimation provided in the TA 2021, para 5.4.1 include: • New Warley Interchange over A127 : £8M • New link road connecting that bridge to M25 junction 29 (BEP's estimates): £1.7M • 50% contingency	£0		£14,550,000	£14,550,000	£0	S.106 / S.278	Developers / ECC				E10, E11, E12, R01, R02	This excludes the additional bridge and mini roundabout (costed in T19).	
T25	A127/A128 Brentwood Road / Tilbury Road Mitigation (TA ref: Junction 13)	Further mitigation to Junction 13 to take account of the LTC impacts. The mitigation scheme has been developed with the aim to provide a nil detriment impact of the Local Plan flows considering the network with a fully implemented Lower Thames Crossing for 2033. The mitigation involves the addition of left filters on all approach arms to the roundabout. (Sustainability measures at this junction such as pavements for pedestrians, cycle lane provision, etc. are already included in T20).	1	£12,000,000	Transport Assessment, 2021 (Chapter 5/ Section 5.4 / Junction 13)	Cost includes: • £12M Cost estimation is provided in the TA (2021, para 5.4.35)	£0		£12,000,000	£12,000,000	£0	S.106 / S.278	Developers / ECC				R01	A MRN bid has been submitted for £10.2 million of which 15% needs to be provided by local contributions such as S106. MRN funding is not yet committed; until then, secured funding is shown as £0.	
T26	A128 Ingrave Road / The Avenue / A128 Brentwood Road / Running Waters - Double Mini Roundabout Mitigation (TA ref: Junction 15 and Junction 16)	Mitigation to convert the Running Waters/ Brentwood Road roundabout into a signalised junction. The two signalised junctions will be linked to improve traffic management through the two junctions.	3	£3,000,000	Transport Assessment, 2021 (Chapter 5/ Section 5.4 / Junction 15 and 16)	Cost estimation is provided in the TA (2021, para 5.4.48)	£0		£3,000,000	£3,000,000	£0	S.106 / S.278	Developers / ECC				R01, R02, R04, R05, R07, R13, R14, R15, R16, R17, R19		
T27	B1002 / A12 Off-slip / Roman Road - Staggered Priority Junctions (TA ref: Junction 24)	Widening of A12 Off-Slip Road, provision of traffic signals at A12 Off-Slip / Roman Road junction and a splitter island.	2	£450,000	Transport Assessment, 2021 (Chapter 5/ Section 5.4 / Junction 24)	Cost estimation is provided in the TA (2021, para 5.4.52)	£0		£450,000	£450,000	£0	S.106 / S.278	Developers / ECC				E08, R21, R22		
T28	M25 Junction 28 (TA ref: Junction 25)	Proposed mitigations in the TA to address residual impacts, as the modelling outputs with the Local Plan in place and with the HE committed scheme included, indicates that there are still issues on the Eastern side of the gyratory and in particular the A12 westbound off-slip and the Brook Street Arm.	1	£1,000,000	Transport Assessment, 2021 (Chapter 5/ Section 5.4/ Junction 25 M25 Junction 28)	Costs cover additional mitigation to Junction 28 including: Two lane entry into Brook Street and Signal optimisation. Cost estimation is provided in the TA (2021, para 5.4.14)	£0		£1,000,000	£1,000,000	£0	S.106 / S.278 / External Funding	HE / ECC / Developer				R01 - R26, E08, E10, E11, E12	In line with Policy BE11 Strategic Transport Network. M25 J28 is one of the key gateways into the Borough and the wider South Essex region and is intrinsically linked to the transport network and has significant impacts on travel time and attractiveness of all development across the Borough, therefore contribution is expected from all site allocations in the LDP.	

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														2018/19 – 2022/23	2023/24 – 2027/28	2028/29 – 2032/33	2033/34 – 2037/38		
T29	M25 Junction 29 (TA ref: Junction 20 and Junction 26)	Improvements to enhance capacity at M25 Junction 29 which are key gateways into the Borough. High-level cost estimates allowing a reasonable level of contingency and subject to further refinement, including the potential for external funding. To be delivered with item T19 and T24 above. The cost used here is a part of Transport Assessment's Junction 20 mitigation scheme (see Section 5.4) which is proposed under the LTC scenario. The cost shown in Junction 26 of the Transport Assessment (£20M) is for non-LTC scenario and is not used here.	1	£25,500,000	Transport Assessment, 2021 (Chapter 5/ Section 5.4 / Junction 20 and Chapter 5/ Section 5.4/ Junction 26 M25 Junction 29)	Cost includes: - Improved road inside gyratory: £5M - M25 southbound left turn filter: £12M (with 50% contingency) Cost estimation is provided in the TA (2021, para 5.4.1) Note: The costs for other elements of TA Junction 20 are included in T19 and T24.	£0		£25,500,000	£25,500,000	£0	S.106 / S.278 / External Funding	HE(LTC) / ECC / ASELA / A127 Economic Task Force / Developer					R01 - R26, E08, E10, E11, E12	In line with Policy BE11 Strategic Transport Network. Strategic junctions (M25 J28 and J29) are key gateways into the Borough and the wider South Essex region. They are intrinsically linked together and have significant impacts on travel time and attractiveness of all development across the Borough therefore contribution is expected from all site allocations in the LDP. It should be noted that a proportion of this is to be funded externally (i.e. Lower Thames Crossing proposals, Highways England and/or DfT recognising wider growth and necessary investment). Level of potential external funding is subject to ongoing discussion and to be confirmed. As this information is not yet available, a worst-case scenario where funding is not available is assumed and calculated in this version to demonstrate that category 1 and 2 projects can and will be delivered to support and facilitate planned growth.
T30	Signalised Junctions Improvements	Implementing Microprocessor Optimised Vehicle Actuation (MOVA) to improve performance of four junctions that are identified as close to or only just above a reasonable level of capacity. The cost of implementing MOVA would be around £170,000 per junction. • (TA ref: Junction 1) A1023 Chelmsford Road/ A129 Hutton Road/ A1023 Shenfield Road • (TA ref: Junction 10) A1023 High Street/ B185 Kings Road/ A1023 London Road/Weald Road • (TA ref: Junction 18) B186 Warley Hill/Eagle Way/ B186 Warley Road/ Mascalls Lane • (TA ref: Junction 17) A1023 Brook Street/ Mascalls Lane	2	£680,000	Transport Assessment, 2021 (Chapter 5/ Section 5.7)	Cost estimation is provided in the TA (2021, para 5.7.3)	£0		£680,000	£680,000	£0	S.106 / S.278	Developers / ECC					See breakdown below: • R03 • R10, R11, R12, R13, R14 • R04, R05, R08, R09 • R06	
TOTAL – Transport & Movement				£150,860,000			£0		£150,860,000	£132,280,000	£18,580,000								
IDP CHAPTER 4 - ENERGY																			
Electricity Infrastructure																			
EN1	Dunton Hills Substation	Further technical analysis required. No costs detailed at this stage.	2	£0			£0		0	£0	£0	Development allowance	UKPN / Developer					R01	
EN2	Dunton Hills Pylons	Assessment and potential removal of pylon infrastructure.	2	£0			£0		£0	£0	£0	Development allowance	UKPN / Developer					R01	
TOTAL - Energy				£0			£0		£0	£0	£0								
IDP CHAPTER 5 - WATER AND DRAINAGE																			
WD2	SuDS & Drainage - DHGV	Water management strategy, integrating hydrology modelling, site remodelling and SuDS and flood risk management. Headline costs only.	2	£0			£0		£0	£0	£0	Development allowance	Developers					R01	
WD3	SuDS & Drainage - Land North of Shenfield	Water management strategy, integrating hydrology modelling, site remodelling and SuDS and flood risk management. Costs may be subject to significant variation.	2	£0			£0		£0	£0	£0	Development allowance	Developers					R03	

Ref	Infrastructure Requirements	Detail	Priority	Indicative Costs	Reference	Cost explained	Secured Funding	Funding explained	Current Funding Gap	Estimated Financial Contributions to be Secured by S.106 from LDP Sites	Remaining Funding Gap	Main Funding Sources	Delivery Partners*	Delivery Timeframe				Relevant LDP Sites	Notes
														2018/19 – 2022/23	2023/24 – 2027/28	2028/29 – 2032/33	2033/34 – 2037/38		
WD4	SuDS & Drainage - Brentwood Town	Comprehensive Water Management Drainage Strategy with Works. Ensure that sustainable drainage systems and appropriate levels of Green Infrastructure are integrated within identified large-scale brownfield regeneration sites. Significant assets run beneath the site. Brentwood Station - protection of these assets are sought, it may require several wayleaves / easements. Drainage hierarchy to be followed in addressing surface water. Costs may be subject to significant variation.	2	£800,000	ECC / EA		£800,000		£0	£0	£0	ECC / EA	ECC / EA						Scheme will be led and delivered by EA and ECC.
WD5	SuDS & Drainage - West Horndon	Flood storage project at West Horndon.	2	£500,000	ECC		£500,000		£0	£0	£0	ECC / EA	ECC / EA						
WD6	SuDS & Drainage - Warley Sites	Holistic drainage strategy to be prepared for sites R04 and R05. Drainage hierarchy to be followed in addressing surface water.	2	£0			£0		£0	£0	£0	Development allowance	Developers					R04, R05	
WD7	SuDS & Drainage - Major Urban Extensions	Ensure that onsite surface water management is of high quality and links through to opportunities to maximise green infrastructure and connections, including river corridors. Costs may be subject to significant variation.	2	£0			£0		£0	£0	£0	Development allowance	Developers					R06, R07, R16, R17, R19	
WD8	SuDS & Drainage - Brentwood Enterprise Park	Onsite SuDS & drainage works. Costs may be subject to significant variation.	2	£0			£0		£0	£0	£0	Development allowance	Developers					E11	
WD9	SuDS & Drainage - Ingatstone	Potential need for sewerage network upgrade evidenced by modelled flooding of Ingatstone High Street. Costs may be subject to significant variation.	2	Unknown	ECC	To be confirmed by ECC	£0		Unknown	£0	Unknown	S.106	Developers / ECC / EA					R21, R22, E08	The project is currently undergoing optimisation and final project costs are not available as of December 2020
TOTAL – Water and Drainage				£1,300,000			£1,300,000		£0	£0	£0								
IDP CHAPTER 6 - WASTE																			
W1	Community Composting Projects	Community Composting facilities / pilot – there is no major specialist facility in the Borough.	3	£100,000	BBC's estimate		£0		£100,000	£0	£100,000	CIL	BBC						
W2	Existing Household Waste Facilities Capacity Extension or New Provision	Cost to extend existing household waste facilities or potentially provide additional recycling facilities.	3	Unknown	ECC	The implications of development on the delivery and operation of all sites is currently being considered by ECC to better understand what the future requirement. Unable to cost fully at this stage.	£0		Unknown	£0	Unknown	CIL	BBC / ECC						This will need to be considered as part of major housing and employment developments. Apportionment to relevant sites are subject to ongoing work and liaison with ECC.
TOTAL - Waste				£100,000			£0		£100,000	£0	£100,000								
IDP CHAPTER 7 - BROADBAND																			
BT4	Upgrade to mobile infrastructure	Investigate options to improve broadband and mobile phone coverage within the Borough.	3	Unknown		Unable to costs at this stage.	£0		Unknown	£0	Unknown	CIL	Network suppliers / Superfast Essex						
TOTAL - Broadband				£0			£0		£0	£0	£0								
IDP CHAPTER 8 - EDUCATION																			
Primary																			
ED1	Primary School with colocated EYCC- Land North of Shenfield	New 2fe primary school co-located with early years and childcare provision on required 2.1ha of land.	2	£9,654,646	ECC	£8,045,538 (plus 20%), including cost of 56 place EYCC (see item ED6).	£0		£9,654,646	£9,654,646	£0	S.106	Developer / ECC / Shenfield Highschool / DfE					R03 to R19	To be considered with EYCC (see item ED6).
ED2	Primary School - Brizes and Doddinghurst Planning Group	0.5fe additional capacity within this planning group	2	£1,600,000	ECC		£0		£1,600,000	£472,183	£1,127,817	S.106	ECC / DfE					R23, R24, R25, R26	

Ref	Infrastructure Requirements	Detail	Priority	Indicative Costs	Reference	Cost explained	Secured Funding	Funding explained	Current Funding Gap	Estimated Financial Contributions to be Secured by S.106 from LDP Sites	Remaining Funding Gap	Main Funding Sources	Delivery Partners*	Delivery Timeframe				Relevant LDP Sites	Notes
														2018/19 - 2022/23	2023/24 - 2027/28	2028/29 - 2032/33	2033/34 - 2037/38		
ED3	Primary School - Ingatestone / Mountnessing Planning Group	0.5fe expansion of Mountnessing Primary School	2	£1,725,000	ECC		£1,725,000	ECC	£0	£0	£0	S.106	ECC / DfE						
ED4	Primary Schools with colocated EYCC- DHGV	New 3 x 2fe primary schools within Dunton Hills Garden Village with early years and childcare provision (one co-located with secondary school)	2	£28,963,937	ECC	Each school costs approx £8,045,538 (plus 20%), including co-located EYCC.	£0		£28,963,937	£20,996,094	£7,967,843	S.106	ECC / DfE				R01, R02		
Secondary																			
ED5	Secondary School - DHGV	New 6fe secondary school and 6 th form provision.	2	£25,303,118	ECC	£21,085,932 plus approx 20% for 6th form provision.	£0		£25,303,118	£13,937,600	£11,365,518	S.106	ECC / DfE				R01		
Early Years and Child Care (EYCC)																			
ED6	EYCC - Land North of Shenfield	One 56 place early years and childcare facility co-located with new primary school (cost included above in item ED1)	2	£0	ECC	Cost included in ED1	£0		£0	£0	£0	S.106	ECC / Private Provider				R03		
ED7	EYCC - Brentwood Enterprise Park	Two stand-alone 56 place early years and childcare facilities	2	£2,615,760	ECC	£1,307,880 x 2	£0		£2,615,760	£1,463,448	£1,152,312	S.106	ECC / Private Provider				E11		
ED8	EYCC - DHGV	One stand-alone 56 place early years and childcare facility (in addition to the three co-located facilities with new primary schools discussed in ED4)	2	£1,307,880	ECC	£1,307,880 x 1 The cost for the other co-located EYCC is included in ED4	£0		£1,307,880	£1,307,880	£0	S.106	ECC / Private Provider				R01, R02		
ED9	EYCC - Other Provision	New 30 place facility required to accommodate net places generated by development from demand in Ingatestone/Mountnessing area. But given no appropriate scale size of site is allocated, it is expected contributions will be collected towards expansion other settings.	2	Unknown	ECC		£0		Unknown	TBC	£0	S.106	ECC / Private Provider				R21, R22		
SEN																			
ED10	The Endeavour School Expansion	Expansion of the Endeavour special educational needs school to accommodate a sixth form function. Costs not known at this stage.	2	Unknown			£0		Unknown	TBC	£0	S.106	Developers / School				R19		
Travel to School																			
ED11	Travel to School - DHGV & West Horndon	Costs for transporting pupils to schools until new infrastructure is completed. Dunton Hills early scheme costs for primary pupils. Dunton Hills and West Horndon scheme costs for early to mid scheme for secondary pupils.	2	£22,806,460	ECC	• Costs for Primary= £11.40 x 190 days p.a. x 7 years x pupil product • Costs for Secondary = £5.30 x 190 days p.a. x 5 years x pupil product • Pupil products calculated based on indicative dwelling number of site allocation	£0		£22,806,460	£22,806,460	£0	S.106	Developers / Private Provider				R01, R02		
TOTAL - Education				£93,976,801			£1,725,000		£92,251,801	£70,638,311	£21,613,490								
IDP CHAPTER 9 - SOCIAL & COMMUNITY																			
SC1	Dunton Hills Stewardship Fund / Community Chest	Stewardship fund / community chest - may include monies for physical maintenance and improvement of the public realm, organising community activities / activities, events and community development / pilot projects.	2	£0			£0		£0	£0	£0	Service Charge	BBC / Land Management Company / Developers						
SC2	Dunton Hills Community Building / Hub	Multipurpose building with touchdown space for emergency and other public services	2	£0			£0		£0	£0	£0	Development allowance	Developer				R01	To be considered with item ES1.	
SC3	Borough Wide Youth Facilities	Informal youth facilities and youth support services. Difficult to forecast costs at this stage.	3	Unknown	ECC		£0		Unknown	£0	Unknown	CIL	BBC / ECC						

Ref	Infrastructure Requirements	Detail	Priority	Indicative Costs	Reference	Cost explained	Secured Funding	Funding explained	Current Funding Gap	Estimated Financial Contributions to be Secured by S.106 from LDP Sites	Remaining Funding Gap	Main Funding Sources	Delivery Partners*	Delivery Timeframe				Relevant LDP Sites	Notes
														2018/19 - 2022/23	2023/24 - 2027/28	2028/29 - 2032/33	2033/34 - 2037/38		
SC4	Borough Wide Community Hall Enhancements	Dilapidation works for Community Hall sites in the borough in order to receive full revenue potential, as identified in the Leisure Strategy 2018-28.	2	£650,000	BBC	• Leisure Strategy 2018-28 Action Plan	£650,000	BBC Capital Programme (See Committee Report, Feb 2019).	£0	£0	£0	BBC Capital Programme	BBC						Funded by BBC Capital Programme, work due to finish by 2020.
TOTAL – Social & Community				£650,000			£650,000		£0	£0	£0								
IDP CHAPTER 10 - HEALTH																			
HC1	Dunton Hills Healthcare Hub	Initial calculations show that the fully completed development will require a health facility of circa 658.29 sqm, expandable to 1,000 sqm for GP services. NHS England is willing in principle to discuss co-location with other public services and potential temporary use of other public sector buildings (and vice versa). Any co-location would require the normal building and operational standards for NHS buildings to be met.	2	£2,700,000	NHS (CCG & STP)	£2,700 per sqm x 1,000sqm	£0		£2,700,000	£2,700,000	£0	S.106	Public Sector / NHS Estates / Developers					R01	
HC2	Borough Wide Primary Care Capacity Improvements	Contribution towards increasing capacity for local Primary care facilities, by means of extension or possible relocation.	2	£2,940,000	NHS (CCG & STP)	• Costs = £2,300 x sqm required. • Sqm required = 120sqm for every 1,750 patients • Patients = 2.4 x homes number(7,752)	£27,980		£2,912,020	£2,912,020	£0	S.106	NHS Estates / others					R01-R26	
HC3	Basildon Hospital Expansion	Due to the increase in population Basildon hospital will need to expand their specialist services across the acute footprint to accommodate this predicted growth.	2	£15,500,000	NHS (CCG & STP)	NHS representation to the 2018 site consultation	£0		£15,500,000	£15,500,000	£0	S.106	NHS Estates / others					R01, R02	
TOTAL - Health				£21,140,000			£27,980		£21,112,020	£21,112,020	£0								
IDP CHAPTER 11 - SPORT																			
SP1	Mini Soccer Facilities - Southern Growth Corridor.	Mini soccer facilities. Costs are based on existing rates of demand for the Borough and therefore could be subject to change.	3	£90,000	Play Pitch Strategy 2018 - 2033	Play Pitch Strategy 2018 - 2033 (Figure 10.2)	£0		£90,000	£90,000	£0	S.106	Various					R01, R02	
SP2	Football Facilities - Southern Growth Corridor.	Football facilities. Costs are based on existing rates of demand for the Borough and therefore could be subject to change.	3	£600,000	Play Pitch Strategy 2018 - 2034	Play Pitch Strategy 2018 - 2033 (Figure 10.2)	£0		£600,000	£600,000	£0	S.106	Various					R01, R02	
SP3	Cricket Facilities - Southern Growth Corridor.	Cricket facilities. Costs are based on existing rates of demand for the Borough and therefore could be subject to change.	3	£460,000	Play Pitch Strategy 2018 - 2033	Play Pitch Strategy 2018 - 2033 (Figure 10.2)	£0		£460,000	£460,000	£0	S.106	Various					R01, R02	
SP4	Hockey Facilities - Southern Growth Corridor.	Hockey facilities. Costs are based on existing rates of demand for the Borough and therefore could be subject to change.	3	£110,000	Play Pitch Strategy 2018 - 2034	Play Pitch Strategy 2018 - 2033 (Figure 10.2)	£0		£110,000	£110,000	£0	S.106	Various					R01, R02	
SP5	Rugby Facilities - Southern Growth Corridor.	Rugby facilities. Costs are based on existing rates of demand for the Borough and therefore could be subject to change.	3	£140,000	Play Pitch Strategy 2018 - 2035	Play Pitch Strategy 2018 - 2033 (Figure 10.2)	£0		£140,000	£140,000	£0	S.106	Various					R01, R02	
SP6	King Georges Strategic Investments	Proposals to create a 'Park Hub' that includes sports provision, family provision, café/retail provision and conferencing/event provision to maximise community usage. Further details in the Leisure Strategy 2018-28.	2	£8,000,000	BBC's estimate. To be confirmed by upcoming feasibility study.	• Play Pitch Strategy 2018 - 2035 • Built Facilities Strategy Full Analysis • Leisure Strategy 2018-28 Action Plan	£7,173,000	BBC Capital Programme (See Committee Report, Feb 2019).	£827,000	£0	£827,000	CIL / BBC Capital Programme	Various						

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														2018/19 – 2022/23	2023/24 – 2027/28	2028/29 – 2032/33	2033/34 – 2037/38		
SP7	Brentwood Centre Strategic Investments	Proposals to create a football hub, with 3G grass pitch and amenities alongside grass pitches at Brentwood Centre. Further details in the Leisure Strategy 2018-28. Very high-level cost based on limited information available at this stage Costs subject to upcoming feasibility study.	3	£25,000,000	BBC's estimate. To be confirmed by upcoming feasibility study.	• Play Pitch Strategy 2018 - 2035 • Built Facilities Strategy Full Analysis • Leisure Strategy 2018-28 Action Plan	£1,500,000	BBC Capital Programme (See Committee Report, Feb 2019).	£23,500,000	£0	£23,500,000	BBC Capital Programme / Football Foundation / External Funding / CIL	Various						The Council's budget for this project is £1.5M. Expecting part of this project to be funded by the Football Foundation (this is to be confirmed). Other funding options are being discussed with external stakeholder, Sport England, CCG.
SP8	Play Area Investment	Delivering the Play Strategy phased over 5 years, to meet the need for additional play areas as a result of housing growth in the Borough.	2	£2,200,000	• Committee Report, December 2018 • Play Area Strategy 2019 - 2024	Committee Report, December 2018	£1,675,000	BBC Capital Programme (See Committee Report, Feb 2019).	£525,000	£0	£525,000	CIL / BBC Capital Programme	Various						Some recent improvements have been met by developer contribution.
SP9	Hartwood Golf Course	Enhancements to the Borough Council's Hartwood Golf Course to mitigate the impacts from the loss of entry level golf at Dunton Hills Garden Village.	3	£390,524	Golf Feasibility Assessment		£0		£390,524	£390,524	£0	S106	England Golf / Developers				R01	In line with Policy R01 regarding measures to mitigate the loss of entry level golf at Dunton Hills Garden Village.	
TOTAL - Sport				£36,990,524			£10,348,000		£26,642,524	£1,790,524	£24,852,000								
IDP CHAPTER 12 - HERITAGE																			
HE1	Historic Sites Interpretation	Heritage interpretation and sign-posting, linked to wider projects on improving the public realm and legibility within the Brentwood Urban area	3	£250,000	BBC's estimate		£0		£250,000	£0	£250,000	CIL	BBC / Historic England						
HE2	Heritage Assets Funding	Funding for the protection and redevelopment of heritage assets – particularly with wider community use options to support a growing population	3	£500,000	BBC's estimate		£0		£500,000	£0	£500,000	CIL	BBC / Historic England						
TOTAL - Heritage				£750,000			£0		£750,000	£0	£750,000								
IDP CHAPTER 13 - EMERGENCY SERVICES																			
ES1	Flexible Space Resource - DHGV	New community facilities to provide capacity for drop-in or flexible operational police space.	3	£0			£0		£0	£0	£0	Development allowance	Essex Police / BBC				R01		
TOTAL - Emergency Services				£0			£0		£0	£0	£0								
IDP CHAPTER 14 - GREEN INFRASTRUCTURE																			
G1	Park and Gardens Enhancement and Development	Mixture of works and new facilities at the Borough's large and medium sized parks and gardens, e.g. Warley Country Park, Hutton and St Faith Country Park.	3	£1,150,000	BBC's estimate		£126,700	S106	£1,023,300	£0	£1,023,300	CIL	BBC / EWT						
G2	Ecological Asset Protection and Enhancement	Programme of works including maintenance of local wildlife sites and other assets	3	£1,000,000	BBC's estimate		£0		£1,000,000	£0	£1,000,000	CIL	BBC / EWT						
G3	Green and Blue Corridor Enhancements	Road, rail and river corridor enhancement programmes with partners	3	£1,000,000	BBC's estimate		£0		£1,000,000	£0	£1,000,000	CIL	EWT / NR / Others						
G4	Outdoor Sports (see above)																		
G5	Amenity Greenspace	Enhancements to local neighbourhood level green spaces	3	£750,000	BBC's estimate		£75,437	S106	£674,563	£0	£674,563	CIL	BBC / EWT / Others						
G6	Allotment Maintenance support	Revenue budget to support allotment upkeep	3	£1,000,000	BBC's estimate		£0		£1,000,000	£0	£1,000,000	CIL	BBC / Others						
G7	Cemeteries and Graveyards Environmental Enhancement	Enhancements to facilities and features	3	£500,000	BBC's estimate		£0		£500,000	£0	£500,000	CIL	BBC / EWT / Others						
TOTAL - Green Infrastructure				£5,400,000			£202,137		£5,197,863	£0	£5,197,863								
TOTAL				£ 311,167,325			£ 14,253,117		£ 296,914,208	£ 225,820,855	£ 71,093,353								

NOTE

Priority Ranking

1
2
3

Criteria

critical to the delivery of the Local Plan, the provision of which must be in place timely to support development. These mostly include strategic transport items in the Borough
essential or necessary to mitigate the impacts arising from development or to support wider strategic or site-specific objectives which are set out in planning policy or are subject to a statutory duty. It enables development to come
important infrastructure that is required for sustainable growth, timing and phasing is not critical over the plan period, e.g. green infrastructure.

Delivery Partner

Delivery partners are relevant stakeholders and service providers to co-ordinate and manage infrastructure projects. There is no assumed funding from our partners unless clearly stated in the Main Funding Sources column.