

Colchester Borough Council
Community Infrastructure Levy
Implementation Plan

DRAFT

Introduction

1.0 Purpose of the Implementation Plan

The Community Infrastructure Levy (CIL) Implementation Plan forms an important part of the Council's evidence base. It supports the Development Plan Documents by identifying the infrastructure needed to deliver Colchester's growth and is a key tool in coordinating infrastructure and investment with many organisations. The Implementation Plan will be reviewed twice a year following the process set out in the CIL Governance Arrangements.

The Implementation Plan draws together the main infrastructure requirements, as originally set out in the Core Strategy, that are required to support the growth in each part of the borough. It will identify those items of infrastructure that are considered to be priorities at a given point in time and will be used to inform the CIL 123 List. The Implementation Plan is closely aligned to the Local Investment Plan (LIP) arising from the 'Single Conversation' with the Homes and Communities Agency along with the Integrated County Strategy.

Development plan documents provide a long term strategy for the borough whereas the Implementation Plan provides a focus for developers and key partners on the priority infrastructure requirements to deliver Colchester's adopted vision. The Plan will also enable residents and businesses to see what infrastructure is expected to be provided and when. It is hoped over time that parish and town councils, along with neighbourhood forums and other interested people, will input into the document and provide details of their local infrastructure requirements and funding options.

The purpose of the Implementation Plan is to:

- provide clarity on the infrastructure requirements to support the growth, based on information within adopted LDF documents and the CIL evidence base;
- identify where developer contributions will be sought, setting out the general principles the Council will use in determining whether infrastructure needs will be met through Section 106 Agreements, Community Infrastructure Levy (CIL) or direct developer funding;
- identify the strategic and local priorities for the spend of CIL funding for the short term (CIL Regulation 123 List).

2.0 Making Decisions on Infrastructure Priorities

Infrastructure can be funded from a variety of means, including financial contributions from developers, on-site provision, other funding streams and the Community Infrastructure Levy (CIL). Given the current constraints on resources and investment streams, it is important that there is clarity on the local priorities for infrastructure provision. The Implementation Plan sets out what is needed and how it will be achieved, either through the investment

streams of local infrastructure and service providers or through the use of developer contributions. The Plan will be reviewed twice a year although revisions may not be required on each occasion.

3.0 Local and Strategic Infrastructure

The Government have just commenced consultation on proposals to reform the community infrastructure levy. The detailed proposals and draft regulations include a number of questions including what proportion of receipts ie the 'meaningful proportion' of CIL should be handed over to local communities to spend as they see fit to support growth in their areas. It is therefore expected that the local element will help fund infrastructure which will deliver local benefits.

Some infrastructure is vital to the delivery of Colchester's development strategy. This infrastructure has a strategic rather than a local focus, benefitting the borough as a whole.

Both the strategic and local infrastructure priorities will be set out within the Implementation Plan, following discussions with Town and Parish Councils, Neighbourhood Forums, infrastructure providers and local developers. This will be reviewed twice a year and agreed with the relevant Portfolio Holders from Colchester Borough Council and Essex County Council.

4.0 Structure of the LDF Implementation Plan

As set out above the Implementation Plan has three roles:

1. providing clarity on the infrastructure requirements to support the LDF
2. setting out the likely funding for infrastructure;
3. identifying the strategic and local priorities for the spend of CIL funding for the year ahead based on the Housing Trajectory and other known developments.

The Core Strategy contains a table setting out key facilities and infrastructure which breaks down projects by necessary and local/wider benefit and also by development linkage. For the purposes of consistency this Implementation Plan will also identify infrastructure by area and it will prioritise projects according to how important they are to delivering and supporting growth. It is however acknowledged that funding through CIL can be spent anywhere in the borough (and beyond) providing it supports future development.

5.0 The '123' List

The community infrastructure levy is intended to provide infrastructure to support the development of an area rather than to make individual planning applications acceptable in planning terms. As a result, there may still be some site specific impact mitigation requirements without which a development should not be granted planning permission. Some of these needs may be provided for through the levy but others may not, particularly if they are very local in their impact. Therefore, the Government considers there is still a

legitimate role for development specific planning obligations (S106 agreements) to ensure that the specific consequences of development can be mitigated.

On the local adoption of the levy, the regulations restrict the local use of planning obligations to ensure that individual developments are not charged for the same items through both planning obligations and the levy. Where a charging authority sets out that it intends to fund an item of infrastructure via the levy then that authority cannot seek a planning obligation contribution towards the same item of infrastructure.

All items the Council intends to fund through CIL need to be included on what is known as a 123 List which must be published on the Councils website.

Each year the Council will review its 123 List to see if the infrastructure projects listed need changing. This maybe because an item has been delivered or because a new project is required and needs to be added. The tables below list the infrastructure the Council expects to be delivered and identifies if it will be provided through CIL or S106 agreement.

6.0 Infrastructure Projects by Area

The Core Strategy and subsequent Site Allocations DPD direct development towards the most accessible and sustainable locations, and plan for the provision of transport, employment and community facilities to support a number of growth areas. The tables below detail the infrastructure expected to be provided in each growth area as well as projects which are borough wide or which relate to another part of the borough.

6.1 Town Centre

The Town Centre is the focus of regeneration activity and will deliver 2000 new homes, 67,000sqm of retail floorspace and 40,000sqm of office floorspace. The regeneration of St Botolphs and the North Station area are delivering key outcomes, including Firstsite, the Cultural Quarter and North Station gateway.

Infrastructure Requirement	Cost	Level of Priority	Timing of Delivery	Funding			Notes
				CIL	S106	Other	
Town centre transport improvements (incl. bus interchange and St Bots roundabout)	£7m	High	2012		√	√	Some S106 already secured through The Garrison. Phased delivery.
Roman walls and public realm improvements	£2m	Low	n/k	√		√	

6.2 East Colchester

The East Growth Area is regenerating the former harbour to accommodate 2600 new homes, as well as delivering the East Transit Corridor, Hythe Station improvements, the University Research Park, and expansion of the University itself.

Infrastructure Requirement	Cost	Level of Priority	Timing of Delivery	Funding			Notes
				CIL	S106	Other	
East Transit Corridor Phase 1 Phase 2 Phase 3	£7m n/k n/k	High Medium Low	2016 n/k n/k	√ √ √			Feasibility Study complete. Phase1 – includes on street bus priority and improved real time information and waiting facilities.
Colne River pedestrian/cycle bridge	n/k	Low		√			One bridge provided in 2011
Public Open Space	£3.076m	Medium		√	√		

6.2 North Colchester

The North Growth Area will accommodate 6200 homes, many of which have already been built, and a new sustainable urban extension along with the regeneration of the former Severalls Hospital. This growth area has delivered the Community Stadium and the A12 junction and the final part of the Northern Approach Road and Park and Ride are expected to be delivered shortly.

Infrastructure Requirement	Cost	Level of Priority	Timing of Delivery	Funding			Notes
				CIL	S106	Other	
North Transit Corridor	£7m	High	2013		√		Secured through Severalls development
Park and Ride	£5.6m	High	2012	√		√	Cost reflects site and route into town
North/South capacity improvements (A133/A134)	£13.5m	High	2012 start		√		Cost assumes work undertaken for park and ride is completed
A133 Central Corridor Improvements	£20m	High		√	√		A series of junction and carriageway improvements between Colne Bank Roundabout and Greenstead Roundabout, including: dualling between Colne Bank and Albert Roundabout. Some S106 money already collected
North Rail Station improvements	£6m	Low	n/k	√		√	New station building and forecourt to north side, linked to North Station master plan work
3 new primary schools (land and build costs)	£26.7m	High	2012 onwards		√	√	1 secured through Severalls development; 1 to be delivered on site as part of planning permission for NGAUE; one to be delivered by ECC at Braiswick
Expand secondary school capacity (land and build costs as necessary)	£38m	Medium	2016		√	√	Education authority to decide how increased capacity is provided. Land for a new secondary school will be provided through planning permission for the NGAUE. Other sources of funding will be required for building.
Community Centre	£1m	Medium			√		Extension to Fords Lane pavilion to be delivered through planning permission for NGAUE. New community centre being built at Severalls as part of S106
Community Hub	n/k	Medium			√		Flexible floorspace for retail, community and commercial uses to be provided through NGAUE planning permission
Open space, sports facilities, allotments and youth facilities	£7.2m	Medium			√		Public open space, allotments, sport and youth facilities, etc to be provided through planning permission for NGAUE. POS secured at Severalls.
Affordable Housing	n/k	High			√		35% affordable housing to be provided through planning permission for NGAUE and through other new sites. 25% affordable housing secured on Severalls.
Electricity Sub-station	£4m	Medium			√		To be provided as part of NGAUE development
Waste water pumping station	tbc	Medium					Anglian Water undertaking further work to establish requirements/cost and timescales

6.4 The Garrison

The South Growth Area has delivered a new Army Garrison and is regenerating the former garrison to accommodate 3000 homes within an urban village with good links to the Town Centre. Various infrastructure has been delivered as a result of the Garrison development including new open space, walking and cycling routes. Section 106 contributions have also been secured towards an extension to St Johns Green Primary School which is about to commence and a new club house at the athletics track. Because this development is so well advanced it is not considered necessary to list infrastructure projects.

6.5 Stanway

The Stanway Growth Area is also subject to significant development during the life of the plan, including 1800 homes, employment development, and road improvements.

Infrastructure Requirement	Cost	Level of Priority	Timing of Delivery	Funding			Notes
				CIL	S106	Other	
1 new primary school (Lakelands) and expansion of Fiveways	£7m	High	n/k	√	√		Site secured through S106 for Lakelands. Some financial contributions already collected.
Secondary School expansion	£30m	Medium	2017	√		√	
Western Bypass	£7m	High	2012		√		Secured through S106 for Lakelands
Stanway road improvements including Warren Lane and surrounding area	£5m	Medium	2016	√			All developments expected to contribute to support growth in Stanway
Public Open Space, including allotments, sport and leisure	£4m		2013		√		S106's in place to secure significant open space, sport and leisure facilities through Lakelands development and following restoration of minerals sites. New developments will be expected to enhance this through on site provision.
Village Hall improvements	n/k		n/k	√			
Youth facilities	n/k		n/k	√			
Affordable housing	n/k				√		Affordable housing has been secured on sites with planning permission. Those coming forward in the future will be expected to provide 35% affordable housing.

6.6 Other Areas and borough wide Infrastructure

Tiptree, Wivenhoe and West Mersea are the main district settlements outside of Colchester Town. These settlements between them will deliver about 1600 homes over the plan period. They also provide shops and services to the surrounding rural hinterland and therefore new and enhanced infrastructure is required to support growth in these areas.

There are also a number of projects which support growth across the whole borough. It is likely that growth will result in improvements being required to the four main junctions serving Colchester from the A12. Enhancements are also required to public transport, walking and cycling routes as the Council encourages people to use more sustainable modes of transport.

Infrastructure Requirement	Cost	Level of Priority	Timing of Delivery	Funding			Notes
				CIL	S106	Other	
A12 junction improvements	£30m	Medium	n/k	√		√	Feasibility work to be undertaken. Timing will be determined by rate of development. S278 may be used.
A120 upgrade Braintree to A12	n/k	Low	n/k				Schemed shelved indefinitely
Public transport improvements	£10m	Medium	On-going	√	√		Some S106 contributions secured
Green links, walking and cycling improvements	£10m	Medium	On-going	√	√		Some S106 contributions secured
Tiptree – primary school expansion	£1m	Low			√		Limited growth in Tiptree forecast and nearest school to allocated site has capacity> Any new allocation would be expected to contribute.
Tiptree – sports pitches		Medium	2011 - 2012		√	√	To be delivered as part of Colchester United Grange Rd development and a public/private arrangement at Warriors Rest.
Tiptree – allotments	n/k	Medium	2016		√		To be delivered as part of Grange Road development
Tiptree – health centre	n/k	Low	n/k			√	PCT funding
West Mersea – health centre	n/k	Low	n/k			√	PCT funding
Wivenhoe – health centre	n/k	Low	n/k			√	PCT funding
Wivenhoe – community centre improvements	n/k	Low		√			
Wivenhoe - allotments	n/k	Low		√			
Wivenhoe – youth facilities	n/k	Low		√			
POS/Sports and Recreation facilities in Wivenhoe and Rowhedge	1.495	Low		√			
General Early Years and	4.70			√	√		

Childcare		Low					Details not specified
General primary expansions	13.70	Medium		√			Details not specified