

Calderdale Infrastructure Delivery Plan: 2020

1. Introduction

- 1.1 In order to demonstrate that a Plan is capable of delivering strategic matters, the Planning Practice Guidance requires the Council to identify what infrastructure is required and how it can be funded and brought forward.
- 1.2 The previous version of the IDP was published in 2019 prior to the first stage of the Local Plan Examination. The 2019 document was itself an update of the 2018 version.
- 1.3 The Council has recently submitted its evidence for stage two of the Local Plan Examination. The process of preparing the stage two submissions has enabled the Council to develop a much more focussed understanding of the infrastructure required to facilitate the development identified in the Local Plan. The Council now has a much clearer understanding of the cost of that infrastructure, how it relates to the delivery of individual strategic sites, and how it should be funded.
- 1.4 The 2018 and 2019 IDPs were comparatively long documents that contained a lot of information about different infrastructure types. The Council has however decided that the 2020 document should be more streamlined and focussed on the infrastructure that is considered to be *essential* to the acceptable delivery of sustainable development.
- 1.5 The IDP focuses on education and transport infrastructure in greatest detail because these are pre-requisites to the delivery of the development identified in the Local Plan. In addition, these are also matters over which the Council exercises a considerable degree of control. The IDP provides a shorter narrative around other forms of infrastructure, including health and wellbeing; utilities; broadband and telecommunications; waste; flood resilience; and open space and green infrastructure. The table below summarises the key evidence base that underpins the IDP.

Document	Notes	Link
Estimated costs for the construction of schools (Summers Inman)	This document is appended to the Council's statement in response to the Local Plan Examination Matter 8	https://www.calderdale.gov.uk/v2/residents/environment-planning-and-building/planning/planning-policy/local-plan/examination-library#statements
Framework masterplans for Thornhills and Woodhouse Garden Suburbs	This document is appended to the Council's statement in response to the Local Plan Examination Matter 15	https://www.calderdale.gov.uk/v2/residents/environment-planning-and-building/planning/planning-policy/local-plan/examination-library#hs15
Technical Note 13: Assessment of Cumulative Impact - 2020	Traffic modelling has been carried out using both a do-minimum highway network, with fully committed schemes only, and a do-something network with schemes included that are progressing as part of the West Yorkshire Plus Transport Fund.	https://www.calderdale.gov.uk/v2/sites/default/files/CC62-Calderdale-LP-Transport-Evidence-Base-Assessment-of-Cumulative-Impact-2020.pdf
Thornhills Garden Suburb Modelling	Modelling has been undertaken in order to understand the possible implications of the construction	https://www.calderdale.gov.uk/v2/residents/environment-planning-and-building/planning/planning-policy/local-plan/examination-library#hs13

	of the proposed Thornhills Garden Suburb development site on the surrounding road network and the relationship the site has with the various proposals set out in the A641 Strategic Outline Case	
A641 Scheme Delivery Programme	This document is appended to the Council's statement in response to the Local Plan Examination Matter 8	https://www.calderdale.gov.uk/v2/residents/environment-planning-and-building/planning/planning-policy/local-plan/examination-library#statements
Statement of Common Ground between Council and Highways England	As requested by the Inspector at Stage 1 of the Examination	https://www.calderdale.gov.uk/v2/sites/default/files/SoCG-Calderdale-Council-and-Highways-England-SIGNED-June-2019.pdf
Local Plan: COVID-19 Travel Impacts	This document is appended to the Council's statement in response to the Local Plan Examination Matter 8	https://www.calderdale.gov.uk/v2/residents/environment-planning-and-building/planning/planning-policy/local-plan/examination-library#statements
Health and Wellbeing Infrastructure Supporting Paper - 2018	The paper was prepared in the light of cooperation between the Council and Clinical Commissioning Group, and provides a narrative to demonstrate how the Local Plan will positively impact on the health and wellbeing of the population of Calderdale.	https://www.calderdale.gov.uk/v2/sites/default/files/Health-and-Wellbeing-Infrastructure-Supporting-Paper.pdf
Woodhouse and Thornhill Garden Suburbs Viability Assessment – July 2020	This document is appended to the Council's statement in response to the Local Plan Examination Matter 8	https://www.calderdale.gov.uk/v2/residents/environment-planning-and-building/planning/planning-policy/local-plan/examination-library#hs8

2. Education

- 2.1 It has been established that in the Brighouse and Rastrick area, two number two forms of entry primary schools will be required. The first of which would need to open for the 2024 academic year and the second soon after during the same 2024/25 school academic year. One school would be located within each of the two proposed Garden Suburbs (Thornhills GS at Brighouse and Woodhouse GS at Rastrick). The optimum siting for the schools has been identified in the masterplans that have been prepared for each Garden Suburb (see links to evidence base above).
- 2.2 Initial work undertaken on behalf of the Council has concluded that the gross build costs would be between £8m and £9.8m per primary school. This is considered to provide a conservative starting point when compared against 'actual' tendered costs as evidenced by recently completed Calderdale primary schools (see evidence base above).
- 2.3 At the time of drafting the 2020 IDP, detailed feasibility work is being commissioned. This exercise will take the pre-feasibility primary school designs forward to RIBA (Concept Design) Stage 2. At that stage the current pre-feasibility costs will be further refined on the basis of more detailed site investigations.
- 2.4 Again at the time of drafting, the Council has opened discussions with potential partners for the provision of the schools (i.e. existing 'Good' or 'Outstanding' OFSTED schools in the area). A number of potentially suitable parties have expressed an interest in working with the Council in this regard.

- 2.5 At secondary school level a total of 650 additional school places will be required in Southeast Calderdale. It is understood that there is already a basic need issue in Southeast Calderdale and as such delivery of additional places is a current priority for the Council. There are two potential routes to the delivery of these places:
- **Option 1** - delivery of a new Free School in Southeast Calderdale by Trinity Multi-Academy Trust (MAT). The aforementioned MAT has submitted an expression of interest to the DfE to build a new secondary school. Calderdale Council has expressed support for the bid, and the outcome is expected before the commencement of the stage 2 hearings. If this bid is successful it would be largely funded by the government. The Council has assisted the MAT by identifying a number of potential sites.
 - **Option 2** – expansion of Brighouse and Rastrick High Schools. This option is broadly in line with what was set out in the 2019 IDP. The recent Summers Inman study referred to above has helped to further inform the costs for these expansions. To reiterate, it has been established that the necessary space is available within the two existing High School sites and the schools themselves are prepared to work with the Council on the refinement of this option.
- 2.6 Given the uncertainty over option 1, work was undertaken on behalf of the Council to estimate the cost of option 2. In this respect the costs for Brighouse High School extension are estimated to be between £9.4m and £9.9m; and between £8.7m and £9.1m for Rastrick High School. Detailed feasibility work will not be commissioned for option 2 until the Council knows whether the option 1 bid has been successful.
- 2.7 The total education construction contribution for primary and secondary schools in the Brighouse Local Plan area is £40,727,164.50. This figure is considered to be very cautious, in terms of the pessimistic costs and the assumption that the Free School bid does not proceed. Adopting a worst case scenario does however provide greater reassurance around deliverability. The delivery of this funding is considered later in the IDP.
- 2.8 Elsewhere in Calderdale, the need over the life of the Local Plan will be for smaller scale expansions of existing school sites. These places would be funded through Basic Need Funding and potentially also Section 106 contributions and/or Community Infrastructure Levy. Compared to where a need for new schools has been identified, it is more difficult to be precise about the form that such expansions will take on account of the range of different options that exist. However, looking at areas of Calderdale where higher levels of growth have been identified, the following should be noted:
- **Greetland – Greetland Academy** has extensive space around the existing buildings, and there is scope to also utilise space on the adjacent draft housing allocation (LP0177); the existing school buildings are single storey and have the potential to be extended upwards or outwards.
 - **Shelf – Shelf J & I School** has extensive space to the rear of the existing buildings that could be utilised for extension or redevelopment. There is also potential to alter, extend or even the replace the existing school building.
 - **Elland – Old Earth Primary School** are collaborating with the owner of the adjacent draft allocation (LP0978) to bring forward extended facilities – see Examination Library SS14.

3. Transport infrastructure

- 3.1 In terms of transport, the key facilitator that is required to support the spatial emphasis on Southeast Calderdale is the A641 Corridor Investment Programme (CIP) scheme. The Strategic Outline Business Case (SOC) for the CIP was approved by the West Yorkshire Combined Authority (CA) on 25th June 2020. The West Yorkshire Combined Authority is the primary funder for the A641 scheme which has an agreed budget of £75.5 million. At the time of writing the Outline Business Case (OBC) is being procured by the Council.
- 3.2 The OBC commission starts at the beginning of October 2020. A schedule showing the timeframes for the OBC and future stages in the implementation of the A641 scheme is attached at **figure 1**.
- 3.3 A number of different multi-modal transport options were identified at the earlier A641 prefeasibility stage and recent SOC stage, with various combinations of interventions and associated costs. The Council has focused on the emerging preferred option identified as 'Core Plus'. The full A641 Core Plus programme is shown on the map at **figure 2**.

Figure 1 - Timeframes for the implementation of the A641 CIP scheme

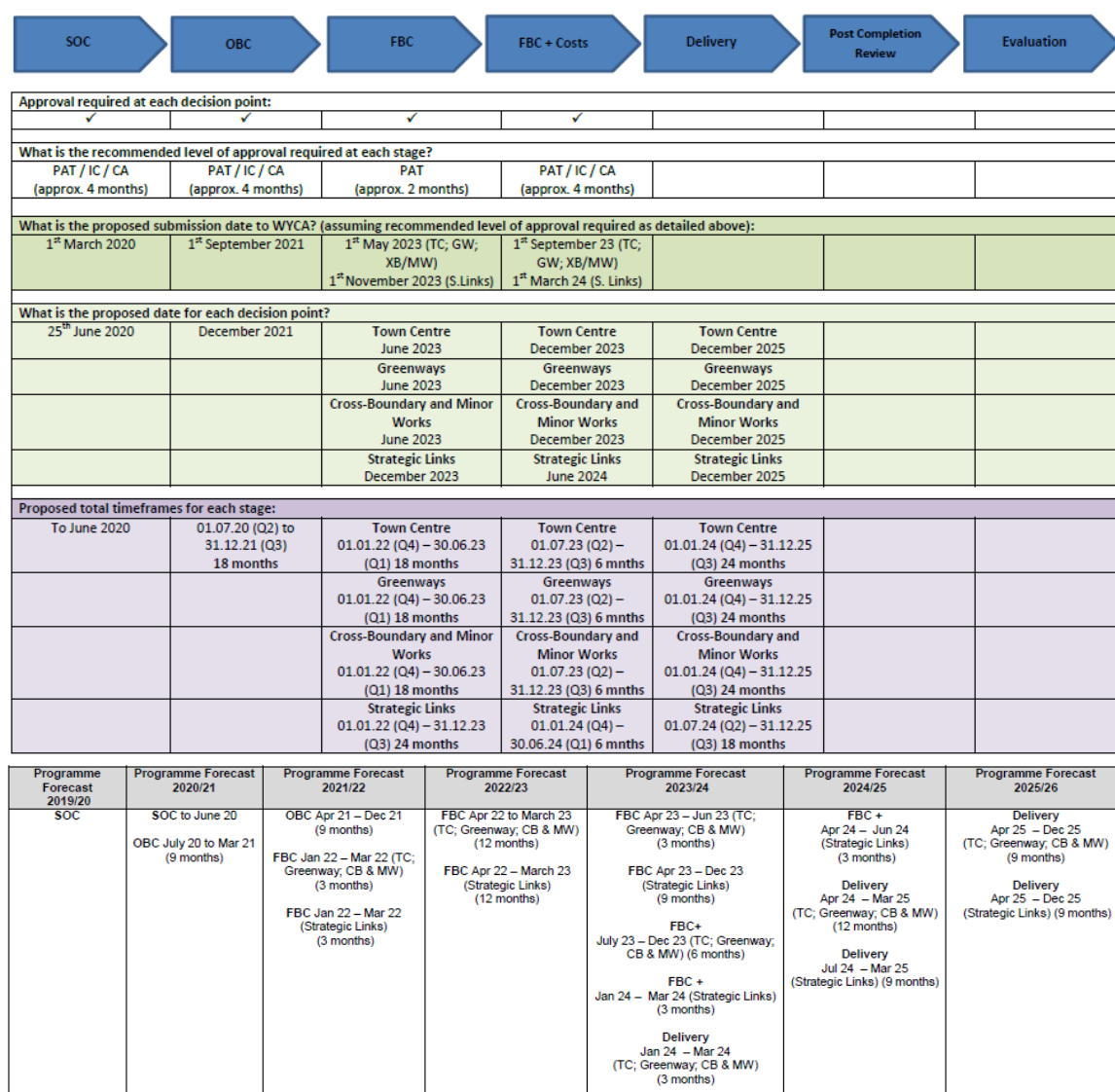
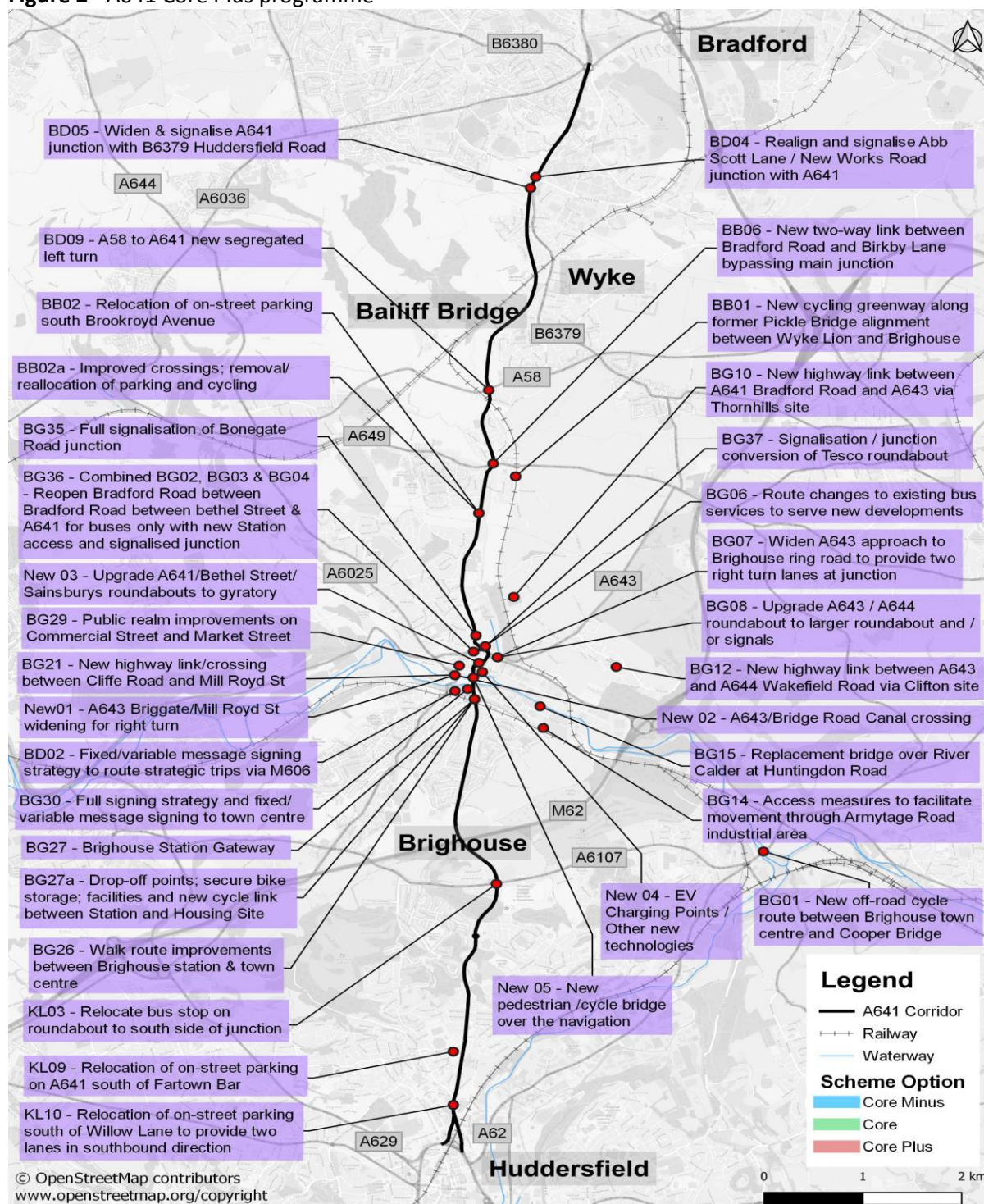


Figure 2 - A641 Core Plus programme



3.4 Nine specific transport interventions have been identified that are needed to deliver the two Garden Suburbs. These are summarised below alongside information about the estimated cost and developer contribution for each intervention.

3.5 The proposed interventions have been split into three categories. The first two categories identify those A641 interventions directly related to the delivery of either the Woodhouse

Garden Suburb or the Thornhills Garden Suburb. The third category identifies the A641 interventions within Brighouse Town Centre which could benefit both of the Garden Suburbs.

- 3.6 The precise nature and proportion of benefits will be subject to further transport modelling at Outline Business Case stage but for the purposes of the IDP exercise we have assumed an equitable and proportionate 60:40 contribution split across both Garden Suburbs (given that the Thornhills GS will deliver a higher quantum of houses (circa 2,000) than the Woodhouse GS (circa 1,300)).

Woodhouse Garden Suburb (estimated total developer contribution £6,910,000)

A641 ref: BG15	Replacement bridge over River Calder at Huntingdon Road. A 50% contribution (£3,910,000) is indicated based on a total scheme estimated cost £7,820,000 (i.e. £6.93M bridge replacement plus £890K A644 road/junction improvements under A641 ref BG14).	BG 15 Total est. cost: £7,820,000
A641 ref: BG38	Woodhouse Garden Suburb spine road The developer will provide the entire road network associated with this scheme through the Woodhouse site. The developer contribution is based on the 100% estimated cost of the road through the Woodhouse Garden Suburb site (i.e. £3,000,000). This £3m is the estimated cost of the spine road itself as the developer will pay for this in full (100%) to enable the scheme to be completed	BG 38 (Woodhouse Spine Road) Total est. cost: £3,000,000

Thornhills Garden Suburb (estimated total developer contribution £14,000,000)

A641 ref: BG10	New highway link between A641 Bradford Road and A643 via Thornhills site. 100% of the scheme costs (£12,000,000) will be borne by the developer.	BG10 Total est. cost: £12,000,000
A641 ref: BB06	New two-way link between Bradford Road and Birkby Lane bypassing main junction. 50% developer contribution indicated (i.e. £2,000,000)	BB06 Total est. cost: £4,000,000

Thornhills and Woodhouse Garden Suburbs (estimated developer contribution covering Town Centre interventions £1,935,525 for Thornhills and £1,290,350 for Woodhouse)

A641 refs: BG07 BG08 BG37	Widen A643 approach to Brighouse ring road (Stott's Arms) to provide two right turn lanes at junction. 50% contribution could be achieved in total across all former prefeasibility Brighouse Town Centre All Modes (BTCAM) schemes i.e. BG07, BG08 and BG37. Total estimated cost for these schemes £3,508,350, therefore 50% total contribution is £1,754,175 . (BG07, BG08, BG37 Pro rata 60%:40% Thornhills Garden Suburb £1,052,505 / Woodhouse Garden Suburb £701,670)	BG07, BG08, BG37 Total est. cost: £3,508,350
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A641 ref: BG36	Reopen Bradford Road between Bethel Street and A641 (past Martin St) for buses only with new access to Station via Ganny Road and new signalised junction at Ludenscheid Link. A 30% developer contribution could be achieved (i.e. <u>£379,200</u> developer contribution). (BG36 Pro rata 60%:40% Thornhills Garden Suburb <u>£227,520</u> / Woodhouse Garden Suburb <u>£151,680</u>)	BG 36 Total est. cost: £1,264,000
A641 ref: New03	Upgrade A641/Bethel Street/Sainsbury's roundabouts to larger gyratory and alter signals. The A641 SOC identified all former prefeasibility Brighouse Town Centre All Modes (BTCAM) improvements (i.e. BG07, BG08 and BG37) to have developer contribution as 50% of the total scheme costs. The SOC has applied this rationale to this Brighouse Town Centre scheme also (i.e. <u>£1,092,500</u>). (New03 Pro rata 60%:40% Thornhills Garden Suburb <u>£655,500</u> / Woodhouse Garden Suburb <u>£437,000</u>)	New 03 Total est. cost: £2,185,000

- 3.7 The cut-off date for the full delivery of the programme is December 2025; meaning that the start of construction date for the various Core Plus interventions is currently expected to be circa 24 months prior. Of course the A641 scheme OBC will further refine this thinking including how the Core Plus package of interventions will be disaggregated in to various delivery work streams.
- 3.8 It is very important to note that the actual trigger points when the critical transport interventions will need be delivered is 680 units on the Thornhills GS and also 680 units on the Woodhouse GS. In line with this, the trigger points will therefore be hit circa 2026/2027, which of course is roughly a year or so after the A641 scheme will have been delivered in terms of the West Yorkshire Plus Transport fund / Growth Deal spend (i.e. December 2025).
- 3.9 In addition to the A641 CIP scheme which is progressing at pace through the West Yorkshire Combined Authority delivery assurance process, so are a number of other transport investment programmes. These too are at various stages of development and delivery across Calderdale and as summarized below, also serve to further demonstrate Calderdale's continuing excellent track record in delivering major multi-modal transport investments:
- **Elland Station:** Growth Deal funded delivery of new railway station (station costs to build are £17.5m and will open in 2022/23); supported by a £7.4m Access Package of associated investments (which will include two new pedestrian/cycle bridges and traffic free routes to the station, supported by a public arts package)
 - **A629 Corridor Investment Programme** £125.6m Growth Deal funded, multi-phase investment in the Corridor between Huddersfield and Halifax town centres. Phase 1a (Salterhebble/Huddersfield Road area of Halifax) is complete; Phase 1b (Calderdale Hebble Junction Halifax) is programmed to commence on site in Spring 2021; Phase 2 (Halifax Town Centre) Full Business Case submitted July 2020 and programmed to commence on site in Spring 2021; Phase 4 gained Outline Business Case approval and now about to award a professional services commission, targeting a site commencement in Autumn 2022. The A629 programme will deliver the capacity

required in the centre of West Vale (at the junction of Saddleworth Road and Stainland Road) to facilitate the potential allocations at Saddleworth Road Greetland.

- **A58/A646 Corridor Investment Programme** – £11.5m spend to be delivered in 2021/22 to improve access to Halifax from the communities in the Western side of Calderdale. This programme aims to deliver improvements for all modes, particularly focused on improving access for pedestrians, cyclists and public transport users.

- 3.10 Progress updates on Calderdale transport infrastructure projects can be followed on the Council's [Next Chapter](#) website.

Strategic Road Network

- 3.11 A Statement of Common Ground between the Council and Highways England was signed on 20/06/2019. This statement concluded that:

There are no in-principle impediments to the adoption of the Local Plan on account of its impact on the Strategic Road Network. However, both parties to this Statement agree that it will be necessary to work collaboratively to ensure that the necessary mitigation is delivered at the appropriate time. As Statutory Consultee in the planning process, Highways England will review all planning applications in relation to the aspirations of the Local Plan, and will work with site promoters and the Council to identify the appropriate transport infrastructure mitigation where necessary.

- 3.12 An example of how the above has worked in practice can be seen in relation to the granting of [outline planning permission](#) reference 19/00612/LAA for employment development on draft allocation LP1232. This planning permission is subject to a condition that was agreed with Highways England reading as follows:

C33: No more than 40% of the approved floor area (as noted in TA Assessment document ref: SC/18555/TA/1) for both B1 and B2 uses shall be occupied until such a time that the agreed works to the M62 west bound exit slip road (as shown on drawing SCP/190297/PO1 rev B) have been implemented in full as confirmed in writing by the Local Planning Authority.

- 3.13 It is considered necessary to provide further clarity on the potential for a new junction 24a on the M62 between the existing junctions 24 and 25 because this is the source of some public confusion. For clarity, junction 24a is not identified as one of the interventions necessary for mitigation of Local Plan impacts or to support the implementation of the Local Plan (see tables 11 and 12 of WSP Technical Note 13 – Examination Library document CC62 – link provided in table of evidence at beginning of IDP). At the current time J24a is not being actively investigated and it does not benefit from any capital funding.

- 3.14 Clearly the longer term solution cannot lie in either preventing development or adding more and more capacity to the road network to satisfy growing demand. The Council was mindful of this when it appointed WSP to set out a narrative on the future scope to reduce trip rates and encourage modal shift to embed the positive travel behaviour patterns that have resulted from government actions to combat the spread of the Corona virus. The multi-modal transport model that the Council has commissioned will support this process as it feeds into the iterative development and refinement of the various transport schemes. The

aforementioned WSP report can be downloaded via the link provided in the table of evidence at the beginning of this IDP.

4. Other forms of Infrastructure

4.1 Utilities

- 4.1.1 In terms of utilities, since at least 2018 the Council has regularly met with representatives of all the relevant statutory organisations / providers and shared details of the scale, timing and distribution of growth proposed within Calderdale. These have included Northern Gas Networks, Yorkshire Water and Northern Power Grid. All these parties have found the regular sharing of information to be helpful including as part of their own asset management, systems and investment planning programmes. No significant difficulties have been identified in terms of accommodating this planned growth across South East Calderdale; a position that also aligns with the findings of parallel exercises undertaken by the site promoters of the two Garden Suburbs. As indicated, the necessary utility investments would be delivered with the capital programmes of the relevant organisations.

4.2 Primary Care

- 4.2.1 Joint working with the CCG around the delivery of primary care health and wellbeing facilities has continued since 2018 and involved liaison with the Lower Valley Primary Care Network of GPs in Southeast Calderdale and NHS Estates Delivery Unit, as well as the CCG. The Council is not the delivery or funding agency for GP surgeries / primary care and as such our role is different to what it is for school places. However, in the light of discussions with the NHS Estates Delivery Unit in particular, the Garden Suburbs masterplans have made provision for health and wellbeing hubs that could accommodate surgeries, pharmacies and other associated facilities.
- 4.2.2 Other than continuing to act as a general facilitator for on-going discussions, ultimately the Council cannot go any further than this in terms of both its statutory and local remits because it is for the individual GP practices / Primary Care Network, the CCG and NHS Estates Delivery Unit to decide how future primary health care provision should be configured and delivered. Whilst the funding the construction of these facilities is not seen as a matter for the Local Plan, the Council has been advised at the time of writing that the NHS Delivery Unit is leading consultations with primary care stakeholders across Calderdale to further discuss and refine options for new primary care health and wellbeing facilities in South East Calderdale.

4.3 Telecommunications and Broadband

- 4.3.1 This infrastructure will be provided in accordance with policy [IM6 of the Local Plan](#), which amongst other things requires broadband connections to be provided by larger developments. The Council will also continue to liaise with providers such as Openreach and City Fibre to ensure that infrastructure is rolled out and upgraded efficiently.

4.4 Waste Management

- 4.4.1 Waste arising in the Borough is expected to be handled in close proximity to where it arises in the first instance. It is however, recognised that waste requiring specialist treatment

processes and disposal will often involve waste being transported across borough and county borders. The distances travelled by waste are often dependent on contracts outside of the influence of the planning system.

4.5 Flood Resilience

4.5.1 The [Calderdale Flood Recovery and Resilience Programme](#) has been in place since the flood events in 2012. The programme brings together a range of partners including:

- Calderdale Council;
- Environment Agency;
- Canal and River Trust;
- Local Flood groups;
- Yorkshire Water;
- Network Rail;
- the voluntary sector and others.

4.5.2 The aim of this programme is to reduce the impact of flooding in Calderdale. Also, it is to work with local communities to build resilience against future events. Details of Flood Risk Reduction Schemes (FRRS) and Flood Alleviation Schemes (FAS) can be seen on the Council's website (see link above).

4.5.3 The FRRS schemes will help eradicate damaging run-off waters from steep sided valleys, as well as overflow from the river and canal. There are various FRRS schemes along the Calder Valley and also on the Hebble Brook at Dean Clough in Halifax.

4.5.4 The FAS schemes are major capital projects that are being delivered by the Environment Agency in partnership with the Council. The current FAS schemes are in Mytholmroyd (new road bridge and flood walls); Hebden Bridge (flood walls and surface water interventions); and Brighouse (repair, replacement and improvement of flood defences) (in Brighouse the Environment Agency has been identified as a stakeholder in the ongoing masterplanning of the proposed Garden Suburbs – current feedback from the EA is that they have identified opportunities to work constructively with the Council and site promoters to deliver mutual benefits).

4.5.5 With the exception of two Mixed-use sites that were identified to support the regeneration of their respective towns, the Local Plan has not – in accordance with the sequential approach – identified allocations in areas at a high risk of flooding.

4.5.6 The impact of individual developments is addressed through [policy CC2 of the Local Plan](#).

4.6 Open Space and Green Infrastructure

- 4.6.1 On larger sites this will be addressed through masterplanning in accordance with policy [IM7 of the Local Plan](#). Furthermore, the Local Plan seeks to ensure green infrastructure provision through [policy GN1, and joining up the green infrastructure network through policy GN2](#).
- 4.6.2 Green and blue infrastructure does by its nature cross administrative boundaries and as such the West Yorkshire Combined Authority has adopted a [Green and Blue Infrastructure Strategy](#).

5. Funding the delivery of infrastructure

- 5.1 Demonstrating the deliverability of the Local Plan and its essential infrastructure is foremost in the Council's mind. As indicated above it is considered that school places and transport in Southeast Calderdale are the critical infrastructure requirements for the delivery of the Local Plan.
- 5.2 In order to provide certainty around the delivery of this infrastructure, the Council is proposing to adopt a 'roof-tax' approach to Section 106 contributions in Southeast Calderdale. The Council's consultants (Avison Young) were commissioned to carry out financial appraisals of the viability of the Garden Suburbs in order to establish how much headroom would be available to fund the critical infrastructure after allowing for a reasonable developer profit and land value. The assumptions around costs and revenues drew on information provided by the promoters of the Garden Suburbs (who have in turn commissioned masterplanning and successfully marketed the first phase of each site), as well as information provided by for example, the A641 CIP scheme and pre-feasibility education studies as referred to earlier.
- 5.3 The viability work has established how much funding would potentially be available per dwelling to fund infrastructure delivery (i.e. the headroom). The headroom has then been compared to the infrastructure costs to establish whether they can be met. The roof tax value is built-up as set out in the paragraphs below.
- 5.4 Assuming that the transport elements are split between the two Garden Suburbs only (recognising the difficulty of accurately apportioning a fair share of these costs to smaller developments), the transport roof tax for each GS would be as set out below:

Woodhouse GS

Site specific BG15¹ -£3,910,000

Shared BG07,08,13 - 40% split -£701,670

Shared BG36 - 40% split-£151,680

Shared New03 - 40% split-£437,000

¹ The spine road costs have been excluded from the above calculations because they would be met entirely by the developers, and are therefore factored into the financial appraisals as development costs prior to establishing the roof tax headroom

Total Woodhouse highways contribution - £5,200,350 divided by 1257 dwellings =
£4137.11 per dwelling

Thornhills Lane GS

Site specific BB06² - £2,000,000

Shared BG07,08,13 - 60% split £1,052,505

Shared BG36- 60% Split-£227,520

Shared New03-60 % split- £655,500

Total Thornhills Lane highways contribution £3,395,535 divided by 1997 dwelling =
£1970.71 per dwelling

- 5.5 Assuming that education contributions are split across all Brighouse Local Plan area developments, the worst case scenario roof tax costs would be as follows:

School construction

Total education construction is £40,727,164.50 divided by 4,670³ dwellings = £8,721 per dwelling

School land costs

Assume a land value of £1 million for the land at Woodhouse and £400,000 for the land at Thornhills Lane - these result in a further £1.4 million which when divided by the 4,670 dwellings results in a school land acquisition costs of £299.79 per dwelling.

Total education costs = £8,721 + £299.79 = **£9,020.79** per dwelling in Brighouse Local Plan area

- 5.6 Bringing the transport and education costs together results in the following provisional⁴ roof tax calculation:

- Woodhouse GS = £9,020.79 + £4137.11 = **£13,158**
- Thornhills GS = £9,020.79 + £1970.71 = **£10,992**
- Other allocated and windfall sites in Brighouse Local Plan area = **£9,020.79**

- 5.7 An assessment of viability undertaken by Avison Young as part of the Local Plan evidence base has demonstrated that the two Garden Suburbs are capable of providing these contributions.

- 5.8 Mindful that other sites within the Brighouse Local Plan area will be required to contribute to the school provision, the viability assessment that Avison Young has undertaken for housing sites (i.e. the non-Garden Suburb sites) has factored £9,020.79 into the appraisal.

² As per footnote 1

³ 4,900 allocations + 115 windfalls – 345 allocated sites that already have full planning permission = 4,670 units in Brighouse Local Plan area to share the education costs

⁴ See subsequent reference to the need for an SPD to be prepared and adopted

- 5.9 The Council is aware that funding the delivery of infrastructure through the mechanism described above is potentially complex, and as such a Supplementary Planning Document (SPD) will need to be prepared and adopted in order to explain the implementation of this in more detail and provide the required certainty. This approach to funding critical infrastructure in Southeast Calderdale does however overcome the fact that the potential viability of Community Infrastructure Levy will not be formally tested until after the Local Plan has been adopted.
- 5.10 The Council is aware that the timescale for delivery of infrastructure will not be aligned with the financial receipts from housing development (which are obviously governed by the housing trajectory). In view of this, the Council commissioned project management consultants to prepare a cash flow for the Council to enable us to establish how prudential borrowing (covering both loan and interest repayments) would need to be structured over the life of the Local Plan. This work shows there would need to be a small uplift (£400 to £500 per dwelling), to cover borrowing costs. This adjustment would not materially undermine the overall viability of development.
- 5.11 It is not practical or necessary to apply the bespoke Garden Suburb approach to viability appraisal to the other housing allocations; however, it should be noted that the appraisal process has been very cautious in its assumptions and as such it is considered that the vast majority of greenfield sites will be able to make the necessary contributions to infrastructure delivery, without necessitating the relaxation of other policy objectives. Clearly brownfield sites in Calderdale are very challenging from a viability perspective, and as such these will need to be looked at on a case by case basis.

Calderdale Capital Programme

- 5.12 Going forward the IDP will inform the development of the Council's Capital Programme. It is currently anticipated that the Capital Programme will be in the region of £101m for the period 2020/21 to 2022/23. The programme funding for this period comprises of: grant funding £67.4m (67%); revenue and Reserves £1.0m (1%); Prudential Borrowing £29.6m (30%); and pooled resources £3.0m (3%). In the future it will be necessary to incorporate Section 106 Agreement receipts into the assumptions around funding of capital projects. As indicated above borrowing costs will be factored into Section 106 Agreements.

6. Overall conclusions

- 6.1 The IDP sets out the infrastructure that needs to be provided for the Local Plan to be delivered. Essential infrastructure has been costed and a mechanism is set out above that will finance this infrastructure without making development unviable. The Council therefore takes the position that in principle there is not a funding gap for infrastructure.
- 6.2 As indicated in previous iterations of the IDP, it remains a living document that will be updated on an annual basis.