

Colchester Infrastructure Delivery Plan

Update Report

Colchester Borough Council

Final Report

April 2021



info@navigusplanning.co.uk
www.navigusplanning.co.uk

TABLE OF CONTENTS

1.	Introduction.....	3
2.	Policy and local context	4
3.	Education.....	8
4.	Healthcare	16
5.	Utilities.....	21
6.	Transport.....	23
7.	Flooding	27
8.	Emergency services	29
9.	Waste.....	30
10.	Social and community	32
11.	Leisure and recreation.....	35
12.	Green infrastructure and open space	39
13.	Summary	40

Appendix A	Maps of assessed sites
Appendix B	List of potential transport mitigation measures
Appendix C	Colchester Borough sports facilities priorities

1. Introduction

- 1.1. This Infrastructure Delivery Plan (IDP) Update has been undertaken by Navigus Planning to inform Colchester Borough Council's ('the Council') Local Plan.
- 1.2. The term 'infrastructure' covers a wide range of services and facilities provided by public and private organisations. The definition of infrastructure is outlined in section 216(2) of the Planning Act 2008 (as amended). The Colchester IDP Update covers the following infrastructure areas:
 - Schools and other educational facilities
 - Health and social wellbeing
 - Utilities
 - Transport, including pedestrian facilities
 - Flood defences
 - Emergency services
 - Waste
 - Social and community (including libraries, allotments and community halls)
 - Leisure and recreational facilities (including children's play, youth and sports facilities)
 - Open space/green infrastructure
- 1.3. The purpose of this report is to update the latest position in respect of infrastructure needs and delivery for the Publication Draft of the Colchester Local Plan 2013-2033. An IDP was prepared in 2017 by Troy Planning + Design and Navigus Planning. This report seeks to further update the position in respect of infrastructure.
- 1.4. The IDP Update does not seek to repeat information already provided in the 2017 IDP Report. It seeks to reflect the latest position in terms of infrastructure required to deliver the Local Plan strategy.
- 1.5. Through the preparation of the IDP Update, Navigus Planning has sought to engage with the relevant infrastructure service providers. Where this has been possible, the content in this IDP Update reflects the position as agreed with them.

2. Policy and local context

- 2.1. The Colchester Local Plan Part 1 has been jointly prepared by Braintree, Colchester, Essex and Tendring Councils (the North Essex Authorities') and covers the period 2013 to 2033. It was submitted for Examination in Public in 2017 and examined in early 2018. The Inspector's preliminary report identified significant issues in respect of two of the proposed Garden Communities, on the Colchester/Braintree border and West of Braintree. Following the requirement for further work that was undertaken by the North Essex Authorities in respect of these Garden Communities, the examination resumed early in 2020. Following the completion of the Examination, the Inspector's report recommended that both Garden Communities be removed from the Part 1 Plan. A consultation on the proposed main modifications to the plan was undertaken between August and October 2020 and the final modifications were approved by the Inspector in January 2021. The Part 1 Plan was adopted on 1st February 2021.
- 2.2. Over the period 2013 to 2033, the Part 1 Plan requires 18,400 dwellings to be delivered in Colchester borough (920 dwellings per annum). It also requires between 22 and 30 hectares of employment land.
- 2.3. Alongside the Part 1 Plan, the Colchester Part 2 Plan was also published for consultation in 2017. Unlike the Part 1 Plan, this has not been the subject of any examination; this part of the plan-making process cannot proceed until the Part 1 Plan has been adopted.
- 2.4. Policy SG2 of the Part 2 Plan allocates sites for a total of 7,853 new dwellings over the plan period in the locations identified in Table 2.1. In light of the amendments arising through the Part 1 Plan process (as described in paragraph 2.1 above), the Colchester-Braintree Borders Garden Community site has been removed.

Table 2.1: Strategic residential growth in the Colchester Part 2 Local Plan (Policy SG2)

Strategic growth location	No. of homes (within Plan period)
Colchester Urban Area	2,018
Stanway	1,106
Tendring-Colchester Borders Garden Community	1,250
Colchester-Braintree Borders Garden Community*	1,350
Abberton and Langenhoe	55
Boxted	36
Chappel and Wakes Colne	30
Copford and Copford Green	120
Eight Ash Green	150
Fordham	20
Great Horkesley	93
Great Tey	40
Langham	80
Layer-de-la-Haye	35
Rowhedge	40
Tiptree	600
West Bergholt	120
West Mersea	200
Wivenhoe	250
<i>Extra care housing (self-contained)</i>	<i>250</i>
Total	7,853

*Removed following the Part 1 Plan process

- 2.5. At April 2020, a total of 7,066 dwellings had been completed, leaving a further 11,334 dwellings to be delivered. A number of the completions were on allocated sites. Moreover, a number also were in the planning pipeline (with permission or under construction) or had either been removed or amended. A total

of 5,722 dwellings are to be delivered on all sites in the planning pipeline. Table 2.2 provides a summary of the housing supply position.

Table 2.2: Local Plan housing position at April 2020

Source	No. of homes (within Plan period)
Completions	7,066
Sites in the planning pipeline	5,722
Site allocations	5,351
Total	18,139

Source: Colchester Housing Land Supply Position Statement, May 2020

- 2.6. Table 2.2 shows that completions, sites in the planning pipeline and the remaining site allocations total 18,139 dwellings. The remainder of the 18,400-dwelling Local Plan requirement will be made up of windfalls.
- 2.7. Table 2.3 shows significant updates or amendments to the site allocations in the Plan. These are the sites that have been assessed in this IDP Update. Table 2.4 shows sites which were considered too small to merit assessment in the plan (either in terms of the number of allocated units or the number of units still outstanding). Generally the size threshold was set at 50 dwellings, unless there were small sites that were clustered together that in combination would deliver more than 50 dwellings. This specifically relates to TC3 (part of St Runwalds Car Park) which is clustered with the land at Britannia Car Park. Table 2.4 shows the sites that are below this size threshold and not part of a cluster.
- 2.8. It should be noted that the figures for the Tendring-Colchester Borders Garden Community reflect the growth proposed within Colchester borough only. The overall growth proposed, including in Tendring district, totals 2,500 dwellings within the plan period and a further 4,500 - 6,500 dwellings beyond the plan period.
- 2.9. The remaining growth required at Tiptree to deliver on the 600-dwelling requirement in Policy SS14 is 400 dwellings (due to the granting of planning permission for a 200-dwelling development on land at Barbrook Lane). The process of allocating growth at Tiptree is being taken forward through a neighbourhood plan and at the current time it has not been confirmed whether this will allocate the remaining 400 dwellings required or the full 600 dwellings in the policy.
- 2.10. Table 2.5 shows a summary of the levels of growth remaining in the Publication Draft Local Plan that require testing and the phasing of each item. Maps showing the location of the sites are shown in Appendix A.

Table 2.3: Local Plan site allocations as at April 2020

Policy	Allocation	Location	Policy no. Dwellings	No. dwgs to be assessed	Notes	2017 IDP	2017 IDP ref
SP7	Colchester-Tendring Borders Garden Community	East Colchester	1,250	1,250	3,250 dwellings beyond the plan period to be assessed. Education requirements have been assessed based on the whole development, including in Tendring district (2,500 dwellings during the plan period, 6,500 dwellings post-plan period).	2,500	SP7
TC3	Land at Britannia Car Park	Colchester Urban Area	150	150		150	COL1
TC3	Part of St Runwalds Car Park	Colchester Urban Area	40	40		Not assessed	
NC1	Land at Colchester Rugby Club	North Colchester	560	610	Inc 260 extra care. Appl. pending decision.	600	COL2
SC1	South of Berechurch Hall Road	South Colchester	150	150	Appl. pending decision.	150	COL13
SC2	Middlewick Ranges	South Colchester	1,000	1,000		1,000	COL8
EC3	Port Lane	East Colchester	130	130		130	COL63
EC3	Barrington Road/Bourne Road	East Colchester	28	28		Not assessed	
WC2	Land north of London Road, Stanway	Stanway	630	528	102 dwgs have full pp. Appl. for 102 dwgs pending decision. 528 dwgs to be assessed	500	COL14
WC2	Land west of Lakelands	Stanway	150	150		150	COL11
SS1	Land west of Peldon Road, Abberton	Abberton & Langenhoe	50	50		Not assessed	
SS4	East of Queensberry Ave, Copford	Copford & Copford Green	70	70		70	COL64
SS4	West of Hall Road, Copford	Copford & Copford Green	50	50		50	COL16
SS14	Tiptree	Tiptree	600	400-600		600	COL21
SS15	West Bergholt sites (West Bergholt Neighbourhood Plan) - Sites A and B (no split of housing numbers between sites)	West Bergholt	120	107	13 units granted; appls for 66 dwgs pending decisions	120	COL22
SS16	Wivenhoe sites (Wivenhoe Neighbourhood Plan) - Land off Croquet Gardens - Land behind Broadfields - Land at Elmstead Road - Land behind the Fire Station	Wivenhoe	250	250	And a residential care home	250	COL24
				25			
				120			
				25			
				80			

Table 2.4: Site allocations that are not assessed in the IDP Update

Policy	Allocation	Location	Policy no. Dwellings	No. dwgs to be assessed	Notes	2017 IDP	2017 IDP ref
WC2	Rosemary Almshouses, Stanway	Stanway	26	26	Appl. pending decision.	26	COL62
SS6	Plummers Road, Fordham	Fordham	20	20		Not assessed	
SS7	School Lane, Great Horkesley	Great Horkesley	13	13		Not assessed	
SS8	Land off Greenfield Drive, Great Tey	Great Tey	30	30	Same total of dwellings assessed for Great Tey in 2017 IDP, but in different location	Not assessed	COL58
SS9	School Road, Langham	Langham	70	24	Remainder of 70-dwg allocation	70	COL19
SS10	The Folley, Laver de la Haye	Laver de la Haye	35	35		50	COL65
SS13	Rowhedge Business Centre, Rowhedge	Rowhedge	40	40		40	COL66

Table 2.5: Growth locations and levels of growth being assessed

Policy	Allocation	Location	No. dwgs to be assessed	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	Beyond 2033/34	TOTAL
SP7	Colchester-Tendring Borders Garden Community	East Colchester	1,250			0	50	100	100	100	100	150	150	150	150	200	3,250	4,500
TC3	Land at Britannia Car Park	Colchester Urban Area	150								30	30	30	30	30			150
TC3	Part of St Runwalds Car Park	Colchester Urban Area	40														40	40
NC1	Land at Colchester Rugby Club	North Colchester	560															
	- Residential development		300	50	100	100	100											350
	- Extra care scheme		260		60	60	60	60	20									260
SC1	South of Berechurch Hall Road	South Colchester	150			10	22	45	45	28								150
SC2	Middlewick Ranges	South Colchester	1,000					100	120	120	120	120	120	120	120	60		1,000
EC3	Port Lane	East Colchester	130									40	50	40				130
EC3	Barrington Road/Bourne Road	East Colchester	28					13	15									28
WC2	Land north of London Road, Stanway	Stanway	528					50	70	70	70	70	70	50	50	28		528
WC2	Land west of Lakelands	Stanway	150					40	40	40	30							150
SS1	Land west of Peldon Road, Abberton	Abberton & Langenhoe	50					20	15	15								50
SS4	East of Queensberry Ave, Copford	Copford & Copford Green	70						35	35								70
SS4	West of Hall Road, Copford	Copford & Copford Green	50						25	25								50
SS14	Tiptree	Tiptree	400-600					65	65	70	65	65	70	65	70	65		600
SS15	West Bergholt sites (West Bergholt Neighbourhood Plan) - Sites A and B (no split of housing numbers between sites)	West Bergholt	107									60	20	27				107
SS16	Wivenhoe sites (Wivenhoe Neighbourhood Plan)	Wivenhoe	250															
	- Land off Croquet Gardens		25								10	15						25
	- Land behind Broadfields		120					30	30	30	30							120
	- Land at Elmstead Road		25					15	10									25
	- Land behind the Fire Station		80							40	40							80

3. Education

- 3.1. Essex County Council (ECC) has statutory duties to facilitate Early Years and Childcare (EY&C) provision within the area and ensure sufficient primary and secondary school places are available. This section seeks to simplify what is a very complicated subject, based on information provided by ECC and our own research.
- 3.2. To inform the IDP Update, ECC undertook an assessment of all needs arising since the previous education assessment was undertaken in 2016. This includes an assessment of all committed developments (sites in the planning pipeline or allocated) against current provision at schools in each location.
- 3.3. In respect of the Colchester-Tendring Borders Garden Community, exact requirements will be progressed through the Garden Community Development Plan Document (DPD) and masterplanning in due course.
- 3.4. Costs are taken from the ECC Developers' Guide to Infrastructure Contributions 2020¹. Where education infrastructure projects are in the immediate pipeline, bespoke costs have been used. The costs shown in this IDP Update are reflective of the date of publication. All costs will change subject to indexation and also may change due to other matters.
- 3.5. The 2017 IDP stated that the Local Plan should specifically allocate education land as Class D1 use to avoid projects becoming unviable over the lifetime of the development due to attributing residential land values. Since this time, changes to the Use Classes Order have meant that Class D1 no longer exists. Reference should therefore be made in policy to 'suitable land allocated for education and childcare use'.

Early years and childcare

- 3.6. The commentary below presents the requirements for early years and childcare (EY&C) provision to address the needs from the sites in the assessment. Costs have changed since this time and the assessment updates this. The cost of provision of an EY&C place when at a facility co-located with a primary school and is a stand-alone setting is £20,508; where a development requires expansion of an existing facility, the cost per place is £17,268 (index linked to 2021 Q1 prices). The Department for Education Scorecard suggests that the cost of EY&C places should mirror those of primary places and this is the approach adopted by ECC. The cost of land is excluded as it must be delivered to ECC at nominal cost, meeting the requirements set out in the ECC Developers' Guide to Infrastructure Contributions.
- 3.7. At the Colchester-Tendring Borders Garden Community, the whole growth (including that in Tendring district) during the plan period will require an additional 200 new places. Beyond the plan period a further 500 places will be required. This development will need a range of childcare options but will include the provision of a minimum of three 56-place nurseries for growth during the plan period and four 56-place nurseries plus additional 30- and 26-place settings for growth beyond the plan period.
- 3.8. For the purposes of the IDP, it is assumed that the first two of these facilities will be co-located with the primary schools required during the plan period, with the third facility being stand-alone. Beyond the plan period, it is assumed that two will be co-located with primary schools and two will be stand-alone. The 30- and 26-place settings are also assumed to be stand-alone facilities. Exact requirements will be progressed through the Garden Community Development Plan Document (DPD) and masterplanning in due course.
- 3.9. Some of the 56-place nurseries will be co-located with the new primary schools, each costing £1,148,448. Stand-alone 56-place nurseries will also cost £1,148,448.
- 3.10. 30-place and 26-place stand-alone settings will cost £615,240 and £533,208 respectively.
- 3.11. In Colchester urban area (Land at Britannia Car Park (TC3) -150 dwellings and part of St Runwalds Car Park (TC3) – 40 dwellings) there is a requirement to support growth of 17 new places. A new EY&C facility will be incorporated into the school expansion project, although it is not clear where this will be at present

¹ <https://assets.ctfassets.net/knkzaf64jx5x/5aKhke88Ey5zkdMvSQj44w/0d71817cad70b9394d76e7a490ac7bd7/developers-guide-infrastructure-contributions.pdf>

and could be outside the forecast group area (see Primary Education section). The cost of this provision has been estimated at £533,208.

- 3.12. In North Colchester there is a requirement to support growth of 32 new places (Land at Colchester Rugby Club (NC1) - 610 dwellings but the 260 extra care units have not been taken into account). This will be achieved through the development of a new 30-place EY&C facility on ECC land or through expansion of existing facilities. The cost of this provision has been estimated at approximately £615,240.
- 3.13. In South Colchester (Middlewick Ranges (SC2) - 1,000 dwellings) there is a requirement to support growth of 90 new places. One new 56-place EY&C facility and one 30-place EY&C facility will be needed. One will be incorporated into the school project (see Primary Education section) and the other will need to be on a separate site. The cost of this provision has been estimated at £1,148,448 for the 56-place facility and £615,240 for the 30-place facility.
- 3.14. Separately in South Colchester there is a requirement to support the growth of 14 new places to support the growth south of Berechurch Hall Road (SC1 – 150 dwellings). This will be achieved through expansion of existing facilities. The cost of this provision has been estimated at approximately £241,752.
- 3.15. In East Colchester (Port Lane (EC3) – 130 dwellings and Barrington Road (EC3) – 28 dwellings) there is a requirement to support growth of 14 new places. This will be achieved through expansion of existing facilities. The cost of this provision has been estimated at £241,752.
- 3.16. In Stanway and the Rural North West forecast area, there are the following requirements:

Table 3.1: EY&C requirements in Stanway and rural north west

Location	Additional needs	New requirement
Stanway:		
Land north of London Road (WC2)	47 places	1 new 56-place facility plus
Land west of Lakelands (WC2)	13 places	expansion of existing facilities
Eight Ash Green	13 places	Expansion of existing facilities
Great Tey	4 places	Expansion of existing facilities
Copford:		
East of Queensberry Ave (SS4)	6 places	Expansion of existing facilities
West of Hall Road (SS4)	4 places	

- 3.17. The cost of this provision has been estimated at £1,683,756².
- 3.18. In Tiptree (SS14 sites – 400-600 dwellings) there is a requirement to support growth of between 49 and 67 new places. This will be achieved either through expansion of existing facilities or provision of a new facility which could be part of the new primary school provision required. The cost of this provision has been estimated at between £1m and £2.01m.
- 3.19. In West Bergholt (SS15 sites – 250 dwellings) there is a requirement to support growth of 23 new places. A new 26-place EY&C facility will be needed, with the cost of provision estimated at approximately £533,208.
- 3.20. In Wivenhoe and elsewhere in the Colchester North and Rural North East forecast area (SS16 sites plus other growth – 250 dwellings) there is a requirement to support growth of 23 new places. A new 26 place EY&C facility will be incorporated into the school expansion project, likely to be at Millfields School (see Primary Education section). The cost of this provision has been estimated £533,208.
- 3.21. In Mersea there is a requirement to support growth of 18 new places. This will be achieved through expansion of existing facilities. The cost of this provision has been estimated at £310,824.
- 3.22. Where expansion of existing provision is required, ECC has reported that many existing settings are not capable of expansion in their existing location. As such, alternative solutions for provision will need to be found and these should be considered on a case-by-case basis. Whilst a significant proportion of provision

² Calculated as: 56-place facility x £20,508/place plus 31-places expansion x £17,268/place

is made by the private sector and it is assumed that this will continue, it is necessary for the purposes of planning to work on a cautionary basis that the private sector is not in a position to expand.

Primary education

- 3.23. The commentary below presents the estimated requirements for primary education provision to address the needs from the sites in the assessment. Costs have changed since this time and the assessment updates this. The national average cost per school place of a new primary school is £20,508; contributions towards primary school expansions are £17,268 per school place (index linked to 2021 Q1 prices). The cost of land is excluded as it must be delivered to ECC at nominal cost, meeting the requirements set out in the ECC Developers' Guide to Infrastructure Contributions.
- 3.24. At the Colchester-Tendring Borders Garden Community (in the Colchester East forecast area), the whole growth (including that in Tendring district) will require 6 new primary schools, each requiring 2.1 hectares of land (to be co-located with 56-place EY&C settings - see above). Two will be required within the plan period and a further four beyond the plan period.
- 3.25. The total cost (excluding EY&C) is £51,680,160. Of this, £17.2m is incurred by the cost of the two schools during the plan period, with a further £34.5m for the four schools required beyond the plan period.
- 3.26. The first new school will be required shortly after commencement (2025/26 - 2029/30).
- 3.27. For sites in the Colchester urban area and Stanway (in the Colchester southwest/Stanway forecast group), the total generated is 2.5 forms of entry (FE). However, ECC has already delivered some additional capacity in anticipation of the growth in the extant Local Plan. A new 2FE primary school is expected to be sufficient. This will cost £8,613,360.
- 3.28. In North Colchester (Colchester north forecast group), the total requirement generated is 3.8FE. However, ECC has already delivered some additional capacity in anticipation of the growth in the extant Local Plan. A further 3FE is expected to be sufficient. The Trinity School at Chesterwell is expected to open 2FE of primary provision for September 2025. This could be expanded to 3FE as the land is capable of being used flexibly, even though secured on the basis of 2FE of provision. The 2FE Trinity School currently has secured S106 contributions totalling £794,000. The total indicative cost of a 3FE school is £12,920,040, therefore the funding gap is £12,126,040.
- 3.29. In South Colchester (the Colchester south and southeast forecast group), the Middlewick Ranges site has been identified to provide 2.9 hectares of education land for new school provision (3FE). This will be sufficient to accommodate the demand identified, including a degree of 'push back' from surrounding village schools in the Colchester rural south forecast group. In this regard, any further development around Rowhedge is problematic. St Lawrence Primary School is full and cannot be expanded. There is currently a reasonable expectation of entry for some children living on the edge of Colchester. Such demand may have to be met within the Colchester south and southeast forecast group in the future. The new 3FE provision will cost £12,920,040.
- 3.30. In the Tiptree forecast group approximately one additional FE is anticipated. One of the existing schools can be expanded to meet this need. The total cost will be £3,626,280.
- 3.31. In the Wivenhoe forecast group, pupil numbers fluctuate to a greater extent than some other areas, due to demand from mature student families (studying at Essex University). The minimum capacity that can reasonably be added to local schools is 0.5FE. Based on this being a four class-base expansion, this will cost £2,072,160.

Secondary education

- 3.32. The commentary below presents the estimated requirements for secondary education provision to address the needs from the sites in the assessment. The national average cost per school place of a new secondary school is £24,929; contributions towards secondary school expansions are £23,775 per school place (index linked to 2021 Q1 prices). The cost of land is excluded as it must be delivered to ECC at nominal cost, meeting the requirements set out in the ECC Developers' Guide to Infrastructure Contributions.
- 3.33. At the Colchester-Tendring Borders Garden Community (in the Colchester secondary forecast area), the whole growth (including that in Tendring district) will require two new secondary schools, each requiring 7.9 hectares of land (both are likely to be co-located with primary schools). Both schools will require sixth form provision (which is included in the land requirement but not in the costs).
- 3.34. One school will be required early during the plan period (2025/26 - 2029/30) and one beyond the plan period.
- 3.35. The estimated cost of 11-16 provision is £44,872,200 (i.e. £22,436,100 for each school).
- 3.36. For other growth within the Colchester secondary forecast area, the new Trinity School at Chesterwell in North Colchester will deliver 6FE of additional capacity. This is opening in September 2021 when it will provide the first 4FE of provision. The further 2FE will follow in 2023. Allowing for the additional needs that this new school support, there is still a need for a further 2FE of secondary provision. This will have to be accommodated through expansion at other schools and will cost £7,132,500. The timing will require further consideration.
- 3.37. The Thurstable secondary forecast group covers Tiptree. Thurstable School has taken over its Published Admission Number (PAN) in some year groups and an expansion scheme in excess of the circa 1FE, which is directly related to the proposed growth in Tiptree, may be required. This will cost £3,566,250.

Post-16 and further education

16-18 education

- 3.38. 16-18 education in Essex is mainly delivered via School Sixth Forms, Sixth Form Colleges, Further Education (FE) Colleges, or private training providers.
- 3.39. The Department for Education's Raising the Participation Policy requires all young people in England to continue in education or training beyond the age of 16. The law requires all young people in England to continue in education or training until at least their 18th birthday, although in practice the vast majority of young people continue until the end of the academic year in which they turn 18.
- 3.40. Young people are deemed to be participating as far as they meet one of these criteria:
- Full-time study in a school, college or with a training provider;
 - Full-time work or volunteering (20 hours or more) combined with part-time education or training leading to relevant regulated qualifications; or
 - An apprenticeship, traineeship or supported internship.
- 3.41. ECC, as the responsible Local Authority, has broad duties to encourage, enable and assist young people to participate in education or training. Specifically, these are:
- To secure sufficient suitable education and training provision for all young people in their area who are over compulsory school age but under 19 or aged 19 to 25 and for whom an Education, Health and Care (EHC) plan is maintained. This is a duty under the Education Act 1996. To fulfil this, ECC needs to have a strategic overview of the provision available in the area and to identify and resolve gaps in provision.

- To make available to all young people aged 13-19 and to those between 20 and 25 with special educational needs and disabilities (SEND), support that will encourage, enable or assist them to participate in education or training.
- 3.42. Where ECC feels that there is a specific gap in provision that cannot be addressed by existing providers or growth plans, there is a process by which this can be brought to the attention of the Education and Skills Funding Agency (ESFA) for consideration and action.
- 3.43. There are 56 School Sixth Forms in Essex funded by the ESFA to deliver training to 16-18 year olds. There are also some special schools delivering Post 16 provision. A number of learners (resident in Essex) travel to school Sixth Forms outside Essex, including schools in surrounding local authorities. There are also a number of independent schools in Essex offering post-16 courses.
- 3.44. Colchester borough has four Sixth Form Academy Schools providing 16-18 education; one Pupil Referral Unit (PRU) and a Modern Special Needs School aged 3-18.
- 3.45. As of March 2021, Colchester has a total 16-18 cohort of 4,002 of which:
- 71.4% attend Further Education or a Sixth Form College
 - 17.1% attend School Sixth Forms
 - 3.5% are undertaking an Apprenticeship or Traineeship
 - 4.1% are undertaking other types of training (including in some kind of employment, in custodial sentence, or other forms of training)
 - 3.6% are either not in education, employment or training, or their destinations are unknown.

Post-16 and Skills (Further education/FE) provision

- 3.46. The range of providers delivering further education and skills in Essex include:
- **General FE Colleges:** There are 6 FE colleges based in Essex delivering training to young people and adults (Chelmsford College, Colchester Institute, Epping Forest College (part of New City College), Harlow College, USP College and South Essex College of Further and Higher Education. In addition, a number of colleges based outside of the county deliver training to Essex residents, including Hertford Regional College, Cambridge Regional College and Havering Colleges (part of New City College) plus a number of colleges further afield delivering training through distance learning or subcontracting arrangements.
 - **Local Authority FE Providers:** Adult Community Learning Essex (ACL), part of ECC, receives funding to deliver training in Essex and is the largest provider of adult education courses in the county.
 - **Higher Education Institutions:** The three Higher Education Institutions in Essex (Writtle University College, University of Essex and Anglia Ruskin University) receive some funding allocations from the ESFA) to deliver further education provision.
 - **Private sector providers:** These consist of:
 - **Independent Training Providers:** A wide range of training providers deliver training in Essex.
 - **Employers:** A number of large employers are funded directly by the Education and Skills Funding Agency to deliver training programmes.
 - **Specialist Colleges:** Typically, these are colleges with a specialist curriculum offer. This includes the Workers Educational Association (WEA), the UK's largest voluntary sector provider of adult education which delivers a significant volume of training in Essex.

- 3.47. Colchester Institute is the largest FE provider serving North Essex, including Colchester borough. The Institute has campuses in the towns of Colchester and Braintree, as well as the Harwich Energy Skills Centre in Tendring. A separate campus in Clacton was closed in 2019. The Institute has made significant improvements to its Colchester campus to better focus on growth and priority areas and resources to support Engineering, Construction and Digital Media.
- 3.48. In 2019, Colchester had a total working age population of 124,000, of which:
- 36.8% had level 4+ qualifications (UK average 40.3)
 - 56.9% had level 3 qualifications (UK average 58.5%)
 - 77.2% (approx. 95k residents) had level 2 qualifications (UK average 75.6%)
 - 89.1% (approx. 110k residents) had level 1 qualifications (UK average 85.6%)
 - 6.8% had other qualifications (UK average 6.7%)
 - 4.1% (approx. 5k residents) had no qualifications (UK average 7.7%)
- 3.49. The percentage of Colchester residents with Level 1+ and 2+ qualifications is slightly above the national average, whilst level 3+ and 4+ is slightly below.
- 3.50. The need in any area will be assessed on a case-by-case basis, so that contributions are only required where necessary. ECC collects financial contributions for post-16 education. The funding formula is calculated on the basis that there are 0.04 qualifying post-16 students per house and half this number from qualifying flats. One-bed units are included as research has revealed that in the 2011 Census there were 1% of young people aged 16-18 living in one-bedroom properties across Essex. The key difference between post-16 provision and primary/secondary education is the element of choice and the landscape of different training routes. Where a contribution is required, the cost per place (subject to indexation) for a full-time post-16 place is £23,962 based on the DfE National Scorecard.
- 3.51. In respect of 16-18 education, no specific needs arising from the growth in the Part 2 Local Plan were identified. The need for additional 6th Form provision in any area will be assessed on a case-by-case basis, so that contributions are only required where necessary. The funding formula is outlined in the ECC Developers' Guide to Infrastructure Contributions. As a guide, commensurate costs for 6th Form are an additional 20% to the cost of new secondary school provision. On this basis, the cost of sixth form provision at the new secondary schools planned for the Garden Community will be circa £8,974,440.
- 3.52. In respect of further education, no specific needs arising from the growth in the Part 2 Local Plan were identified.

Special Educational Needs (SEN)

- 3.53. In the Special Educational Needs Strategy 2014-19³, ECC undertook to commission a continuum of provision for pupils with special educational needs.
- 3.54. Approximately 3.4% of the Essex pupil population at any one time are designated as high needs pupils requiring additional support over and above that normally available in a mainstream school and require specialist support or provision. The majority of pupils receive this support in their local mainstream school although a small but significant number of pupils require support in specialist settings such as a mainstream enhanced provision, a maintained special school/academy or an independent special school.
- 3.55. Specialist provision in Colchester borough is configured as shown in Table 3.4:

³ An updated strategy is scheduled to be published in May 2021

Table 3.4: Specialist provision in Colchester borough

School name	Phase	Enhanced provision type	Places in Sept 2020
Cherry Tree Primary School	Primary	Speech & Language	10
Lexden Primary School with Unit for Hearing Impaired Pupils and Nursery	Primary	Hearing Impaired	18
The Philip Morant Hearing Impaired Provision Secondary	Secondary	Hearing Impaired	18
Braiwick Primary	Primary	Social, Emotional and Mental Health	8
Monkwick Junior	Junior	Social, Emotional and Mental Health	5

3.56. Essex Special Schools are currently classified in four main funding categories.

- Severe Needs Special Schools
- Complex Needs Special Schools
- Social Emotional and Mental Health Needs (SEMH) Primary day and residential
- SEMH Secondary day and residential

3.57. Special School provision in Colchester borough is configured as shown in Table 3.5:

Table 3.5: Special School provision in Colchester borough

School name	School type	Places in March 2021
Langham Oaks	SEMH Sec	72
Kingswode Hoe School	Complex Needs	149
Lexden Springs School	Severe Needs	200

3.58. In 2015 a shortage of special needs places and an increasing reliance on independent placements prompted ECC to undertake a review of special needs provision and estate. This review projected a shortfall of places of 344 by 2020. In response to the review ECC put a strategy in place to ensure there would be sufficient good quality provision available for all children with special needs within their communities.

3.59. The strategy supports academies to form multi academy trusts which can bid to open SEN Free Schools. In the last three years ECC has secured funding for four new SEN Free Schools, two to meet the needs of children and young people with social, emotional and mental health needs and two to meet the children and young people with complex autism needs. The four schools are at various stages of development with the first scheduled to open in 2021. Three of these Free Schools will provide boarding provision.

3.60. Lexden Springs relocated to a new, purpose-built facility in 2019 to enable the school to increase capacity from 120 to 200 pupils and add boarding capacity for 30 pupils.

3.61. Essex currently has around 180 pupils from Mid and North Essex placed in independent schools. The strategic intention is that future pupils with similar needs will be able to have their needs met in an Essex Special School or specialist provision, meaning they can remain in their local community. A reduced reliance on expensive independent school placements will allow resources currently spent in that area to be spent delivering outstanding outcomes for pupils in their local community.

3.62. All funding for pupils with high needs comes from the High Needs Block of the Dedicated Schools Grant, the Government are currently consulting on fixing the high needs block for each authority as part of the

proposed National Funding Formula arrangements. Therefore, it is important to maximise outcomes and experiences delivered for pupils with high needs from within that fixed sum.

- 3.63. This year, ECC have created a forecasting mechanism to predict the growth in the Education and Healthcare Plan (EHCP) population in area, need and type of provision. The forecast is predicting a 22% increase in EHCPs in Colchester and 10% in Tendring across both mainstream and special provision, due to the growing number of EHCPs nationally and the housing growth in this area.

4. Healthcare

- 4.1. The health needs arising from growth have been assessed by the Health and Wellbeing Alliance (HWA) for North East Essex. This comprises the North East Essex Clinical Commissioning Group (CCG) representing Primary and Community Care, East Suffolk North Essex Foundation Trust for Acute Trust Services, Essex Partnership University Trust representing Mental Health Services and the East of England Ambulance Trust.
- 4.2. It should be noted that, in respect of the Tendring-Colchester Borders Garden Community, the information presented and the approach agreed will inform the detailed analysis of health and well-being measures in the forthcoming Development Plan Document (DPD).

Tendring-Colchester Borders Garden Community

- 4.3. The HWA stressed that the site must not be assessed on its own but in conjunction with the Tendring IDP work, with the overall cumulative effect being recognised.
- 4.4. In order to reduce the overall impact on the healthcare system and its infrastructure, it is essential that health and wellbeing is at the heart of the masterplanning strategy for the site overall. To this end the CCG and system partners have produced a draft health strategy and are requesting to work proactively alongside the local authorities and the developers to ensure the health strategy is implemented.
- 4.5. The purpose of the health strategy is to ensure the Garden Community is designed and delivered in ways that will enhance the quality of people's lives both from the outset and in the long term by positively addressing and innovatively responding to the fundamental elements that influence the social determinants of health and wellbeing.
- 4.6. There are a number of key objectives which the health system aspire to meet alongside the local authority partners:
 - To harness the collective organisational knowledge and input into the local health and wellbeing system in a way that will benefit both the Garden Community and surrounding areas of deprivation. This includes working with key partners and projects to ensure effective co-ordination of activities and maximisation of assets.
 - To design an integrated and prevention-focused health and wellbeing system fit for the 21st century that addresses local needs and existing as well as future capacity issues and reflects the recommendations of the Putting Health Into Place guidance.
 - To contribute to the creation of equitable, thoughtfully designed and holistically healthy places where people want to live, work and grow old in. This will include providing affordable homes for all, creating naturally active environments, growing diverse employment opportunities and encouraging cohesive caring communities.
 - To create and implement a delivery plan for the five key areas of focus identified through system partners' participation whilst acknowledge the wider system priorities.
 - To continually explore the art of the possible and implement innovations that ensure the Garden Community remains ahead of the norm and is able to flexibly adapt to accommodate societal changes.
 - To create an agreement to provide local jobs for local people starting with the construction of the development to improve the wider determinants of health for the wider population of the area.
- 4.7. It is recognised that sustainability depends on creating resilient and healthy communities, which can adapt to changing conditions and societal expectations whilst maintaining a sense of belonging and purpose. This strategy will reflect a number of the principles set out in the Garden Communities Charter, namely:
 - providing people with an efficient home built to quality standards;

- promoting the opportunity for people to gain meaningful and accessible employment; and
 - creating pleasant communities where people have a sense of belonging and purpose.
- 4.8. It is well recognised that the current health system is under considerable strain in terms of capacity and resources yet the population is growing and ageing at a rapid pace, presenting further challenges around how health-related organisations will cope with the associated health issues of modern society in the immediate as well as longer term. There is a need to create communities where the demand on services is burden-free and quality of life enhancing.
- 4.9. During May 2018, Suffolk and North East Essex CCGs joined a wider partnership of system partners and became an Integrated Care System (SNEE ICS), which joins up all parts of the health and care system including GPs, hospitals, community care and social care as well as physical and mental health services. This enables people to access services easier, see more joined up care delivery and enable more effective cross-organisational and sector working. The SNEE ICS has a proactive ‘can do’ approach and within a short space of time these successes are being recognised at a national level. By working collaboratively with a range of organisations, the ICS can collectively help people to stay healthy, tackling the causes of illness and wider factors that affect health such as housing, education and access to meaningful employment. The System has developed an Operational Plan for 2019/20 that sets out the next steps in its journey as a local health and care system and reflects a very broad spectrum of work which will inevitably continue to develop and evolve. Furthermore, work has already been undertaken into key local health metrics that could assist in informing the direction of this strategy in respect of the principal challenges for the area, which are:
- Reducing the health gap
 - Reducing loneliness
 - Care closer to home
 - Obesity
 - Improved end of life care
 - Positively ageing
 - Suicide prevention
- 4.10. Should this strategy require any further work to be undertaken into, for example, demographic profiling of the Garden Community, initial links with the Data Research Centre at the University of Essex have already been established and can be developed further.
- 4.11. It is important that the strategy clearly communicates the intent of System partners and liaison with local stakeholders to establish these requirements more fully needs to be undertaken as part of the Development Plan Document phase. This includes understanding what the System workforce provision needs to look like in order to sufficiently service the needs of the Garden Community population as well as exploring the role of community safety and how the Police mapping intelligence can be fed into this work.
- 4.12. The shared goals of system partners are aimed at:
- Making a system work to deliver prevention by bringing different systems together and working in partnership on a shared goal to maximise prevention opportunities and health and wellbeing initiatives using the built environment.
 - Understanding how to maximise the opportunities for health and wellbeing using the built environment, existing assets and sharing the evidence base.
 - How as a system we future-proof, including estates, digital, workforce, demographic challenges and population growth on this scale.

- 4.13. At this point it would be useful to highlight some recent work commissioned by the North East Essex Health and Wellbeing Alliance into the plethora of assets across Colchester Borough and Tendring District that could be harnessed as part of this work, particularly in relation to stewardship and communities and how the new Garden Community can build on these strengths. This is also an opportunity to explore the role of the voluntary sector and their role in the asset mapping work and provision of green infrastructure.
- 4.14. It is unlikely that a new GP practice would be created but a Health and Wellbeing Hub which would incorporate elements of primary care, community and voluntary partners supporting the new community and enhancing their health and wellbeing.
- 4.15. The conditions for a healthy community will be provided through the pattern of development, good urban and public realm design with attention to architectural detail, access to local services and facilities; green open space/landscaping measures and safe places for active play, biodiversity and food growing, and which are all accessible by walking, cycling and public transport.

Essex Joint Health & Wellbeing Strategy

- 4.16. The Garden Community needs to be mindful of the 4 areas of focus and 5 building blocks of this Strategy, which are:

Areas of focus:

- Improving mental health and wellbeing
- Addressing obesity, improving diet and increasing physical activity
- Influencing conditions and behaviours linked to health inequalities
- Enabling and supporting people with long term conditions and disabilities

Building blocks:

- Systems Leadership
- Developing health, wellbeing and social care assets
- Mobilising place and communities
- Applying data, digital, technologies and innovation
- Prevention, early intervention and addressing the wider determinants of health

- 4.17. Additionally, joint strategic needs assessments have identified priorities for areas that need to be taken into account and the Essex Design Guide reiterates that public health *is* spatial planning.

Garden Communities and Healthy Placemaking

- 4.18. In terms of the scale of the Garden Community, the Publication Draft Local Plan proposes that this site could deliver approximately 7,500-9,000 homes in total through a broad-spectrum tenure mix and with a commitment to at least 1 job per household within a sustainable commuting distance and associated infrastructure. Therefore, this could potentially equate to an additional 22,500 (approx.) people living in the area and requiring access to existing health, social care and wellbeing infrastructure. This emphasises the need for further input from Public Health and understanding the aspiration around what the Garden Community will look like demographically. This includes having a full appreciation for the diversity of the area and the differing cultural requirements of, for example, black and minority ethnic (BAME) communities in relation to access to and requirement for health services.

4.19. Consideration of the following principles is key to the delivery of a successful Healthy New Town:



- 4.20. The Garden Community needs to actively assist in addressing local deprivation, particularly regarding access to meaningful employment opportunities, social value through the procurement process and supply chain, and shared infrastructure (e.g. community facilities).
- 4.21. Mitigation will be sought to reduce the impact on the health system in the area in conjunction with an agreed health strategy for the garden community as described above.
- 4.22. In addition to the Health Strategy, it is important to acknowledge that the North East Essex CCG is proactively working with the University of Essex as part of an agreed memorandum of Understanding signed by Colchester Borough Council, Rowhedge Surgery, North Essex Health and Wellbeing Alliance, University of Essex and North Essex CCG in enhancing the health and wellbeing of the student population and the surrounding community. This includes a feasibility study, which is currently in production, for suitable estate requirements; an option being reviewed is a potential new-build on the outskirts of the University campus approximately two miles from the proposed development which would be sufficient to support the additional population entering the community during the planned period. Mitigation will be sought to support this development.

North Colchester

- 4.23. For the land at Colchester Rugby Club (NC1), an appropriate mitigation strategy has yet to be identified which satisfies the health partners representing the North East Essex Health and Wellbeing Alliance. Their concerns relate to the need to address the infrastructure and workforce requirements for managing the additional social care services created by the proposed the extra care facility. The additional dwellings indicated will also include 300 older persons homes which will increase the impact on the workforce providing existing social care services across the borough. The impact will also be felt by the Acute Trust and Primary Care. No additional infrastructure facility is identified on the site, however input from Health and Social Care partners are recommended moving forward to ensure the overall design of the site enables access to a community hub environment in support of the older persons/extra care element. This would need to include a multi-disciplinary approach. This could be alongside appropriate mitigation to enable appropriate healthcare provision.

South Colchester

- 4.24. For the Middlewick Ranges site (SC2), suitable mitigation is required to enable existing primary care infrastructure – principally at the Rowhedge and Shrub End GP practices – to support the additional population created by the development. However, it would also be important to work in a collaborative way with partners across the North East Essex Health and Wellbeing Alliance to ensure a Community Hub approach is embedded into the new community which may enable a more proactive approach to reducing the overall impact. Examples of such a hub could be a community facility which has access to social prescribing activities.

Stanway

- 4.25. To support development of the land north of London Road (WC2), the existing Tollgate Health Centre will require substantial investment to ensure it addresses the needs of the new population created by the development whilst remaining fit for purpose. A business case for expansion of provision is being prepared.

Tiptree

- 4.26. The existing Tiptree Medical Centre is already over-capacity and mitigation would be required to support any long term option that addresses the needs arising from either the low or high growth options (SS14). Such mitigation is not possible on the existing Medical Centre site. The intention is to work with Tiptree Parish Council to review options in support of a forward plan to support the additional expected population.

Other needs

- 4.27. Primary care is adopting a Digital First approach to primary care investment. An agreed Integrated Care System Road map for Suffolk and North East Essex was introduced in 2019, many of the initiatives were brought forward as a result of the response to Covid 19 and have already proven successful. GP practices, care homes and community service providers have been using telephone/video consultations, smartphone applications to enable patients to request prescriptions and appointments. Practices within Primary Care networks will enable digital first options to improve fast access to primary care, reducing waiting and travelling time for patients, services will include outpatient follow up appointments and medication reviews. Consequently, the need for high speed broadband access and flexibility in terms of the provision of digital health infrastructure to any new housing development is crucial in order to ensure the success of the Digital First approach.
- 4.28. Given the increase in population, consideration should be given to the anticipated increase in palliative and end-of-life care needs and the subsequent increased provision of palliative and end-of-life services across the community, led and co-ordinated by St Helena Hospice. In light of this, consideration should also be given to developing new models of residential, nursing and inpatient care to reflect changing demographic and health needs.

5. Utilities

Water – used water

- 5.1. Anglian Water provides waste water services throughout Colchester borough.
- 5.2. In respect of the Tendring-Colchester Borders Garden Community, a connection to the foul sewerage network required. This will be located a distance from the existing network so additional network infrastructure will be required. Capacity enhancements will also be required at the Colchester Water Recycling Centre (WRC) and this continues to be assessed as part of Anglian Water's 25-year Drainage and Wastewater Management Plan.
- 5.3. The 2017 IDP identified that the WRCs at Copford and Langham had capacity problems and required enhancements to treatment capacity to serve site allocations at Stanway (Copford WRC) and Langham (Langham WRC). Anglian Water has identified a need for further investment at Langham WRC in the Asset Management Plan (AMP) period 2025 to 2030 (referred to as AMP8), as outlined in its Long Term Plan⁴. For the Copford WRC, the need for further investment has been identified for AMP7 (2020-25) and AMP8. This will ensure that the sites it serves (SS4 sites) can be delivered and will not impact on their proposed phasing.
- 5.4. As per the 2017 IDP, funding of provision will be secured through a combination of customer bills (feeding into the Anglian Water business plan for investment) and standard developer charges. It is not envisaged at this stage that there will be any significant additional costs to be borne by individual developments.

Water – potable supply

- 5.5. The provider of drinking water services to Colchester borough is Anglian Water.
- 5.6. The position remains unchanged from the 2017 IDP. All sites have some resources available and plans are in place to increase resources where necessary, with the exception of Tiptree which already has sufficient resources available to accommodate growth.
- 5.7. In terms of the supply network, all sites require upgrades of existing provision which can be addressed. Only development of the Middlewick Ranges site in South Colchester (SC2) would require a specific mains extension from near the River Colne.
- 5.8. If additional lengths of water main are required (such as at Middlewick Ranges), it is expected that these would be funded by the developer as a site-specific cost.

Gas

- 5.9. Cadent provides gas connections throughout Colchester borough.
- 5.10. The position remains unchanged from the 2017 IDP. There are no areas of Colchester borough that are likely to require additional gas infrastructure to accommodate the proposed levels of growth. However, as connections process works on a first-come, first-served basis, there is no guarantee that this capacity will still be available at the time an official connections request is sent in.

⁴ Anglian Water (2018) *Water Recycling Long-Term Plan*
(<https://www.anglianwater.co.uk/siteassets/household/in-the-community/water-recycling-long-term-plan.pdf>)

Electricity

- 5.11. UK Power Networks distributes the electricity supply throughout Colchester borough.
- 5.12. For the Colchester-Tendring Borders Garden Community, the existing infrastructure is expected to be able to meet the requirement during the plan period although reinforcement of the local 11kV network with cables and switchgear may be required. The growth beyond the plan period is likely to require a new 33/11kV substation in the area of the site. This would require new 33kV circuits from the 132/33kV Lawford Grid substation to a suitable site on or near the proposed development.
- 5.13. For growth at Tiptree (SS14), there might be a need to reinforce Tiptree Primary substation to accommodate the additional load associated with development in the area. The developer might have to participate in cost apportionment associated with this reinforcement project but at this time it is not possible to determine this, or the possible cost associated with this. UK Power Networks notes that the cost of new network and extensions is often borne solely by itself, i.e. at no cost to the developer.
- 5.14. None of the other developments are expected to require any reinforcement of the 33kV or 132kV network but reinforcement of the local 11kV network with cables and switchgear may be required at all sites.

6. Transport

- 6.1. In addition to the measures identified through the Local Plan (Parts 1 and 2) transport evidence base (which were presented in the 2017 IDP and are updated later in this section), Colchester Borough Council worked with Essex County Council (ECC) in 2020 to prepare a Colchester Future Transport Strategy. Consultation on this ended in January 2021. The strategy is produced by ECC as the Highway Authority and will greatly assist in their bids for funding for transport projects in the borough. The strategy outlines measures that are consistent and build upon mitigation outlined in the Local Plan evidence base and the Local Plan's development policies. It aims to shape Colchester borough's future transport network and achieve the vision of prioritising active and safe sustainable travel to bring about health, environmental and economic benefits. The strategy looks to positively address the different challenges and reasons why people travel, setting out zones that recognise the need to support those making short journeys through the town and those living in the surrounding areas making longer journeys. The strategy will provide a framework that will then enable potential schemes to be identified and proposals to be assessed against. It is anticipated that the strategy will be adopted later in 2021.
- 6.2. The strategy outlines the following:
- In the town centre, where the public realm is important for attracting businesses and visitors, there needs to be a clear focus on alternative and sustainable transport options and helping improve air quality and health outcomes. Any remaining traffic needs to be managed as efficiently as possible with clear and innovative signage to direct traffic onto the most appropriate routes and into the most suitable car parks as quickly as possible.
 - Journeys from the residential areas to the town centre should be made by sustainable means wherever possible, so investment should focus on providing residents with a quicker and cheaper alternative to the private car. For journeys outside of the town, the focus should be on intercepting traffic through Park and Ride, longer distance bus services, encouraging rail use and targeting investment in specific road schemes for long distance journeys.

Highways

- 6.3. Since the 2017 IDP was published, the following progress has been made:
- The Road Investment Strategy (RIS1) was replaced by RIS2 in March 2020 and covers the period 2020 to 2025. RIS2 continued to set out the route investment priority for the A12 Chelmsford to A120 – widening the A12 to three lanes between junction 19 (north of Chelmsford) and junction 25 (A120 interchange). It was noted this scheme will need to take into account evolving proposals for the A120 Braintree to the A12 (see below).
 - Highways England consulted on options for widening the A12 between Chelmsford (J19) and Marks Tey (J25) in 2017 and 2019. A preferred route was announced in 2020. Surveys and ground investigations are currently being undertaken and, subject to funding, work is due to begin in 2023-24.
 - A120 (Braintree to A12 - new route) - Following public consultation by ECC, a favoured route option was recommended to Government in 2018 running from Galleys Corner in Braintree to a new junction with the A12 south of Kelvedon. The route is expected to reduce journey times by up to 15 minutes. The scheme is now identified as a 'pipeline project' in RIS2 and will undergo more analysis and design work by Highways England ahead of being considered for potential future investment.
 - A120-A133 Link Road and Rapid Transit for the Tendring-Colchester Borders Garden Community (TCBGC) - ECC made a successful bid for £99 million through the Government's Housing Infrastructure Fund to aid the delivery of the TCBGC to fund a new strategic link road between the A120 and A133 and route 1 of the rapid transit system linking the TCBGC to Colchester town. A planning application for the link road is currently being prepared and is expected to be submitted to ECC as the determining authority in April 2021. It is anticipated the link road will be constructed by 2024.

- 6.4. The Colchester Transport Model that informed the 2017 IDP identified junctions and links that were overcapacity as a result of development proposed in the Part 2 Plan. The modelling remains valid. However, many site-specific and strategic mitigation solutions have progressed since the Part 2 Plan was submitted, and have been, or are currently being delivered by ECC as the local highway authority. An updated strategic model is currently in the process of final validation and calibration by ECC. The model will benefit and support the agreement of the Colchester-Tendring Borders Garden Community Development Plan Document.
- 6.5. The following schemes have been completed and are in operation:
- Colne Bank widening - widening of short section of carriageway to improve operation of junctions.
 - Lexden Road improvements - measures to improve traffic and bus flow along main route into urban Colchester.
 - Ipswich Road/Harwich Road junction improvements.
- 6.6. While sustainable travel will be key to future proofing Colchester's network, appropriate highways schemes will be necessary to support how we move around the borough. These will take the form of urban and strategic projects. Projects within the town will support the wider strategy, while also helping to reduce congestion, for example:
- St. Botolph's Circus Roundabout: Investigations are underway to identify suitable designs for St. Botolph's Circus Roundabout with renewed consideration of new and proposed development in the local area, including the Vineyard Gate development, and public realm aspirations. St Botolph's Circus is located within one of Colchester's air quality management areas and assessments are being undertaken to determine the impact the improvements would have on the surrounding air quality. An engagement exercise was held in 2019 and the results of this are being considered. Latest feasibility designs reflect opportunities for plaza development and improved Active Travel provision through and across the junction.
 - Improving connectivity along the A133 Ipswich Road: Following recent improvements along Colne Bank Avenue, upgrades to the A133 Ipswich Road are now completed as part of Colchester's Integrated Transport Package. This involved the replacement of the double roundabouts at Ipswich Road and Harwich Road with a single roundabout at each location, widening of the carriageway to two lanes in either direction, as well as upgrades to pedestrian and cycling facilities.
 - A134 Colchester to Sudbury: A strategy for the A134 Colchester to Sudbury was undertaken in 2017, to assess the route as a key regional link. The report highlighted that the route generally operates to a satisfactory condition with traffic flows at an acceptable level at most times of the day. However, some areas for improvement were identified, notably sustainable transport links. Measures to be taken forward for further assessment include footways maintenance, new cycle routes and bus stop enhancements, as well as signing and lining improvements on roundabouts. This is being complemented through measures associated with the Rapid Transit system, Emergency Active Travel Fund and the Local Cycling and Walking Implementation Plan (LCWIP) corridors.
 - The 'Positive Parking' review: Currently underway, the parking review is assessing the best way to help meet the wider environmental aims, whilst continuing to support the town centre. The agreed strategy, which focuses on off-street parking, includes a range of ways to deliver improved and smarter parking services in Colchester, which also supports the Council's Climate Emergency Declaration.
 - Planning the long-term vision for the town centre: Following a review of the improvements introduced in previous years to reduce through traffic.

Sustainable transport (walking, cycling and public transport)

- 6.7. As identified in the Colchester Future Transport Strategy, to reduce car use, improve air quality and improve health across the town centre and wider Colchester area, schemes will focus on:
- The improvement of green links (cycling/walking): Including flagship routes, route improvements, missing links, lighting/crossings.
 - Public transport improvements: e.g. Rapid transit, Park and Ride, bus lane enforcement, smart ticketing and travel information.
 - Park and Choose: A new innovative concept allowing residents, workers and visitors to park their vehicles and choose a sustainable alternative mode.
 - Access improvements: e.g. improved access and parking at rail stations and parking strategies.
 - The creation of quality partnerships: e.g. inter-urban coach partnerships and freight partnerships.
 - Travel change initiatives: e.g. car clubs, personal and business travel planning and car sharing.
- 6.8. Since the 2017 IDP was published, the following progress has been made:
- The local Colchester Cycle Action Plan, prepared by ECC as part of its County Cycle Strategy, has been completed.
 - The Essex Walking Strategy prepared by ECC was consulted in 2019. The strategy will be published in summer 2021. The strategy recognises the importance of walking both as a form of transport and as a leisure activity and outlines in detail the steps being taken to encourage walking now and over the coming years.
 - The Essex LCWIP prepared by ECC was published for consultation in March 2021. The document is a summary of key proposals to develop local cycling and walking networks in Colchester. There will be a further stage of consultation on specific schemes which will follow in summer 2021.
 - Abellio, which runs the Greater Anglia franchise, has new trains in operation.
- 6.9. Current priorities and updated since the initial IDP was first prepared in 2017 include:
- Station roundabout: Investigating potential options to improve the flow of vehicles, buses and cycles through this gateway junction to the town centre.
 - Improving connectivity along the A133: Following recent improvements along Colne Bank Avenue.
 - Rapid transit system: A Rapid Transit System will be delivered alongside proposals for the Colchester-Tendring Borders Garden Community to the east of Colchester. The new system will serve Colchester Station, the town centre, the Knowledge Gateway, the University and the hospital. It will also link in to the existing Park and Ride services, as well as supporting the Garden Community with the new 'Park and Choose' initiative. As mentioned earlier funding has been secured for route 1 of the Rapid Transit System linking the Garden Community to Colchester town.
- 6.10. Following the Covid-19 pandemic, a series of 'Safer, Greener, Healthier' interim traffic measures have been introduced in Colchester to create more shared space for walking and cycling. 20mph limits, temporary barriers and signs providing shared spaces have been introduced on the High Street, Queen Street/St Botolph's, Head Street, St Johns Street and other town centre roads, and on the vital corridor between the main rail station and town centre, including North Station Road and North Hill.
- 6.11. Other ongoing travel change initiatives include:
- Colchester Travel Plan Club: Formed in 2004 by local organisations who needed to manage their demand for car parking and who were concerned about the impact of local traffic on their business, the community and the environment.

- Cycle Colchester: A legacy of the Cycle Town 2008-2011 project and continuing initiative to encourage and promote cycling within Colchester, keeping you up-to-date with the latest local cycling news.
- Clean Air Colchester: To support air quality improvements in the borough, Colchester Borough Council has been awarded funding from DEFRA to manage a two-year project. The project focuses on encouraging walking and cycling for short journeys and getting people to switch off their engines when they are not moving.
- Park Active: A Government-funded scheme to allow people to leave their car and walk or cycle for the rest of their journey. This will help reduce demand for central parking spaces and reduce traffic in these areas, freeing up space for people to social distance, cutting congestion and improving air quality.

6.12. The list of potential transport mitigation measures presented in Appendix C to the 2017 IDP has been reviewed to provide factual updates to schemes where there has been a material change to the circumstances since 2017. These schemes are presented in Appendix B to this IDP Review.

7. Flooding

- 7.1. There are 11 Critical Drainage Areas (CDAs) which have been identified by ECC as having potential issues in respect of surface water flooding. ECC has identified that six out of the 11 CDAs affect growth locations, with all of these being in or close to the centre of Colchester. These are shown in Table 7.1:

Table 7.1: CDA surface water flooding locations and relevant allocations

CDA Name	CDA ID	No. of residential properties flooded (100-year rainfall event)	Growth area (Location)	Sites
Old Heath	NCOL_001	16	South Colchester (South Colchester)	SC2 – Middlewick Ranges
The Hythe	NCOL_002	63	East Colchester (The Hythe)	EC3 – Barrington Road/ Bourne Road
Abbey Gate	NCOL_003	75	Colchester Urban Area (Colchester Town)	TC3 – Part of St Runwalds Car Park
Balkerne Hill Roundabout	NCOL_012	22	Colchester Urban Area (Colchester Town)	TC3 – Land at Britannia Car Park
Hythe Quay	NCOL_013	23	East Colchester (Colchester Town)	EC3 – Port Lane
Wivenhoe	NCOL_015	29	Wivenhoe	SS16 – Land of Croquet Gardens SS16 – Land Behind Broadfields SS16 – Land at Elmstead Road

- 7.2. All of the mitigation schemes required to address the growth in the locations identified in Table 7.1 would need to be individually designed.

Costs and funding

- 7.3. The sources of funding in the 2017 IDP remain unchanged. The ability to deliver schemes that address the identified flooding problems will therefore depend on the source of funding. If the CDAs are delivered using ECC funds, then it is possible, with the additional growth proposed in these areas, to top up the necessary funding with developer contributions. The split required is as follows:

Table 7.2: Funding required to address CDA scheme requirements

CDA/Growth Area	Total cost	ECC funding	Contributions required (min)	Lead Local Flood Authority comments
Old Heath (01) South Colchester	£1,070,000	£820,000	£250,000	This scheme was taken through to the optimisation stage but no financially viable scheme options were found. No assets have been delivered on the ground.
Hythe (02) East Colchester	£2,400,000	£1,000,000	£1,400,000	This CDA was split into two areas and a scheme was delivered that CBC contributed £80,000 towards.
Colchester Town (03) Colchester Urban Area	£4,965,820	£3,065,820	£1,900,000	This scheme was taken through to the optimisation stage but no financially viable scheme options were found. No assets have been delivered on the ground.
Hythe Quay (13) East Colchester	£620,000	£400,000	£220,000	This scheme will be taken through the study stage in 2022/23
Wivenhoe (15) Wivenhoe	£30,000	£30,000	£0	This is a small scale NFM scheme that is programmed for delivery in 2021/22

Source: ECC. All costs are high level and would require more detailed assessment to determine a precise cost

8. Emergency services

Police

- 8.1. The position of Essex Police remains unchanged since the 2017 IDP was prepared. No refurbishments of the police estate serving Colchester borough have taken place since this time, therefore the cost of provision remains at £4.75m.
- 8.2. Moving forward, Essex Police intends to gather evidence relating to the demands placed on its services that are directly attributable to growth. The intention is that this evidence will be sufficient to justify the use of developer contributions to part fund specific, identified refurbishments of the police estate. At the present time it is not in a position to justify specific levels of developer contribution towards meeting these needs.

Fire Service

- 8.3. As with the 2017 IDP, Essex Fire and Rescue Service has not stated that it has any needs arising from growth.

Ambulance

- 8.4. In response to the 2017 IDP, the East of England Ambulance Service Trust (EEAST) did not state that it had any needs arising from growth. Given that no new allocations have been proposed, no new ambulance service infrastructure is required.
- 8.5. Demand for emergency and urgent care continues to rise nationally and in Colchester, the Ambulance Service has outgrown its current site. Plans are in place to build a larger hub subject to funding and governance processes. These hubs are part of a programme involving significant investment in modernising ambulance services across the region. Improvements include teams of specialist on site that clean, stock and maintain the vehicles as well as an enhanced sustainable environment for staff to work in. The hub requires a site of between 1.5 and 2 acres and would be funded in line with EEAST's Estates Strategy. The current programme aspires to have a new hub development in operation in Colchester by 2025.
- 8.6. EEAST is currently working with the Suffolk and North East Essex Integrated Care System on responding more effectively to planning applications and local plans. EEAST requires knowledge of large-scale developments (over 250 dwellings) so that it can model staff and ambulance resources to ensure statutory response times to, from and through the new development area can be met. Response times can be affected by increased construction traffic, road closures or highway works related to a development. It is with this in mind that EEAST are working with the local planning authorities in the area (including Colchester) on all local plans and on their respective IDPs as a statutory consultee during the planning process.
- 8.7. Moving forward, EEAST will be in a position to make representations on planning applications that will have an effect on the service (large scale developments and cumulative effects from smaller applications) and will be requesting developer contributions as part of this process to ensure that the infrastructure (systems, vehicles and premises) is in place to meet the demands of the service and its statutory obligations.

9. Waste

- 9.1. Existing and emerging national legislation and policy seeks to deal with waste more sustainably; reducing the amounts of waste being generated and managing waste in a manner to reduce environmental impacts. This will require the adoption of Circular Economy principles where waste is designed out of systems, and resources and products are kept in use for as long as possible. This will lead to the adoption of more effective reuse, recycling and composting systems and a shift away from the more environmentally impactful waste treatment and disposal methodologies.
- 9.2. Essex County Council (ECC) is the Waste Disposal Authority (WDA) covering Colchester borough and provides waste handling, treatment, and disposal infrastructure to ensure waste generated by households, and other wastes collected by Councils in Essex (Local Authority Collected Municipal Waste [LACMW]), is effectively managed. The WDA also provides facilities accessible by the public for the collection of waste prior to onward treatment or disposal. Colchester Borough Council is the Waste Collection Authority and is responsible for the collection of LACMW from properties and elsewhere. LACMW includes household waste and any other wastes collected by, or on behalf, of councils, including street cleansing, and commercial and industrial waste.
- 9.3. The delivery of local plans which increase residential development, through both infilling and major developments, will impact on waste management systems as the resultant population growth will lead to an increase in waste arisings which require handling and disposal. The dispersal and creation of new population centres may also necessitate the delivery of new infrastructure, as well as the upgrading of existing waste infrastructure.
- 9.4. The major waste treatment and disposal infrastructure currently in place for managing LACMW has considered the anticipated waste growth levels resulting from the proposed Local Plan growth. This major infrastructure required by the WDA to manage waste is currently secured through contracting arrangements with private operators and is not operated or provided directly by ECC. This approach is subject to periodic review and may change in the future leading to a need for additional waste infrastructure being provided directly by ECC.
- 9.5. It is likely that the proposed Local plan growth will however place pressure on the ancillary smaller scale infrastructure, such as waste transfer stations, waste operational depots and the public-facing Recycling Centres for Household Waste (RCHW) necessitating infrastructural upgrades. These facilities, which ensure waste can be effectively handled and provide, local communities access to waste disposal options for household generated bulky waste are, by their very nature, required to be close to population centres and are therefore particularly vulnerable to medium and large scale developments.
- 9.6. The 'smaller scale' waste infrastructure provided directly by ECC to facilitate the disposal and management of waste in the Colchester area consists of:
 - a waste transfer station (WTS) for the bulking of mixed residual waste and certain segregated waste streams to enable onward transport to disposal and treatment facilities;
 - multiple RCHW for the public to dispose of bulky waste items and other household waste.
- 9.7. The WTS serving the Colchester Borough area is located off the A120 near Ardleigh, CO7 7SL. The site provides for both the Colchester and Tendring areas and has a permitted design capacity of 115,000 tonnes p.a. Considering the current usage of the WTS and anticipated future waste arisings it is anticipated that this WTS affords sufficient capacity for the growth detailed in the IDP without the need for any major investment in the WTS network or the establishment of new WDA bulking capacity to serve the Colchester area. This position is predicated on the current per capita waste arisings and collection system architecture remaining unchanged. Changes to services and consumer behaviour can lead to increased waste requiring handling by the WDA within the WTS network. Headroom capacity of the WTS will be reviewed periodically during the plan period to ascertain sufficient capacity remains to continue to meet the IDP growth proposals, or whether per capita waste arising growth necessitate further investment in the WTS infrastructure.

- 9.8. Although residents of the Colchester Borough area are permitted to use any of the 21 recycling centres provided by the WDA, most will access the facility closest to home. ECC provides two facilities within the Colchester Borough area, these are used almost exclusively by the residents of Colchester. These are located at Shrub End (CO3 4RN) and West Mersea (CO5 8DX). A smaller number of residents on the fringes of the district are also likely to make use of facilities located in the Braintree, Maldon, Tendring and Chelmsford areas.
- 9.9. The recycling facilities located in the Borough operate under slightly different operating models reflecting the footprint, current demand and operational capacity; the Colchester site operates to a 7 day-a-week, full service model, whilst the West Mersea site operates 4 days a week and restricts access to certain vehicles and material types.
- 9.10. The sites do not operate to a specific tonnage design capacity but an operational capacity to achieve a service with minimal waiting times and to avoid queuing which impacts the highway or neighbouring properties or facilities; this is achieved through moderating visitor numbers and ensuring adequate flow rate through the site. The demand on recycling centres through the operating day and week is uneven as it is dictated by public need which generally favours weekend and bank holiday access over weekday access. This means that whilst the sites may be quiet and operate within capacity for parts of the operational week they are still periods when they operate above capacity as they are unable to manage the peak demand without excessive waiting times and queuing which impacts neighbouring properties and the highway. A number of the sites accessed by residents of the plan area already operate above operational capacity, including the Shrub End facility and sites in Chelmsford, Maldon and Clacton.
- 9.11. The growth proposed in the Part 2 Plan is not anticipated to be of a scale that will necessitate the establishment of any additional RCHW facilities, however, upgrading of the current network is likely to be necessary during the plan period to ensure adequate service levels can be maintained. This could be delivered by either increasing the peak vehicle handling capacity of existing sites through infrastructural upgrade, or the development of larger replacement sites. The proposed growth in Colchester will primarily place additional pressure on the Shrub End RCHW which already operates above operational capacity. In addition the growth in the areas of Tiptree, south Colchester and along the Tendring Border will increase the frequency with which sites in Clacton, Chelmsford, Witham and Maldon operate above operational capacity levels.
- 9.12. It is anticipated that the IDP growth will require infrastructure investment, or the development of a replacement RCHW for Shrub End to maintain acceptable levels of service and avoid unacceptable impacts on neighbouring properties and the highway. Infrastructure improvements may also be required at sites in neighbouring areas such as Clacton, Chelmsford, Witham and Maldon to manage users travelling out of the Borough to dispose of their waste.
- 9.13. The Essex Joint Municipal Waste Strategy will be subject to review and update, commencing in 2021.
- 9.14. This work will include a review of existing RCHW capacity levels and the infrastructure improvements required to maintain acceptable service levels. The output of this work will form the evidence base for future investment requirements for the RCHW service.

10. Social and community

Libraries

- 10.1. Since the 2017 IDP was prepared, Essex County Council – the provider of library services in Colchester borough – has approved the ‘Essex Future Library Services Strategy 2019-2024 (approved in July 2019). This lays out the strategy for library provision over the early part of the plan period. The Strategy’s focus is to focus on:
- developing an investment plan to improve libraries prioritising, at least initially, larger libraries; and
 - working with and supporting community groups or other partner organisations to set up community run libraries, with the aim of ensuring a library service is retained in every current location.
- 10.2. Decisions over which ECC-run libraries will be retained and which community-run libraries will be supported (as of mid-2019, over 80 expressions of interest had been received across the county to run community libraries) have yet to be made. As such, it is not possible at this time to identify specific infrastructure needs to support growth. In respect of library buildings, the Strategy envisages that by 2024, most library services will be in shared spaces with other public services.
- 10.3. The ECC Developer’s Guide for Infrastructure Contributions 2020 has contribution requirements of £244.92 per dwelling for new library provision and £77.80 per dwelling for upgrading existing facilities. Given that it is not known whether any new libraries will be provided or which existing libraries may be upgraded, it is not possible to identify a cost associated with growth. This will need to be informed on a case-by-case basis at the time that individual planning applications are received, with any required contributions secured through a Section 106 agreement.

Allotments

- 10.4. Based on the requirement in the Colchester Parks and Green Spaces Strategy 2008 for 0.2 hectares of allotment provision per 1,000 population, Table 10.1 shows the requirements that the remaining site allocations creates.
- 10.5. Whilst allotment provision can take many forms and scales, it is assumed that a requirement of less than 0.5 hectares will not be provided on site. In this regard, only the requirement during the plan period on the Tendring-Colchester Borders Garden Community (within Colchester borough) would be sufficient to justify provision (0.68 hectares). However, when growth beyond the plan period is included, the requirement for the Garden Community would total 2.96 hectares. It will therefore be important that the need for allotment provision is included in masterplanning of the Garden Community.
- 10.6. The sites in South Colchester (south of Berechurch Hall Road and Middlewick Ranges) together create a requirement for 0.52 hectares of allotment space. Provision could be made as part of the Middlewick Ranges development.
- 10.7. The identified contributions for growth of less than 0.5 hectares should be sought where there is an identified shortfall in existing provision which can be addressed through expansion or improvement of existing allotments.
- 10.8. Assuming the full provision was needed from all sites, in total there is a need for 2.46 hectares of allotment space during the plan period, which would cost £245,556. This reduces to 2.36 hectares costing £236,436 if the lower level of growth at Tiptree is brought forward. Growth beyond the plan period on the Garden Community creates a need for a further 2.28 hectares costing £228,000. This is shown in Table 10.1.

Table 10.1: Need for allotments

	Dwellings	Population	Allotment needs (ha)	Allotment costs
Colchester-Tendring Borders Garden Community	1,500	3,420	0.68	£68,400
Land at Britannia Car Park	150	342	0.07	£6,840
Part of St Runwalds Car Park	40	91	0.02	£1,824
Land at Colchester Rugby Club	560	1,277	0.26	£25,536
South of Berechurch Hall Road	150	342	0.07	£6,840
Middlewick Ranges	1,000	2,280	0.46	£45,600
Port Lane	130	296	0.06	£5,928
East Bay Mill	22	50	0.01	£1,003
Barrington Road/Bourne Road	28	64	0.01	£1,277
Land north of London Road, Stanway	528	1,204	0.24	£24,077
Land west of Lakelands	150	342	0.07	£6,840
Land west of Peldon Road, Abberton	50	114	0.02	£2,280
East of Queensberry Ave, Copford	70	160	0.03	£3,192
West of Hall Road, Copford	50	114	0.02	£2,280
Tiptree	600	1,368	0.27	£27,360
West Bergholt sites	107	244	0.05	£4,879
Wivenhoe sites	250	570	0.11	£11,400
TOTAL	5,385	12,278	2.46	£245,556
Tiptree - lower growth option	400	912	0.18	£18,240
Colchester-Tendring Borders Garden Community - beyond plan period	4,000	9,120	2.28	£228,000

Community centres

- 10.9. Updating the 2017 IDP with the latest position on allocations provides the following requirements shown in Table 10.2. This shows that the growth during the plan period creates a requirement for two large community centres and eight small centres, costing £6,840,000. The lower growth option at Tiptree does not change the needs or costs.
- 10.10. Beyond the plan period, a further three large centres will be required at Garden Community, costing £5,700,000.
- 10.11. In practice, such provision may be shared with other uses. One of the most common is indoor sports provision. Table 11.3 shows the costs of upgrading these new community centres to be able to accommodate a limited number of indoor sports, e.g. badminton, bowls, etc.
- 10.12. It should be noted that this does not reflect provision already proposed to be made on site allocations. At the present time, provision is proposed at the Colchester Rugby Club site in North Colchester and at the west of Lakelands site in Stanway.

Table 10.2: Need for community centres

	Dwellings	Community centre needs (sqm)	Community centre needs - facilities	New community centre costs
Colchester-Tendring Borders Garden Community	1,500	1,125	1 large centre + 1 small centre	£2,280,000
Land at Britannia Car Park	150	113	1 small centre	£380,000
Part of St Runwalds Car Park	40	30		
Land at Colchester Rugby Club	560	420	2 small centres	£760,000
South of Berechurch Hall Road	150	113	1 large centre	£1,900,000
Middlewick Ranges	1,000	750		
Port Lane	130	98	None	£0
East Bay Mill	22	17	None	£0
Barrington Road/Bourne Road	28	21	None	£0
Land north of London Road, Stanway	528	396	2 small centres	£760,000
Land west of Lakelands	150	113		
Land west of Peldon Road, Abberton	50	38	None	£0
East of Queensberry Ave, Copford	70	53	None	£0
West of Hall Road, Copford	50	38	None	£0
Tiptree	600	450	1 small centre	£380,000
West Bergholt sites	107	80	None	£0
Wivenhoe sites	250	188	1 small centre	£380,000
TOTAL	5,385	4,039		£6,840,000
Tiptree - lower growth option	400	300	1 small centre	£380,000
Colchester-Tendring Borders Garden Community - beyond plan period	4,000	3,000	3 large centres	£5,700,000

11. Leisure and recreation

Children's play facilities and youth facilities

11.1. Based on the guidance provided by Fields in Trust (FIT)⁵ of 0.25 hectares per 1,000 population for all play and 0.3 hectares per 1,000 population for youth provision, Table 11.1 shows the requirements that the remaining site allocations creates.

Table 11.1: Need for play and youth facilities

	Dwellings	Population	Play space needs (ha)	LEAPs needed	NEAPs needed	Youth needs (ha)	MUGAs needed	Play space and youth needs - costs
Colchester-Tendring Borders GC	1,500	3,420	0.86	0	1	1.03	1	£195,000
Land at Britannia Car Park	150	342	0.09	0	0	0.10	0	£0
Part of St Runwalds Car Park	40	91	0.02	0	0	0.03	0	£0
Land at Colchester Rugby Club	560	1,277	0.32	1	0	0.38	0	£40,000
South of Berechurch Hall Road	150	342	0.09	0	0	0.10	0	£0
Middlewick Ranges	1,000	2,280	0.57	1	0	0.68	1	£155,000
Port Lane	130	296	0.07	0	0	0.09	0	£0
East Bay Mill	22	50	0.01	0	0	0.02	0	£0
Barrington Road/Bourne Road	28	64	0.02	0	0	0.02	0	£0
Land north of London Road, Stanway	528	1,204	0.30	1	0	0.36	0	£40,000
Land west of Lakelands	150	342	0.09	0	0	0.10	0	£0
Land west of Peldon Road, Abberton	50	114	0.03	0	0	0.03	0	£0
East of Queensberry Ave, Copford	70	160	0.04	0	0	0.05	0	£0
West of Hall Road, Copford	50	114	0.03	0	0	0.03	0	£0
Tiptree	600	1,368	0.34	1	0	0.41	0	£40,000
West Bergholt sites	107	244	0.06	0	0	0.07	0	£0
Wivenhoe sites	250	570	0.14	0	0	0.17	0	£0
Total				4	1		2	£470,000
Tiptree - lower growth option	400	912	0.23	0	0	0.27	0	£0
Colchester-Tendring Borders GC - beyond plan period	4,000	8,960	2.24	1	2	2.69	3	£586,400

11.2. Table 11.1 shows that during the plan period there is a requirement for four local equipped areas for play (LEAPs), one neighbourhood equipped area for play (NEAP) and two Multi-Use Games Areas (MUGAs) costing £470,000. The lower growth option at Tiptree would reduce the number of LEAPs required by one, making a total cost of £430,000.

11.3. Beyond the plan period there is a need for one further LEAP, two NEAPs and three MUGAs. The cost of these facilities would be £586,400.

Outdoor pitches

11.4. Applying the FIT recommended standard of 1.2 hectares of provision per 1,000 population, Sport England's recommended space standards of 7,420m² per adult football pitch and Sport England's facility costs (Q2, 2020) shows that the remaining growth proposed across the borough would create demand for a further 17 senior football pitches costing £1,700,000. The scale of need at five locations would necessitate changing facilities which would cost £2,400,000. With lower growth at Tiptree, the need would reduce by one pitch and would cost £1,600,000. The need for changing facilities would not change.

⁵ Fields in Trust (2015) *Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard*

- 11.5. Beyond the plan period, the proposed growth creates a need for a further 14 adult football pitches and changing facilities costing a total of £3,735,000.

Table 11.2: Need for grass sports pitches

	Dwellings	Population	Sports facility needs (ha)	No. of adult football pitches	Sports pitch needs costs	Changing facilities required?	Changing facilities costs
Colchester-Tendring Borders GC	1,500	3,420	4.10	6	£600,000	Yes	£955,000
Land at Britannia Car Park	150	342	0.41	0	£0		
Part of St Runwalds Car Park	40	91	0.11	0	£0		
Land at Colchester Rugby Club	560	1,277	1.53	2	£200,000	Yes	£265,000
South of Berechurch Hall Road	150	342	0.41	0	£0		
Middlewick Ranges	1,000	2,280	2.74	4	£400,000	Yes	£690,000
Port Lane	130	296	0.36	0	£0		
East Bay Mill	22	50	0.06	0	£0		
Barrington Road/Bourne Road	28	64	0.08	0	£0		
Land north of London Road, Stanway	528	1,204	1.44	2	£200,000	Yes	£265,000
Land west of Lakelands	150	342	0.41				
Land west of Peldon Road, Abberton	50	114	0.14	0	£0		
East of Queensberry Ave, Copford	70	160	0.19	0	£0		
West of Hall Road, Copford	50	114	0.14	0	£0		
Tiptree	600	1,368	1.64	2	£200,000	Yes	£265,000
West Bergholt sites	107	244	0.29	0	£0		
Wivenhoe sites	250	570	0.68	1	£100,000		
Total				17	£1,700,000		£2,440,000
Tiptree - lower growth option	400	912	1.09	1	£100,000		
Colchester-Tendring Borders GC - beyond plan period	4,000	8,960	10.75	14	£1,400,000	Yes	£2,335,000

- 11.6. Colchester Borough Council has identified in its Sports Facilities Schedule (see Appendix C) that improvements are required to changing facilities at Broad Lane in Wivenhoe. Contributions from development in Wivenhoe could be secured towards these requirements.

- 11.7. Additionally, sports facilities at the Gilbert School which are used widely by community clubs outside of the school day have limited changing facilities to support them. The requirement for additional changing facilities in North Colchester could address these requirements.

Artificial grass pitches (3G)

- 11.8. The need stated in the 2017 IDP - for a further four 3G artificial grass pitches has not changed. The growth in the Local Plan is additional to this requirement (identified in 2015), therefore there is the potential for additional 3G pitches to be required. It is unlikely that this number of pitches will be provided but the Colchester-Tendring Borders Garden Community is seen as a priority location for at least one new 3G pitch (see Appendix C).

- 11.9. Based on the Sport England facilities costs (Q2, 2020), four floodlit senior 3G pitches would cost £3,860,000. It is assumed that the cost of provision will be shared proportionately by each site allocation. Table 11.3 shows how these contributions would be apportioned.

Table 11.3: Contributions towards additional 3G pitches

	Dwellings	Contribution
Colchester-Tendring Borders GC	1,500	£1,075,209
Land at Britannia Car Park	150	£107,521
Part of St Runwalds Car Park	40	£28,672
Land at Colchester Rugby Club	560	£401,411
South of Berechurch Hall Road	150	£107,521
Middlewick Ranges	1,000	£716,806
Port Lane	130	£93,185
East Bay Mill	22	£15,770
Barrington Road/Bourne Road	28	£20,071
Land north of London Road, Stanway	528	£378,474
Land west of Lakelands	150	£107,521
Land west of Peldon Road, Abberton	50	£35,840
East of Queensberry Ave, Copford	70	£50,176
West of Hall Road, Copford	50	£35,840
Tiptree	600	£430,084
West Bergholt sites	107	£76,698
Wivenhoe sites	250	£179,201
Total	5,385	£3,860,000

N.B. Under the lower growth option for Tiptree (400 dwellings), the contributions from each site would need to be recalculated

Indoor sports facilities

- 11.10. Table 10.2 showed the need for new community centres. Table 11.4 shows the additional cost to enable them to support indoor sports. For growth during the plan period, there would be the need for one sports court as part of the provision of a large community centre at the Garden Community. Based on the Sport England facilities costs (Q2, 2020), this would cost a further £755,000 during the plan period.
- 11.11. Beyond the plan period the Garden Community would create the need for expansion of two large community centres to support indoor sports. This would cost an additional £860,000.

Table 11.4: Cost of provision of community centres as facilities able to support indoor sports

	Dwellings	Population	No. of courts	Sports centre costs
Colchester-Tendring Borders Garden Community	1,500	3,420	1	£755,000
Land at Britannia Car Park	150	342	0	£0
Part of St Runwalds Car Park	40	91	0	£0
Land at Colchester Rugby Club	560	1,277	0	£0
South of Berechurch Hall Road	150	342	0	£0
Middlewick Ranges	1,000	2,280	0	£0
Port Lane	130	296	0	£0
East Bay Mill	22	50	0	£0
Barrington Road/Bourne Road	28	64	0	£0
Land north of London Road, Stanway	528	1,204	0	£0
Land west of Lakelands	150	342	0	£0
Land west of Peldon Road, Abberton	50	114	0	£0
East of Queensberry Ave, Copford	70	160	0	£0
West of Hall Road, Copford	50	114	0	£0
Tiptree	600	1,368	0	£0
West Bergholt sites	107	244	0	£0
Wivenhoe sites	250	570	0	£0
TOTAL	5,385	12,278	1	£755,000
Tiptree - lower growth option	400	912	0	£0
Colchester-Tendring Borders Garden Community - beyond plan period	4,000	9,120	2	£860,000

Indoor swimming pools

11.12. Based on the growth both during and beyond the plan period, the 2017 IDP identified a need for a new 25m, 6-lane swimming pool to serve the Colchester-Tendring Borders Garden Community. Based on Sport England's facilities costs (Q2, 2020), this would now cost £5,130,000.

12. Green infrastructure and open space

12.1. Based on the standards in the 2008 Colchester Parks and Green Spaces Strategy and the 2011 Colchester Green Infrastructure Study (as presented in the 2017 IDP), the requirements created by the remaining site allocations are shown in Table 12.1.

Table 12.1: Green space requirements to support growth

	Dwellings	Population	Parks and gardens (ha)	Natural and semi-natural green space (ha)	Amenity green space (ha)
Colchester-Tendring Borders Garden Community	1,500	3,420	6.02	17.10	3.76
Land at Britannia Car Park	150	342	0.60	1.71	0.38
Part of St Runwalds Car Park	40	91	0.16	0.46	0.10
Land at Colchester Rugby Club	560	1,277	2.25	6.38	1.40
South of Berechurch Hall Road	150	342	0.60	1.71	0.38
Middlewick Ranges	1,000	2,280	4.01	11.40	2.51
Port Lane	130	296	0.52	1.48	0.33
East Bay Mill	22	50	0.09	0.25	0.06
Barrington Road/Bourne Road	28	64	0.11	0.32	0.07
Land north of London Road, Stanway	528	1,204	2.12	6.02	1.32
Land west of Lakelands	150	342	0.60	1.71	0.38
Land west of Peldon Road, Abberton	50	114	0.20	0.57	0.13
East of Queensberry Ave, Copford	70	160	0.28	0.80	0.18
West of Hall Road, Copford	50	114	0.20	0.57	0.13
Tiptree	600	1,368	2.41	6.84	1.50
West Bergholt sites	107	244	0.43	1.22	0.27
Wivenhoe sites	250	570	1.00	2.85	0.63
Total			21.61	61.39	13.51
Tiptree - lower growth option	400	912	1.61	4.56	1.00
Colchester-Tendring Borders Garden Community - beyond plan period	4,000	8,960	15.8	44.8	9.9

12.2. In total, 96.5 hectares of green space is required to address the needs arising from growth. With the lower growth option in Tiptree, this reduces to just below 93 hectares.

12.3. For growth beyond the plan period, a further 70.4 hectares of green space is required.

12.4. Not all developments will necessarily be expected to provide green space at these standards, particularly higher density development within the urban areas, e.g. Central Colchester.

12.5. In addition, ECC reports that that it will be more cost-efficient to provide local parks for more than local need, i.e. providing a wider visitor experience which can help to create a revenue stream that will otherwise address what are relatively high costs of provision. For country parks, the scale of provision is key; such provision should be at least 40 hectares in order to make it a 'destination'.

13. Summary

13.1. The tables below provide a summary of the needs, costs and timing by location.

Table 5.1: Summary of infrastructure needs, costs and timing – Colchester-Tendring Borders Garden Community

	Needs	Costs during plan period	Costs beyond plan period	Phasing
Colchester-Tendring GC Dwellings	1,250 (plus 3,250 beyond plan period)			
Education - EY&C (includes growth in Tendring DC area)	3x 56-place nurseries (assumes 2 co-located with primary schools and 1 stand alone facility)	£3,984,008		1st nursery required 2025/26 - 2029/30. Subsequent provision dependent on masterplanning
	4x 56-place nurseries (assumes 2 co-located with primary schools and 2 stand alone facilities)		£5,671,120	Dependent on masterplanning
	30- and 26-place settings		£1,687,112	Dependent on masterplanning
Education - primary (includes growth in Tendring DC area)	2x primary schools	£17,226,720		1st school required 2025/26 - 2029/30
	4x primary schools		£25,840,080	Dependent on masterplanning
Education - secondary (includes growth in Tendring DC area)	1 secondary school	£22,436,100		1st school required 2025/26 - 2029/30
	1 secondary school		£22,436,100	Dependent on masterplanning
Education - post-16 and FE	Sixth form provision at new secondary school	£4,487,220		
	Sixth form provision at new secondary school		£4,487,220	
Health	To be determined through masterplanning approach	N/k	N/k	To be determined
Utilities - waste water	Expansion of capacity at Colchester Water Recycling Centre and connection to foul sewer network.	Investment by AWS + standard charge		2024/25
Utilities - drinking water	Reinforcement of network	N/k		2024/25
Utilities - gas	No specific needs			
Utilities - electricity	Reinforcement of local 11kV network. New 33/11kV substation beyond plan period.	N/k	N/k	2024/25 Post-2033
Road transport Walking and cycling Public transport	Provision as per Part 1 Plan and to be developed through DPD and masterplanning	N/k	N/k	As required
Flooding	No specific needs			
Emergency Services - Police	Improvements to estate	N/k	N/k	As required
Emergency Services - Fire	None			
Emergency Services - Ambulance	None			
Waste	None			
Allotments	0.68 hectares 2.28 hectares	£68,400	£228,000	As per phasing
Community centres	1 large community centre and 1 small community centre 3 large community centres	£2,280,000	£5,700,000	As per phasing
Children's play and youth facilities	1 NEAP and 1 MUGA 1 LEAP, 2 NEAPs and 3 MUGAs	£195,000	£586,400	As per phasing
Outdoor sports facilities	6 adult grass pitches plus changing facilities Contributions towards artificial grass pitches	£1,555,000 £1,075,209		As per phasing
Indoor sports facilities	Construction of community centre to allow indoor sports (1 court) Construction of community centres to allow indoor sports (2 courts)	£755,000	£860,000	As per phasing
Green infrastructure & open space	26.88 hectares of green space 70.40 hectares of green space	N/k	N/k	As per phasing

Table 5.2: Summary of infrastructure needs, costs and timing – Colchester urban area

	Needs	Costs	Phasing
Colchester Urban Area			
Dwellings	150 (plus 40 beyond plan period)		
Education - EY&C	Financial contributions for 17 places created	£533,208	As per phasing
Education - primary	Contributions towards provision of new 2FE school costing (see 'Stanway')	Proportionate contributions	As per phasing
Education - secondary	Contributions towards expansion of provision in Colchester forecast group (cost of all new provision shown)	£3,566,250	As per phasing
Education - post-16 and FE	None		
Health	None		
Utilities - waste water	Connection to foul sewer network.	Standard charge	2028/29
Utilities - drinking water	Reinforcement of network	N/k	2028/29 Post-2033
Utilities - gas	No specific needs		2028/29 Post-2033
Utilities - electricity	Reinforcement of local 11kV network may be required	N/k	2028/29 Post-2033
Road transport			
Walking and cycling	Contributions towards improvements as appropriate	N/k	As required
Public transport			
Flooding	CDA scheme	£1,900,000	N/k
Emergency Services - Police	Improvements to estate	N/k	As required
Emergency Services - Fire	None		
Emergency Services - Ambulance	None		
Waste	None		
Allotments	0.07 hectares 0.02 hectares	£6,840 £1,824	As per phasing
Community centres	1 small community centre	£380,000	As per phasing
Children's play and youth facilities	None		
Outdoor sports facilities	None		
	Contributions towards artificial grass pitches	£107,521	As per phasing
	Contributions towards artificial grass pitches	£28,672	
Indoor sports facilities	None		
Green infrastructure & open space	2.69 hectares of green space 0.72 hectares of green space	N/k N/k	As per phasing

Table 5.3: Summary of infrastructure needs, costs and timing – North Colchester

	Needs	Costs	Phasing
North Colchester			
Dwellings	560 (300 dwellings, 260 extra care units)		
Education - EY&C	Financial contributions for 32 places created	£615,240	As per phasing
Education - primary	Contributions towards provision of new school	£12,126,040	2025/26 - 2029/30
Education - secondary	Contributions towards expansion of provision in Colchester forecast group (cost of all new provision shown)	£3,566,250	As per phasing
Education - post-16 and FE	None		
Health	Mitigation required to enable appropriate healthcare provision	N/k	As per phasing
Utilities - waste water	Connection to foul sewer network.	Standard charge	2021/22
Utilities - drinking water	Reinforcement of network	N/k	2021/22
Utilities - gas	No specific needs		
Utilities - electricity	Reinforcement of local 11kV network may be required	N/k	2021/22
Road transport			
Walking and cycling	Contributions towards improvements as appropriate	N/k	As required
Public transport			
Flooding	No specific needs		
Emergency Services - Police	Improvements to estate	N/k	As required
Emergency Services - Fire	None		
Emergency Services - Ambulance	None		
Waste	None		
Allotments	0.26 hectares	£25,536	As per phasing
Community centres	2 small community centres	£760,000	As per phasing
Children's play and youth facilities	1 LEAP	£40,000	As per phasing
Outdoor sports facilities	2 adult grass pitches plus changing facilities	£465,000	As per phasing
	Contributions towards artificial grass pitches	£401,411	
Indoor sports facilities	None	£95,700	
Green infrastructure & open space	10.04 hectares of green space	N/k	As per phasing

Table 5.4: Summary of infrastructure needs, costs and timing – South Colchester

	Needs	Costs	Phasing
South Colchester Dwellings	1,150		
Education - EY&C	1x 56-place facility and 1x 30-place facility (one co-located with new primary school). Financial contributions for 14 further places created.	£2,005,430	As per phasing
Education - primary	Contributions towards provision of new school	£12,920,040	As per phasing
Education - secondary	Contributions towards expansion of provision in Colchester forecast group (cost of all new provision shown)	£3,566,250	As per phasing
Education - post-16 and FE	None		
Health	Mitigation required to enable existing GP practices to support additional population	N/k	As per phasing
Utilities - waste water	Connection to foul sewer network.	Standard charge	2025/26
Utilities - drinking water	Specific extension to mains supply and reinforcement of network	N/k	2025/26
Utilities - gas	No specific needs		
Utilities - electricity	Reinforcement of local 11kV network may be required	N/k	2025/26
Road transport			
Walking and cycling			
Public transport	Contributions towards improvements as appropriate	N/k	As required
Flooding	CDA scheme	£250,000	N/k
Emergency Services - Police	Improvements to estate	N/k	As required
Emergency Services - Fire	None		
Emergency Services - Ambulance	None		
Waste	None		
Allotments	0.52 hectares	£52,440	As per phasing
Community centres	1 large community centre	£1,900,000	As per phasing
Children's play and youth facilities	1 LEAP and 1 MUGA	£155,000	As per phasing
Outdoor sports facilities	4 adult grass pitches plus changing facilities	£1,090,000	
	Contributions towards artificial grass pitches	£824,327	As per phasing
Indoor sports facilities	None		
Green infrastructure & open space	20.61 hectares of green space	N/k	As per phasing

Table 5.5: Summary of infrastructure needs, costs and timing – East Colchester

	Needs	Costs	Phasing
East Colchester			
Dwellings	158		
Education - EY&C	Financial contributions for 14 places created	£241,742	As per phasing
Education - primary	None		
Education - secondary	Contributions towards expansion of provision in Colchester forecast group (cost of all new provision shown)	£3,566,250	As per phasing
Education - post-16 and FE	None		
Health	None		
Utilities - waste water	Connection to foul sewer network.	Standard charge	2025/26
Utilities - drinking water	Reinforcement of network	N/k	2025/26
Utilities - gas	No specific needs		
Utilities - electricity	Reinforcement of local 11kV network may be required	N/k	2025/26
Road transport			
Walking and cycling			
Public transport	Contributions towards improvements as appropriate	N/k	As required
Flooding	2 CDA schemes	£1,620,000	N/k
Emergency Services - Police	Improvements to estate	N/k	As required
Emergency Services - Fire	None		
Emergency Services - Ambulance	None		
Waste	None		
Allotments	0.07 hectares	£52,531	As per phasing
Community centres	None		
Children's play and youth facilities	None		
Outdoor sports facilities	None		
	Contributions towards artificial grass pitches	£129,025	As per phasing
Indoor sports facilities	None		
Green infrastructure & open space	3.23 hectares of green space	N/k	As per phasing

Table 5.6: Summary of infrastructure needs, costs and timing – Stanway

	Needs	Costs	Phasing
Stanway Dwellings	678		
Education - EY&C	1x 56-place facility plus contributions towards the further 40 places created	£1,683,756	As per phasing
Education - primary	Contributions towards new 2FE school	£8,613,360	As per phasing
Education - secondary	Contributions towards expansion of provision in Colchester forecast group (cost of all new provision shown)	£3,566,250	As per phasing
Education - post-16 and FE	None		
Health	Existing Tollgate Health Centre will require upgrade/expansion	N/k	As per phasing
Utilities - waste water	Enhancement to capacity at Copford WRC. Connection to foul sewer network.	Investment by AWS + standard charge	2025/26
Utilities - drinking water	Reinforcement of network	N/k	2025/26
Utilities - gas	No specific needs		
Utilities - electricity	Reinforcement of local 11kV network may be required	N/k	2025/26
Road transport	Contributions towards improvements as appropriate	N/k	As required
Walking and cycling			
Public transport			
Flooding	No specific needs		
Emergency Services - Police	Improvements to estate	N/k	As required
Emergency Services - Fire	None		
Emergency Services - Ambulance	None		
Waste	None		
Allotments	0.31 hectares	£30,917	As per phasing
Community centres	2 small community centres	£760,000	As per phasing
Children's play and youth facilities	1 LEAP	£40,000	As per phasing
Outdoor sports facilities	2 adult grass pitches plus changing facilities	£465,000	As per phasing
	Contributions towards artificial grass pitches	£485,994	
Indoor sports facilities	None		
Green infrastructure & open space	12.15 hectares of green space	N/k	As per phasing

Table 5.7: Summary of infrastructure needs, costs and timing – Abberton and Langenhoe

	Needs	Costs	Phasing
Abberton & Langenhoe Dwellings	50		
Education - EY&C	None		
Education - primary	None		
Education - secondary	Contributions towards expansion of provision in Colchester forecast group (cost of all new provision shown)	£3,566,250	As per phasing
Education - post-16 and FE	None		
Health	None		
Utilities - waste water	Connection to foul sewer network.	Standard charge	2025/26
Utilities - drinking water	Reinforcement of network	N/k	2025/26
Utilities - gas	No specific needs		
Utilities - electricity	Reinforcement of local 11kV network may be required	N/k	2025/26
Road transport			
Walking and cycling			
Public transport	Contributions towards improvements as appropriate	N/k	As required
Flooding	No specific needs		
Emergency Services - Police	Improvements to estate	N/k	As required
Emergency Services - Fire	None		
Emergency Services - Ambulance	None		
Waste	None		
Allotments	0.02 hectares	£2,280	As per phasing
Community centres	None		
Children's play and youth facilities	None		
Outdoor sports facilities	None		
	Contributions towards artificial grass pitches	£35,840	As per phasing
Indoor sports facilities	None		
Green infrastructure & open space	0.90 hectares of green space	N/k	As per phasing

Table 5.8: Summary of infrastructure needs, costs and timing – Copford and Copford Green

	Needs	Costs	Phasing
Copford & Copford Green Dwellings	120		
Education - EY&C	Financial contributions for 10 places created (see 'Stanway')		As per phasing
Education - primary	None		
Education - secondary	Contributions towards expansion of provision in Colchester forecast group (cost of all new provision shown)	£3,566,250	As per phasing
Education - post-16 and FE	None		
Health	None		
Utilities - waste water	Connection to foul sewer network.	Standard charge	2026/27
Utilities - drinking water	Reinforcement of network	N/k	2026/27
Utilities - gas	No specific needs		
Utilities - electricity	Reinforcement of local 11kV network may be required	N/k	2026/27
Road transport	Contributions towards improvements as appropriate	N/k	As required
Walking and cycling			
Public transport			
Flooding	No specific needs		
Emergency Services - Police	Improvements to estate	N/k	As required
Emergency Services - Fire	None		
Emergency Services - Ambulance	None		
Waste	None		
Allotments	0.05 hectares	£5,472	As per phasing
Community centres	None		
Children's play and youth facilities	None		
Outdoor sports facilities	None		
	Contributions towards artificial grass pitches	£86,017	As per phasing
Indoor sports facilities	None		
Green infrastructure & open space	2.15 hectares of green space	N/k	As per phasing

Table 5.9: Summary of infrastructure needs, costs and timing – Tiptree

Tiptree Dwellings	Needs	Costs		Phasing
		High growth	Low growth	
Education - EY&C	Financial contributions for 49 places (low growth) or 67 places (high growth) created	£2,010,000	£1,000,000	As per phasing
Education - primary	1FE additional capacity required but can be accommodated			
Education - secondary	Contributions towards expansion of local provision (1FE) at Thurstable School	£3,566,250	£3,566,250	As per phasing
Education - post-16 and FE	None			
Health	New GP provision required. Solution yet to be identified.	N/k	N/k	As per phasing
Utilities - waste water	Connection to foul sewer network.	Standard charge		2025/26
Utilities - drinking water	None			
Utilities - gas	No specific needs			
Utilities - electricity	Potential need to reinforce Tiptree Primary substation	N/k	N/k	2025/26
Road transport				
Walking and cycling	Contributions towards improvements as appropriate	N/k	N/k	As required
Public transport				
Flooding	No specific needs			
Emergency Services - Police	Improvements to estate	N/k	N/k	As required
Emergency Services - Fire	None			
Emergency Services - Ambulance	None			
Waste	None			
Allotments	0.27 hectares; 0.18 hectares	£27,360	£18,240	As per phasing
Community centres	1 small community centre; 1 small community centre	£380,000	£380,000	As per phasing
Children's play and youth facilities	1 LEAP; none	£40,000		As per phasing
Outdoor sports facilities	2 adult grass pitches plus changing facilities; 1 adult grass pitch	£465,000	£100,000	As per phasing
	Contributions towards artificial grass pitches	£430,084	Tbd	
Indoor sports facilities	None			
Green infrastructure & open space	10.75 hectares of green space; 7.17 hectares of green space	N/k	N/k	As per phasing

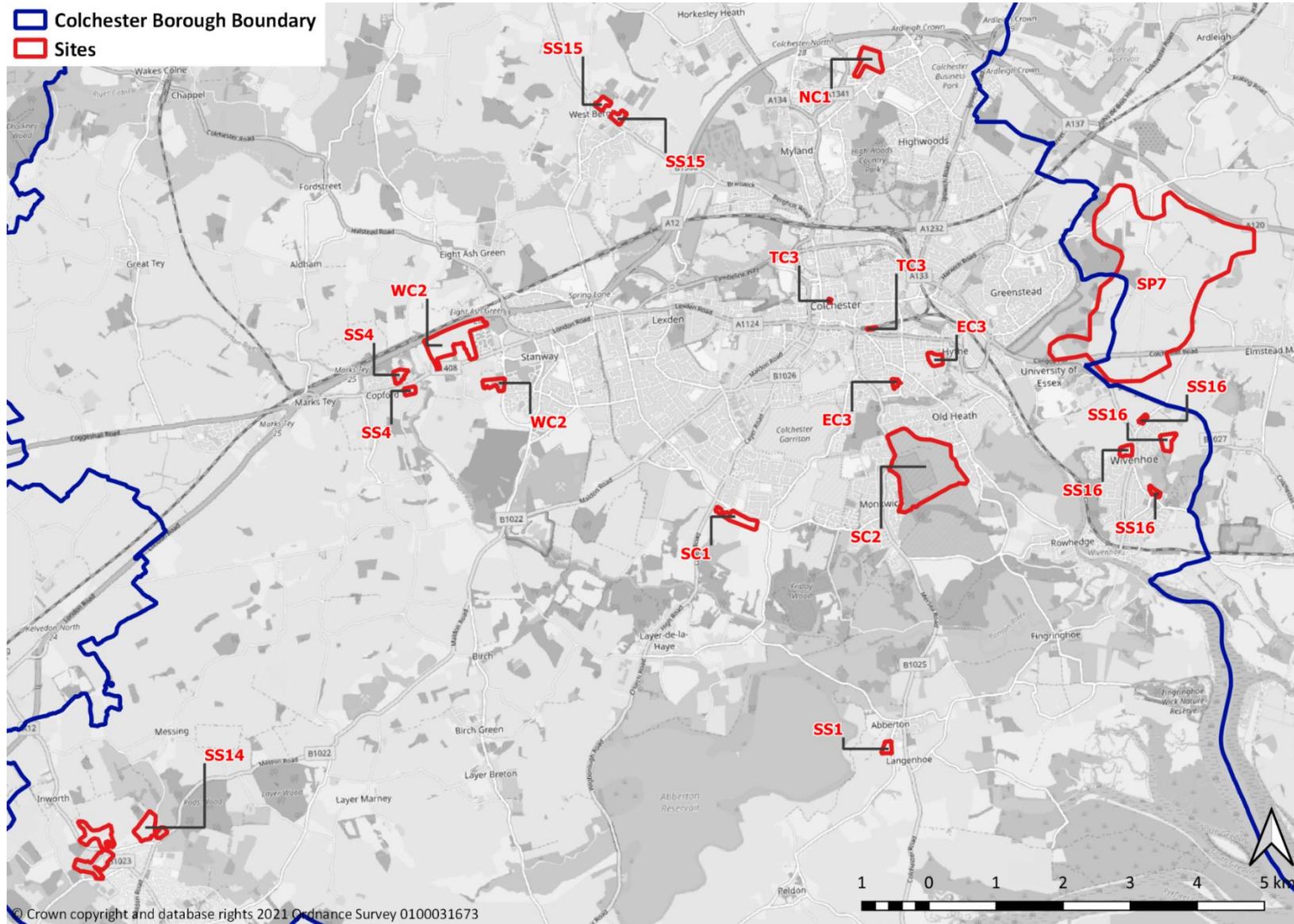
Table 5.10: Summary of infrastructure needs, costs and timing – West Bergholt

	Needs	Costs	Phasing
West Bergholt			
Dwellings	107		
Education - EY&C	Financial contributions for 23 places created	£533,208	As per phasing
Education - primary	None		
Education - secondary	Contributions towards expansion of provision in Colchester forecast group (cost of all new provision shown)	£3,566,250	As per phasing
Education - post-16 and FE	None		
Health	None		
Utilities - waste water	Connection to foul sewer network.	Standard charge	2029/30
Utilities - drinking water	Reinforcement of network	N/k	2029/30
Utilities - gas	No specific needs		
Utilities - electricity	Reinforcement of local 11kV network may be required	N/k	2029/30
Road transport			
Walking and cycling			
Public transport	Contributions towards improvements as appropriate	N/k	As required
Flooding	No specific needs		
Emergency Services - Police	Improvements to estate	N/k	As required
Emergency Services - Fire	None		
Emergency Services - Ambulance	None		
Waste	None		
Allotments	0.05 hectares	£4,879	As per phasing
Community centres	None		
Children's play and youth facilities	None		
Outdoor sports facilities	None		
	Contributions towards artificial grass pitches	£76,698	As per phasing
Indoor sports facilities	None		
Green infrastructure & open space	1.92 hectares of green space	N/k	As per phasing

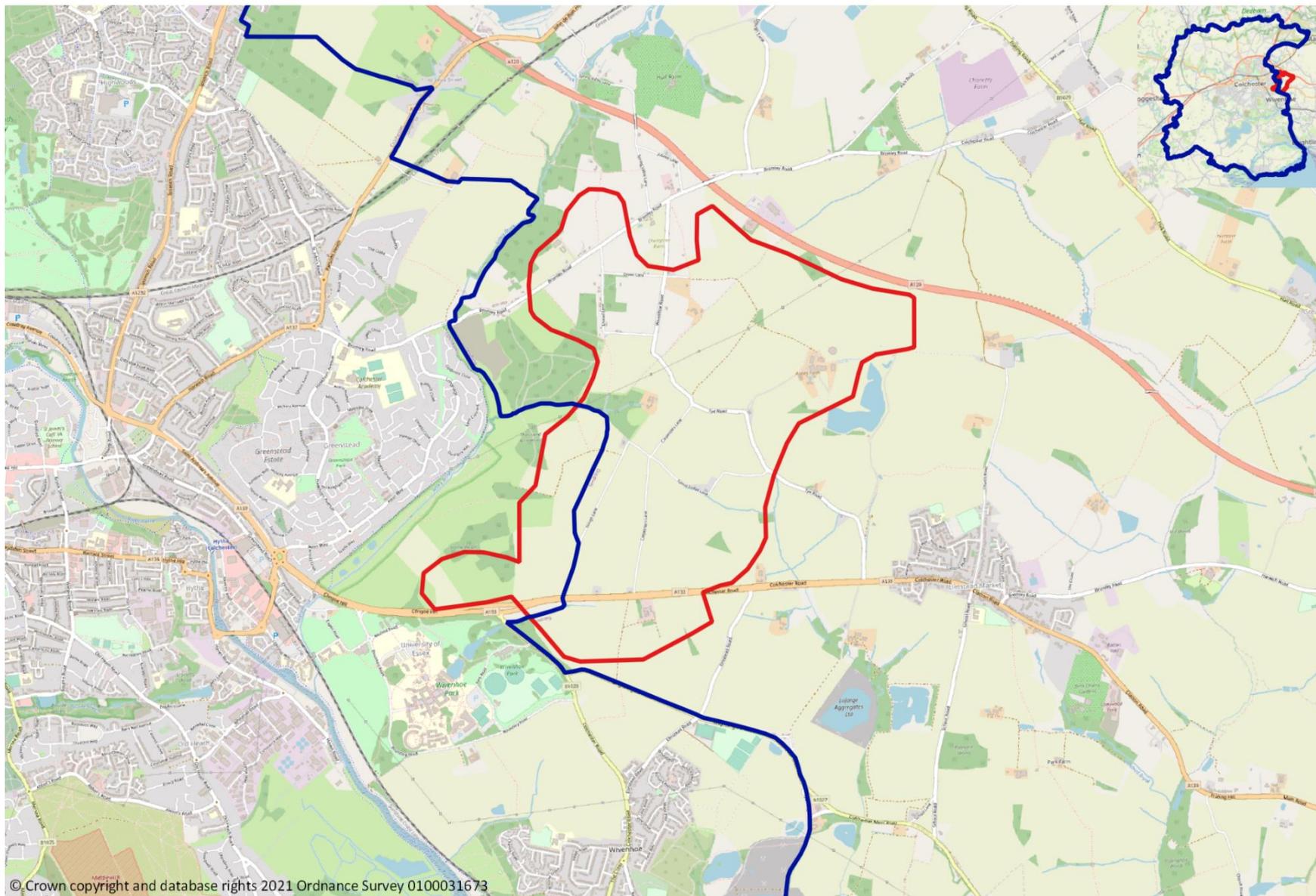
Table 5.11: Summary of infrastructure needs, costs and timing – Wivenhoe

	Needs	Costs	Phasing
Wivenhoe Dwellings	250		
Education - EY&C	Financial contributions for 23 places created	£533,208	As per phasing
Education - primary	Contributions towards 0.5FE expansion of provision	£2,072,160	As per phasing
Education - secondary	Contributions towards expansion of provision in Colchester forecast group (cost of all new provision shown)	£3,566,250	As per phasing
Education - post-16 and FE	None		
Health	None		
Utilities - waste water	Connection to foul sewer network.	Standard charge	2025/26
Utilities - drinking water	Reinforcement of network	N/k	2025/26
Utilities - gas	No specific needs		
Utilities - electricity	Reinforcement of local 11kV network may be required	N/k	2025/26
Road transport			
Walking and cycling	Contributions towards improvements as appropriate	N/k	As required
Public transport			
Flooding	No specific needs		
Emergency Services - Police	Improvements to estate	N/k	As required
Emergency Services - Fire	None		
Emergency Services - Ambulance	None		
Waste	None		
Allotments	0.11 hectares	£11,400	As per phasing
Community centres	1 small community centre	£380,000	As per phasing
Children's play and youth facilities	None		
Outdoor sports facilities	1 adult grass pitch	£100,000	As per phasing
	Contributions towards artificial grass pitches	£179,201	
Indoor sports facilities	None		
Green infrastructure & open space	4.48 hectares of green space	N/k	As per phasing

Appendix A Maps of assessed sites

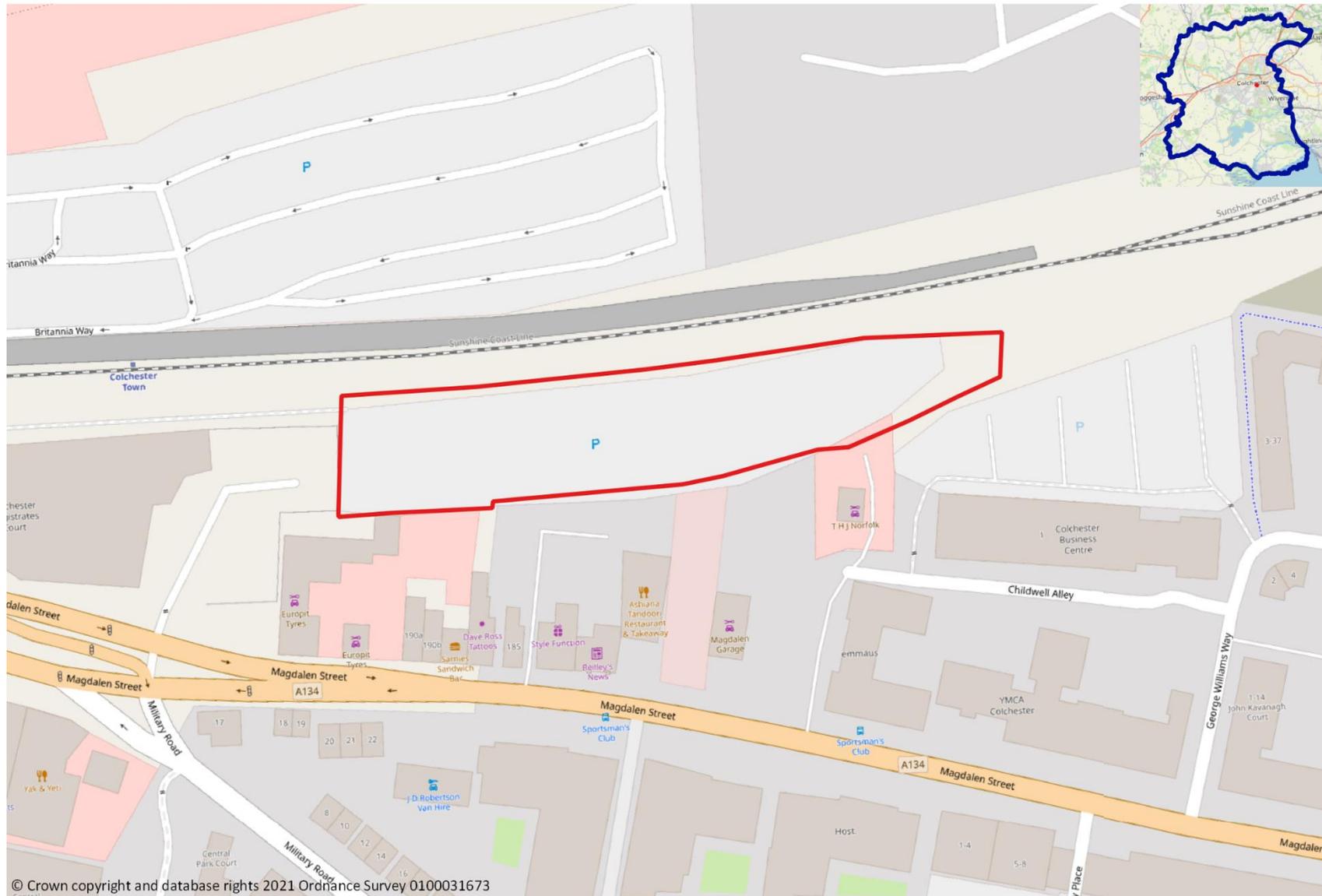


Colchester-Tendring Borders Garden Community - SP7



© Crown copyright and database rights 2021 Ordnance Survey 0100031673

Land at Britannia Car Park - TC3



© Crown copyright and database rights 2021 Ordnance Survey 0100031673

Part of St Runwalds Car Park - TC3

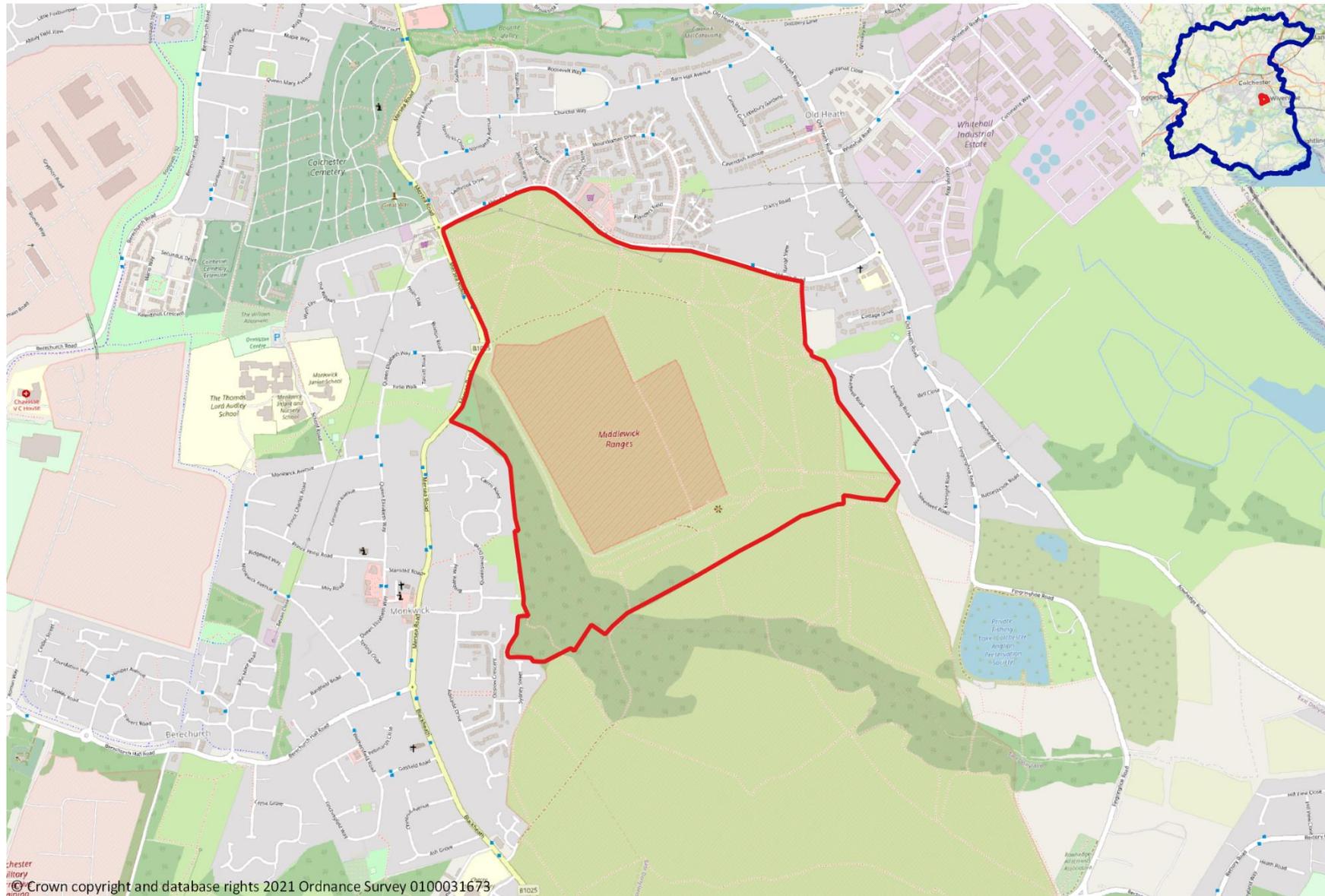


South of Berechurch Hall Road - SC1



© Crown copyright and database rights 2021 Ordnance Survey 0100031673

Middlewick Ranges - SC2

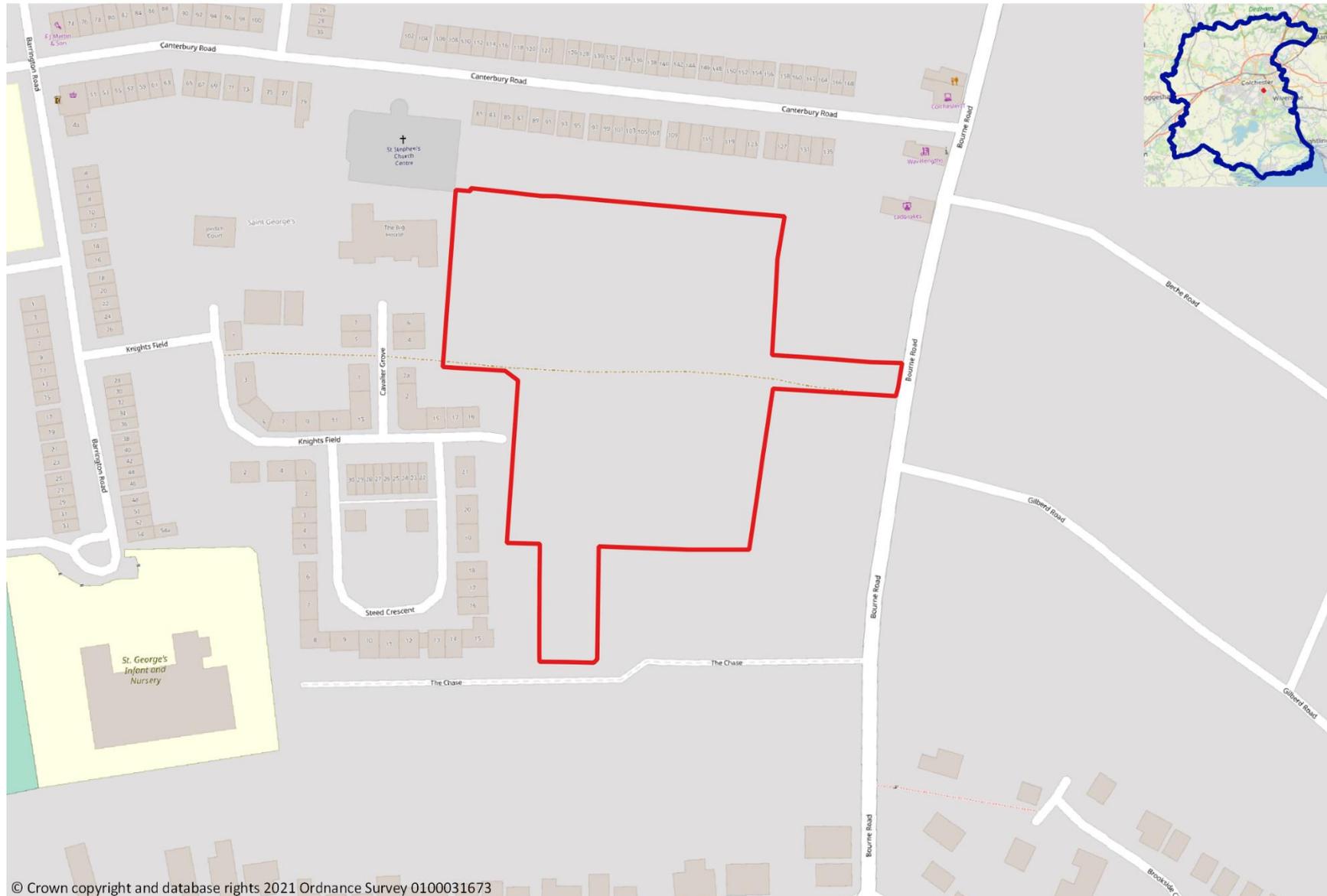


Port Lane - EC3

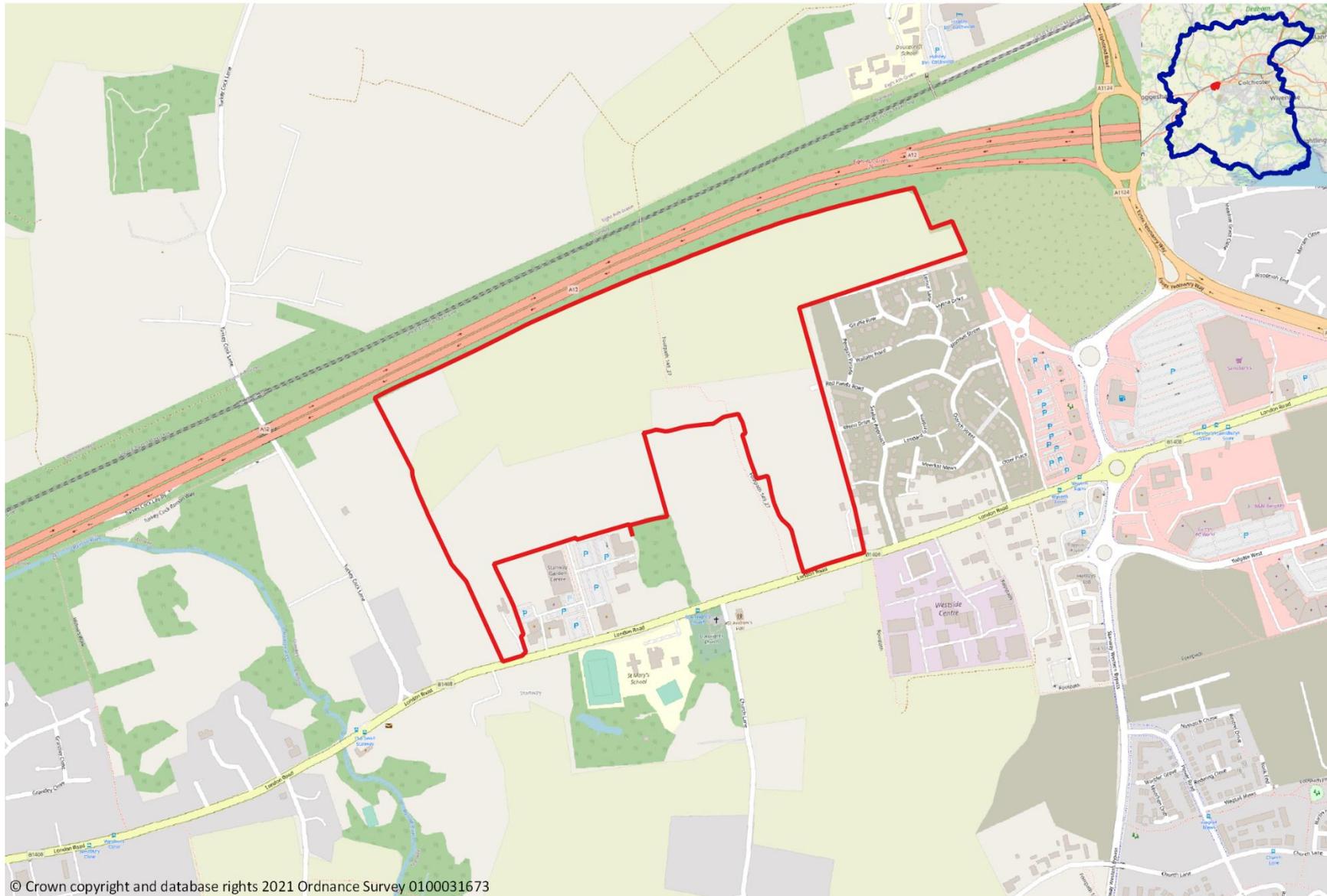


© Crown copyright and database rights 2021 Ordnance Survey 0100031673

Barrington Road/Bourne Road - EC3



Land north of London Road, Stanway - WC2



Land west of Lakelands - WC2



Land west of Peldon Road, Abberton - SS1



East of Queensberry Ave, Copford - SS4

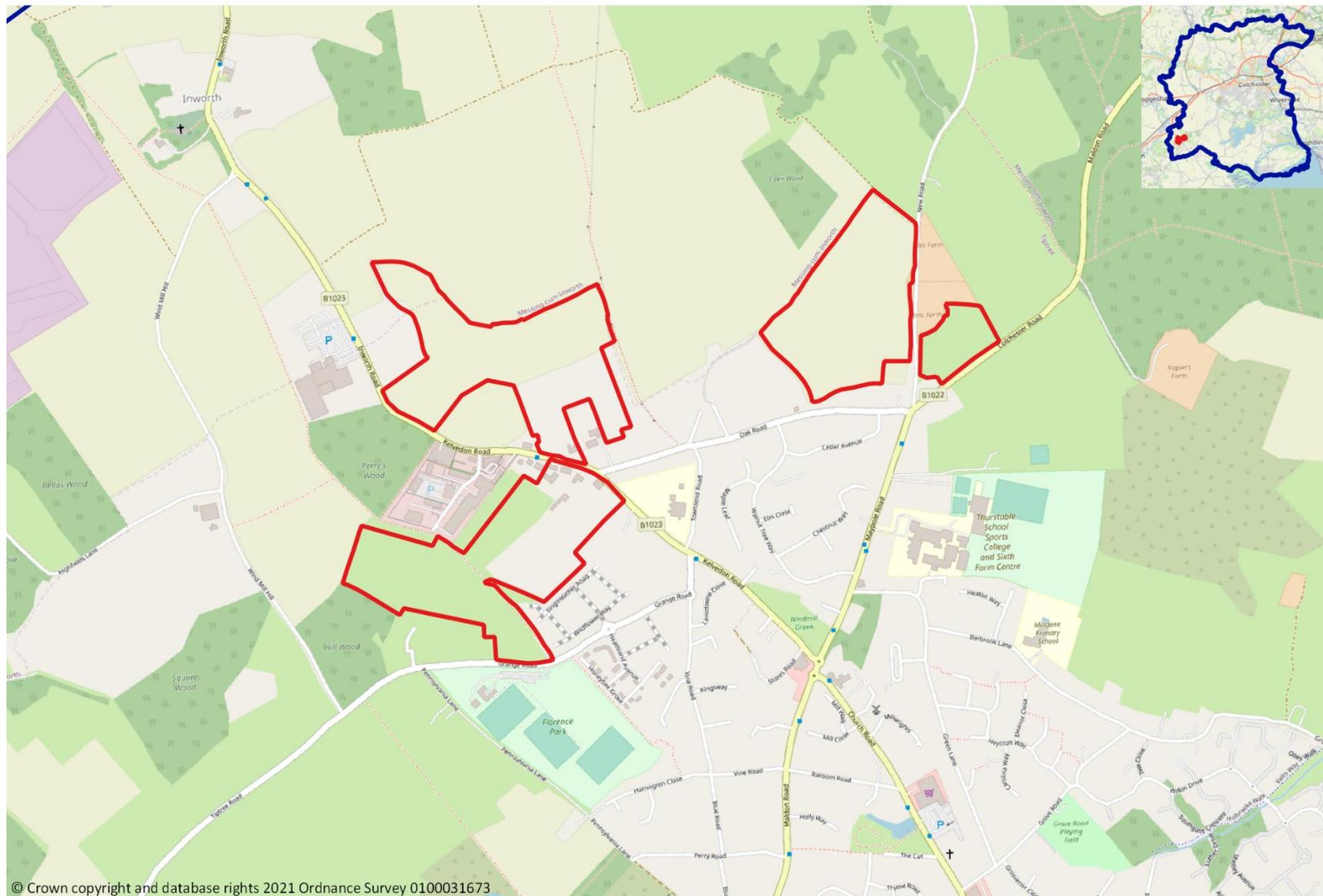


West of Hall Road, Copford - SS4



© Crown copyright and database rights 2021 Ordnance Survey 0100031673

Tiptree - SS14



© Crown copyright and database rights 2021 Ordnance Survey 0100031673

West Bergholt Allocations (A) - SS15



West Bergholt Allocations (B) - SS15



© Crown copyright and database rights 2021 Ordnance Survey 0100031673

Wivenhoe Sites - Land behind Broadfields - SS16



Wivenhoe Sites - Land at Elmstead Road - SS16



Wivenhoe Sites - Land behind the Fire Station - SS16



Appendix B List of potential transport mitigation measures

The list of potential transport mitigation measures presented in Appendix C to the 2017 IDP has been reviewed to provide factual updates to schemes where there has been a material change to the circumstances since 2017. These schemes below represent these schemes. Any schemes that were included in Appendix C to the 2017 IDP but are not included below do not have any material update to report.

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
A12 corridor	A120 Marks Tey (close to J25 of A12)	Over capacity link in committed and local plan scenarios during both the AM and PM peak westbound and eastbound. This link is an entrance/exit to Colchester and have one lane in both directions. The problem remains in all of the Sensitivity Scenarios.	Description of measure(s)	Clearer lane designation with A12 inside lane being hatched off to allow dedicated lanes onto the A12	Signalise both Station Road and London Road roundabouts	Introduce a slip road from London Road East to west arm at the London Rd Roundabout	A120 - Braintree to A12	Bus or rapid transit corridor Cycle route
			Linked work	Refer to West Colchester Stanway travel strategy	n/a	n/a	Highways England	See Braintree Borders Off-site transport ideas
			Estimated cost	£54,000	£100,000 to £500,000	£500,000 to £1 mil	As per HE proposals	£5 mil to £10 mil
			Qualitative assessment	Will decrease weaving at the slip roads, reducing delay both on the A12 and slip roads	Signals on roundabouts generally increases capacity	Reduces London Road East to West journey times	Not known	Would encourage drivers to use buses or cycle more, reducing number of cars passing through the junctions
A12 corridor	A12 J26 slip roads	Over capacity issues in the AM peak in the southbound direction (Halstead Rd) in the local plan scenario. It is noted that the Eight Ash Green housing development contributes to the traffic. Over capacity issues in the PM peak in the eastbound	Description of measure(s)	Signalisation of all approaches to Junction 26		Redesign of slip roads to increase capacity including widening/lengthening off-slips. Combine with signalisation	Junction reconstruction as part of any future A12 widening	Improved frequent high-quality bus services serving Tollgate and Stanway including evenings and weekends Also Rapid Transit link and/or P&R from Braintree/Colchester Borders Garden Settlement

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
		direction in the local plan scenario. The reason is that traffic coming from the east is already experiencing some delays which are being propagated downstream along the A12. None of the Sensitivity Tests alleviated the issue.	Linked work	RIS2 scheme under investigation by HE	RIS2 scheme under investigation by HE	n/a	n/a	Bus Blueprint being developed by ECC with support from CBC
			Estimated cost	£100,000 to £500,000	Not known	£ 3 mil to £5 mil	> £10 mil	P&R: £5 mil to 10 mil Interurban RTS under review following adoption of Section 1 Local Plan but strategy of providing RTS links between North Essex urban areas remains an objective. RTS for Colchester is currently in feasibility review but funding secured for Route 1 through HIF (linked to the Tendring Colchester Borders GC). To be delivered by 2024/25.
			Qualitative assessment	The SATURN model has coded J26 with signals - however, congestion issues remain	Not known	Capacity increase may be limited unless the roundabout is enlarged too	Assessment in VISSIM would need to be undertaken to find the most efficient junction design	Would significantly reduce number of private cars passing through junction

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
A12 corridor	A12 junction 27 (Spring Lane Rbt + Slips)	This junction does not appear to be that congested. Minor issues in the northbound direction during both the AM and PM peak in the committed and local plan scenarios. The issue is completely solved in the A12 Sensitivity Test which is the A12 widening (1d) in both periods.	Description of measure(s)	Improved lane markings, such as directional arrows on the entries and spiral markings on roundabout to guide drivers (only if the roundabout is considered to be overcapacity)	Signalise all arms except the Spring Lane arm (only if the roundabout is considered to be overcapacity)	Left slip from Cymbeline Way West arm to slip road	Left slip from Cymbeline Way West arm to slip road plus length two lane sections for both Cymbeline Way arms	Improved frequent high quality bus services serving Northern Colchester including evenings and weekends Colchester Rapid Transit
			Linked work	n/a	n/a	n/a	n/a	Refer to West Colchester Stanway travel strategy
			Estimated cost	£25,000 to £100,000	£100,000 to £500,000	£500,000 to £1 mil	£1 mil to £3 mil	Interurban RTS under review following adoption of Section 1 Local Plan but strategy of providing RTS links between North Essex urban areas remains an objective. RTS for Colchester is currently in feasibility review but funding secured for Route 1 through HIF (linked to the Tendring Colchester Borders GC). To be delivered by 2024/25.

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
			Qualitative assessment	Will decrease weaving on the roundabout. This has the benefit of improving safety as well as reducing delay	Signals on roundabouts generally increases capacity. Three arms signalised roundabouts in particular work very well.	Reduces journey time from A12 slip road to Cymbeline Rd West	Will decrease queues on entries	Would encourage more bus use and hence reduce traffic flows
A12 corridor	Junction 28	Over capacity issue only in the PM peak in the slip road to the A12 (eastbound direction) in the committed and local plan scenarios. The issue is solved in the A12 Sensitivity Test (1d).	Description of measure(s)	Traffic management at roundabout		Widen slip roads to two lanes and signalisation	Junction reconstruction as part of A12 widening	Improved frequent high quality bus services serving Axial Way and Northern Gateway including evenings and weekends
			Linked work	n/a	n/a	Under investigation by HE	Under investigation by HE	Bus Blueprint being developed by ECC with support from CBC
			Estimated cost	£25,000 to £100,000	Not known	£1 mil to £3 mil	> £10 mil	£ varies
			Qualitative assessment	Will decrease weaving on the roundabout	No known	Will decrease queues on entries. Signals on roundabouts generally increase capacity	Assessment in VISSIM would need to be undertaken to find most the efficient junction design	Would encourage more bus use and hence reduce traffic flows

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
A12 corridor	A12 J28-29 - on link	<p>Overcapacity issues in the links between the J28 & J29 in both the AM and PM peak periods in committed and local plan scenarios.</p> <p>Overcapacity issues are due to the already high traffic along the A12. The new link added in the Colchester Tendring Garden Community contributes to an increase in traffic, as the link provides an alternative route towards this section of the A12 corridor. The Sensitivity Test (scenario 1d) solves the issue due to the increased number of lanes per direction.</p>	Description of measure(s)	Improved lane markings		Partial widening	Widen to three lanes in both directions	Improvements progressing under HIF funded RTS scheme. Opportunities to expand active travel infrastructure through measures to promote walking and cycling from the existing P&R site & LCWIP
			Linked work	n/a	n/a	n/a	n/a	Refer to Colchester Rapid Transit Final Report
			Estimated cost	£25,000 to £100,000	Not known	£3 - 5mil	> £5 mil	<p>£3 mil to £5 mil for Park and Ride</p> <p>Interurban RTS under review following adoption of Section 1 Local Plan but strategy of providing RTS links between North Essex urban areas remains an objective. RTS for Colchester is currently in feasibility review but funding secured for Route 1 through HIF (linked to the Tendring Colchester Borders GC). To be delivered by 2024/25.</p>

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
			Qualitative assessment	Will decrease weaving on the roundabout	Not known	Will relieve congestion in the peaks, though not as much as major infrastructure changes	SATURN model has tested widening btwn J25-29, which has been shown to relieve congestion at peaks	Improved bus services would encourage drivers to use buses more
A12 corridor	A1132 Ipswich Road approach to junction 29	Overcapacity issues in the AM peak northbound direction at the Ipswich Road Approach to the J29 in the committed and local plan scenarios. Nearby new housing developments (e.g. Betts Factory, Ipswich Road) contribute to the increase in traffic. The issue remains unsolved in all of the sensitivity tests.	Description of measure(s)	Signalise Ipswich Road northbound arm of A120 roundabout junction	Signalise all arms of the A120 roundabout	Widen Ipswich Road on the approach to the roundabout	Introduce Left slip from Ipswich Road to A120 on slip	HIF funded A120/A133 Link Rd and RTS associated with TCBGC will create a new strategic link to access the east of Colchester. Need to build on HIF funded measures to construct new P&C and improved active travel links/LCWIP into Colchester to draw traffic away from A1132 Ipswich Rd/Junction 29.
			Linked work	n/a	n/a	n/a	n/a	Refer to Colchester Rapid Transit Final Report and HIF bids related to RTS

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
			Estimated cost	£25,000 to £100,000	£100,000 to £500,000	£500,000 to £1 mil	£1 mil to £3 mil	<p>£3 mil to £5 mil for Park and Ride</p> <p>HIF funded A120/A133 Link Rd and RTS associated with TCBGC will create a new strategic link to access the east of Colchester. Need to build on HIF funded measures to construct new P&C and improved active travel/LCWIP links into Colchester to draw traffic away from A1132 Ipswich Rd/Junction 29</p>
			Qualitative assessment	Will reduce queues on Ipswich Road. Queues will form on the Rbt which cannot properly be managed unless all arms are signalised. This could lead to greater queuing on other arms	Signals on roundabouts generally increases capacity. Will allow for queues on roundabout to be managed	Will reduce queues on Ipswich Road, however benefit may be limited unless roundabout is enlarged to accommodate this extra capacity	Will decrease Ipswich Road to A120 journey times	<p>Park and Ride would reduce traffic along Ipswich Road</p> <p>Rapid Transit will reduce number of private vehicles</p>

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
East Colchester A134/A133 corridor	Colne Causeway and Haven Road roundabout	In the AM peak there are overcapacity issues both at Haven rbt but also on Colne Causeway (westbound and eastbound). In the PM peak period, the overcapacity issue is only at Haven rbt. Developments including Colchester Tendring Garden Community and the University of Essex employment site contribute to increasing traffic. In the 1d, 1e and 1g scenarios and in the AM peak period, the problem is partially alleviated. In specific, Haven Rd is not overcapacity, however, the roundabout remains overcapacity. On the other hand, the PM sensitivity models show no difference and the situation remains the same.	Description of measure(s)	Junction Improvements at Colne Causeway/Haven Road RAB	Signal optimisation and bus priority	Convert roundabouts on either end of Colne Causeway to signalised junctions to better manage queuing	Widen Colne Bank causeway to two lanes in each direction	Park & Ride (Garden Settlement) Proposed Colchester Rapid Transit Study
			Linked work	n/a	n/a	n/a	n/a	Refer to Colchester Rapid Transit Final Report
			Estimated cost	< £25,000	£25,000 to £100,000	£500,000 to £1 mil for both roundabout	> £10 mil	Park and Ride: £5 mil to £10 mil HIF funded RTS associated with TCBGC will create a new sustainable strategic links between the east, Centre and north of Colchester. Need to build on HIF funded measures to construct new P&C and improved active travel/LCWIP links into Colchester to reduce dependence on cars.
			Qualitative assessment	Will decrease weaving on the roundabout	Will decrease Haven Rd Northbound queues	May work better given the small footprint of the junction. Modelling would need to be undertaken to confirm this is the case	Will increase capacity. Probably would be very expensive due to the River Colne	Potential to construct as part of the Garden Community

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
East Colchester A134/A133 corridor	A134/Elmstead Road RAB	<p>The roundabout is overcapacity both in the AM and PM peak periods in the committed and local plan scenarios. Developments including Colchester Tendring Garden Community and the University of Essex employment site contribute to increasing traffic. The issue at the roundabout is resolved for the AM peak in the Southern Distributor (1g), Demand (1f) and J26 (1d) sensitivity tests in which the Greenstead rbt was improved. In the corresponding PM models, the roundabout remains overcapacity. For the A12 widening sensitivity test the overcapacity is alleviated in the PM only.</p>	Description of measure(s)	Directional markings on entries. Spiral markings on roundabout to guide drivers	Implement traffic signals on roundabout	Widen approaches to roundabout and give bus priority	Southern Distributor (Improvements to manage the flow of traffic along Gosbecks Road and Berechurch Hall Road)	Southern Distributor – rapid transit/sustainable modes scheme Rapid Transit scheme from Garden Settlement
			Linked work	n/a	n/a	n/a	n/a	See Rapid Transit study and HIF bids related to RTS
			Estimated cost	<£25,000	£25,000 to £100,000	£500,000 to £1 mil	> £10 mil	HIF funded A120/A133 Link Rd and RTS associated with TCBGC will create a new strategic link to access the east of Colchester. Need to build on HIF funded measures to construct new P&C and improved active travel/LCWIP links into Colchester to reduce traffic on the corridor entering Colchester via the A133/A134 corridors
			Qualitative assessment	Will decrease weaving on the roundabout	Signals on roundabouts generally increases capacity.	Will reduce queues on entry arms, however benefit may be limited unless roundabout is enlarged to accommodate this extra capacity	No major developments in south Colchester so could remain aspirational. Southern distributor set to be modelled.	Would significantly reduce number of private cars passing through junction

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
East Colchester A134/A133 corridor	Greenstead Roundabout	<p>The Greenstead roundabout is heavily congested in the AM peak period. During the PM peak period traffic flow performance improves, however, the westbound direction from the Clingoe Hill remains overcapacity. General traffic growth and developments cumulatively contribute to overcapacity. It is noted that the nearby employment site at Essex University generates a large number of trips. In the sensitivity tests in which the Greenstead rbt is improved, overcapacity is partially alleviated in the AM peak period, however, the PM model remains the same.</p>	Description of measure(s)	Improved lane markings on entries advising what lane drivers should use for each exit	Replace zebra crossings on Clingoe Hill with signalised crossings	1) Widen approaches to roundabout 2) Convert roundabout into a more conventional layout	Southern Distributor	HIF funded A120/A133 Link Rd and RTS associated with TCBGC will create a new strategic link to access the east of Colchester. Need to build on HIF funded measures to construct new P&C and improved active travel/LCWIP links into Colchester to reduce traffic on the corridor entering Colchester via the A133/A134 corridors
			Linked work	n/a	n/a	n/a	Proposed scheme	See Rapid Transit study
			Estimated cost	<£25,000	£25,000 to £100,000	£1 to £3 mil	> £10 mil	HIF funded A120/A133 Link Rd and RTS associated with TCBGC will create a new strategic link to access the east of Colchester. Need to build on HIF funded measures to construct new P&C and improved active travel/LCWIP links into Colchester to reduce traffic on the corridor entering Colchester via the A133/A134 corridors

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
			Qualitative assessment	Will decrease weaving on the roundabout	Signalised crossing means traffic only stops when signals are red, not whenever there is a pedestrian waiting. Therefore, queues should be reduced	Would need to undertake testing using VISSIM of whether a more conventional roundabout would perform better	No major developments in south Colchester so could remain aspirational. Southern distributor set to be modelled.	Would significantly reduce number of private cars passing through junction
East Colchester A134/A133 corridor	A134 Hythe Quay from Colne Causeway roundabout to Maudlyn Road	Over capacity issues both in AM and PM peak periods (northbound and southbound) in the committed and local plan scenarios. Developments including the Colchester Tendring Garden Community contribute to increases in traffic. Overcapacity remains in all the Sensitivity Test scenarios.	Description of measure(s)	Open Hythe Hill E/B to all traffic	Replace Maudlyn Rd / Hythe Quay and Maudlyn Rd / Hythe Hill Rbt with priority junctions with Maudlyn Rd having priority	Replace Maudlyn Rd / Hythe Quay and Maudlyn Rd / Hythe Hill Rbt	Close of Hythe Quay access from the Maudlyn Rd / Hythe Quay Rbt, allowing Maudlyn Rd / Hythe Quay Rbt to be removed	Could benefit from the proposed Rapid Transit System
			Linked work	n/a	n/a	n/a	n/a	
			Estimated cost	<£25,000	£25,000 to £100,000	£25,000 to £100,000	£25,000 to £100,000	HIF funded A120/A133 Link Rd and RTS associated with TCBGC will create a new strategic link to access the east of Colchester. Need to build on HIF funded measures to construct new P&C and improved active

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
								<p>travel/LCWIP links into Colchester to reduce traffic on the corridor entering Colchester via the A133/A134 corridors</p> <p>Complement and build on Active travel measures/ proposed LCWIP improvements to provide further LTN1/20 compliant measures to promote high quality infrastructure for walking and cycling</p>
			Qualitative assessment	Would provide an alternative route, however, could increase bus delay	Reduced delay and journey times on Maudlyn Road, however delay on side roads may increase	May work better given the small footprint of the junction. Modelling would need to be undertaken to confirm this is the case	Would decrease journey time and delay on Maudlyn Rd. Hythe Hill E/B would need to be opened to all traffic to allow this. Some movements would experience longer journey times	Would significantly reduce number of private cars passing through junction

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
South/West Colchester A134 (A1124) corridor	Lexden Road /Maldon Rd /Southway roundabout	The roundabout is currently overcapacity in the base year model and set to worsen in 2032 due to traffic growth. Therefore, there are over capacity issues in the AM peak period in the committed and local plan scenarios (in the western approach as well as in the southern approach to the roundabout). The PM models show better results and there are no capacity issues. The issue remains unsolved in all of the sensitivity tests.	Description of measure(s)	Improved lane markings, such as spiral markings on the roundabout to guide drivers	Linked signalisation of junctions with bus priority	Reduce size of central island	Major redesign of the junction, such as a "Hamburger Layout"	Bus priority from Lexden Road, Maldon Road through to Head Gate. Improve walking and cycling routes at key access point to the town centre. Complement and build on Active travel measures/ proposed LCWIP improvements to provide further LTN1/20 compliant measures to promote high quality infrastructure for walking and cycling.
			Linked work	n/a	n/a	n/a	n/a	Refer to West Colchester Stanway travel strategy
			Estimated cost	<£25,000	£100,000 to £500,000	£500,00 to £1 mil	£1 mil to £3 mil	£1.73 mil
			Qualitative assessment	Will decrease weaving on the roundabout	Signals on roundabouts generally increases capacity.	Will increase roundabout capacity	Could significantly increase roundabout capacity. Would require modelling	Will encourage more walking, cycling and bus use reducing car use

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
South/West Colchester A134 (A1124) corridor	Southway - Maldon Road Roundabout to St Botolphs Roundabout	The model shows congestion in the committed and local plan scenarios in the AM peak on the section of Southway between Chapel Street and Maldon Road roundabout. Congestion on Southway is reduced in the sensitivity tests altering J26 and introducing the Southern distributor	Description of measure(s)	Provide signalised pedestrian crossings on all approaches to the roundabout	Signalise all arms of the roundabout. Provide signalised pedestrian crossings on pedestrian desire lines	Convert two-way operation with a mini roundabout at the Southway (West arm)	Convert to two-way operation with Right Turn from Stanwell Street to Southway (west) permitted	Could benefit from the proposed Rapid Transit System. Given location in the centre of Colchester any public transport improvements could reduce congestion here
			Linked work	St Botolph's Roundabout study, being undertaken by Essex Highways	St Botolph's Roundabout study, being undertaken by Essex Highways	St Botolph's Roundabout study, being undertaken by Essex Highways	St Botolph's Roundabout study, being undertaken by Essex Highways	St Botolph - £8-10million Latest feasibility designs reflect opportunities for plaza development and improved Active Travel provisions through and across the junction.
			Estimated cost	£500,00 to £1 mil	£500,00 to £1 mil	£3 - 5mil	£3 - 5mil	Complement and build on Active travel measures/ proposed LCWIP improvements to provide further LTN1/20 compliant measures to promote high quality infrastructure for walking and cycling. HIF funded A120/A133 Link Rd and RTS associated with TCBGC will create a new strategic link to access the east of

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
								Colchester. Need to build on HIF funded measures to construct new P&C and improved active travel/LCWIP links into Colchester to reduce traffic on the corridor entering Colchester via the A133/A134 corridors.
			Qualitative assessment	For 2021 LinSig modelling predicts a 20% increase in capacity in the AM peak, 10% in the PM peak and 0% increase for the Saturday peak	For 2021 LinSig modelling predicts a 20% increase in capacity in the AM peak, 10% in the PM peak and a 5% decrease for the Saturday peak	For 2021 LinSig modelling predicts a 20% increase in capacity for all three peaks	For 2021 LinSig modelling predicts a 20% increase in capacity for all three peaks	Would significantly reduce number of private cars passing through junction
Other	Colne Bank/ Essex Hall junction/ Cymbeline Way	The roundabout has some links over capacity in the southbound direction both in the AM and PM peak periods in the committed and local plan scenarios. The traffic situation in the base year is already congested, with some links being over capacity. The traffic growth that is expected in the year	Description of measure(s)	Signalisation of the A134 and North Station Road arms of the Essex Hall Roundabout. Clarendon Way and Essex Hall Road would remain unsignalised	Signal optimisation from Colne Bank to North Station Road roundabouts (including Albert Rbt)	Colne Bank to Albert WideningAlso consider Colne Bank left turn slips	Convert the Essex Hall roundabout to a "Hamburger Roundabout", in which A134 traffic will pass straight through the middle of the roundabout. Similar to the Colchester North Station roundabouts	HIF funded A120/A133 Link Rd and RTS associated with TCBGC will create a new strategic link to access the east of Colchester. Need to build on HIF funded measures to construct new P&C and improved active travel/LCWIP links into Colchester to reduce traffic on the

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
		2032 alongside new developments north of this roundabout will worsen the situation and therefore both the AM and PM models have traffic issues. The issue remains unsolved in all of the sensitivity tests.						corridor entering Colchester via the A133/A134 corridors Complement and build on Active travel measures/ proposed LCWIP improvements to provide further LTN1/20 compliant measures to promote high quality infrastructure for walking and cycling.
			Linked work	Question on whether this required as part of a NGAUE ta	Identified in A133 corridor study	Colne Bank to Albert widening under construction	Currently being tested for the Colchester North West Study. The Colchester Study is a study being undertaken by the London NCC office	Colchester North West Study is looking at improving cycle and pedestrian facilities at the Colchester North Station, Essex Hall and The Albert Roundabouts.
			Estimated cost	£500,00 to £1 mil	£1 mil to £3 mil	£3 to £5 mil	> £10 mil	£1 mil to £3 mil
			Qualitative assessment	Modelling in LinSig has already been done for this and was found to increase capacity	Will decrease delays. Would require traffic modelling	Will decrease queues and journey times, particularly on A133	Modelling undertaken to date shows this significantly reduces delays and journey times	Will encourage more walking and cycling, reducing car use
Other	A137 Harwich Road/East Street	The PM model in the southbound direction is over capacity in the committed and local	Description of measure(s)	Replace keep clear with yellow box	Convert to a mini roundabout	Convert to a junction. Signals would need to be incorporated with level crossing	Replace level crossing with a bridge	Could benefit from the proposed Rapid Transit System

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
		plan scenarios. This is caused due to the Greenstead roundabout that is overcapacity which causes rerouting of the traffic. All sensitivity tests alleviate the overcapacity issue on the Harwich Road approaching the East St junction.	Linked work	n/a	n/a	n/a	n/a	Refer to West Colchester Stanway travel strategy
			Estimated cost	<£25,000	£25,000 to £100,000	£100,000 to £500,000	> £10 mil	HIF funded A120/A133 Link Rd and RTS associated with TCBGC will create a new strategic link to access the east of Colchester. Need to build on HIF funded measures to construct new P&C and improved active travel/LCWIP links into Colchester to reduce traffic on the corridor entering Colchester via the A133/A134 corridors Complement and build on Active travel measures/ proposed LCWIP improvements to provide further LTN1/20 compliant measures to promote high quality infrastructure for walking and cycling.

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
			Qualitative assessment	Will prevent traffic from blocking other movements. Will be particularly effective when the level crossing barriers are closed	Modelling would be required to assess whether this would improve the situation	Modelling would be required to assess whether this would improve the situation	Will significantly reduce delays. Likely to be extremely expensive given the lack of room for a bridge	Would significantly reduce number of private cars passing through junction
Other	A133/A120 link southern end junction arrangements	Some overcapacity issues in the AM peak period in the local plan scenario (westbound approach). The PM model shows better performance around the roundabout. The Colchester Tendring Garden Community along with redistribution of traffic around this area contribute to overcapacity. The problem remains unsolved in all the Sensitivity Scenarios.	Description of measure(s)	Directional arrows on the roundabout entries and spiral markings on the roundabout	Signalise roundabout	Left slip from the A133 SE to W arm	2 lane entries on A133 for 50 metres up to junction	Improve bus services into Colchester
			Linked work	n/a	n/a	n/a	n/a	n/a
			Estimated cost	<£25,000	£100,000 to £500,000	£500,000 to £1 mil	£1 mil to £3 mil	£ varies
			Qualitative assessment	Will decrease weaving on the roundabout	Signals on roundabouts generally increases capacity.	Will decrease journey times from the A133 SE to W	Will decrease queues on entries. Decrease may be limited unless roundabout is enlarged	Could reduce number of private vehicles passing through junction
			Linked work	n/a	n/a	n/a	n/a	Refer to West Colchester Stanway travel strategy

Group	Location	Summary of problem	Estimated cost	Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
			Estimated cost	<£25,000	£25,000 to £100,000	£100,000 to £500,000	£500,000 to £1 mil	<p>HIF funded A120/A133 Link Rd and RTS associated with TCBGC will create a new strategic link to access the east of Colchester. Need to build on HIF funded measures to construct new P&C and improved active travel/LCWIP links into Colchester to reduce traffic on the corridor entering Colchester via the A133/A134 corridors.</p> <p>Complement and build on Active travel measures/proposed LCWIP improvements to provide further LTN1/20 compliant measures to promote high quality infrastructure for walking and cycling.</p>

Group	Location	Summary of problem		Traffic management		Infrastructure		Sustainable and complementary measures
				Simple	Enhanced	Minor	Major	
			Qualitative assessment	Reoptimise signal timings to reduce queues on Brook Street. This would likely increase queues on East Hill / East Street	Would more effectively optimise traffic signals, reducing queues, particularly on the Brook Street arm	Would shorten queues on the East Street approach, allowing signals to be reoptimised to increase green time to Brook Street	Would allow signals to be reoptimised to increase green time to Brook Street	Would significantly reduce number of private cars passing through the junction

Appendix C Colchester Borough sports facilities priorities

Site/Facility	Issue/Deficiency	Proposed Project	Action/Priority	Project (including total cost of project)	Status estimated
CRICKET					
Colchester & East Essex CC, Castle Park, Colchester	Pavilion redevelopment to provide additional changing room space and disabled access to ensure we can make best use of the two pitches at Castle Park.	Pavilion redevelopment		?	
Colchester Cavaliers CC, Mile End Sports Ground, Colchester	Cricket practice nets	Cricket practice nets		No funding raised.	
Colchester Garrison, Colchester	Potential for improved kitchen facilities Pitch overused at present due to no separate net facility	?		?	
King George Playing Field, Boxted (Boxted CC)	Existing square is overused owing to the fact there is no separate net facility, and current COVID social distance net sessions on the existing square which is causing extreme wear & tear on the square. The provision of an artificial wicket will enable junior & senior cricket training & matches to be played; enable the club to introduce cricket to the nearby Boxted Primary School and will greatly improve the quality of match strips that can be utilised	Artificial cricket wicket		Hoping to complete in 2021	
Chappell & Wakes Colne CC, Chappell	Ladies and umpires changing rooms a priority so that girls/ladies that now play for club's mixed squads do not have to change in the toilet. A second changing unit at the far end of the grounds for Kit/changing to allow 2 matches at the same time	Additional Changing Rooms Additional Changing unit		?	

Site/Facility	Issue/Deficiency	Proposed Action/Priority Project	Project Status (including estimated total cost of project)
Dedham Playing Field	Improve kitchen to allow pavilion to be used more regularly for third party events to improve financial sustainability and become more attractive for club use.	Kitchen improvements	£5k raised to date.
Eight Ash Green CC, Eight Ash Green	Pavilion refurbishment to meet modern needs and be environmentally sustainable.	Pavilion refurbishment	£100K. Progressing to design stage in 2021.
West Bergholt CC, West Bergholt	Clubhouse improvements	Clubhouse improvements	?
Wormingford CC, Wormingford	Club recently reformed after about 5 years so need to improve the clubhouse & ensure playing facility is back to good order	Clubhouse and pitch improvements	?
Copford CC, Copford	Pavilion refurbishment - primarily roof, but general wear and tear Ground machinery Underground Water storage solution Net replacement / upgrade / additional net	Pavilion refurbishment Ground machinery Underground Water storage solution Net replacement / upgrade / additional net	?
West Mersea CC, Mersea Island	Clubhouse needs to be improved to meet the Sport England specification for Changing Room size & Social Space Improve the Nets & Compound area Install a Portacabin on Glebe 2	Clubhouse improvements Improve nets and compound Portacabin	?
Wivenhoe CC, Wivenhoe	Clubhouse redevelopment	Clubhouse redevelopment	?
FOOTBALL			
3G AGPs			
The Glebe, Mersea Island	Small sided 3g AGP required to meet demand on Mersea Island and surrounding areas	Delivery of small sided (7 v 7) floodlit 3g AGP to meet need	Mersea Island Sports Association have been in

Site/Facility	Issue/Deficiency	Proposed Action/Priority Project	Project Status (including estimated total cost of project)
	Identified in the Local Football Facility Plan (LFFP)	of local grassroots community including Oyster Youth and Mersea Island FC	dialogue with Town Council for some time negotiating long term lease. Football Foundation and Essex County FA supportive of the principle on site
Broad Lane, Wivenhoe or within the broader Wivenhoe area	Need for 1 full size 3g floodlit AGP (potentially 2) Identified in the LFFP	Delivery of full size floodlit 3g AGP with ancillary facilities to meet needs of local grassroots community including Wivenhoe Tempest, Wivenhoe Youth FC, Arlesford Rangers	Broad Lane has been explored as a site for a number of years but for a number of reasons not being able to progress. One key factor has been the shortfall in funding. The most recent dialogue with Colchester Amphora lead us to exploring the new Colchester/Tendring Garden Community as a solution.
Shrub End, Colchester	Potential for a second full size 3g AGP further into the LFFP timeline to meet growing demand in the area and growing population of Stanway.	Delivery of floodlit full size 3g AGP to complement existing pitch, supporting future community programmes delivered by CUCST and growing demand from local grassroots clubs	No active discussion taking place on this particular project

Site/Facility	Issue/Deficiency	Proposed Action/Priority Project	Project Status (including estimated total cost of project)
Pavilions & Changing Rooms			
Broad Lane, Wivenhoe	Regardless of 3g development on site Wivenhoe Tempest require improved ancillary facilities to support their sustainability on site	No progress to date on this, next step is for the club to explore potential partnership funding including potential S106	The club are keen to progress some discussions in 2021 on this
Gilberd School, Colchester	Gilberd School has limited changing capacity and supports a large local club		No progress has been made on this to date and further feasibility would be required
RUGBY UNION			
Mersea Island RFC, Mersea Island	Lack of pitch capacity – additional pitch required to cater for increase in junior & female playing numbers	Identify additional pitch space suitable for use by the club. Liaise with CBC to explore suitable sites.	Short - Medium term project
Colchester RFC, Colchester	None at the moment following move to Northern Gateway site	None	None
HOCKEY			
University of Essex Colchester Campus, Colchester	University stated aim of resurfacing sand AGP to 3G. Colne HC and the University teams will need to secure access to other pitches.	Look to retain pitch but if not possible Colchester HC have brokered access to the Garrison for the University on Wednesdays and a number of players have moved over to Colchester HC. Colne HC will either play at the Garrison or in Tendring DC area if available. Alternative action is	Watching brief

Site/Facility	Issue/Deficiency	Proposed Action/Priority Project	Project Status (including estimated total cost of project)
		to identify a school to build a new sand AGP as there is not one in the district and growth could be achieved with clubs based on a school site. See below	
Colchester Garrison, Colchester	Colchester HC report good relationship with the garrison and are seeking to improve and develop facilities at the Garrison and ensuring security of access for the club.		Support club if necessary
School within area (unidentified site)	Looking for opportunities for a hockey surface on a school site. No specific site currently identified but keen to enter into discussions if an opportunity arose.	Long term ambition to develop a school sand AGP to enhance and develop junior hockey in the area	Watching brief. Cost Circa £550k. No funding sought or secured to date.
TENNIS			
Colchester Tennis Centre, Eudo Road, Colchester	<p>Unclear if site is to remain in use. There had been a brief discussion in past of relocating courts to main Colchester Leisure World Site.</p> <p>Separate to above, if Eudo Road was to remain open the following issues remain:</p> <ul style="list-style-type: none"> • (Ease of) Booking and court access • Mix of coaching operators, no incentive for coach to develop a programme of activity to support CBC priorities. • Only 6 of potential 10 hard courts are open and safe to use. • Grass court access and operation/use agreement with Lexden Hill Tennis Court 	<p>If Eudo Road site remains:</p> <ul style="list-style-type: none"> • Improved court booking and access to aid promotion of tennis. • Resurfacing and floodlighting of 4 disused tennis courts AND/OR potential to re-think layout and court surfaces (e.g. convert elements of grass to macadam). 	<p>Unclear, need to confirm status with CBC.</p> <p>Further discussions needed with CBC for long term plan for tennis. Potential to access LTA support via:</p> <ul style="list-style-type: none"> • LTA Quick access loan to aid court resurface • LTA gate access system (grant funded)

Site/Facility	Issue/Deficiency	Proposed Action/Priority Project	Project Status (including estimated total cost of project)
	(high maintenance cost for CBC vs low rent for club)	<ul style="list-style-type: none"> Tennis/coaching operator to manage programme and activities onsite. 	<ul style="list-style-type: none"> Tennis/coaching operator
Leisure World Highwoods and Leisure World Tipree	<p>Poor court surfaces (floodlighting?)</p> <p>Lack of tennis access and activity taking place</p> <p>Unclear on times of use for tennis use, not currently of interest to coaching operators who may use site as an outreach for delivering tennis programme activity.</p>	<ul style="list-style-type: none"> Court resurfacing Potential outreach site for tennis/coaching operator 	<p>Further discussions needed with CBC for long term plan for tennis. Potential to access LTA support via:</p> <ul style="list-style-type: none"> LTA Quick access loan to aid court resurface LTA gate access system (grant funded) <p>Tennis/coaching operator.</p>
Club Sites	<p>Lack of tennis access beyond membership (i.e. no pay & play).</p> <p>Whilst some clubs offer a competitive and low cost membership price this is mainly at the rural/smaller club. The club network in Colchester Town currently have medium to high membership fees.</p>	Potential for installing LTA gate access systems and open up selected sites for Pay & Play via LTA Rally (using ClubSpark booking platform)	LTA working with network of clubs on proposal of Pay & play and benefits. Will need to overcome some physical and cultural barriers at clubs.
Northern Development	<p>Lack of tennis facilities in north section of Colchester area.</p> <p>Its been raised in the past that any s106 contributions would be used to enhance existing facilities as opposed to develop any new on site provision.</p>	<p>Further discussion on tennis court facilities in north area of Colchester.</p> <p>Highwoods would be only logical site to develop tennis facilities.</p>	Further discussion needed with CBC.

Site/Facility	Issue/Deficiency	Proposed Project	Action/Priority	Project (including total cost of project)	Status (estimated)
ATHLETICS					
Colchester Athletics Track	<ul style="list-style-type: none"> Floodlighting: confirmation required that infield floodlighting meets minimum standard Note: The venue is strategically important and has a catchment population of 186k living within the EA recommended 20-minute drivetime 	<ul style="list-style-type: none"> Commission of independent infield floodlighting survey 		No funding secured	
BADMINTON					
Colchester West/Stanway	<p>No sports hall suitable for badminton in area with a strong club – Stanway School sports hall unusable due to installation of flat heaters; also an area of housing development</p> <p>Usage has been reallocated to Northern Gateway new sports hall and this will meet current need so long as programme is able to accommodate agreed hours of usage for badminton. If this usage is not fulfilled at Northern Gateway, additional provision is required</p>	New sports hall/enhancement of existing sports halls and community use agreement		Would class this more as an aspiration that may rise in priority status depending on levels of usage at Northern Gateway	



NAVIGUS PLANNING

Truro, Lushington Road, Manningtree, Essex, CO11 1EF

info@navigusplanning.co.uk

www.navigusplanning.co.uk

 [@NavigusTweets](https://twitter.com/NavigusTweets)