

Colchester City Council Preferred Options Local Plan Topic Paper Infrastructure November 2025



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Executive Summary

This Infrastructure Topic Paper supports the emerging Colchester Local Plan to 2041 by setting out the strategic approach to infrastructure planning, delivery and funding required to accommodate sustainable growth across Colchester. It draws on the Infrastructure Audit and Delivery Plan (IADP), other evidence base and stakeholder engagement to ensure that infrastructure provision aligns with the scale and location of proposed development.

The paper highlights the role of infrastructure in enabling new homes, employment and regeneration, and outlines the Council's commitment to working collaboratively with service providers, developers and neighbouring authorities. Key infrastructure themes include education, healthcare, utilities, transport, waste management, open space and community facilities.

Significant infrastructure needs have been identified, including:

- **Education:** Provision of new primary and secondary schools, early years facilities and SEND support, with estimated costs exceeding £180 million.
- **Healthcare:** Expansion of GP and acute care services, with projected costs of £52.3 million.
- **Utilities:** Electricity upgrades across 15 substations, with the highest single infrastructure cost at £251.8 million.
- **Transport and Active Travel:** Enhancements to walking, cycling, and public transport networks, including mobility hubs as well as strategic and local road and junction improvements. Add cost and breakdown roads and ST.
 - Active travel schemes projected costs of £265.6m.
 - Bus schemes projected at £67m.
 - Road schemes projected at £188m (with additional funding required for junction improvements following the cancellation of the A12 widening scheme)
- **Green and Community Infrastructure:** Investment in open spaces, libraries, and community hubs to support wellbeing and placemaking.
- **Sports and Leisure provision:** Investment in swimming, sports courts and artificial pitches with projected costs of £13.7m

The paper outlines **Policy ST7**, which sets the framework for infrastructure delivery and impact mitigation. Development proposals must demonstrate adequate infrastructure capacity or provide mitigation through financial contributions, land, or direct provision. The Council may also consider introducing a Community Infrastructure Levy (CIL) alongside Section 106 agreements

Funding remains a key challenge, with a dynamic landscape of potential sources including government grants, developer contributions, and innovative mechanisms

such as the UK Shared Prosperity Fund and Tourist Tax. The Council will continue to work with partners to prioritise projects and secure investment.

The IADP forms a living evidence base that will evolve as more detailed project information emerges. It provides a foundation for coordinated infrastructure planning and delivery, ensuring that growth in Colchester is supported by timely, sustainable and well-integrated infrastructure.

1. Introduction and Purpose

- 1.1 To help with the consideration, interpretation and consultation on the Preferred Options Regulation 18 Plan and later stages of plan making, a series of Topic Papers have been prepared which summarise the evidence base and details how this evidence has helped shape the policies in the Preferred Options Local Plan. These Topic Papers are 'live' documents and will be updated as the plan making process progresses.
- 1.2 The Preferred Options Local Plan was presented to Local Plan Committee on 17 February 2025. The Committee requested that further work in respect of transport, infrastructure and viability be carried out prior to Preferred Options Local Plan Regulation 18 consultation.
- 1.3 This is the Infrastructure Topic Paper. It provides the context for policies in the Preferred Options Local Plan, including the strategic policy ST7 and Place Policies, and summarises the relevant evidence base documents, which are:
 - [IDP Stage 1 and 2](#)
 - [Stage 3 Final \(October 2025\)](#)
 - [Appendix A to the IADP Stage 3 Final Report - Project Schedule \(October 2025\)](#)
- 1.4 These documents provide recently prepared, comprehensive and robust evidence sources that are drawn on at various points throughout the paper and have informed the Plan.
- 1.5 Topic Papers have also been prepared covering Water and Transport which are most relevant to this Infrastructure Paper.

2. Background

2.1 Infrastructure refers to the fundamental systems and facilities that support the functioning of communities and enable development. It includes both physical structures and services that are essential for economic activity, public health, safety and quality of life. Types of infrastructure assessed in the IADP include the following.

2.2 Social Infrastructure:

- | | | |
|---|--|--------------------------------------|
| • Early years and childcare | • Primary Healthcare (GPs) | • Arts, culture and civic facilities |
| • Primary education | • Acute Healthcare | • Community facilities |
| • Secondary education | • Community health | • Youth facilities |
| • Further education | • Social care | • Police |
| | • Playing pitches | • Fire and rescue |
| • Adult education | • Open Spaces | • Ambulance |
| • Play spaces | • Green Infrastructure | |
| • Special Education Needs and Disabilities (SEND) | • Indoor and outdoor sports and leisure facilities | |

2.3 Utilities and Hard Infrastructure:

- | | |
|--|----------------------------------|
| • Electricity and Gas | • Wastewater |
| • Renewable Power | • Potable water |
| • Telecoms and Digital | • Waste management |
| • Flood Defence | • Recycling and circular economy |
| • Flood alleviation/Surface water management | |

2.4 Transport:

- Roads
- Active Travel
- Public Transport
- Electric vehicle infrastructure

2.5 The Council commissioned AECOM to prepare an Infrastructure Audit and Delivery Plan (IADP) to support the plan preparation following iterative steps in accordance with guidance. The IADP forms part of the evidence base to support the new Colchester Local Plan. Stage 1 and 2 Report is the first element of work to compile the IADP. It sets out the baseline position for infrastructure and reviews the high-level options considered by CCC as part

of the Local Plan Issues and Options stage, in order to identify infrastructure implications of those options and thus inform CCC's work to select preferred options for the Regulation 18 Draft Local Plan

- 2.6 The purpose of the Infrastructure Audit and Delivery Plan (IADP) is to identify the infrastructure which is required to meet the growth anticipated in Colchester over the Local Plan period to 2041, along with the associated costs, timing and delivery arrangements for that infrastructure.
- 2.7 The Stage 3 Interim (February 2025) and Final (October 2025) Report assess the demand which planned growth will generate for 37 different infrastructure types, and how infrastructure will be provided to meet this demand to 2041 based on the emerging development trajectory provided by CCC and consultation with infrastructure providers. The Project Schedule (October 2025) which accompanies the IADP is contained in Appendix A to the IADP Final Report. It lists all infrastructure projects which have been identified as planned to help cater for demand over the Plan period.
- 2.8 The Stage 3 Assessment has been completed in two parts. The Stage 3 Interim Report (February 2025) was based on the emerging site allocations and the evidence available at the time. The Stage 3 Final Report (October 2025) reflects the preferred site allocations set out in the draft local plan, incorporating additional evidence. The key differences between the two reports include housing numbers to reflect the proposed allocations and further evidence from health and education providers. In addition, the Stage 3 Final Report also identifies infrastructure costs where available, funding sources and potential funding gaps.

National Context

- 2.9 The NPPF requires that all plans should promote a sustainable pattern of development that seeks to 'align growth and infrastructure'. The NPPF requires that strategic policies should set out an overall strategy for the pattern, scale and design of places and make sufficient provision for infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management and the provision of minerals and energy (including heat); community facilities (such as health, education and cultural infrastructure); and green infrastructure. It also requires that plans should set out the contributions expected from development, including infrastructure. Paragraph 28 of the NPPF addresses the timing and coordination of strategic planning, it acknowledges that time scales are not always aligned and that informed decisions need to be made to stop long delays.
- 2.10 The PPG emphasises the importance of preparing an Infrastructure Delivery Plan as part of the Local Plan and the need to work alongside infrastructure providers, service delivery organisations, other strategic bodies.

Local Policy and Guidance

- 2.11 The adopted Local Plan recognises that infrastructure is critical to supporting sustainable growth. It sets out a commitment to ensure that new development is matched by appropriate improvements to physical, social and green infrastructure. The Council works closely with service providers and developers to ensure infrastructure is planned, funded and delivered in a timely way.
- 2.12 Policy SG7 (Infrastructure Delivery & Impact Mitigation) sets out requirements for developers to contribute to necessary infrastructure. With planning permission only being granted where adequate infrastructure is in place or can be provided to support the development.
- 2.13 The Infrastructure Delivery Plan (IDP) was prepared as part of the evidence base for Colchester's current adopted Local Plan (2017–2033). It was published alongside the Section 1 and Section 2 Local Plan documents to demonstrate that the planned growth would be supported by timely and appropriate infrastructure delivery. The IDP identified key infrastructure required to support new housing, employment and regeneration projects across Colchester to 2033.
- 2.14 The Infrastructure Funding Statement (IFS) is an annual report prepared by Colchester City Council in line with regulation 121A of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended). It provides a transparent record of infrastructure contributions secured, received and spent through Section 106 (S106) agreements and other planning obligations and funding sources.

Engagement Feedback

- 2.15 The Council carried out an iterative Issues and Options engagement, which included a series of themed engagements between October 2023 – July 2024. Details of the Issues and Options engagement are included on the Council's website and summarised in a collated report. The engagement themes were:
- Green network and waterways
 - Call for Sites, including offsite biodiversity net gain (BNG) sites
 - Vision for the city district
 - Net zero carbon homes and buildings
 - Placemaking
 - Health and wellbeing
- 2.16 The response to the green networks and waterways engagement demonstrated the importance of the green network for multiple reasons, including for the natural environment and biodiversity.

- 2.17 The engagement work on the vision highlighted the importance of infrastructure, particularly more schools, GP surgeries, hospitals and better traffic management and connectivity. One of the vision themes is 'Well Connected' which focuses on enhancing public transport corridors to reduce congestion and promote active travel. This includes making walking and cycling more attractive and accessible and creating communities designed to minimise the need for car travel by ensuring that most daily needs can be met locally.
- 2.18 Feedback from the Placemaking questionnaire highlighted the importance of enhanced public transport, cycle routes and road infrastructure. Respondents also emphasised the need for clean energy solutions, with a strong preference for all new buildings to include solar panels as standard. There was notable support for Green Infrastructure, ecological enhancements and public open space.
- 2.19 The Health and Wellbeing engagement work included consideration of Essex Planning Officers Association Healthy Places Guidance, which identifies several key factors essential to promoting health and wellbeing. These included the creation of active and sustainable environments, access to green and blue open spaces, environmental sustainability and robust healthcare infrastructure.

3. Evidence Base

3.1 The Stage 3 IADP Report (October 2025) provides details on each of the infrastructure types, identifying the current provision, the deficiencies and the requirements required to support the planned growth up to 2041. It recognises any anticipated planned new / enhanced provision where this is known. It identifies where possible, the costs associated with delivering infrastructure and where appropriate any potential phasing considerations. The potential sources of funding are identified as well as the overall funding gap. The information in the IADP has been informed by two stages of engagement with the relevant stakeholders and infrastructure providers. A Summary of the key infrastructure needs in Colchester as identified in the IADP are set out below and a reference to where more details are available in the Full Report.:

3.2 **Primary Education** (A Map illustrating the existing provision is shown in Figure 3-1 on page 28 with further details from paragraph 3.1 of the [IADP](#)).

- There are currently 64 state funded primary schools in Colchester.
- Essex County Council (ECC) found the development trajectory would generate demand for 5,741 primary school places (18.7 – 23.5 Forms of Entry (FE)).
- Impact can be mitigated through financial contributions and the allocation of the land for school use and planning obligations.
- New primary schools will be provided at the TCBGC.
- ECC has identified potential locations where land should be allocated for additional primary schools, and a number of other locations where new or expanded schools will be required. (Including Marks Tey / Copford, Langham and North East Colchester)
- A high-level benchmarking exercise indicates that the cost and funding gap associated with pupils arising from the potential emerging allocations would be £73.0m.

3.3 **Early years education and childcare** (A table illustrating the existing provision and capacity is shown in Figure 3-3 on page 34 with further details from paragraph 3.2 of the [IADP](#)):

- Majority delivered by the Private, Voluntary, and Independent (PVI) sector.
- Summer 2025: 845 vacant EYEC places, but some wards were running at >90% occupancy.
- Predicted drop in the number of under-fives in Colchester over the next two years, however numbers are forecast to increase from 2027.

- Expanded eligibility for Funded Early Education Entitlement (FEEE) childcare places.
- Using ECC's standard early years pupil product factor, demand for 2,297 early years places to 2041 arises from Colchester's development trajectory.
- Where needs arise, developers will be required to either provide a building (on larger sites) or financial contributions towards facilities. Where possible / preferable, new early years provision will be co-located on school sites.
- Using ECC cost benchmarks, costs to provide for additional early years pupils are estimated at £29.2m.

3.4 Secondary education: (A map illustrating the existing provision is shown in Figure 3-2 on page 37 with further details from paragraph 3.3 of the [IADP](#)):

- There are currently 12 state-funded secondary schools in Colchester.
- Currently there is a surplus capacity of 778 places
- ECC found the emerging development trajectory would generate between 11.9 FE and 29.2 FE.
- The impact of development can be mitigated through the allocation of the land for school use and planning obligations.
- The TCBGC will include its own secondary school provision, in the form of either one or two secondary schools.
- ECC also suggests that land for secondary school provision should be allocated at an alternative location within the Mid Colchester planning area (either on a large housing allocation to support a new secondary school or in a location well connected to serve the majority of smaller allocations). Potentially this could be at Marks Tey.
- Provision could also be expanded at Thurstable School in Tiptree.
- A high-level benchmarking exercise indicates that the cost of providing for pupils associated with the potential emerging allocations would be £62.6m.

3.5 Further education (A map illustrating existing provision is shown in Figure 3-4 on page 41 with further details from paragraph of the [IADP](#)):

- There are three secondary schools with sixth forms in Colchester, plus one college and one sixth form college.
- Colchester Institute offers both further and higher education opportunities. Three capital projects are being progressed to expand provision for further education and adult learners:
 - Expansion of the Energy Skills Centre at the Harwich campus
 - Sustainable Skills Innovation Centre in the TCBGC

- Green Energy Skills Centre at the Colchester campus
- ECC estimated additional demand for 756 full-time further education places to 2041.
- Using a high-level benchmarking approach, costs would be £12.9m.
- As well as funding from central and local government, developer contributions may be required to contribute towards capital projects.

3.6 Special education needs and disabilities (SEND) (A table illustrating existing provision is shown in Figure 3-7 on page 44 with further details from paragraph 3.5 of the [IADP](#)):

- There are three special schools in Colchester, and specialist provision in five mainstream schools (two more under consultation).
- In 2025/26, 9,975 students in Essex had an EHC plan (4.5%) and 29,467 students required SEN support (13.2%).
- Demand has outgrown the capacity of SEND service provision in Essex and a greater proportion of high needs students are now in mainstream schools.
- Colchester is expected to have one of the higher rates of growth in EHC plans between 2021 and 2026 in Essex; largest increase expected for the secondary and post-16 age groups.
- ECC found that development to 2041 could result in SEN requirements for 201 pupils requiring an EHCP in mainstream schools and a further 124 requiring a special school placement.
- This demand would be significant enough to warrant new provision within a mainstream school or the expansion of an SEN school within the location.
- A high-level cost estimate based on cost benchmarks indicates that special needs provision to meet demand associated with the emerging potential allocations would cost £18.6m.
- Need to create a new SEND capital program, maximise developer contributions, and utilise any future DfE special free school opportunities.

3.7 Healthcare (Maps illustrating the existing healthcare provision in the [IADP](#) can be found regarding Primary Care Figure 3-12 on page 93 with further information from paragraph 3.19. Acute and Community Health Facilities Figure 3-13 on page 99 with further information from paragraph 3.20. Mental Health Services Figure 3-14 on page 104 with further information from paragraph 3.21. Adult Social Care Figure 3-15 on page 109 with further information from paragraph 3.22. Specialist and supported facilities for

children Figure 3-16 on page 114 with further information from paragraph 3.23):

- All medical practices are operating above capacity.
- Demand for primary care is set to increase due to population growth, the aging of the population, the increasing prevalence of multimorbidity, and ongoing cost of living challenges
- A high-level benchmarking exercise indicates that the cost of providing primary care, acute care services, and mental health services associated with the potential emerging allocations would be £52.3 million.

3.8 Electricity (A table illustrating the Primary Substation Capacity and demand can be found in figure 5-1 on page 130 with further information from paragraph 5.1 of the [IADP](#)):

- All but four primary substations would have capacity to accommodate the anticipated increase in electricity demand
- In accordance with Distribution Network Operators (DNO) license conditions, UKPN do not proactively invest in their network ahead of need. Instead, they reinforce their networks as required to suit committed developments, typically using funds provided by developers in paying connection fees.
- A high-level benchmarking exercise indicates that associated costs would be approximately £251.8 million.
- Assumed that these costs will be met by the utility company and developers through connection charges.

3.9 Waste and Resource Management (A map illustrating the location of waste management facilities across Colchester can be found in Figure 5-8 on page 173 further information can be found from paragraph 5.9 of the [IADP](#)):

- Waste management facilities are currently operating at or near capacity throughout Colchester.
- ECC is currently exploring options for site expansion and/or reconfiguration at its waste transfer station (Ardleigh off the A120) and its waste recycling centres (Shrub End, West Mersea, Witham and Clacton).
- Adopted Waste Local Plan (2017-2032) has allocated two sites in Colchester (Bellhouse and Fingringhoe) for waste infrastructure and has earmarked potential 'areas of search' where waste infrastructure may be suitable in principle.

- Requirements for Local Authority Collected Waste and resource management infrastructure is funded through the council taxpayer, and ECC may also seek developer contributions on a case-by-case basis.
- Delivery responsibility for projects identified above sits with CCC and ECC alongside private delivery partners.
- Regulatory and macro-economic changes and changing individuals' behaviors may have implications for waste management infrastructure demands over the Plan period

3.10 **Open Spaces** (A table showing the provision can be found in Figure 3-14 on page 56 with further information from paragraph 3.10 of the [IADP](#)):

- 440 open spaces in Colchester comprising 954 hectares of land use coverage.
- There is a good provision in the urban area of Colchester, but a deficit of provision when accessibility catchment areas and benchmark space standards are taken into account in the South and West.
- 19 allocated sites within the existing Local Plan make provision for open spaces of varying scales. The TCBGC will create a multi-functional network of primary green spaces and corridors, including creation of the Salary Brook Country Park as part of Phase 1.
- The Playing Pitch and Outdoor Sports Strategy (PPOSS) has identified 23 additional open sites serving catchment gaps that would benefit from enhancements.
- Applying demand and cost benchmarks indicate an estimated cost of £19.3 million for open space over the Local Plan period to 2041.
- Planning policy requires either on-site provision or financial contribution towards open spaces in order to meet the demands of new residents.

3.11 **Community Facilities** (A map illustrating the existing provision can be found in Figure 3-9 on page 68 with further information from paragraph 3.14 of the [IADP](#)):

- ECC/Essex Library Services would only build new library facilities where a new population (in one location) is in excess of 7,000 people.
- Developer contributions towards the expansion of existing facilities or mobile services might otherwise be sought.
- Heart of Greenstead scheme (Town Deal) will provide a multi-use community campus including a library and community space.
- Based on benchmarks within CCC / ECC guidance, estimated costs associated with meeting new demand arising from the potential emerging allocations to 2041 are:

- £18.7 million for community space.
- £4.2 million for libraries.

3.12 **Sports / Leisure** (Maps illustrating the Sports Hall provision can be found in Figure 3- on page 50 and Swimming Pool provision can be found in Figure 3-6 on page 51 Further information can be found from paragraph 3.6 of the [IADP](#)):

- Unmet demand for swimming pools and Sports halls in the urban area
- Gaps in provision in rural areas of Colchester
- With the potential allocations to 2041 there will be a requirement for 5.70 swimming pool lanes and 7.59 sports courts at a cost of £12.22m.
- There will also be demand for 0.95 artificial grass pitches and 3.79 tennis courts at a cost of £1.56m.
- The following playing pitch provision in Colchester has been identified: 196 football pitches, 20 3G pitches, 43 rugby union pitches, three hockey pitches, 30 cricket facilities, 122 tennis courts, 63 netball courts, and 10 bowling greens. The cost for grass playing pitch with be would generate a cost of £5.7 million

4. Approach to the Local Plan

- 4.1 The IADP found that in general, it is evident from stakeholder feedback and research that new settlements and sizeable urban extensions offer an opportunity to embed adequate infrastructure into early stages of design, and this can be an advantage. Their scale also implies that there would be demand for provision of new, standalone units of infrastructure (e.g. schools) which is more likely to be viable and easier to plan.
- 4.2 Policy ST7 is the overarching strategic infrastructure policy in the Preferred Options Local Plan. It is set out below.
- 4.3 **Policy ST7: Infrastructure Delivery and Impact Mitigation**

All development must be supported by the provision of infrastructure, services and facilities that are identified as being needed to serve the needs arising from the development. Permission will only be granted if it can be demonstrated that there is sufficient and appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal. It must further be demonstrated that all necessary infrastructure will be delivered at an appropriate time to meet the requirements of the development, and that such capacity will prove sustainable over time in physical and financial terms.

Where a development proposal requires additional infrastructure capacity to be deemed acceptable, mitigation measures must be agreed with the Council and the appropriate infrastructure provider. Such measures may include:

- i. Financial contributions towards new or expanded facilities and the maintenance thereof;**
- ii. on-site provision of new facilities (which may include building works);**
- iii. off-site capacity improvement works; and/or**
- iv. the provision of land.**

Developers will be expected to contribute towards the delivery of relevant infrastructure as required and supported by up-to-date evidence from appropriate sources including the Infrastructure Audit Delivery Plan (IADP) and any subsequent updated evidence, along with information from local sources including parish and town councils. Developers will be required to either make direct provision or to contribute towards the provision of local and strategic infrastructure required by the development, either alone or cumulatively with other development.

This policy will apply to all development proposals. Location specific infrastructure requirements are also contained within the relevant site allocation policies.

New streets should seek to be built to adoptable design standards in adherence with current guidance and standards. Where streets are not built to an adoptable standard, there must be a substantive place making benefit.

At the time of adoption, every allocation will be considered to be viable, based on information provided to the Council. Where an applicant/developer is seeking an exception to this policy later in the plan period, it will only be considered whereby:

- i. A fully transparent open book viability assessment has proven that full mitigation cannot be afforded, allowing only for the minimum level of developer profit and landowner receipt necessary for the development to proceed; and**
- ii. It is proven that the public benefit of the development proceeding without full mitigation outweighs the collective harm; and**
- iii. Full and thorough investigation has been undertaken to find innovative solutions to issues and all possible steps have been taken to minimise the residual level of unmitigated impacts; and**
- iv. Obligations are entered into by the developer that provide for appropriate mitigation in the event that viability improves prior to completion of the development. In such cases the Council may seek a staged review of the viability of a scheme with the aim of achieving policy compliance over time. This may include securing a review mechanism by legal agreement specifying trigger points for undertaking a review such as later phases of a scheme or reserved matters applications.**

The Council will consider introducing a community Infrastructure Levy (CIL) and will implement such for areas and/or development types where a viable charging schedule would best mitigate the impacts of growth. Section 106 will remain the appropriate mechanism for securing land and works, affordable housing and financial contributions where a sum for the necessary infrastructure is not secured via CIL.

- 4.4 Appendix A of this topic paper summarises the known infrastructure requirements / contributions site by site for each Preferred site allocation. This is based on key findings from the IADP and policy requirements included in the from the Preferred Options plan informed by earlier iterations of the IADP and wider evidence base.**
- 4.5 Developers will be expected to contribute to the broader strategic infrastructure needs such as secondary schools, transport schemes and**

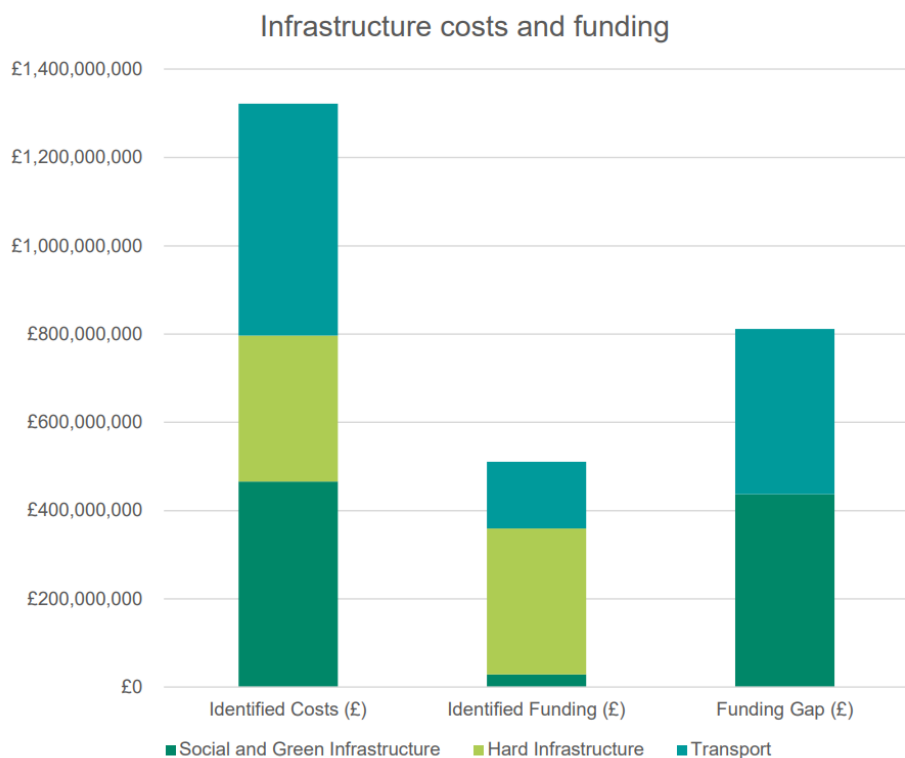
health care across Colchester. The table in **Appendix B** lists the broader strategic schemes taken from the [Project Schedule](#).

5. Funding

5.1 Highest costs:

- Electricity substation upgrades in 15 locations to meet new demand (£251.8 million)
- Strategic link road between the A120 and A133 (£86.0 million)
- Primary school provision to 2041 (£70.4 million)
- Secondary school provision to 2041 (£61.1 million) – Adult social services to 2041 (£56.8 million)
- Primary, acute and mental healthcare services (£52.2 million)

The graph below shows the total cost of infrastructure and how much funding has already been identified and what the gap is.



5.2 Infrastructure finding sources:

- Government (ECC, CCC, NHS, government agency)
- Charitable sector
- Private sector (private equity, financial / in-kind contributions from developers).

- 5.3 At this stage it is not possible to identify secured funding for all projects; this is to be expected when looking ahead to 2041. CCC has established partnerships with infrastructure providers and will continue to collaborate with them to positively plan Colchester's growth.
- 5.4 Developer contributions will be secured under S106 agreements and/or through a CIL as appropriate, in line with CCC and ECC policy. The total amount of money under planning obligations received during 2023/24 was £2.95m. [The Viability Report](#) considers the costs and viability of the infrastructure and Section 106 costs and confirms an appropriate cost per unit based on the planned growth.
- 5.5 In addition to mainstream funding sources and developer contributions described above, other potential funding sources available to fund infrastructure include:
- One-off public sector grants
 - New homes bonus scheme
 - UK Shared Prosperity Fund
 - Business rates retention
 - Stamp Duty Land Tax (SDLT) supplement
 - Parking revenue
 - Public Works Loan Board (PWLB)
 - Tourist Tax
 - Clean air zone
 - Third party equity investment
 - Direct delivery
- 5.6 The funding landscape is dynamic. As a next step, CCC and partners may need to prioritise projects (or clusters or portfolios of projects) and to explore further which specific combination of funding sources is likely to be most appropriate in each instance. Through continued joint-working, CCC and partners will be in a strong position to respond promptly and effectively to infrastructure funding opportunities, and to attract investment.

6. Next steps

- 6.1 This IADP demonstrates that work is well underway by CCC, service providers and partners to identify and deliver the future infrastructure required for development over the Plan period. The IADP has formed a basis for conversations about how future growth in Colchester can be delivered. Going forward, as a comprehensive assessment of infrastructure and projects is needed to support growth, the IADP can provide a tool for future partnership working and co-ordination in the planning and delivery of services. CCC has engaged with Essex County Council and neighbouring Local Planning Authorities (LPAs) as part of the process for formulating the new Local Plan to 2041. CCC is also engaged with sub-regional partners through the North Essex Economic Board (NEEB).
- 6.2 To support the next stage of Plan making known as Regulation 19 Submission Draft Plan a Final IADP (incorporating a Delivery Plan) will be prepared. In accordance with the guidance this will take into account comments received on the Regulation 18 Preferred Options Local Plan from stakeholders including members of the public and infrastructure providers. It will also provide an opportunity to reflect changes in the development trajectory, and any further evidence base work (e.g. on transport) which has been done. Stakeholder feedback is obviously critical, and the Reg 18 responses will allow for refinement of the IADP and, importantly, the consultation will hopefully elicit more information from providers.
- 6.3 Beyond adoption of the Local Plan to 2041, the IADP can be updated as more detailed information comes forward. It will therefore provide a valuable tool to ensure that the infrastructure required to support growth in Colchester is effectively planned, funded and delivered. In particular, the IADP schedule provides a comprehensive project database which can be further developed as project information emerges, providing a basis for future collaboration between stakeholders and a mechanism to appropriately align the work of service providers and other partner organisations.
- 6.4 The review of funding sources presented in the report and summarised above demonstrates that the funding landscape is dynamic. There are risks around some well-established funding sources while new alternative funding opportunities are emerging at the same time. As a next step, CCC and partners may need to prioritise projects (or clusters or portfolios of projects) and to explore further which specific combination of funding sources is likely to be most appropriate in each instance. Through continued joint-working, CCC and partners will be in a strong position to respond promptly and effectively to infrastructure funding opportunities, and to attract investment.

Appendix A: Infrastructure Requirements for the Preferred Options Site Allocations

All allocations in the new Local Plan will be required to make contributions to key infrastructure requirements where these are needed to support the growth proposed. Many of these are “generic” requirements which are likely to be required on all sites regardless of their location and size. These common requirements are summarised in Table 1 below by Infrastructure theme.

Table A1: Generic Requirements for the Preferred Options Site Allocations

Generic Requirements Infrastructure Theme / Type	Summary of Policy requirements Generic Requirements
Transport / Active Travel	• Safe and suitable access for highway safety and sustainable travel to required highway design standards. • Highways improvements • Contributions towards sustainable travel mitigation requirements
Social / Green Infrastructure (Including, community provision Health and education)	• Contributions towards/provision of education – Early Years / primary / secondary and SEN • Contributions towards/provision of open space, sport and recreation • Contributions towards green infrastructure • Contributions towards/provision of healthcare provision • Contributions community facilities
Utilities waste and water	• Sustainable Drainage and water management

Each of the Preferred Options Site Allocations has a site specific policy. These policies identify any additional specific infrastructure requirements which evidence has identified to date. This draws on the Stage 1 & Stage 2 of the IADP and interim draft of the Stage 3 IADP, other evidence which includes the interim Water Cycle Study and Strategic Flood Risk Assessment. These requirements were included in the site allocation policy in the plan in February 2025. In addition, the further evidence from a number of sources including Transport and Infrastructure indicates further site-specific requirements. Additional evidence is expected to emerge through the Regulation 18 consultation, not least from Parish and Town councils, as well as statutory bodies.

Table A2 below identifies the site-specific infrastructure requirements for each site allocation Policy.

It should be assumed that all the generic requirements for infrastructure listed in the table below for each allocation will apply.

Plain text relates to requirements included in the policy in the Preferred Options Draft. The **emboldened text** refers to requirements added informed by the relevant evidence updates.

Table A2: Additional Infrastructure Requirements for the Preferred Options Site Allocations

Infrastructure Type	Included in the PO plan (February 2025) Identified since February through evidence including in the IADP Stage 3 Final Report October 2025
PP1 Britannia Car Park	
Transport/Active Travel	<i>Generic Requirements</i> LCWIP (Walking and Cycling) Routes Mobility Hub Bus Station and Interchange St Botolph's Circle Roundabout Queen Street Digital Working hub capital project
Social and Green Infrastructure	<i>Generic Requirements</i> Green infrastructure to support active travel and habitat connectivity in the urban area.
Utilities, waste and water	<i>Generic Requirements</i> Contributions towards flood risk solutions Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows;

	ii. Targeted education to include new residents of the development Reduction in the demand for potable water
PP2 Vineyard Gate	
Transport/Active Travel	<i>Generic Requirements</i> Safe and suitable site access to the required highway design standards and vehicle access to be off Osborne Street and Stanwell Street Provide pedestrian connections directly to / from Lion Walk. LCWIP (Walking and Cycling) Routes Mobility Hub Bus Station and Interchange Queen Street Digital Working hub capital project
Social and Green Infrastructure	<i>Generic Requirements</i> Green infrastructure to support habitat connectivity in the urban area. New Gateway at Vineyard Street
Utilities, waste and water	<i>Generic Requirements</i> Contributions towards flood risk solutions Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows;

	ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water.
PP3 St Runwalds Car Park	
Transport/Active Travel	<i>Generic Requirements</i> LCWIP (Walking and Cycling) Routes Mobility Hub Bus Station and Interchange
Social and Green Infrastructure	<i>Generic Requirements</i> Green infrastructure to support habitat connectivity in the urban area.
Utilities, waste and water	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water.
PP4 Braiswick	
Transport/Active Travel	<i>Generic Requirements</i> Include links for active travel connecting with Bakers Lane. LCWIP (Walking and Cycling) Routes

	North Station Mobility Hub Traffic control on roundabouts near station
Social / Green Infrastructure	<i>Generic Requirements</i>
Utilities, Waste and Water	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions to the satisfaction of the Council and Anglian Water A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water. Electricity substation upgrades associated with potential emerging trajectory (Braiswick Primary)
PP5 Land at Chesterwell	
Transport/Active Travel	<i>Generic Requirements</i> Improved walking and cycle routes to surrounding development and the railway station, utilising and connecting to the Public Right of Way network where possible. LCWIP (Walking and Cycling) Routes
Social / Green Infrastructure	<i>Generic Requirements</i>

Utilities, Waste and Water	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions to the satisfaction of the Council and Anglian Water A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water Electricity substation upgrades associated with potential emerging trajectory (Braiswick Primary 11kV)
PP6 Land at Colchester Station	
Transport/Active Travel	<i>Generic Requirements</i> Priority route for active travel through the site from east to west linking with existing active travel routes. Enhancements to the station as a transport hub and the associated sense of arrival and enhanced public realm including considering the context and relationship of the built form to the wider landscape through townscape analysis Consolidated parking provision for the station with any reduction in parking capacity to be supported by evidence LCWIP (Walking and Cycling) Routes North Station Mobility Hub Traffic control on roundabouts near station

Social / Green Infrastructure	<i>Generic Requirements</i>
Utilities, Waste and Water	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions to the satisfaction of the Council and Anglian Water A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water
PP7 Land off Bakers Lane	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian connection to an existing footway within close proximity to the site and ensure connectivity with existing Public Rights of Way. Demonstrate how the dyke (Scheduled Ancient Monument) will be protected during and after development LCWIP (Walking and Cycling) Routes Walking route access to bus stop on Bakers Lane A12 Concrete surface reconstruction repairs and maintenance on J27 Slip road (Spring Lane) A12 J27 Spring Lane roundabout signalisation
Social and Green Infrastructure	<i>Generic Requirements</i> Open space provision as identified on the policies map

Utilities, Waste and Water	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions to the satisfaction of the Council and Anglian Water A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water
OA4 Northern Gateway	
Transport/Active Travel	<i>Generic Requirements</i> Active travel links that maximise opportunities for enhanced connectivity to the surrounding area and opportunities to maximise the potential of the Rapid Transit System, the Park and Ride facility and other sustainable transport links. LCWIP (Walking and Cycling) Routes New bus route Axial way/Colchester Business Park Mobility Hub
Social and Green Infrastructure	<i>Generic Requirements</i> Provision for a new local centre to serve the new and existing local community, this may include provision of retail, commercial and community facilities at an appropriate scale, relevant to the role and function of a local centre and the communities it is intended to serve.
Utilities, Waste and Water	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions.

	A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water
PP8 Land at Lakelands Crescent	
Transport/Active Travel	<i>Generic Requirements</i> LCWIP (Walking and Cycling) Routes
Social / Green Infrastructure	<i>Generic Requirements</i>
Utilities, Water and Waste	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions. A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water
PP9 North East Colchester	
Transport/Active Travel	<i>Generic Requirements</i> Provision of active and sustainable travel and passenger transport. LCWIP (Walking and Cycling) Routes Provide pedestrian connections to existing Public Rights of Way

Social and green infrastructure	<i>Generic Requirements</i> New local centre this may include provision of retail, commercial and community facilities at an appropriate scale, relevant to the role and function of a local centre and the communities it is intended to serve. Enhanced open space providing green links between the site and existing open space at Salary Brook Protection and enhancement of Bullock Wood New 2 FE Primary school co-located with early years Highwoods GP Internal remodel to create additional clinical capacity or alternative increased GP provision in the local area
Utilities, Waste and Water	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions. A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water
PP10 Land South of Berechurch Hall Road	
Transport/Active Travel	<i>Generic Requirements</i> The development shall incorporate off road walking and cycling routes to enable connections to Gosbecks and Friday Woods and the existing Public Rights of Way network including through to Colchester City Centre. Safe pedestrian routes to schools.

	LCWIP (Walking and Cycling) Routes Provision of bus stop at development site
Social and green infrastructure	<i>Generic Requirements</i> Provision of a new local centre to serve the new and existing local community this may include provision of retail, commercial and community facilities at an appropriate scale, relevant to the role and function of a local centre and the communities it is intended to serve. Enhancement of the quality and value of Camulodunum Way open space Shrub End extension to GP surgery to create additional clinical capacity or alternative increased provision in the local area School provision if nearby schools are at capacity. Open space outlined in PPOSS serving catchment gap should be prioritised for enhancement. (Berechurch Park and Camulodunum Way natural space)
Utilities, Waste and Water	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions. A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water Increased load Berechurch Primary 11kV

PP11 Europit Site	
Transport/Active Travel	<i>Generic Requirements</i> Active travel links that maximise opportunities for enhanced connectivity to the surrounding area including the City Centre and Colchester Town Station and opportunities to maximise the use of sustainable transport. LCWIP (Walking and Cycling) Routes Hythe Station Mobility Hub
Social / Green Infrastructure	<i>Generic Requirements</i>
Utilities, Water and Water	<i>Generic Requirements</i> Contributions to flood risk solutions Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions. A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development Reduction in the demand for potable water
PP12 Robertson Van Hire Site	
Transport/Active Travel	<i>Generic Requirements</i> Active travel links that maximise opportunities for enhanced connectivity to the surrounding area including the City Centre and railway stations and opportunities to maximise the use of sustainable transport.

Social / Green Infrastructure	<i>Generic Requirements</i>
Utilities, Water and Water	<i>Generic Requirements</i> Contributions to flood risk solutions Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions. A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water
PP13 146 Magdalen Street Site	
Transport/Active Travel	<i>Generic Requirements</i> Active travel links that maximise opportunities for enhanced connectivity to the surrounding area including the City Centre and railway stations and opportunities to maximise the use of sustainable transport.
Social / Green Infrastructure	<i>Generic Requirements</i>
Utilities, Water and Water	<i>Generic Requirements</i> Contributions to flood risk solutions Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions.

	A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water
PP14 Gas Works and Hythe Scrap Yard Site	
Transport/Active Travel	<i>Generic Requirements</i> Active travel links that maximise opportunities for enhanced connectivity to the surrounding area including the City Centre and railways stations and opportunities to maximise the use of sustainable transport. LCWIP (Walking and Cycling) Routes Hythe Station Mobility Hub
Social and Green infrastructure	<i>Generic Requirements</i> Contributions towards enhancement of the quality and value of Old Heath Recreation Ground Open space outlined in PPOSS serving catchment gap should be prioritised for enhancement at Old Heath Recreational Ground
Utilities, Waste and Water	<i>Generic Requirements</i> Contributions to flood risk solutions. Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions. A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows;

	ii. Targeted education to include new residents of the development Reduction in the demand for potable water
PP15 Hawkins Road	
Transport/Active Travel	<i>Generic Requirements</i> Active travel links that maximise opportunities for enhanced connectivity to the surrounding area including the City Centre and railway stations and opportunities to maximise the use of sustainable transport LCWIP (Walking and Cycling) Routes Hythe Station Mobility Hub
Social and Green Infrastructure	<i>Generic Requirements</i> Restoration of river side footpath
Utilities, Water and Water	<i>Generic Requirements</i> Contributions to flood risk solutions. Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions. A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water
PP16 Coal Yard Site	
Transport/Active Travel	<i>Generic Requirements</i>

	Active travel links that maximise opportunities for enhanced connectivity to the surrounding area including the City Centre and railway stations and opportunities to maximise the use of sustainable transport LCWIP (Walking and Cycling) Routes
Social / Green Infrastructure	<i>Generic Requirements</i>
Utilities, Water and Water	<i>Generic Requirements</i> Contributions to flood risk solutions Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions. A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water
OA1 King Edward Quay Opportunity Area	
Transport/Active Travel	<i>Generic Requirements</i> LCWIP (Walking and Cycling) Routes
Social / Green Infrastructure	<i>Generic Requirements</i> Contributions towards enhancement of the quality and value of Old Heath Recreation Ground Open space outlined in PPOSS serving catchment gap should be prioritised for enhancement at Old Heath Recreational Ground
Utilities, Water and Water	<i>Generic Requirements</i>

	Contributions to flood risk solutions Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water
OA2 Land East of Hawkins Road Opportunity Area	
Transport/Active Travel	<i>Generic Requirements</i> LCWIP (Walking and Cycling) Routes
Social / Green Infrastructure	<i>Generic Requirements</i> Contributions towards enhancement of the quality and value of Old Heath Recreation Ground Open space outlined in PPOSS serving catchment gap should be prioritised for enhancement at Old Heath Recreational Ground
Utilities, Water and Water	<i>Generic Requirements</i> Contributions to flood risk solutions Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development

	iii. Reduction in the demand for potable water
OA3 Magdalen Street Opportunity Area	
Transport/Active Travel	<i>Generic Requirements</i> Provide pedestrian and cycle routes and connections to link to the City Centre and wider networks LWCIP (Walking and Cycling) Routes Mobility Hub St Botolph's Circle Roundabout
Social / Green Infrastructure	<i>Generic Requirements</i>
Utilities, Water and Water	<i>Generic Requirements</i> Contributions to flood risk solutions Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions to the satisfaction of the Council and Anglian Water A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development Reduction in the demand for potable water
PP17 Land South of Marks Tey Growth Area	
Transport/Active Travel	<i>Generic Requirements</i> Active travel links that maximise opportunities for enhanced connectivity within the site and to the surrounding area, including to Marks Tey Station

	A12 widening scheme / alternative junction improvements required following cancellation of the J19-25 widening scheme Remove street parking on Station Road and replace with dedicated 2-way cycle track LCWIP (Walking and Cycling) Routes RTS New bus route Secure cycle hub at Marks Tey Station Mobility Hub
Social and green infrastructure	<i>Generic Requirements</i> Public open space to accommodate formal and informal sport and leisure, community facilities, local services and local centres, including improvements to facilities at the existing village hall and playing fields Ensure connection within and throughout the site to Public Rights of Way to provide green infrastructure connections and recreational access to the countryside, including the creation of active travel connections to Copford Green New 2 FE Primary School (to also serve Copford)
Utilities, Water and waste	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions to the satisfaction of the Council and Anglian Water

	A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water Substation upgrades to Marks Tey Primary 11kV
PP18 Land North of A120 Marks Tey	
Transport/Active travel	<i>Generic Requirements</i> Active travel links that maximise opportunities for enhanced connectivity within the site and to the surrounding area; and opportunities to maximise the use of sustainable transport, including links to the railway station. A12 widening scheme / alternative junction improvements required following cancellation of the J19-25 widening scheme Remove street parking on Station Road and replace with dedicated 2-way cycle track LCWIP (Walking and Cycling) Routes RTS New bus route Secure cycle hub at Marks Tey Station Mobility Hub
Social / Green Infrastructure	<i>Generic Requirements</i>

	A mix of other uses which support a sustainable community appropriate to the scale of development including public open space to accommodate formal and informal sport and leisure, community facilities, local services and local centres including improvements to facilities at the existing village hall and playing fields Substantively in excess of 10% of the allocation area must be provided as open space. This should include strategic open space in addition to multiple areas of less formal and more incidental open space Ensure connection within and throughout the site to Public Rights of Way to provide green infrastructure connections and recreational access to the countryside New 2 FE Primary School Potential location for land for a new Secondary School to meet demand in the Mid Colchester planning area.
Utilities, Water and Waste	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water Substation upgrades to Marks Tey Primary 11kV
PP19 Land North of Oak Road, Tiptree	
Transport/Active travel	<i>Generic Requirements</i>

	Safe and suitable site access to required highway design standards. Consideration to be given to the inclusion of a mobility hub incorporating provision for bus layover, in the vicinity of the site allocated for health/community purposes. Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way. Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement. Development must secure the delivery of the northern link road between the B1022 (Colchester Road) and the B1023 (Kelvedon Road) within the geographical scope of the allocation in accordance with Policy TIP07 and the objectives of the Tiptree Neighbourhood Plan LCWIP (Walking and Cycling) Routes Tiptree Mobility Hub
Social and Green Infrastructure	<i>Generic Requirements</i> Delivery of a Tiptree Country Park of approximately 27 hectares as indicated on the policies map Development will include the delivery of a health/community building on land set aside in earlier phases of the development and as articulated in the Tiptree NP Mildene school expansion 1 FE at Thurstable Green Secondary School (repurposing the Sixth Form) Tiptree medical centre expansion or delivery of a medical centre on land allocated in Phase 1

Utilities, Water and Waste	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions Tiptree WRC asset investment Substation upgrades to Tiptree Primary 11kV
PP20 Land at Bonnie Blue Oak, Tiptree	
Transport/Active Travel	<i>Generic Requirements</i> Safe and suitable site access to required highway design standards and point of vehicle access Provide safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any Public Rights of Way LCWIP (Walking and Cycling) Routes Mobility Hub
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement Mildene school expansion 1 FE at Thurstable Green Secondary School – repurposing the Sixth Form Contribution to Tiptree medical centre expansion or new GP surgery on land north of Oak Road

Utilities, Water and Waste	<i>Generic Requirements</i> Tiptree WRC asset investment Substation upgrades to Tiptree Primary 11kV
PP21 Highlands, Kelvedon Road, Tiptree	
Transport/Active Travel	<i>Generic Requirements</i> Safe and suitable site access to required highway design standards LCWIP (Walking and Cycling) Routes Mobility Hub
Social and Green Infrastructure	<i>Generic Requirements</i> Provide safe pedestrian access to ensure connectivity within and throughout the site to existing footways and Public Rights of Way to provide green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement Mildene school expansion 1 FE at Thurstable Green Secondary School – repurposing the Sixth Form Tiptree medical centre expansion or new GP surgery on land north of Oak Road
Utilities, Water and Waste	<i>Generic Requirements</i> Tiptree WRC asset investment Substation upgrades to Tiptree Primary 11kV
PP22 Telephone Exchange, Tiptree	
Transport/Active Travel	<i>Generic Requirements</i>

	LCWIP (Walking and Cycling) Routes Mobility Hub
Social and Green Infrastructure	<i>Generic Requirements</i> Provide safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any Public Rights of Way. Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement
Utilities, Water and Waste	<i>Generic Requirements</i> Tiptree WRC asset investment Substation upgrades to Tiptree Primary 11kV
PP23 Land East Dawes Lane, West Mersea	
Transport/Active Travel	<i>Generic Requirements</i> Safe and suitable site access to required highway design standards Bus frequency upgrades
Social and Green Infrastructure	<i>Generic Requirements</i> A safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any Public Rights of Way. Ensure provision of green infrastructure connections and recreational access to the countryside, and The Glebe, also securing active travel links and connections to the settlement, including to the district centre Enhanced provision of open space of at least 5 hectares must be provided within the site and this open space must link with the open space within the approved scheme at Dawes Lane and connect through to The Glebe as indicated on the policies map

	Contributions towards the enhancement of the quality and value of The Glebe Sports Ground and facilities including clubhouse/pavilion and storage and small sided 3g AGP. Additional rugby pitch required Reconfiguration of West Mersea Clinic or alternative provision, to provide additional capacity to demonstrate that residents of the new development are able to access registration with a GP surgery in the local area.
Utilities, Water and Waste	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions to the satisfaction of the Council and Anglian Water A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water Extension/Enhancement to West Mersea Recycling Centre
PP24 Land Northwest of Fire Station, Wivenhoe	
Transport/Active Travel	<i>Generic Requirements</i> Safe and suitable site access to required highway design standards LCWIP (Walking and Cycling) Routes Wivenhoe Mobility Hub
Social and Green Infrastructure	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any Public Rights of Way. Ensure provision of green infrastructure connections and

	recreational access to the countryside, also securing active travel links and connections to the settlement A new community space must be included within the site and pedestrian access to the adjacent allotments must be created Contributions towards enhancement of the quality and value of King George V Playing Fields Improvements to Wivenhoe Cricket Club and Broad Lane facilities including 1 full size 3g AGP
Utilities, Waste and Water	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development iii. Reduction in the demand for potable water
PP25 View Park, Abberton and Langenhoe	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any Public Rights of Way.
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside particularly to the north of the site, also securing active travel links and connections to the settlement. Provision of informal open space within site and nets at Abberton Cricket Club

	Upgrades required to village hall.
Utilities, Water and Waste	<i>Generic Requirements</i> Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development
PP26 Land North of Boxted Straight Road, Boxted Cross	
Transport/Active Travel	<i>Generic Requirements</i> Safe and suitable site access to required highway design standards Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any Public Rights of Way Cycle Route connecting Boxted to P&R site
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement. Improvements at King George Playing Field and ancillary facilities
Utilities, Waste and Water	<i>Generic Requirements</i> Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development. Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows;

	ii. Targeted education to include new residents of the development; iii. Reduction in the demand for potable water
PP27 Swan Grove, Chappel	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any Public Rights of Way. Safe and suitable site access to required highway design standards. Secure Cycle hub at rail station Wakes Colne Mobility Hub Public Transport improvements Cycle route between station/mobility hub and employment site
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement
Utilities, Waste and Water	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development; iii. Reduction in the demand for potable water
PP28 Land West of Station Road, Wakes Colne	

Transport/Active Travel	<i>Generic Requirements</i> Safe and suitable site access to required highway design standards, this is to include provision of a link road between Station Road and the A1124 and stopping access along Station Road to through traffic Creation of enhanced pedestrian priority route along the lower section of Station Road (where through traffic is restricted) to provide a safe route to the railway station Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any Public Rights of Way, particularly to the southwest of the site. Secure Cycle hub at rail station Wakes Colne Mobility Hub Public Transport improvements Cycle route between station/mobility hub and employment site
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement 'Enhanced Open Space' substantively in excess of 10% of the allocation area must be provided as open space. This should include of approximately 8 hectares within the site to provide recreation, community and BNG uses including outdoor gym, childrens play area and new changing facilities at the cricket club
Utilities, Water and Waste	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions

	A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development; iii. Reduction in the demand for potable water
PP29 Land East of School Road, Copford	
Transport/Active Travel	<i>Generic Requirements</i> Safe and suitable site access to required highway design standards Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any Public Rights of Way. Safe and suitable site access to required highway design standards.
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement A replacement village hall must be delivered within the site, well connected to new homes and existing homes in Copford Provision for appropriate service and facilities / uses to create a local centre to serve the communities across the site as informed by the masterplanning and to include Copford Cricket Club pavilion upgrades Strategic open space to provide a naturally landscaped community space that is well connected to the wider network of public footpaths Contribution towards new 2 FE Primary School on site south of Marks Tey

Utilities, Waste and Water	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development; iii. Reduction in the demand for potable water Copford WRC asset Investment
PP30 Land South of Long Road, Dedham	
Transport/Active Travel	<i>Generic Requirements</i> Safe and suitable site access to required highway design standards Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any Public Rights of Way.
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement Improvements to Duchy Field sports and recreation area and/or Dedham tennis club
Utilities, Water and Waste	<i>Generic Requirements</i> Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development.

	Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development; iii. Reduction in the demand for potable water Dedham WRC asset Investment
PP31 Land North of Halstead Road and East of Wood Lane, Eight Ash Green	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any Public Rights of Way. Safe and suitable site access to required highway design standards. Eight Ash Green Mobility Hub Walking route EAG – Stanway (connecting to new RTS)
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement and to Tollgate District Centre Contributions towards the provision of a new village hall in Eight Ash Green or other community facilities Cricket club pavilion refurbishment

Utilities, Waste and Water	<i>Generic Requirements</i> Eight Ash Green WRC asset Investment
PP32 Land North of Halstead Road and West of Fiddlers Wood, Eight Ash Green	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any Public Rights of Way. Eight Ash Green Mobility Hub Walking route EAG – Stanway (connecting to new RTS)
Social and Green Infrastructure	<i>Generic Requirements</i> Contributions towards the provision of a new village hall in Eight Ash Green or other community facilities Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement and to Tollgate District Centre
Utilities, Waste and Water	<i>Generic Requirements</i> Eight Ash Green WRC asset Investment
PP33 Land East of Plummers, Fordham	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any Public Rights of Way. Safe and suitable site access to required highway design standards. The point of vehicular access is to be through the existing site off Plummers Road.

Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement
Utilities, Waste and Water	<i>Generic Requirements</i>
PP34 Land North of Coach Road, Great Horkesley	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way, particularly to the South of Coach Road. Including a pedestrian link to the existing village hall. Safe and suitable site access to required highway design standards. The point of vehicular access is to be via a single point of vehicle access off Coach Road Active travel route including a pedestrian link to the existing village hall LCWIP (Walking and Cycling) Routes Public Transport improvements Horkesley Heath Mobility Hub
Social and Green Infrastructure	<i>Generic Requirements</i> Contributions will be sought towards extending the village hall or other local community facilities to be informed by the Parish Council which might include re-establishing a cricket pitch in the village Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement
Utilities, Waste and Water	<i>Generic Requirements</i>

	Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development; iii. Reduction in the demand for potable water
PP35 The Old School, Great Horkesley	
Trasport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way. Safe and suitable site access to required highway design standards. LCWIP (Walking and Cycling) Routes Horkesley Heath Mobility Hub
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement
Utilities, Waste and Water	<i>Generic Requirements</i>

	Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development. Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development; iii. Reduction in the demand for potable water
PP36 Land at Earls Colne Road, Great Tey	
Transport/Active Travel	<i>Generic Requirements</i> Safe and suitable site access including junction visibility at Earls Cone Road / Chappel Road to required highway design standards and point of vehicle access off Earls Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way particularly to the north of Earls Colne Road.
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement
Utilities, Waste and Water	<i>Generic Requirements</i>
PP37 Land North of Park Lane, Langham	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and public rights of way.

	LCWIP (Walking and Cycling) Routes Langham Mobility Hub Bus connection from Langham to connect to P&R at Boxted Road bus gate
Social/Green Infrastructure	<i>Generic Requirements</i> 'Enhanced Open Space' as shown on the Policies Map substantively in excess of 10% of the allocation area must be provided as open space. Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement Deliver a strategic open space centrally within the site to provide a naturally landscaped community space that is well connected to new and existing development Additional Capacity required for primary school pupils (solutions to be explored and details including on site provision) Remodel Ardleigh GP to create additional clinical capacity or other local GP practice
Waste, Water and Utilities	<i>Generic Requirements</i> Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions Electricity substation upgrades at Langham Primary 11kV
PP38 Land opposite Wick Road, Langham	

Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way. LCWIP (Walking and Cycling) Routes Langham Mobility Hub Bus connection from Langham to connect to P&R at Boxted Road bus gate
Social/Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement Additional Capacity required for primary school pupils (solutions to be explored and details including on site provision) Remodel Ardleigh GP to create additional clinical capacity or other local GP practice
Utilities, Water and Waste	<i>Generic Requirements</i> Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development. Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows;

	ii. Targeted education to include new residents of the development; iii. Reduction in the demand for potable water Electricity substation upgrades at Langham Primary 11kV
PP39 Land at the Furze, Layer de la Haye	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way. LCWIP (Walking and Cycling) Routes
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement.
Utilities, Water and Waste	<i>Generic Requirements</i>
PP40 Land West of The Folley, Layer de la Haye	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and public rights of way A suitable and safe active travel link between the site to the adjoining site with planning permission. Safe and suitable site access to required highway design standards which does not alter the rural character of The Folley. LCWIP (Walking and Cycling) Routes

Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement Provision of allotments
Utilities, Water and Waste	<i>Generic Requirements</i>
PP41 Rowhedge Business Park	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way. Safe and suitable site access to required highway design standards. LCWIP (Walking and Cycling) Routes (to Rowhedge road)
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement Expansion of existing GP practice Primary school capacity is required (solutions to be explored and confirmed)
Utilities, Water and Waste	<i>Generic Requirements</i> Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions to the satisfaction of the Council and Anglian Water A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows;

	ii. Targeted education to include new residents of the development; Reduction in the demand for potable water
PP42 Land at White Hart Lane, West Bergholt	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way particularly to White Hart Lane and Manor Road. Safe and suitable site access to required highway design standards. LCWIP (Walking and Cycling) Routes West Bergholt Mobility Hub
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement. Contributions towards a community hub, Poors Field, Lorkin Daniell and William Sims Sports Field
Utilities, Water and Waste	<i>Generic Requirements</i> Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development;

	iii. Reduction in the demand for potable water Water Recycling Centre asset investment – reduction in surface water discharge to WRC network
PP43 Land North of Colchester Road, West Bergholt	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way particularly to White Hart Lane and Manor Road. Safe and suitable site access to required highway design standards. Safe crossing on Colchester Road LCWIP (Walking and Cycling) Routes West Bergholt Mobility Hub
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement. Contributions towards a community hub, Poors Field, Lorkin Daniell and William Sims Sports Field
Utilities, Water and Waste	<i>Generic Requirements</i> Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development

	Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development; iii. Reduction in the demand for potable water Water Recycling Centre asset investment – reduction in surface water discharge to WRC network
PP44 Land off Colchester Road, West Bergholt	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way particularly to White Hart Lane and Manor Road. Safe and suitable site access to required highway design standards. Safe crossing on Colchester Road LCWIP (Walking and Cycling) Routes West Bergholt Mobility Hub
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement. Contributions towards a community hub, Poors Field, Lorkin Daniell and William Sims Sports Field
Utilities, Water and Waste	<i>Generic Requirements</i>

	Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development; iii. Reduction in the demand for potable water Water Recycling Centre asset investment – reduction in surface water discharge to WRC network
PP45 Land off New Road, Aldham	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way.
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement
Utilities, Water and Waste	<i>Generic Requirements</i>
PP46 Land at Birch Green, Birch	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way.

Social and Green Infrastructure	<i>Generic Requirements</i> 'Enhanced Open Space' as shown on the Policies Map substantively in excess of 10% of the allocation area must be provided as open space onsite and demonstrate how this can link to the adjacent open space to the north. Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement
Utilities, Water and Waste	<i>Generic Requirements</i>
PP47 Land at Picketts Farm, Fingringhoe	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way.
Social and Green Infrastructure	<i>Generic Requirements</i> Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement.
Utilities, Water and Waste	<i>Generic Requirements</i> Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions to the satisfaction of the Council and Anglian Water A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development; iii. Reduction in the demand for potable water

	New waste management capacity at Fingringhoe Quarry Fingringhoe WRC asset investment – capacity improvement plan
PP48 Kelvedon Road, Messing	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way.
Social and Green Infrastructure Education	<i>Generic Requirements</i> 'Enhanced Open Space' as shown on the Policies Map substantively in excess of 10% of the allocation area must be provided as open space. This should include a minimum of 1.7ha of public open space Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement. Expansion of Mildene School
Utilities, Water and Waste	<i>Generic Requirements</i>
PP49 Land at St Ives Road, Peldon	
Transport/Active Travel	<i>Generic Requirements</i> Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and any public rights of way.
Social and Green Infrastructure	<i>Generic Requirements</i> 'Enhanced Open Space' as shown on the Policies Map substantively in excess of 10% of the allocation area must be provided as open space. This should include a minimum of 0.6ha of open space within the site.

	Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement.
Utilities, Water and Waste	<i>Generic Requirements</i> Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions to the satisfaction of the Council and Anglian Water A range of measures in addition to prioritising SuDS (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including: i. Removal of unrequired network flows; ii. Targeted education to include new residents of the development; iii. Reduction in the demand for potable water Electricity substation upgrades to Peldon Primary 11kV

Appendix B - Broader strategic infrastructure needs

Developers will be expected to contribute to the broader strategic infrastructure needs such as secondary schools, transport schemes and health care across Colchester. The table below lists the broader schemes taken from the [project schedule](#).

Infrastructure Type	IADP Project Schedule
Transport/Active Travel	New Park and choose site Rapid Transit system Bus subsidy A12 Chelmsford to A120 widening scheme New link form Galleys Corner to new junction with A12 south of Kelvedon Rebuild of A12 between junction 25 Marks Tey and Junction 26 Stanway TCBGC Link Road phase 2 A12 reconstruction, maintenance and repairs A12 signalisation A12 slip road widening St Botolph roundabout Development travel planning and behavioural incentives and dynamic movement management
Education	New secondary school to serve Mid Colchester SEN requirements

	Green energy skills centre at Colchester Institute Sustainable Skills innovation centre
Social and Green Infrastructure	Police facilities Fire and rescue facilities Ambulance infrastructure 0.85 ha playspace for younger and older children Cultural facilities projects identified in the Colchester Cultural Strategy 2031 2,671sqm floorspace to accommodate expanded art galleries, archive facilities and museums 5.70 swimming pool lanes 7.59 sports courts Artificial grass pitches 13 playing pitch projects outline in PPOSS 3.77 tennis courts 34.1ha grass pitches 23 open space provision as outlined in PPOSS 136.60ha open space provision comprising: 7.10ha parks and gardens, 87.18ha natural and semi-natural greenspaces, 38.34ha amenity greenspace and 3.98ha allotments

	8,852sqm (estimate) of community centre demand 840sqm (estimate) of library demand Upgrade 3 youth centres (Townhouse, Highwoods and Stanway)
Utilities, waste and water	Roll out ultra-fast broadband and 5G across Colchester Extension/enhancement to A120 Waste transfer station (Ardleigh) New recycling centre to serve TCBGC and other recycling centre upgrades
Healthcare	Expansion of various GP surgeries across Colchester Endoscopy Unit at Colchester Hospital Electrical Infrastructure upgrade programme at Colchester Hospital Day Surgery Unit relocation at Colchester Hospital Virtual wards Develop post operative care units