



Braintree District Council Infrastructure Delivery Plan

June 2021

BRAINTREE DISTRICT COUNCIL

INFRASTRUCTURE DELIVERY PLAN

PREPARED BY:

Troy Planning + Design and Navigus Planning



TROY PLANNING + DESIGN

41-42 Foley Street, Fitzrovia, London W1W 7TS

www.troyplanning.com



NAVIGUS PLANNING

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

www.navigusplanning.co.uk

PREPARED ON BEHALF OF:

Braintree District Council

COPYRIGHT

The concepts and information contained in this document are the property of Troy Planning + Design (Troy Hayes Planning Limited). Use or copying of this document in whole or in part without the written permission of Troy Planning + Design constitutes an infringement of copyright.

LIMITATION

This report has been prepared on behalf of and for the exclusive use of Troy Planning + Design's Client, and is subject to and issued in connection with the provisions of the agreement between Troy Planning + Design and its Client. Troy Planning + Design and Navigus Planning accepts no liability or responsibility whatsoever for or in respect of any use or reliance upon this report by any third party.

Revision	Description	Issued by:	Date	Checked
1	Final	LI	21.06.21	CB, LI

CONTENTS

1. Introduction.....	5
1.1. Infrastructure Covered in this Plan	5
1.2. Purpose of the Report	5
1.3. Engagement with Service Providers	5
2. Policy and growth context	6
2.1. Emerging policy changes since the 2017 IDP publication	6
2.2. Growth in Braintree	6
2.3. Development context	8
2.4. Major infrastructure provision	12
2.5. Cross-boundary considerations	19
3. Education.....	21
3.1 Early Years and Childcare Provision	22
3.2 Primary Education.....	24
3.3 Secondary Education	26
3.4 Further Education (Post-16).....	27
3.5 Special Educational Needs (SEN).....	30
4. Health and Social Wellbeing	33
4.1 Overview of the Health and Care Partnership	33
4.2 Becoming an ICS	35
4.3 Update to 2017 IDP	36
5. Utilities.....	37
5.1 Water - used water	37
5.2 Water - potable supply	37
5.3 Gas	39
5.4 Electricity	39
6. Transport	41
6.1 Transport.....	41
6.2 Highways.....	42
7. Flooding.....	48
8. Emergency services	50
8.1 Police.....	50
8.2 Fire and Rescue.....	51

8.3	Ambulance	51
9.	Waste	52
10.	Social and community	54
10.1	Libraries.....	54
10.2	Allotments.....	55
10.3	Community Centres.....	56
11.	Leisure and recreation	57
11.1	Children’s Play and Youth Facilities.....	57
11.2	Outdoor pitches.....	59
11.3	Indoor sports halls	60
11.4	Indoor swimming pools.....	61
12.	Green Infrastructure.....	62
12.1	Open Spaces – Parks and Gardens, Amenity, Natural and Semi-Natural Green Spaces	62
13.	Infrastructure Schedule	64



1. Introduction

This Infrastructure Delivery Plan (IDP) Update has been undertaken by Troy Planning + Design and Navigus Planning to inform Braintree District Council's Local Plan.

1.1. Infrastructure Covered in this Plan

The term 'infrastructure' covers a wide range of services and facilities provided by public and private organisations. The definition of infrastructure is outlined in section 216(2) of the Planning Act 2008 (as amended). The Braintree IDP Update covers the following infrastructure areas:

- Schools and other educational facilities
- Health and social wellbeing
- Utilities
- Transport, including pedestrian facilities
- Flood defences
- Emergency services
- Waste
- Social and community (including libraries, allotments and community halls)
- Leisure and recreational facilities (including children's play, youth and sports facilities)
- Open space/green infrastructure

1.2. Purpose of the Report

The purpose of this report is to update the latest position in respect of infrastructure needs and delivery for the Publication Draft of the Braintree Local Plan 2013-2033. An IDP was prepared in 2017 by Troy Planning + Design and Navigus Planning. This report seeks to further update the position in respect of infrastructure.

The IDP Update does not seek to repeat information already provided in the 2017 IDP Report. It seeks to reflect the latest position in terms of infrastructure required to deliver the Local Plan strategy.

1.3. Engagement with Service Providers

Through the preparation of the IDP Update, Troy Planning + Design and Navigus Planning has sought to engage with the relevant infrastructure service providers. Where this has been possible, the content in this IDP Update reflects the position as agreed with them.



2. Policy and growth context

2.1. Emerging policy changes since the 2017 IDP publication

The Braintree Emerging Local Plan Part 1 has been jointly prepared by Braintree, Colchester, Essex and Tendring Councils ('the North Essex Authorities') and covers the period 2013 to 2033. It was submitted for Examination in Public in 2017 and examined in early 2018. The Inspector's preliminary report identified significant issues in respect of two of the three proposed Garden Communities, on the Colchester/Braintree border and West of Braintree. Following the requirement for further work to be undertaken by the North Essex Authorities in respect of these Garden Communities, the examination resumed early in 2020. At the completion of the Examination, the Inspector's report recommended that both Garden Communities be removed from the Part 1 Plan. A consultation on the proposed main modifications to the plan was undertaken between August and October 2020 and the final modifications were approved by the Inspector in January 2021. The Part 1 Plan was adopted by the North Essex Authorities in early 2021.

2.2. Growth in Braintree

Over the period 2013 to 2033, the Part 1 Plan requires 14,320 dwellings to be delivered in Braintree district (716 dwellings per annum). It also requires between 20.9 and 43.3 hectares of employment land. The one major, specific item of infrastructure required to support the growth in the Plan is a dualled A120 road from Braintree to the A12.

Alongside the Part 1 Plan, the Braintree Part 2 Plan was also published for consultation in 2017. Unlike the Part 1 Plan, this has not been the subject of any examination; this part of the plan-making process cannot proceed until the Part 1 Plan has been adopted. Reflecting the fact that the Garden Communities relevant to Braintree district have been removed from the Part 1 Plan, Policy LPP17 of the Part 2 Plan allocates residential growth in the following locations:

Table 2.1: Strategic residential growth in the Braintree Part 2 Local Plan (Policy LPP17)

Strategic growth location	No. of homes (within Plan period)
East of Great Notley (in Black Notley Parish)	1,750
Land East of Broad Road, Braintree	1,000
Former Towerlands Park site, Braintree	575
Land at Feering	865
Wood End Farm, Witham	400
North West Braintree - Panfield Lane	825

In addition to the 5,015 dwellings shown in Table 3.2, Appendix 3 of the Part 2 Plan identifies allocated sites suitable for more than 10 homes. The dwelling numbers from the strategic and other allocations, broken down by location, are shown in Table 2.2. Together these allocations provide 9,833 dwellings.

Table 2.2: Location of Local Plan Part 2 residential site allocations (non-strategic)

Location	Dwellings
Great Notley	1,806
Braintree North	2,366
Braintree South	617
Braintree Town Centre	239
Halstead	519
Witham North	603
Witham South	862
Hatfield Peverel	688
Kelvedon/Feering	866
Coggeshall	96
Earls Colne	186
Sible Hedingham	139
Cressing/Tye Green	188
Silver End	485
Rural	173
Total	9,833

2.3. Development context

Since the Part 2 Plan was published in 2017, a significant number of site allocations have either been completed, are under construction or are in the planning pipeline. In addition, windfall development has come forward and provided a significant number of dwellings. Table 2.3 shows the position as at 31st March 2020, with data provided by the Braintree Housing Land Supply Report, published in May 2020.

Table 2.3: Housing supply position as of 31st March 2020

	Dwellings	Source
Housing requirement 2013-2033	14,320	
Supply position at 31.3.20:		
- Completions	3,334	Hsg Supply Report, Table 10
- Sites u/c	2,339	Hsg Supply Report, Table 11
- Sites with full permission, not started	1,051	Hsg Supply Report, Table 11
- Sites with outline permission	2,749	Hsg Supply Report, Table 11
- Sites without permission, with RtG subject to S106	1,221	Hsg Supply Report, Table 11
- Supply from windfalls	825	Hsg Supply Report, Table 11
- Loss of supply from expiry of permissions	-195	Hsg Supply Report, Table 11
- Contribution to supply from additional communal accommodation (after conversion ratio applied)	49	Hsg Supply Report, Table 11
Total supply at 31.03.20	11,373	
Requirement from remaining Part 2 site allocations	2,947	
Part 2 sites allocations - planning application submitted, no permission	1,054	Hsg Supply Report, p35
Part 2 sites allocations - planning application yet to be submitted	2,755	Hsg Supply Report, p36
Total potential from remaining Part 2 site allocations	3,809	

Table 2.3 shows that, of the 14,320-dwelling housing requirement in the emerging Local Plan, a total of 11,373 dwellings had either been completed, was under construction or was in the planning pipeline. This leaves a residual requirement to deliver at least 2,947 dwellings. The remaining sites allocated in the emerging Local Plan have a capacity to deliver 3,809 dwellings. Of these sites, 1,054 dwellings were the subject of a planning application as at 31st March 2020.

Further analysis of the total potential remaining from Local Plan Part 2 site allocations that had yet to secure planning permission as at 31st March 2020 shows that 2,695 of these dwellings are accounted for by large sites (50+ dwellings). Of this figure, two strategic sites – east of Great Notley (1,750 dwellings) and land at Feering (835 dwellings) – account for 2,585 dwellings, with the further 400 dwellings on the site allocation at Wood End Farm in Hatfield Peverel. A further 728 dwellings are on small site allocations. This is shown in Table 2.4.

Table 2.4: Site allocations not completed, under construction or in planning pipeline, 31st March 2020

	Large sites (50+ dwgs)	Small sites (<50 dwgs)	Total
Great Notley	1,750	10	1,760
Braintree North	0	51	51
Braintree South	0	96	96
Braintree Town Centre	0	147	147
Halstead	0	74	74
Witham North	0	63	63
Witham South	0	38	38
Hatfield Peverel	400	0	400
Kelvedon/Feering	835	71	906
Coggeshall	0	25	25
Earls Colne	0	0	0
Sible Hedingham	0	88	88
Cressing/Tye Green	0	0	0
Silver End	0	65	65
Rural	0	0	0
Total	2,985	728	3,713

Table 2.5 shows the position at 31st March 2020 that the site allocations either completed or in the planning pipeline had reached. Of the 6,385 dwellings, 503 had been completed with a further 2,761 under construction. The IDP Review assumes that appropriate infrastructure provision for these sites has been secured and will be delivered. This leaves 3,121 dwellings in the planning pipeline where it cannot be assumed that the necessary infrastructure will either be delivered or funding provided. A significant proportion of this figure is accounted for by three sites at Braintree North:

- East of Broad Road (BOCN132) – 1,000 dwellings
- Former Towerlands Parks site (BOCN137) – 575 dwellings
- NW Braintree – Panfield Lane (BOS6H) – 825 dwellings

Table 2.5: Position reached with site allocations, 31st March 2020

	In pipeline or completed	Completed (infrastructure/funding has been provided)	Under construction (infrastructure/funding in process of being provided)	In pipeline (infrastructure/funding yet to be provided)
Great Notley	96	96	0	0
Braintree North	2,315	0	100	2,215
Braintree South	521	26	425	70
Braintree Town Centre	92	62	20	10
Halstead	445	123	292	30
Witham North	540	20	370	150
Witham South	824	61	650	113
Hatfield Peverel	238	0	187	51
Kelvedon/Feering	250	0	0	250
Coggeshall	71	0	71	0
Earls Colne	186	0	106	80
Sible Hedingham	51	51	0	0
Cressing/Tye Green	188	0	118	70
Silver End	420	55	365	0
Rural	148	9	57	82
Total	6,385	503	2,761	3,121

The IDP Update will therefore:

- assess the specific infrastructure requirements of the outstanding large site allocations;
- confirm the infrastructure provision for the sites which, as of December 2020, have now received planning permission (as shown in the 'Notes' column in Table 2.6); and
- assess the overall infrastructure needs by location for the remaining small site allocations in the Local Plan Part 2.

This is summarised in Table 2.6 below. If a location is not included in the table then it does not have any large or small sites to be assessed.

Table 2.6: Summary of sites and locations for assessment in IDP Update

Location	Large site allocations without permission	Large sites in planning pipeline	Small sites without permission	Notes
Great Notley - small sites			10	Growth too small to create identifiable need
Great Notley – East of Great Notley	1,750			250 dwgs beyond plan period
Braintree - small sites			194	
Braintree North – East of Broad Road		1,000		Has outline plgn permission
Braintree North – Former Towerlands Parks site		575		Has outline plgn permission
Braintree North – NW Braintree - Panfield Lane		636		Outline planning permission with signed S106 (part of hybrid application, with a further 189 dwellings having full plgn perm)
Braintree Town Centre – Land at Railway Station	100			
Kelvedon/Feering - small sites			71	
Kelvedon/Feering – Land s. of Feering/w. of A12	835			
Halstead - small sites			74	
Witham - small sites			101	
Witham North – Land north of Conrad Road		150		Signed S106
Hatfield Peverel – Wood End Farm	400			Outline appl. submitted
Sible Hedingham - small sites			88	
Silver End - small sites			65	
Coggeshall - small sites			25	Growth too small to create identifiable need
Total	3,085	2,361	628	

Sites shown in red have signed Section 106 agreements in respect of direct provision or contributions towards certain infrastructure needs arising from their development.

It should be noted that sites which have a signed Section 106 agreement for specific infrastructure items (shown in red in Table 2.6) are considered to have addressed those specific infrastructure needs arising from growth.

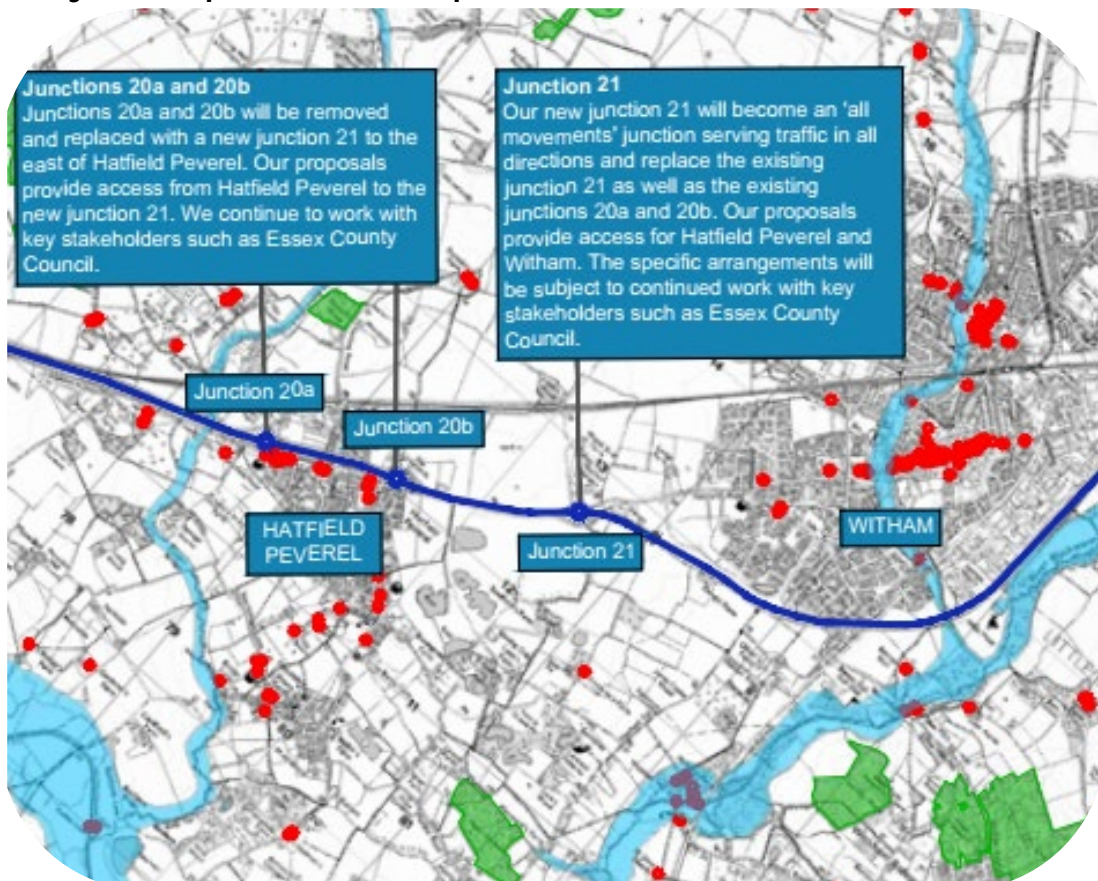
Growth on small site allocations in Great Notley (10 dwellings) and Coggeshall (25 dwellings) is considered too small to create an identifiable need for infrastructure. Any contributions from these developments will be addressed through a Section 106 agreement.

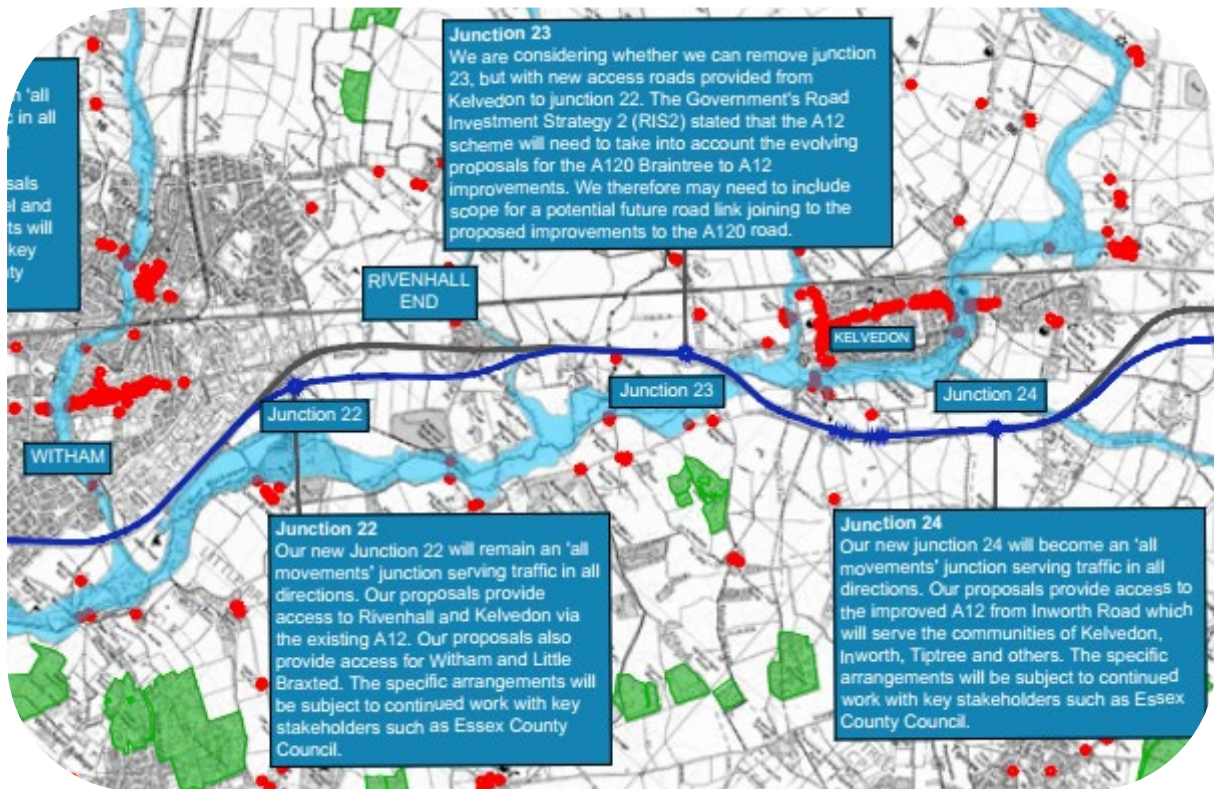
2.4. Major infrastructure provision

There are two main strategic infrastructure improvements which will support growth in the Plan:

- A12 Chelmsford to A120 widening (J19 to J25). Highways England has stated that this work will be undertaken between 2023/24 and 2027/28 at a cost of between £1.05 billion and £1.27 billion. As of late-2020, ground investigation and utilities work was being undertaken. Of relevance to settlements in Braintree, the preferred route will provide the following improvements:
 - J21 (south of Witham) - this will become an 'all movements' junction serving traffic in all directions. It will also replace the existing junctions 20a and 20b. The proposals will provide access from Hatfield Peverel to J21.
 - J23 (south of Kelvedon) – Highways England is considering whether this junction should be removed but with new access roads then provided from Kelvedon to J22 at North Witham. The Government's Road Investment Strategy 2 (RIS2) stated that the A12 scheme will need to take into account the evolving proposals for the A120 Braintree to A12 improvements. Scope may therefore need to be included for a potential future road link joining the proposed improvements to the A12 road.
 - J24 (north Kelvedon) – this will become an 'all movements' junction serving traffic in all directions. The proposals provide access to the A12 from Inworth Road to serve Kelvedon as well as Inworth and Tiptree in Colchester borough.

Figure 3.1: Improvements to A12 – preferred route





Source: Highways England (2020) *A12 Chelmsford to A120 widening: junctions 23 to 25 announcement*

- A120 dualling between Braintree and A12 junction. This project is at an early stage with no preferred route or junction improvements identified.

DIRECT INFRASTRUCTURE PROVISION AND FINANCIAL COMMITMENTS

An assessment on direct infrastructure provision and Section 106 (S106)/Community Infrastructure Levy (CIL) commitments for sites which, as of December 2020, are in the planning pipeline (including sites which deliver 50+ units which have either outline or full planning permission) has been undertaken.

With regard to sites where significant infrastructure provision is planned-for, information on headline infrastructure items to be delivered in each defined settlement is presented in Table 2.7 below. It should be noted that there were some cases where there was no direct provision of a specific infrastructure type. This was particularly evident for the flood defences, utilities and employment infrastructure types. For these infrastructure types, it is often the case that provision is secured through alternative means such as wayleave agreements and/or through additional grant funding which is applied for by the local authority.

Notable sites include Panfield Lane (Braintree), which seeks to provide highway works, education land off-site employment initiatives, a community sports facility and a 3G sports pitch within Braintree; the Former Arla Dairy site (Hatfield Peverel) which will provide numerous highway and Public Rights of Way improvements, primary education and healthcare contributions; and the Land adjacent to Lodge Farm site (Witham), which is earmarked for highway, public transport and cycleway improvements, 1.7ha education land, 1.54ha for an enterprise centre, an off-site community hall and contributions towards healthcare, primary and early years educations and outdoor sports.

Table 2.7: Direct infrastructure provision and financial commitments by settlement

INFRASTRUCTURE TYPE	SIGNIFICANT INFRASTRUCTURE PROVISION
BRAINTREE	
Transport	Highway Works new road linking Springwood Drive with Panfield Lane and improvements to the Rayne Road and Springwood Drive roundabout (Polly's Field)
	A footway cycleway to and a zebra crossing provided on Panfield Lane
	Public transport contribution (off-site) £150,000 (Panfield Lane)
Utilities	N/A
Education	Education land at Panfield Lane site
Healthcare	Healthcare (standard) contribution within 5k of Edith Brothwick School £312,271 (Panfield Lane)
Flooding	N/A
Employment	Off-site employment initiatives contribution £2,925,000 (Panfield Lane)
Community	Community sports facility (Polly's Field)
	A new 3G sports training pitch within Braintree £194,828.04 (Panfield Lane)
COGGESHALL	
Transport	Highway Works: Improvements to southbound and northbound bus stops in Colne Rd (land north of Colchester Rd)
Utilities	N/A
Education	Primary education contribution at St Peters Primary School (Land North of Colchester Rd site)
Healthcare	Healthcare (standard) contribution at The Coggeshall Surgery £115,554
Flooding	N/A
Employment	N/A
Community	Indoor sports contribution (off-site) £261,462
EARLS COLNE	
Transport	Highway Works: Installation of two bus stops in Station Road, near De Vere Road (Land West of Station Road site)
Utilities	N/A
Education	N/A
Healthcare	N/A
Flooding	N/A
Employment	N/A
Community	Outdoor Sport Contribution Provision of an all-weather sports facility (MUGA) at the Recreation Club, Halstead Road, Earls Colne and/or improvement of facilities at Halstead Leisure Centre, Colne Road, Halstead (Land West of Station Rd)

INFRASTRUCTURE TYPE	SIGNIFICANT INFRASTRUCTURE PROVISION
	Playspace Contribution at Reubens Walk, Playground, Earls Colne and/or improvements to/installation of children's play equipment and replacement safety matting at the Recreation Club Playground, Halstead, Earls Colne (Land West of Station Rd)
HALSTEAD	
Transport	Provision of footpath and cycleway links from the development through Coggeshall Pieces (Land East of Sudbury Rd)
	Pedestrian only link between the site (Land South of Oak Rd) and Grange Close
Utilities	N/A
Education	EY&CC education at St Andrews (Land East of Sudbury Rd site), primary Education Contribution at Richard De Clare Community Primary School or a successor facility (Land East of Sudbury Rd site)
Healthcare	Healthcare contribution (standard) £81,592.50 (Land East of Sudbury Rd site)
Flooding	N/A
Employment	N/A
Community	Community Building Contribution at Butler Road Halstead £135,000 (Oakwood Hill, Land South of Oak Rd, Land East of Sudbury Rd)
	Outdoor Sport provision of a new tennis court and associated facilities at Courtauld Sports Ground, Colchester Road, Halstead (Land East of Sudbury Rd site)
HATFIELD PEVEREL	
Transport	Highways Works include upgrading of 2 bus stops that are close to the site (Sorrells Field)
	Improvements to the public rights of way network in and, around Hatfield Peverel (Sorrells Field)
	Highways – Provision of paving, improvements to bustop (Former Arla Dairy Site)
	Highways - Upgrading of bus stops located on the Northern side of the Street west of Station Road Highways (Former Arla Dairy site)
	Relocation of bus stop shelter located in the arrivals end of the layby on the south side of the Street east of Station Road to the departure end of the layby adjacent to the footpath between the Street and St, Andrews Road. (Former Arla Dairy site)
	Public Rights of Way Contribution to be used for improvements to the public rights of way network in, and around Hatfield Peverel (Former Arla Dairy site)
	Highways contribution bus stops on The Street (Land South of Stone Path Drive site)
Utilities	N/A
Education	Primary education (non-standard) at Lodge Farm (Former Arla Dairy site, Sorrells Field site)
Healthcare	Healthcare contribution (standard) at Sidney House Surgery (Former Arla Dairy site, Sorrells Field site)
Flooding	N/A
Employment	N/A
Community	Community land (Land South of Stonepath Drive site)
	Off-site community building contribution (£50k) (Land North East of Gleneages Way site)
KELVEDON / FEERING	
Transport	Part 1 Highway works: Upgrading of 2 bus stops on either side of the B1024 London Road (Land North East of Inworth Rd)

INFRASTRUCTURE TYPE	SIGNIFICANT INFRASTRUCTURE PROVISION
	Part 2 Highway contribution: Inworth Road/London Road/Rye Mill Lane/Feering Hill Junction.
	Off-site Public Rights of Way (Land North East of Inworth Rd)
Utilities	N/A
Education	N/A
Healthcare	N/A
Flooding	N/A
Employment	N/A
Community	N/A
WITHAM	
Transport	Bus gate works (SW Witham Strategic Location/Land adjacent to Lodge Farm)
	Cycle improvements (SW Witham Strategic Location/Land adjacent to Lodge Farm)
	Highway Works relocation and upgrade of bus stops (Land North of Conrad Rd)
Utilities	N/A
Education	1.7ha education land (SW Witham Strategic Location/Land adjacent to Lodge Farm)
	EY&CC standard contribution £1,240,039 (SW Witham Strategic Location/Land adjacent to Lodge Farm)
	Primary education standard contribution £3,560,924 (SW Witham Strategic Location/Land adjacent to Lodge Farm)
Healthcare	Healthcare standard contribution £246,880 (SW Witham Strategic Location/Land adjacent to Lodge Farm)
Flooding	N/A
Employment	1.54ha for Enterprise Centre (SW Witham Strategic Location/Land adjacent to Lodge Farm)
Community	Off-site community hall (SW Witham Strategic Location/Land adjacent to Lodge Farm)
	Outdoor sports contribution at Spinks Lane £225,000 (SW Witham Strategic Location/Land adjacent to Lodge Farm site)
	Community Facilities Contribution for Maltings Lane community building: £200,000 (Land North of Conrad Rd)
RURAL	
Transport	Offsite footpath to Crossing rail station (Land adjacent to Braintree Rd site)
	Highway Works: provision of 2 new bus stops on Braintree Road (Land adjacent to Braintree Rd)
	Cycle parking at Tye Green Post Office (Land adjacent to Braintree Rd)
Utilities	N/A
Education	EY&CC Centre (Land off Western Rd site), EY&CC contribution at St Andrews Primary School (Hunnable Industrial Site)
	Primary education standard contribution of £323,193.00 (Land at Appletree Farm site)
	EY&CC standard contribution of £110, 543.00 (Land at Appletree Farm)
Healthcare	Healthcare standard contribution £85,169 (Land Adject to Braintree Rd site)
Flooding	N/A
Employment	N/A

INFRASTRUCTURE TYPE	SIGNIFICANT INFRASTRUCTURE PROVISION
Community	Community Land- laid out as play area, open space and/or allotments (Hunnable Industrial Estate site)
	Art and public realm (Hunnable Industrial Estate site)
	Outdoor Sport Contributions to the Silver End Village Hall playing fields (Land East of Boars Tye Rd site)
Waste	Onsite Recycling Facilities (Land at Appletree Farm site)
Environment	2.45ha of open space

A summary of the S106/CIL analysis is shown in Table 2.8 below. It is important to note that there were some instances where S106/CIL information was not available and/or the information available did not provide a quantifiable standard contribution value. Of note, S106/CIL contributions for sites within the planning pipeline total £13,684,313, of which over half of those contributions (£7,291,654) are allocated to infrastructure projects within Witham. Focusing on infrastructure type, 45% of the total S106/CIL contributions were earmarked for education (£6,178,416). It is worth keeping in mind that it is likely that additional information on infrastructure provision may become available as each development proposal advances through the planning pipeline. Furthermore, it may be the case that infrastructure requirements are planned for at a wider scale, such as sub-area or district level, and therefore it is important to note that these requirements will not be captured in the table below.

Table 2.8: S106/CIL analysis

			EDUCATION	HEALTH	TRANSPORT	COMMUNITY	ENVIRONMENT	EMPLOYMENT	WASTE	
SETTLEMENT	NUMBER OF DWELLINGS	APPROX. POPULATION INCREASE (BASED ON STANDARD HOUSEHOLD SIZE)	FINANCIAL CONTRIBUTION (SUM) INCLUDES STANDARD AND OFF-SITE	FINANCIAL CONTRIBUTION (SUM) INCLUDES STANDARD AND OFF-SITE	FINANCIAL CONTRIBUTION (SUM) INCLUDES STANDARD AND OFF-SITE	FINANCIAL CONTRIBUTION (SUM) INCLUDES STANDARD AND OFF-SITE	FINANCIAL CONTRIBUTION (SUM) INCLUDES STANDARD AND OFF-SITE	FINANCIAL CONTRIBUTION (SUM) INCLUDES STANDARD AND OFF-SITE	FINANCIAL CONTRIBUTION (SUM) INCLUDES STANDARD AND OFF-SITE	TOTALS (COSTED S106 CONTRIBUTIONS)
Braintree	2273	5227.9	£38,222	£341,014.00	£225,000	£194,828.04	£106,468.50	£2,925,000	£0	£3,830,532.54
Witham	2166	4981.8	£5,639,714.00	£347,504.78	£420,000	£809,846.92	£54,588.12	£20,000	£0	£7,291,653.82
Halstead	539	1239.7	£0	£203,864.11	£15,000	£269,368.50	£8,561.00	£0	£0	£496,793.61
Coggeshall	300	690	£0	£115,554	£0	£261,462	£45,000	£0	£0	£422,016.00
Earls Colne	225	517.5	£12,734	£10,000	£0	£0	£0	£0	£0	£22,734.00
Hatfield Peverel	455	1046.5	£27,860	£231,787.70	£71,943.97	£97,016.05	£51,750	£0	£0	£480,357.72
Kelvedon	574	1377.6	£0	£0	£321,000	£0	£15,000	£0	£0	£336,000.00
Sible Hedingham	N/A	N/A	£0	£0	£0	£0	£0	£0	£0	£0.00
Rural	3073	7067.9	£459,886	£114,655	£71,529.30	£109,265.86	£43,289.40	£0	£5,600	£804,225.56
TOTALS			£6,178,416	£1,364,379.59	£1,124,473	£1,741,787.37	£324,657.02	£2,945,000	£5,600	£13,684,313.25

2.5. Cross-boundary considerations

To inform the IDP Review, an assessment of the local plans in neighbouring districts to Braintree has been undertaken.

Chelmsford

Local Plan adopted May 2020

Relevant areas: South Braintree near to Great Leighs/NE Chelmsford

The adoption of the Chelmsford Local Plan confirmed the allocation of sites in Great Leighs/NE Chelmsford that informed 2017 Braintree IDP (when the Local Plan was at Preferred Options stage):

- Great Leighs – land at Moulsham Hall
 - 750 dwellings
 - new primary school with co-located EY&C
- Great Leighs – land east of London Road
 - 250 specialist residential homes for older people
- Great Leighs – land north and south of Banters Lane
 - 100 dwellings
- Great Leighs – land east of Main Road (now has planning permission)
 - 100 dwellings

Overall, the allocations at Great Leighs are for 100 dwellings more than the 2017 Preferred Options Local Plan.

- Expansion of Notley High School in Braintree expected to address needs arising from growth at Great Leighs and in Braintree. Para 7.238 of the Local Plan states, “Efforts should therefore be made to provide safe and direct walking and cycling routes between Great Leighs and Notley High School in Braintree.”
- NE Chelmsford
 - 3,000 dwellings
 - New secondary school
 - 2 new primary schools with co-located EY&Cs
 - 2 new standalone EY&Cs
 - Expansion of Chelmsford NE Bypass
 - Country Park

Babergh

Babergh Core Strategy adopted 2014

Babergh and Mid Suffolk Joint Local Plan Publication Draft for consultation, Nov 2020

Relevant areas: Rural settlements in NE Braintree near to Sudbury

The Babergh Core Strategy 2014 allocated 500 dwellings at Chilton Woods (northern extension of Sudbury).

This has planning permission but has not come forward. The allocation includes:

- 3 ha of land for primary school and Early Years and Childcare (EY&C)
- Waste facility, including a household waste and recycling centre (HWRC)

The Babergh Core Strategy 2014 identified east of Sudbury as a broad location for growth totalling 500 dwellings.

The 2020 Joint Local Plan Publication Draft allocates a further 500 dwellings at Tye Farm, Great Cornard (eastern extension of Sudbury). This proposed allocation includes 0.1 ha of land for EY&C

Colchester

Colchester Local Plan Part 2 submitted in 2017, Examination in Public April 2021

Colchester/Braintree Borders Garden Community has been withdrawn from Part 1 Local Plan.

Local Plan Part 2 confirms allocation of smaller sites that informed 2017 IDP. However, there are no major settlements/allocations that are likely to have a significant impact on infrastructure needs in Braintree district.

Maldon

Maldon Local Plan adopted 2017

Local Plan was adopted at the time the 2017 IDP was prepared. There are no major allocations that are likely to have a significant impact on infrastructure needs in Braintree district.

West Suffolk

St Edmundsbury Core Strategy adopted 2010. St Edmundsbury Rural Vision adopted 2014.

Work on new West Suffolk Local Plan is at early stage.

There are no major allocations that are likely to have a significant impact on infrastructure needs in Braintree district.

South Cambridgeshire

South Cambridgeshire Local Plan adopted 2018

There are no major allocations that are likely to have a significant impact on infrastructure needs in Braintree district.

Uttlesford

Uttlesford Local Plan adopted 2005

Work on new Local Plan is at very early stage.

There are no major allocations that are likely to have a significant impact on infrastructure needs in Braintree district.



3. Education

Essex County Council (ECC) has statutory duties to ensure that there is sufficient high quality and accessible early years and childcare (EY&C) places and sufficient primary and secondary school places to serve the local area.

To inform the IDP Update, ECC undertook an assessment of all needs arising between the assessment date and the end of the Plan period. This includes an assessment of all committed developments (sites in the planning pipeline or allocated) against current provision at schools in each location. An assessment was also undertaken with regards the needs for early years and childcare places given the range of childcare services available and the number of vacancies in the relevant ward. The assessment has been undertaken based on the information provided by Braintree District Council (BDC) to inform the IDP update.

Where bespoke project costs are not available, the costs provided in this assessment for the updated IDP are estimates based on the following:

- the costs for primary and secondary education as included in the 'DfE Scorecard - National Average' new build or expansion as at 2020 Q1, of which.
 - the national average cost per secondary school places of a new build is £24,929 and for expansions is £23,775 (index linked to 2020 Q1 prices).
 - the national average cost per primary school places of a new build is £20,508 and for expansions is £17,268 (index linked to 2020 Q1 prices).
- the costs for co-located and stand-alone early years and childcare nurseries use the 'DfE Scorecard – National Average for new build primary school places, namely £20,508 per place as at 2020 Q1, and is consistent with the ECC Developers' Guide for new build primary places and DfE guidance. The cost per place for an expansion of an existing facility is £17,268 per place, as per Developers' Guide Position Statement, April 2021.

It is anticipated that the funding gaps will be closed by additional s106 contributions and/or CIL (if introduced). Limited Basic Need funding may be employed where a proportion of the scheme is not directly related to development.

Some secondary schools teach older 'post 16' pupils in addition to their five 'statutory age' year groups. The sixth form is made up of two cohorts: Year 12 (lower 6th) and Year 13 (upper 6th). Secondary school costs for sixth form may be calculated at 20% of any proposed expansion cost of the particular secondary school, but are not included in the figures provided.

3.1 Early Years and Childcare Provision

Great Notley

For the land east of Great Notley, development during the plan period of 1,750 dwellings will generate demand for some 139 early years and childcare places, and the 250 homes post-2033 some 20 additional places. This totals 159 places in total and will be accommodated through the following:

- A 56-place nursery co-located with the new primary school will require 2.1 hectares of land to support the development at an estimated cost of £1,148,448 as part of a total estimated cost for the primary school of £9,761,808.
- Two further 56-place stand-alone nurseries at an estimated cost of £1,148,448 each. Both will require 0.13 hectares of land.

It is noted that a new nursery is also to be provided as part of the Horizon 120 development coming forward through an adopted Local Development Order.

Braintree North

For the site east of Broad Road (1,000 dwellings) which has outline planning permission, there is a lack of early years provision within the area. The site is anticipated to generate demand for 82 places. Two new facilities are required, one to be co-located with the new primary school and one stand-alone nursery as follows:

- a new 56-place nursery co-located with the new primary school on 2.1 hectares of land to support the development at an estimated cost of £1,148,448 as part of a total estimated cost for the new primary school of £9,761,808.
- a new 56 place stand-alone nursery on 0.13 hectares of land at an estimated cost of £1,148,448.

For the former Towerlands Parks site (600 dwellings) which has outline planning permission, the site is anticipated to generate demand for 48 places. The site therefore requires the following:

- a new 56-place stand-alone nursery on 0.13 hectares of land at an estimated cost of £1,148,448.

For the site at Panfield Lane (825 dwellings), which has planning permission, the site is anticipated to generate demand for 65 places. The site therefore requires the following:

- a new 56-place nursery co-located with the new primary school required to support the development at an estimated cost of £1,148,448 as part of a total estimated cost for the primary school of £9,761,808.
- a developer contribution of 9 places at £17,268 per place at a cost of £155,412.

Feering/Kelvedon

For the land south of Feering/west of the A12, Policy LPP22 of the Braintree Part 2 Plan sought the following to be provided:

- *A location for a new primary school or community centre.*
- *Financial contributions to primary and secondary education provision as required by the Local Education Authority through S106 Planning Obligations.*
- *Two new 56-place early years and childcare facilities, potentially co-located with any new primary school.*

This policy was flexible with regards the provision of a new primary school given the uncertainties requiring land availability from the parish council for the expansion of Feering Primary School, and this degree of uncertainty remains.

For land at Feering, development during the plan period of 835 dwellings will generate demand for some 66 early years and childcare places within the plan period.

Consequently, there is only a need for one 56-place early years and childcare nursery rather than the two nurseries required by Policy LPP22. The site should provide for:

- a new 56-place stand-alone early years and childcare nursery on 0.13 hectares of land at an estimated cost of £1,148,448.
- a developer contribution of 10 places at £17,268 per place at a cost of £172,680.

Witham/Rivenhall

The site at Wood End Farm is the subject of an outline planning application for 400 dwellings and is anticipated to generate demand for 32 places.

The site therefore requires the following:

- a new 30-place stand-alone early years and childcare nursery on 0.065 hectares of land at an estimated cost of £615,240.
- a developer contribution of 2 places at £17,268 per place at a cost of £34,536.

Other locations

The land at the railway station site in Braintree for 100 dwellings is anticipated to generate the need for 8 early years and childcare places. There has recently been a new early years and childcare nursery open at John Ray School in October 2020 and a new privately funded nursery at the former Registry Office at John Ray House. Consequently, there is available capacity in the locality and a developer contribution will not be required.

The land off Chapel Hill site in Braintree for 60 dwellings is anticipated to generate the need for some 5 early years and childcare places. There has recently been a new early years and childcare nursery open at John Ray School in October 2020 and a new privately funded nursery at the former Registry Office at John Ray House. Consequently, there is available capacity in the locality and a developer contribution will not be required.

The Crittall Works and Finishing Company site for 65 dwellings is anticipated to generate the need for some 5 early years and childcare places. There is limited capacity at existing settings in the locality and a developer contribution should be sought for 5 x £17,268 per place at a cost of £86,340.

3.2 Primary Education

For wider growth coming forward, a number of expansion projects have been identified either in the ECC 10 Year Plan or as being necessary to accommodate the planned growth by Forecast Group and specific school. These are:

- Expansion of St Peter's Primary School in Coggeshall from planned admission number (PAN) of 45 to 60, at an estimated cost of £3,527,725, with a funding gap (after secured S106 agreements have been taken into account) of £737,725. This is due to be delivered in 2024/25.
- Expansion of Feering Primary School from PAN 25 to 30 at an estimated cost of £604,380, with a funding gap of £470,673. This is due to be delivered in 2025/26.
- Circa half form of entry expansion of primary in Halstead at an estimated cost of £2,072,160, with a funding gap of £557,952. This is considered unlikely to be needed until 2031/32.
- Expansion of Crossing Primary School at an estimated cost of £2,072,160, with all funding secured through S106 agreements. This is due to be needed in 2025/26.

Great Notley

For the land east of Great Notley, land is required to be safeguarded for 2.7ha (sufficient for 3FE) in order to provide the necessary flexibility from the anticipated demand generated in the area. The requirement to accommodate these pupils is dependent upon when the allocation commences, and the capacity of other nearby existing and planned new schools at that time.

However, the development will only be expected to provide a pro-rata contribution.. This site will also provide a co-located 56-place nursery (see above) at an estimated cost of £1,148,448 totalling £9,761, 808 assuming a 2fe school is built.

Feering/Kelvedon

As stated in the section on Early Years and Childcare, Policy LPP22 was flexible with regards the provision of a new primary school given the uncertainties requiring land availability from the parish council for the expansion of Feering Primary School, and this degree of uncertainty remains.

There is a minor expansion plan in place for Feering Primary but the site allocation for 835 dwellings during the plan period to 2033 could generate in excess of a further form of entry demand. This would leave limited flexibility to accommodate this growth, along with any other windfall development that may arise. New 1FE schools are not recommended by DfE or ECC as the Local Authority with responsibilities for education. Potential expansion of the existing Feering Primary School is dependent on the transfer of circa one hectare of land owned by the parish council. . A potential option is for the parish council, if willing, to transfer land to the school, which is already part used for school activities to enable expansion by 1FE. It would be expected that the parish council would seek this land equivalent to be provided by the developer for its use. If the land is not made available by the parish council, a contingency would be for the allocation site to provide 2.1 hectares of land for a new or re-located primary school co-located with an early years and

childcare facility at a pro rata cost towards the cost of a new primary school co-located with early years and sale of the old school site to fund the gap. Any growth in excess of the numbers tested is likely to require some primary school demand to be pushed back to schools in Witham and Tiptree.

The feasible options have not yet been determined. Given the likely timescales, a flexible approach which can be progressed through the masterplanning and planning application process is considered to be the most appropriate way forward. In summary, the site allocation requires the following:

- The expansion of Feering Primary School by 1FE equivalent, which would be akin to a new 1FE school and has been costed accordingly at an estimated cost of £4,306,680.

Braintree North

For the site east of Broad Road (1,000 dwellings) which has outline planning permission, provision of a new primary school is required on 2.1 hectares of land co-located with a 56-place early years and childcare nursery. The development of this new school is expected to commence in 2023. The majority of funding will come from contributions from the site which is anticipated to generate the need for 272 places. The site allocation therefore requires the following:

- provision of a new primary school site on 2.1 hectares of land plus a pro rata contribution towards an estimated build cost of £8,613,360. This will have a co-located 56-place early years and childcare nursery (see above) at an estimated cost of £1,148,448 totalling £9,761,808.

For the site at Panfield Lane (825 dwellings), which has a hybrid planning permission (approved and S106 signed), there is a requirement for:

- provision of a new primary school with pro rata costs towards the estimated cost of £8,613,360. This will have a co-located 56-place early years and childcare nursery at an estimated cost of £1,148,448 totalling £9,761,808.

The majority of the funding gap for the above primary schools should be closed by contributions from the former Towerlands Parks site for 600 dwellings, which has outline planning permission. The site generates an anticipated need for 159 places which, based on the average cost per place for new primary school provision of £20,508 amounts to a contribution totalling £3,260,772.

Witham/Rivenhall

The site at Wood End Farm is the subject of an outline planning application for 400 dwellings. Development at Lodge Farm has planning permission and is under construction. This will provide a new primary school site and 56 place early years and childcare facility on 2.1 hectares of land. The new school will require further contributions from development in Witham and Hatfield Peverel including the site at Wood End Farm which is expected to fill the majority of this funding gap. The site generates an anticipated need for 118 places, which based on the average cost per place for new primary school provision of £20,508 amounts to a contribution totalling £2,419,944.

3.3 Secondary Education

Following the Inspectors' recommendation to remove the proposed new garden communities at West of Braintree and Colchester Braintree Borders from the Section 1 Plan, and their associated new secondary schools, mitigating the impact of new housing in Braintree Town has become more problematic, although still achievable. These garden communities were to be used to assist in accommodating the demand for some secondary pupils, particularly in the more outlying areas, but who will now need to be accommodated at Braintree schools. Any further growth in Braintree, beyond the plan period, will likely require a new school, and will need to be considered as part of the Local Plan review process.

Secondary school forecast group 1: Braintree

Secondary schools within this forecast group include the Alec Hunter Academy in south-east Braintree, Notley High School and Braintree Sixth Form in south Braintree, Tabor Academy in north-west Braintree.

The growth proposed in this location (including East of Great Notley, land off Chapel Hill, Land at Railway Station, east of Broad Road, former Towerlands Parks site and Panfield Lane) is anticipated to generate the need for some 987 additional secondary school places (11 – 16) and will require expansion works to accommodate 5 forms of entry at the existing secondary schools within the Plan period. Using the DfE scorecard these expansions will cost an estimated £17,831,250, of which £254,148 has already been secured through s106 agreements, leaving a current potential funding gap of £17,577,102. It is anticipated that the former Towerlands Parks site (106 places) and East of Great Notley (297 places) should deliver significant contributions towards this gap, but a funding gap will still remain. It is anticipated that the funding gaps will be closed by additional s106 contributions and/or CIL (if introduced).

An additional cost of £3,566,250 has been estimated for sixth form provision at 20% of the expansion cost.

Secondary school forecast group 2: Witham

Secondary schools within this forecast group include Maltings Academy and New Rickstones Academy, both in Witham.

The growth proposed in this location (including Wood End Farm, Crittall Works and Finishing Company and land north of Conrad Road) is anticipated to generate the need for some 366 additional secondary school places (11 – 16) and will require expansion works to accommodate 2 forms of entry. Using the DfE scorecard this will amount to an estimated cost of £7,132,500, of which none has already been secured through s106 agreements, leaving a current potential funding gap of £7,132,500. This does not refer to the 2022/23 Rickstones project that addresses existing need. The ECC 10 Year Plan indicates that capacity will be used up by 2026/27. It is anticipated that the funding gaps will be closed by additional s106 contributions and/or CIL (if introduced).

An additional cost of £1,426,500 has been estimated for sixth form provision at 20% of the expansion cost.

Secondary school forecast group 3: Halstead / Hedingham / Coggeshall

Secondary schools within this forecast group include Hedingham School and Sixth Form in Sible Hedingham, Honywood Community Science School in Coggeshall, Ramsey Academy, in Halstead.

The growth proposed in this location (including land south of Feering/west of A12 and the former Tanners Dairy) is anticipated to generate the need for some 412 additional secondary school places (11 – 16) and will require expansion works to accommodate at least 1 form of entry. Using the DfE scorecard this will amount to an estimated cost of £3,566,250, of which £1,392,840 has already been secured through s106 agreements, leaving a current potential funding gap of £2,173,410. The s106 agreement contribution secured relates to Colchester Road in Coggeshall and can only be used at Honywood School, Coggeshall. Schemes at other schools may also need to be considered. It is anticipated that the funding gaps will be closed by additional s106 contributions and/or CIL (if introduced).

An additional cost of £713,250 has been estimated for sixth form provision at 20% of the expansion cost.

3.4 Further Education (Post-16)

The Department for Education's 'Raising the Participation' Policy requires all young people in England to continue in education or training beyond the age of 16. The law requires all young people in England to continue in education or training until at least their 18th birthday, although in practice the vast majority of young people continue until the end of the academic year in which they turn 18.

Young people have a choice about how they continue in education or training post 16, which could be through:

- a. full-time study in a school, college or with a training provider;
- b. full-time work or volunteering (20 hours or more) combined with regulated part-time education or training (about one day per week);
- c. an apprenticeship or traineeship.

ECC has a duty to secure sufficient suitable education and training provision for all young people in their area who are over compulsory school age but under 19 or aged 19 to 25 and for whom an Education, Health and Care (EHC) plan is maintained. To fulfil this, local authorities need to have a strategic overview of the provision available in their area and to identify and resolve gaps in provision.

School sixth forms

There are 56 School Sixth Forms in Essex funded by the Education and Skills Funding Agency (ESFA) to deliver training to 16–18-year-olds. There are also some special schools delivering Post 16 provision. A number of learners (resident in Essex) travel to School Sixth Forms outside of Essex, including schools in surrounding Local Authorities. There are also a number of independent schools in Essex offering Post-16 courses.

The needs arising from growth for school sixth forms have been identified in the earlier section on secondary schools.

Further education and skills

Further Education and skills comprise the following types of learning:

- a. Education and training covering further education learning delivered mainly in a classroom, workshop or through distance or e-learning;
- b. Apprenticeships which are paid jobs that incorporate on- and off-the-job training leading to nationally recognised qualifications; apprenticeships are not just for school leavers and young people; there is no upper age limit and if you're over 16, living in England and not in full-time education then you're eligible to become an apprentice;
- c. Workplace learning which covers a broad range of training including basic skills, Level 2, Level 3 and higher-level skills. This training is mainly delivered in the workplace (but excludes Apprenticeships);
- d. Community Learning which funds a wide range of non-accredited provision, ranging from creative and cultural learning, modern foreign languages, personal development, IT courses, employability skills, family learning and activities to promote health and wellbeing civic engagement and community development.

In 2019/20, just over 61,200 learners participated in further education and skills courses at Essex providers (excluding learners attending school sixth forms).

Learners are registered with a vast range of providers; over 380 training providers funded by the Education and Skills Funding Agency (ESFA) delivered further education and skills provision to Essex residents. However, skills provision tends to be concentrated in local providers.

The range of providers delivering further education and skills in Essex include:

- a. General Further Education Colleges: There are 6 FE colleges based in Essex delivering training to young people and adults (Chelmsford College, Colchester Institute, Epping Forest College (part of New City College) , Harlow College, USP College and South Essex College of Further and Higher Education. In addition, a number of colleges based outside of the county deliver training to Essex residents, including Hertford Regional College, Cambridge Regional College and Havering Colleges (part of New City College) plus a number of colleges further afield delivering training through distance learning or subcontracting arrangements.
- b. Sixth Form Colleges: The Sixth Form College Colchester delivers training to 16-19 year olds.
- c. Local Authority FE Providers: Adult Community Learning Essex (ACL), part of Essex County Council, receives funding to deliver training in Essex and is the largest provider of adult education courses in the county.
- d. Higher Education Institutions: The three Higher Education Institutions in Essex (Writtle College, The University of Essex and Anglia Ruskin University) receive some funding allocations from the Education and Skills Funding Agency (ESFA) to deliver further education provision.
- e. Private sector providers: These consist of:
 - i. Independent Training Providers: A wide range of training providers deliver training in Essex. A number are based in Braintree (such as LifeSkills Solutions Ltd, MPower Training Solutions, SEETEC Business Technology Centre and Ixion) but there are also a number of regional and national providers operating in the county.

- ii. Employers: A number of large employers are funded directly by the Education and Skills Funding Agency to deliver training programmes.
- f. Specialist Colleges: Typically, these are colleges with a specialist curriculum offer. This includes the Workers Educational Association (WEA), the UK's largest voluntary sector provider of adult education which delivers a significant volume of training in Essex.

Post 16 Education and Training and Adult Community Learning Provision

The Education and Skills Funding Agency provides funding for young people in further education provision and school sixth forms. Funding covers:

- a. students aged 16 to 19;
- b. students up to the age of 25 when they have an Education, Health and Care (EHC) plan;
- c. 14- to 16-year-olds who are directly enrolled into eligible FE institutions; and
- d. home educated students of compulsory school age at any FE college.

The Education and Skills Funding Agency uses a national funding formula to calculate an allocation of funding to each provider, each academic year. The national funding formula is not used for special schools and special academies. These providers are funded on place numbers only.

The basic funding for providers is calculated using national funding rates, which depend on the size of their students' study programmes. These rates are regardless of which type of provider they study at or what they study. Other elements of the funding formula are then applied, including student numbers, retention factor, programme cost weighting, disadvantage funding, large programme uplift and an area cost allowance. To attract funding a student must meet the published eligibility criteria, such as residency requirements. Students must stay on their study programmes for a certain amount of time to qualify for funding.

ADULTS

The Education and Skills Funding Agency provides funding for adult learning (for individuals aged 19 and over) through the Adult Education Budget (AEB). Its principal purpose is to engage adults and provide them with skills and learning needed for work, an apprenticeship or further learning. It also enables adults to enroll on flexible tailored programmes of learning, which do not need to include a qualification, to help those furthest from learning or employment.

The AEB can be used to fund the following age groups:

- a. 19 to 23, including unemployed;
- b. 24+ who are unemployed; and
- c. 24+ other (individuals who do not meet the definition of unemployed, or are employed)

Courses are either fully funded (including where there is a legal entitlement to training), co-funded with the learner or supported through an Advanced Learner Loan. From time to time, the government does introduce further flexibilities intended to support skills development. As part of the national government's response to the Covid-19 Pandemic, it is providing additional funding, initially for one-year, to encourage and support delivery of selected level 2 and 3 qualifications in specific subjects and sectors. This targets 18- and 19-year-olds from September 2020 if they cannot find employment or work-based training.

POST 16 EDUCATION AND TRAINING AND ADULT COMMUNITY LEARNING

Braintree's post-16 education is provided by Colchester Institute, as well as five 11-18 schools who have various partnership arrangements delivering 16-18 education.

The Colchester Institute's Braintree Campus hosts the College's STEM Innovation Centre and the Learning and Technology Centre delivering post-16 programmes for residents across the travel to study area.

Offering a wide curriculum across most sectors, the Institute serves the populations of the towns of Colchester and Braintree, as well as the wider area of North Essex. It does this via its campuses in Colchester, Braintree and the Harwich Energy Centre. It is also an apprenticeship training provider.

3.5 Special Educational Needs (SEN)

The statutory obligation to provide primary and secondary school places also applies to school provision for those children who have special educational needs (SEN).

Forecasting requirements for school provision for children with special needs is much more complex than projecting mainstream places. This is because the needs of these children often do not manifest themselves until the child has been in the school system, and failing to thrive in it, for some time. The additional needs presented are varied and include: visual impairment; hearing impairment; physical disability; moderate learning difficulties; severe learning difficulties; autism or social emotional and mental health needs. Indeed, some children have more than one of the above needs to be met. ECC seeks to ensure that provision is available to meet a range of these needs in each geographic area of the County.

SEN needs may be met in a mainstream school, a specially resourced or enhanced provision within a mainstream school or in a special school depending upon the level of need.

As the number of children to be educated in Essex has increased, so too has the number of children with special educational needs.

In 2015 a shortage of special needs places and an increasing reliance on independent placements prompted ECC to undertake a review of special needs provision and facilities. This review projected a shortfall of some 344 places by 2020. In response to the review ECC has established a strategy which seeks to ensure that there will be sufficient good quality provision available for all children with special needs within their communities.

The strategy supports academies to form multi academy trusts which can bid to open SEN Free Schools. In the last 3 years ECC has secured funding to provide 4 new SEN Free Schools, of which:

- two will meet the needs of children and young people with social, emotional and mental health needs; and
- two will meet the needs of children and young people with complex autism needs.

These four schools are at various stages of development with the first school scheduled to open in 2021. Three of these new SEN Free Schools will provide boarding provision. The Chatten School in Witham is scheduled to open in September 2021 and will provide specialist provision for children with severe autism.

Several community special needs schools have also been expanded throughout the County to provide additional places, including boarding places, and ECC anticipates this will enable more children to be educated within their own communities.

Existing provision

There are two SEN schools within the Braintree district administrative area, namely the Edith Borthwick School at Braintree and Southview at Witham.

The Edith Borthwick School caters for children aged 3 to 19 years with severe and complex learning difficulties, including autism. ECC commissions places for local children with an Education Health and Care Plan for attendance at this school. The school currently has over 245 students on roll yet there is significant pressure on its capacity, and ECC is currently considering developing a satellite provision within Braintree district.

Southview school caters for children aged 3 to 19 years who are physically and neurologically impaired (PNI). ECC commissions places for local children with an Education Health and Care Plan for attendance at this school. Southview school is currently being expanded to provide a new two storey building providing teaching accommodation for 24 sixth form students, a residential facility for up to 10 students and a hydrotherapy pool. The 6th form provision will enable local children to continue their education within their community and reduce travel time to specialist establishments elsewhere.

ECC also provides specially resourced provision for children with speech and language difficulties at Acorn Academy (infant), Powers Hall Juniors and Notley High School. This will meet the needs of children with specific speech and language difficulties who are able to access the national curriculum with specialist support.

There is also specially resourced provision for children with autism at Kelvedon St Mary's Primary Academy and Honeywood Community Science School, Coggeshall. These centres enable young people who are of mainstream ability, but may have high levels of anxiety as a result of their autism, to access mainstream schooling.

In addition to these specially resourced provisions, ECC caters for children with social, emotional and mental health needs (SEMH) through enhanced provisions. Lyons Hall Primary school, Braintree provides a time limited intervention (usually two terms) for children with SEMH needs.

The full range of SEN is not presently provided for in the plan area. It is generally regarded that 3.4% of children will require access to special needs provision. This may be provided through specialist units within existing mainstream schools.

SEN needs

Given the wide range of SEN amongst children and young people it is not possible to provide for every type of need within each district or borough. Consequently, individual SEN schools operate as a regional centre of excellence for a specific SEN requirement (i.e. autism, severe learning difficulties), and hence children attend individual SEN schools from a wider geographical area than mainstream schools. Consequently, some children in Braintree district with special needs travel to special schools in other areas of the County, and hence the identification and provision of SEN requirements for the Local Plan is described in general terms.

It is extremely difficult to predict the number of special needs places required arising from specific sites and Local Plan growth for each type of special education need. However, the number of children likely to require some type of special educational needs can be roughly calculated as follows:

The following statistics applied at the 2020 SEN2 return to DfE:

- 15% of the Essex school population has some sort of SEN.
- 3.4% of the child population currently has an Education, Health and Care Plan (this is now closer to 3.9%), and of this, 2.1% has a plan and are educated in mainstream schools, including specialist SEN units in mainstream schools, and 1.3% are educated in a special school.

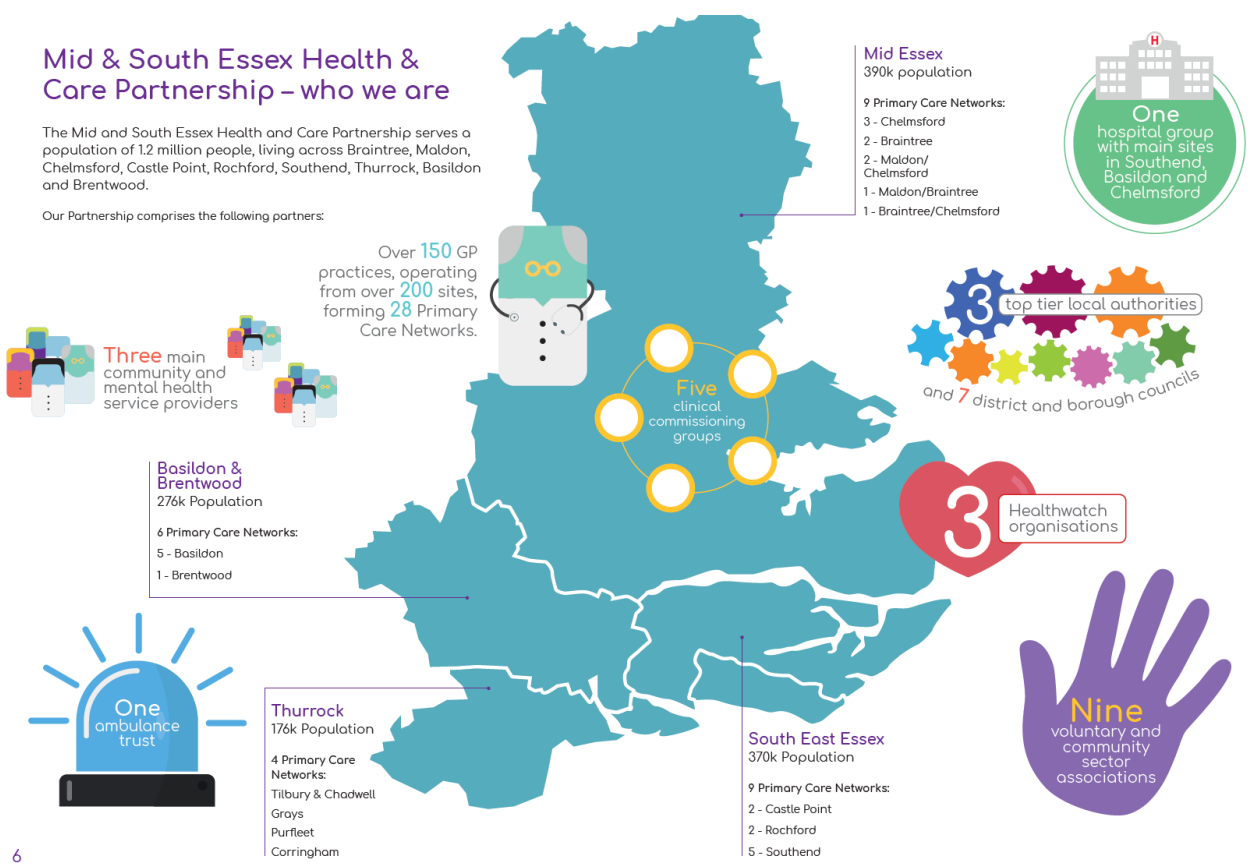
These percentages are subject to fluctuation and the trend has been upwards in recent years. Applying these figures would result in 7 SEN places per 1000 dwellings. ECC only seeks a developer contribution from developments of over 2,000 dwellings as these could result in SEN requirements for 14 pupils which would be significant enough to warrant new provision within a mainstream school or the expansion of a SEN school within the locality.



4. Health and Social Wellbeing

4.1 Overview of the Health and Care Partnership

The Mid and South Essex Health and Care Partnership (HCP) supports the health and well-being of a community of 1.2 million people residing in the boroughs and districts of Basildon Braintree Brentwood Castle Point Chelmsford Maldon Rochford Southend-on-Sea and Thurrock. A minor part of the district is within the Suffolk and North Essex Health Authority which became an Integrated Care System in May 2018.



The HCP has developed four place-based systems which involve multiple partners operating around and serving populations of approximately 170,000 - 400,000 residents. These place-based systems provide a meaningful footprint within which to plan, design and deliver health and care services for and with the local community.

In Mid and South Essex, the defined four places are Basildon and Brentwood; Mid Essex; South East Essex; and Thurrock.

The HCP comprises of 17 partner organisations spanning a spectrum of health, local authority, community, and voluntary sector organisations. These include the following:

- One hospital group, the Mid and South Essex NHS Foundation Trust (MSE Group) with three acute and four community sites
 - Basildon University Hospital
 - Broomfield Hospital (Chelmsford)
 - Southend University Hospital
 - Braintree Community Hospital
 - Orsett Hospital
 - St Peter's Hospital (Maldon)
- Three community and mental health service providers with multiple sites and services
 - Essex Partnership University NHS Foundation Trust (EPUT)
 - North East London NHS Foundation Trust (NELFT)
 - Provide (a Community Interest Company)
- One Ambulance Trust
 - East of England Ambulance Service NHS Trust (EEAST)
- Five Clinical Commissioning Groups (CCG)
 - Basildon and Brentwood CCG
 - Castle Point and Rochford CCG
 - Mid Essex CCG
 - Southend-on-Sea CCG
 - Thurrock CCG
- A network of 179 GP Practices, operating from over 200 sites, forming 28 Primary Care Networks (PCN) across the four place-based partnership groupings
 - Basildon and Brentwood – six PCNs serving a population of 276,000
 - Mid Essex – nine PCNs serving 390,000 people
 - South East Essex – nine PCNs with a of population 370,000
 - Thurrock – four PCNs supporting 176,000 people
- Three Healthwatch Organisations
 - Essex
 - Southend
 - Thurrock
- Three Local Authorities as providers of social care and commissioners of services from care agencies, care homes and the voluntary sector
 - Essex County Council
 - Southend-on-Sea Borough Council
 - Thurrock Council

- Seven district/borough authorities
 - Brentwood Borough Council
 - Basildon Council
 - Chelmsford City Council
 - Braintree & Witham District Councils
 - Maldon District Council
 - Castle Point Borough Council
 - Rochford District Council

- Nine Voluntary and Community sector organisations

Being an HCP offers the opportunity to further develop relationships between providers and plan for greater integration of services as part of the process of transitioning into an Integrated Care System (ICS).

4.2 Becoming an ICS

The Mid and South Essex HCP has just become a fully Integrated Care System (ICS) as per the ambition of the NHS Long Term Plan. ICS designation will provide many benefits:

- Putting residents at the heart of decision-making - delivering person-centred care; in the community; closer to home; and, building confidence that the changes being made are planned to work well for them.
- Supporting system partners to collaborate effectively and to take decisions together.
- Create a willingness for partners to invest collectively outside existing organisational boundaries to support transformation and develop essential social infrastructure.
- Supporting communities to thrive through the improved opportunities from education, employment, and economic growth, attracting investment to the area.
- Enable a collaborative approach to improve performance and outcomes against benchmarked standards, demonstrating real impact.
- Commission services based on consistent standards and outcome measures, moving away from traditional methods of contracting.
- Enable collective workforce resources to be deployed more efficiently; supporting staff to work in different ways with a system-focussed ethos.
- Share information safely, securely, and effectively across the partnership to better target resources and interventions where they are required.
- Unlock efficiencies and resources by reducing waste and duplication of effort.
- Streamline decision-making and governance processes.
- Support financial stability and joint decision-making on investments to deliver effectively and be accountable.
- Become self-assured by earning autonomy to self-regulate where possible.

Over the plan period, the change to an ICS is expected to have implications for the way healthcare services are procured and delivered. The intention is, where appropriate, to bring non-acute services out of acute settings, e.g. hospitals, and into the community. In terms of infrastructure this will have an equivalent impact and, moving forward, the HCP will be looking for the IDP to inform the extent of any contributions that should be sought from development.

4.3 Update to 2017 IDP

Fundamentally nothing has changed since the 2017 IDP was undertaken. There are a number of infrastructure projects and needs that require updating. These are set out below.

East of Great Notley

As per the 2017 IDP, a new build facility will be required. Existing providers may be willing to take on a new facility, however the need is for this to be in an appropriate location. This needs to reflect the fact that it must also support growth in north Chelmsford (Great Leighs) which is close to Great Notley, just over the district boundary. This could result in a facility being located within the Chelmsford City administrative area.

There are various location options which need to be considered. This relates not only to the location but the form of provision. For example, if delivered as part of a new community then it has more flexibility to take advantage of community initiatives which can focus on empowering people to stay well and look after themselves, including an increase in social prescribing.

Subject to funding, site feasibility work and options appraisals will be undertaken in the short term to identify a preferred location for a new facility.

Braintree Town

The enhanced provision created by the development of the Manor Street Surgery in Braintree town provides for the needs arising from growth in the town and at north west Braintree. Contributions will be required towards the cost of recruiting additional clinical staff, equipping the facility and to support digital innovations to increase capacity and support improved patient outcomes. The precise cost is not known at this stage. St Michael's Hospital may be refurbished to provide out of hospital and community health services. This refurbishment and reconfiguration will require funding. The cost is not known at this stage.

Growth in north Braintree will be addressed by further works to increase capacity at the Church Lane surgery. Funding will be required for these works.

In all cases, contributions will be sought from developments in Braintree Town and Braintree North.

Kelvedon / Feering

New provision is proposed to be made as part of a development for which an outline planning application has been submitted. The application process to secure NHS funding is well advanced with the new build facility capable of future expansion if needed. If this development were not to receive planning permission, a new site would need to be identified to support the provision of the new medical facility.

Witham

A new facility is to be provided within the Newlands Precinct Shopping Centre that will facilitate a multi-practice partnership. This could be ready to commence development in 18 months and will be able to address the needs arising from growth in Witham. Funding will be required to support this development and improve existing facilities to create a virtual health hub in the town.



5. Utilities

5.1 Water - used water

Anglian Water Services (AWS) is the sole wastewater service provider within Braintree District. AWS is currently preparing a Drainage and Wastewater Management Plan¹ which will be published in 2022. Strategic wastewater requirements are therefore not known at this time.

As of 1st April 2018, all off-site water and wastewater network reinforcement works necessary as a result of new development will be delivered by the relevant statutory undertaker. Local reinforcement works will be funded by the Infrastructure Charge (a fixed charge for water and wastewater for each new property connected). Strategic water and wastewater infrastructure requirements will be funded through water companies' 5-year cycle investment programmes, known as Asset Management Plans. Requirements for additional water and wastewater infrastructure will be determined at the time of individual planning applications, or, with larger regeneration allocations, in pre-application discussions with the service providers. Water providers will require an element of certainty of an application coming to fruition before they will commit to any changes to their infrastructure provision.

5.2 Water - potable supply

Braintree district has two potable water providers. The southern part of the district is served by Essex and Suffolk Water and the remainder of the district is served by Anglian Water Services.

The southern part of Braintree district forms parts of the Essex Water Resource Zone (WRZ). The Essex WRZ includes the town of Witham, reaching westward to Dagenham and Romford and eastwards out to Southend-on-Sea. The WRMP confirms that intrinsic water resources for the Essex Area are the rivers Chelmer, Blackwater, Stour and Roman River, which support pumped storage reservoirs at Hanningfield and Abberton – with treatment works near Langford, Langham, Hanningfield and Layer.

¹ <https://www.anglianwater.co.uk/about-us/our-strategies-and-plans/drainage-and-wastewater-management-plan/>

Since the last publication of the Local Plan in 2017, Essex and Suffolk Water published their latest Essex and Suffolk Water Resources Management Plan² (WRMP) in 2019. The purpose of the WRMP is to demonstrate their ability to maintain an efficient, sustainable and secure supply of water over their planning period from April 2020 to March 2060.

Within the Essex WRZ, the per capita consumption (PCC) is forecast to reduce annually over the 40-year Plan period as a result of the new metering and water efficiency initiatives. In Essex, unmeasured PCC is forecast to reduce to 133.97 litres per head per day by 2059/60, with measured properties reducing to 111.98 litres per head per day. The final supply-demand balance modelling showed that a supply surplus was maintained throughout the planning period (2020-2060) within the Essex WRZ.

Essex and Suffolk Water are promoting a new 'Abberton to Hanningfield Pipeline' scheme within their Periodic Review Business Plan (2019)³. This project sits outside Braintree District. This scheme is being promoted on the basis that it would build resilience within the supply network, in addition to the cost-benefit of future water treatment requirement drivers. It would not result in an increase in deployable output. In support of this proposal, Essex and Suffolk Water have completed a draft Habitats and Regulations Assessment (HRA) and Water Framework "No Deterioration" assessments, which amongst other matters, will address the risk of transferring Invasive Non-Native Species.

The area of the district served by Anglian Water Services falls within the Central Essex WRZ. Again, since the publication of the Local Plan in 2017, Anglian Water has published its latest Water Resources Management Plan⁴ (WRMP, 2019). The WRMP has a number of aims, which include: *"promoting the effective and efficient use of available resources, through an ambitious, customer-supported and cost-beneficial demand management programme that includes including reducing leakage by 22% by 2025 and 42% by 2045 [...]"*, *"improving the resilience of public water supplies by adapting to climate change from 2020 and moving to a higher level of service for all customers by 2025"*, *"supporting the delivery of the wider resilience strategy"* and *"enhancing the environment by reducing abstraction in sensitive areas"*.

Population growth impacts are expected to increase demand for potable water by 13.32% within the Central Essex WRZ between 2017 and 2045. Despite this, the Anglian Water WRMP states that there are no planned interventions for the Central Essex WRZ. However, a new pumping station will be provided in neighbouring WRZ Bury and Haverill and in the East Suffolk WRZ. This will create a new potable water transfer supply between Bury and Haverill, East Suffolk and South Essex. The overall cost of this preferred supply-side strategy within Essex and East Suffolk totals £111 million Capex over the period 2020-2045.

Planned sustainability reduction impacts (planned works to reduce the environmental impact of abstractions) are to have no impact on the on the Central Essex WRZ. With the above in mind, it is considered that climate change impacts (including severe drought) are also to have no impact on the vulnerability of the Central Essex WRZ up to 2045.

² <https://www.nwg.co.uk/globalassets/corporate/reports/esw-final-wrmp19.pdf>

³ http://www.nwgourplan.co.uk/pdfs/NWG_PR19_Interactive_FINAL.pdf

⁴ <https://www.anglianwater.co.uk/siteassets/household/about-us/wrmp-report-2019.pdf>

Anglian Water also published their Water Recycling Long-Term Plan in 2018⁵, which covers the period 2020-2045. Of relevance to Braintree District, their delivery plan includes the following major investments: water resource capacity improvements in Braintree (£11.3 million) and White Notley (£5.3 million) and increased drainage capacity in Braintree (£10.1 million).

As of 1st April 2018, all off-site water and wastewater network reinforcement works necessary as a result of new development will be delivered by the relevant statutory undertaker. Local reinforcement works will be funded by the Infrastructure Charge (a fixed charge for water and wastewater for each new property connected). Strategic water and wastewater infrastructure requirements will be funded through water companies' 5-year cycle investment programmes, known as Asset Management Plans. Requirements for additional water and wastewater infrastructure will be determined at the time of individual planning applications, or, with larger regeneration allocations, in pre-application discussions with the service providers. Water providers will require an element of certainty of an application coming to fruition before they will commit to any changes to their infrastructure provision.

5.3 Gas

National Grid (plc) owns and operates the high-pressure gas system in England, Scotland and Wales. A high-pressure National grid pipeline currently runs in a north-easterly/south-westerly direction throughout Braintree District, from Middleton in the north east to the west of Great Notley in the south west of the District⁶. There are eight regional distribution networks, operated by four owners. Cadent Gas Ltd is the network operator for East of England, within which Braintree District falls.

There are no gas infrastructure requirements which relate to the outstanding site allocations within the Local Plan.

5.4 Electricity

National Grid Electricity Transmission (NGET) owns and maintains the electricity transmission system in England. Within Braintree District, electricity is distributed from National Grid sites and local energy generators to customers through the distribution networks, which are owned and operated by UK Power Networks (UKPN).

In 2019, National Grid Electricity Transmission published their Business Plan for 2021-2026⁷. The purpose of the Business Plan is to set out the priorities for electricity infrastructure over the Plan period, including plans on how National Grid will respond to consumer needs and reduce the energy system's greenhouse gas emissions. Of relevance to Braintree district, two future infrastructure investments are proposed over the period 2021-2026. These include:

- "Replace conductors in the existing Bramford to Braintree to Rayleigh overhead line that have not already been reconducted, with high-rated conductors, to increase the circuit's thermal rating (project cost redacted)"

⁵ <https://www.anglianwater.co.uk/siteassets/household/in-the-community/water-recycling-long-term-plan.pdf>

⁶ <https://www.nationalgrid.com/uk/gas-transmission/uk/gas-transmission/land-and-assets/network-route-maps>

⁷ <https://www.nationalgrid.com/uk/electricity-transmission/document/131776/download>

- “Construct a new 400kV double circuit between Bramford substation and Twinstead tee point to create double circuits between Bramford to Pelham and Bramford to Braintree to Rayleigh Main. Increase power export capability from East Anglia into the rest of the transmission system (project costed redacted)”.

Whilst it is acknowledged that the above two future investment projects do not directly relate to any of the outstanding site allocations within the Local Plan, it is likely that the projects outlined will help to maintain a long term steady energy supply throughout the District and wider region.

UK Power Networks has confirmed that based on the level of growth proposed within the outstanding site allocations, future electricity infrastructure requirements are as follows:

EAST OF GREAT NOTLEY (SITE REFERENCE BLAN114)

Growth earmarked for this area is likely to require the reinforcements of the 33kV circuits between West Braintree Primary and Braintree Grid. Additional reinforcements to the 132kV or 33kV network are unlikely, however reinforcement of the local 11kV network with cables and switchgear may also be required. The developer may be required to participate in cost apportionment associated with this infrastructure project.

LAND AT RAILWAY STATION (SITE REFERENCE BRSO 152)

Planned development on this site may require reinforcement works between Lake and Elliot Primary to accommodate the additional load associated with the development and the Panfield Lane site allocation. Reinforcements to the 132kV or 33kV network are unlikely, however reinforcement of the local 11kV network with cables and switchgear may also be required. The developer may be required to participate in cost apportionment associated with this infrastructure project.

NW Braintree - Panfield Lane (site reference BOS 6H)

Planned development on this site may require reinforcement works between Lake and Elliot Primary to accommodate the additional load associated with the development and the Land at Railway Station site allocation. Reinforcements to the 132kV or 33kV network are unlikely, however reinforcement of the local 11kV network with cables and switchgear may also be required. The developer may be required to participate in cost apportionment associated with this infrastructure project

Land South of Feering/West of A12, Wood End Farm, East of Broad Road, Former Towerlands Parks site, Land North of Conrad Road (site references FEER 233, HATF315, BOCN 132, BOCN 137, WITN 426)

These developments are unlikely to require any reinforcement of the 33kV or 132kV network, however reinforcement of the local 11kV network with cables and switchgear may be required.

Developers are quoted a connection charge if they wish to connect their development to the transmission system (this includes both new transmission assets and/or any reinforcements required). On application, developers will also be charged an initial application fee. National Grid's connection charges⁸ are quantified by calculating the following: a) general system charges (all costs for providing, replacing and/or refurbishing transmission assets and all costs associated with replacing and/or refurbishing pre-vesting transmission connection assets) b) site-specific charges (including capital and non-capital charges, site-specific maintenance and transmission running costs) and c), other charges such as feasibility studies, application costs, delay charges and backfeed charges.

⁸ <https://www.nationalgrid.com/uk/electricity-transmission/document/134076/download>



6. Transport

6.1 Transport

In addition to the measures identified through the Local Plan (Parts 1 and 2) transport evidence base (which were presented in the 2017 IDP and are updated later in this section), Braintree District Council has continued to work with Essex County Council (ECC) and Highways England (HE) since the submission of the Plan on strategic highway matters (A12/A120). Additional work has also been progressed with ECC on local highway schemes and projects; funding bids; pre-application discussions; site masterplanning; and provided responses to inform the determination of specific site allocation proposals and other development sites.

Since 2017, ECC has launched its 'Safer Greener Healthier' campaign which seeks to make it as easy as possible for Essex residents to travel more sustainably, especially for shorter journeys by walking, cycling, e-scootering or taking the bus or train for longer journeys. Its vision seeks to create a road environment that is safer, especially for shorter journeys; deliver sustainable transport solutions to support the reduction in carbon emissions and deliver long-term greener benefits, including long term public health benefits. The Active Travel Fund is helping to provide new walking and cycling routes within Braintree; cycling infrastructure is being improved; e-scooter trials have commenced in Braintree; walking over shorter distances is being encouraged through the Braintree Local Cycling and Walking Infrastructure Plan (LCWIP) proposals; and businesses (50 employees or more) are being assisted in preparing and implementing effective travel plans to promote and encourage active and sustainable travel through the Smarter Travel for Essex Network (STEN).

In addition, BDC declared a climate emergency in 2019 and seeks to implement strategies enabling the Council to become carbon neutral by 2030. With the growth identified in the Local Plan there is a need for more sustainable travel options in the District to help prevent the negative impacts of traffic congestion on the network and to the environment. The new Cycling Strategy to 2030 aims to make cycling a central part of transport, planning, the local economy, health and to help support clean air strategies to help meet its climate emergency ambitions.

6.2 Highways

Since the 2017 IDP was published, the following progress has been made:

- The Road Investment Strategy (RIS1) was replaced by RIS2 in March 2020 and covers the period 2020 to 2025. RIS2 continued to set out the route investment priority for the A12 Chelmsford to A120 – widening the A12 to three lanes between junction 19 (north of Chelmsford) and junction 25 (A120 interchange). It was noted this scheme will need to take into account evolving proposals for the A120 Braintree to the A12 (see below).
- Highways England(HE) consulted on options for widening the A12 between Chelmsford (J19) and Marks Tey (J25) in 2017 and 2019. A preferred route was announced in 2020. At Hatfield Peverel junctions 20a and 20b will be closed and replaced by a new junction 21 (Witham South) to the east of Hatfield Peverel, with a local access road back to Hatfield Peverel and a walking and cycling route. A new three lane in each direction carriageway will be created between junctions 22 and 23 to effectively bypass Rivenhall End and the direct accesses along the existing A12. Junction 23 (Kelvedon South) will be removed with access to Kelvedon from Witham being provided by a local access road. The existing A12 will be widened to provide three lanes in both directions around Kelvedon, up to a new junction 24. The new junction 24 will be provided to the west of Inworth Road with an all movements dumb-bell layout providing improved access to the upgraded A12 from Inworth Road which will serve the communities of Kelvedon, Feering, Inworth, Tiptree and others. Surveys and ground investigations are currently being undertaken and, subject to funding, work is due to begin in 2023-24. The road is planned to be open for traffic in 2027/2028.
- A120 (Braintree to A12 - new route) - Following public consultation by ECC, a favoured route option was recommended to Government in 2018 running from Galleys Corner in Braintree to a new junction with the A12 south of Kelvedon. The route is expected to reduce journey times by up to 15 minutes. The scheme is now identified as a 'pipeline project' in RIS2 (2020 – 2025) and will undergo more analysis and design work by HE ahead of being considered for potential future investment and inclusion in RIS3 (2025 – 2030). HE is now building a case with the aim of announcing its preferred route for the road early in 2022.
- Millennium Way Slips – a planning application was approved in August 2020 to provide a pair of slips roads to connect the A120 eastbound carriage to Millennium Way (B1018) northbound; and Millennium Way northbound and southbound to the A120 westbound carriage. These will provide direct access on and off the A120 to and from the west removing the need to utilise Galleys Corner Roundabout (as existing). The development is designed to relieve traffic congestion at Galleys Corner Roundabout as a medium-term solution, in advance of a longer-term and separate improvement scheme for the A120 that HE are currently progressing. The scheme has also been designed to work alongside both the existing and wider vision for the A120. ECC, BDC and HE are currently working in partnership to fully understand which sequence to implement the full scheme.
- Halstead Bypass - Since the publication of the IDP, Suffolk County Council has confirmed that they will not be implementing the proposals for a Sudbury bypass further north on the A131 but will instead use alternative congestion reducing measures. ECC have considered the impacts of this and the growth along the A131 corridor, especially at Halstead and will keep the need for a bypass under review. The Halstead Bypass (A131) was originally a longer-term proposal aimed at supporting the

integrity of the A131 Primary Route, which runs from Chelmsford to Sudbury catering for longer distance traffic travelling from mid Essex and south Suffolk, and in combination with other Primary Routes, such as the A130 and A134 connects the A12 with the A14. As a result of combining the A131 route with other road improvements (such as the A120 at Braintree) only Halstead remains as a town that the A131 has to pass through. The road at present is a single carriageway with a major pinch-point at the two mini roundabout junction of the A131 Head St / A1124 Heddingham Road / A1124 Colchester Road intersection within Halstead town centre. The junction currently operates at capacity, and will be further exacerbated in the plan period, with minimal opportunities for mitigation. The route was predicated on a traditional bypass concept to remove through traffic but has not been subject to recent traffic surveys or design and is therefore shown as a diagrammatic corridor only, which would be subject to change once the best solution for the town is understood following further study work that may come forward. It would be important to ascertain whether the through traffic element still warranted a bypass approach, either in whole or in part. As part of any proposal developed there will be an increased emphasis to encourage modal shift measures such as improving public transport, cycling and walking to help address issues around car use, congestion and air quality in the town.

- Braintree Integrated Transport Package (ITP) - The Braintree ITP seeks to improve access to Braintree Town Centre through improvements to the Springwood Drive Roundabout (Springwood Drive / Rayne Road / Pod's Brook Road) by enlarging the roundabout and thereby capacity/accessibility; an additional dedicated left turn or straight ahead) on southern approach to roundabout (Pod's Brook Road) and other safety measures. Improvements to be delivered are also planned to Station Approach/Rose Hill and South Street junctions enhancing accessibility and amenity for various users of Braintree Station and local residents. Public consultation was undertaken in October 2018. Delivery of the improvements to Station Approach will be delivered via the successful Active Travel Fund Bid. The scheme is required to be delivered by 2021/2022.
- Chelmsford North East Bypass/Beaulieu Park Station – In August 2019 the Chelmsford North East Bypass (CNEB) and Beaulieu Railway Station scheme secured £218m in HIF funding. Additional funding is being secured from other developments in North Chelmsford, the new Chelmsford Garden Village, and development to the south of Braintree. The new Beaulieu railway station is planned to be operational by 2025/2026. The CNEB will be delivered in two phases with a planning application to be submitted in Spring 2021, construction to commence in 2022, and phase 1 open for traffic in 2024, which will meet the traffic demands for the next 15 years. The two schemes will enable the 7,000 commuters who travel to Chelmsford from the Braintree area to get to work more quickly, with easier access to the A12, with potentially relieving some congestion to the A120 for southerly movements.

Highway Improvements secured through strategic sites allocated in the Local Plan include:

- **Straits Mill (up to 1,000 homes)** – the development is to provide junction capacity improvements at the A131 / Broad Road roundabout and the Marks Farm roundabout on the A120, the latter of which will significantly reduce queues and delays on the A131. The existing delay at Marks Farm results in vehicles diverting through Braintree, using Broad Road. The proposed improvement at Marks Farm roundabout will lead to the principle road network being more attractive than Broad Road and would lead to the re-distribution of traffic currently using Broad Road as a 'rat-run'. A residential Travel Plan will also be prepared. A public transport contribution of £831,000 will also be provided, as well as a

number of improvements to encourage cycling and walking including a new pedestrian/cycle ramp and toucan crossings.

- **NW Braintree, Panfield Lane (up to 825 homes)** – the site is to provide a link road, with a safeguarded link into the Towerlands development, between the northern end of Springwood Drive and Panfield Lane early in the development and is expected to provide an alternative route to traffic (excluding HGVs) passing north-south through Braintree town, therefore providing a more strategic function. It will also ease the pressure on the Aetheric Road/Rayne Road junction. A contribution of £565,000 has been secured towards improvements to the Springwood Drive/Rayne Road/Pods Brook Road roundabout. A public transport contribution of £150,000 will also be provided as well as a number of improvements to encourage cycling and walking including a zebra crossing and Public Right of Way upgrade.
- **Towerlands (up to 575 homes)** – the site is to provide connection to the Panfield Lane development enabling vehicles to use the link road above. A contribution of £395,000 is also secured towards the Springwood Drive/Rayne Road/Pods Brook Road roundabout. A public transport contribution of £1,050,000 will also be provided towards a new service on a half hourly basis from the site to the town centre. A residential Travel Plan will also be prepared as well as a number of improvements to encourage cycling and walking including a new footway/cycleway
- **Horizon 120 LDO, Cuckoo Way, Great Notley** – the junction was identified as requiring mitigation in the Local Plan arising from the employment allocation. The Local Development Order (LDO) will be served by its main vehicular access for the development by providing an additional arm at the existing A131 roundabout junction with Cuckoo Way. Pedestrian / cycle access would also be provided to the site at the main access point. The second vehicular access would take the form of a left in / left out priority access junction on to the A131, which would be located approximately south of the main access roundabout.
- **Land At NE Witham Forest Road** – pre-signals on the Chipping Hill Arm of the Chipping Hill / Braintree Road roundabout and junction alterations and associated works at the Junction of Cypress Road with Braintree Road have been secured to aid capacity on the highway network
- **Land North East Inworth Road, Feering** – developer contributions have been secured towards junction improvements to Inworth Road/London Road/Rye Mill Lane and Station Road/High Street/Swan Street.

The highway modelling that informed the 2017 IDP identified junctions and links that were overcapacity as a result of development proposed in the Part 2 Plan. The modelling remains valid. However, many site-specific and strategic mitigation solutions are being progressed since the Part 2 Plan was submitted, and have been, or are currently being delivered by ECC as the local highway authority. In addition, ECC has commented upon other development proposals in the district and has secured appropriate highway and sustainable transport measures, which will be secured through both Section 106 and 278 agreements.

The following schemes have been completed and are in operation:

- A131 between Braintree and Chelmsford Route Improvements - ECC completed the £7.3 million scheme in April/May 2020, which provides improvements to the A131 (Braintree Road) and A130 (Essex Regiment Way) which is a key strategic route linking Braintree to Chelmsford. The scheme involved casualty reduction and safety measures, roundabout and bus lane improvements enhancing network capacity, extension of existing bus lane routes to support public transport including Chelmer

Valley Park and Ride. The scheme included improvements to Sheepcotes Roundabout (dedicated slip, increase capacity and widen approaches); Essex Regiment Way (extension existing bus lane); Deres Bridge Roundabout (casualty reduction improvements); and Nabbotts Roundabout (capacity and bus lane improvements).

- **Rayne Road, Braintree** - junction improvements at the intersection of Pierrefitte Way and Rayne Road have been secured to increase capacity at the junction arising from development at Rayne Lodge. Work was completed in November 2020.

Since the 2017 IDP was published, the following progress has been made regarding sustainable transport improvements:

- **Braintree Town Centre** – approximately £3m funding has been secured to create a better environment for walking, cycling and passenger transport into and around Braintree town centre. Improvements include additional disabled parking bays, wider footways, a new contraflow cycle and bus lane and paving, street lighting and street furniture improvements across the High Street and wider town centre. A new bus interchange for Braintree, with updated and increased facilities for buses and passengers is close to completion at Manor Street. Works are planned to be completed by Summer 2021 on the pedestrianisation works and by the end of 2021 on the new bus park. More details can be found on the BDC website⁹.
- **Braintree Draft Cycling Strategy (2021 – 2030) – was approved in March 2021** for consultation in Spring/Summer 2021. It seeks to create high quality cycle networks through bridging gaps and discontinuities in the existing network, improving surfaces, overcoming barriers and providing new cycle infrastructure linking key destinations, employment areas, transport interchanges and schools and encouraging more people to cycle. The Strategy will be supported by a delivery plan reviewed annually. All development sites will be expected to prioritise cycling over the car, including cycle infrastructure, in order that internal short trips can be made by bicycle creating strategic links to key attractors and/or existing networks/quietways. Planning contributions from new developments will be required to either provide funding towards new or improved cycle infrastructure or construct schemes as part of the development, or through highways work agreements off-site.
- **Local Cycling and Walking Infrastructure Plan Proposals, Braintree (March 2021)** - the ECC “Safer Greener Healthier” campaign encourages residents to travel more sustainably particularly for shorter journeys. Implementing the Local Cycling and Walking Infrastructure Plan (LCWIP), which is at Stage 3 and 4 (potential route identification) for Braintree, will help achieve this. A network plan of preferred walking and cycling routes and core zones for further development was consulted on in March 2021. These plans will guide the decisions and form the basis for funding bids. Consultation on proposals (which will include better safety and enhanced infrastructure) are programmed to take place in early Summer 2021. The LCWIPs will be integrated into local planning and transport policies, strategies, and delivery plans.
- **London Road, LCWIP scheme, Braintree – work commenced in February 2021** to provide improvements along London Road, Great Notley, from Skiddaw Close to Tortoiseshell Way, to make it safer and easier to walk or cycle into and from the town centre, improve links to schools (Notley High School and John Ray Junior School), link to the employment zones in the wider area and offer opportunities for non- motorised vehicle access for any new residents at Land East of Great Notley.

⁹ [About our district – Braintree District Council](#)

The main construction works are now complete. The scheme has improved the environment for cycling and walking on this key corridor and removed a number of conflict points that deterred cycling. The improvements were designed to encourage greater use by cyclists and pedestrians and has delivered improved footways/ cycleways, improved crossing points as well as improved signage and lining.

- **Electric Vehicle Charging Points** - BDC has established a number of multiple electric vehicle charging points accessible through subscription or pay as you go at George Yard Car Park, Aetheric Road, Causeway House, Bocking End, Halstead Leisure Centre, Colne Road, Witham Leisure Centre, Spinks Lane, Braintree Swimming Centre, Charter Way, and Braintree Enterprise Centre, Springwood Drive.
- **Gridserve Electric Forecourt** – in December 2020 the UK's first Electric Forecourt was opened adjacent to Great Notley, just off the A131 enabling 36 electric vehicles to be charged simultaneously.
- **On/off site sustainable mitigation measures** - many improvements to sustainable mode routes and infrastructure has been secured through the granting of permission of sites allocated in the Local Plan and other proposals at Braintree, Witham, Hatfield Peverel, Halstead, Kelvedon/Feering, Rayne and Cressing. These include new and/or improved bus services between the sites and key destinations (e.g. town centres/railway stations) and on/off site passenger transport infrastructure (bus stops etc), walking and cycling improvements within and linking to nearby existing routes, including Public Rights of Way (PROW) and other green infrastructure networks, safe crossings of roads; safe site access arrangements enabling sustainable modes and ensuring highway safety and efficiency, electric vehicle charging points and travel planning.
- **Great Eastern Mainline** - Abellio, which runs the Greater Anglia franchise, has been replacing its entire fleet since July 2019 with new trains, and were introduced to the Braintree Branch line in December 2020. The Great Eastern Main Line Study (July 2019) further endorses the Anglia Route Study (2016) recommendation for passing loops between Chelmsford and Witham to allow fast trains to overtake slower passenger and freight services. A precise location is still to be identified but will consider the new station at Beaulieu as a possible location.
- **Braintree Cycling Action Plan** - prepared by ECC as part of its County Cycle Strategy (2016), has been completed and published in January 2018.
- **Essex Walking Strategy** - prepared by ECC was consulted in 2019 and is planned to be published in summer 2021. The strategy recognises the importance of walking both as a form of transport and as a leisure activity and outlines in detail the steps being taken to encourage walking now and over the coming years.
- **Essex Car Share Scheme** - ECC has worked alongside Liftshare to develop this scheme to provide a free matching service to share lifts reducing the cost of journeys and traffic on the network. There is presently over 4,000 members of which the District Council is a participant.
- **South Braintree Digital Demand Responsive Transport (D-DRT)** – in March 2021 ECC secured funding (approx. £1m) from the Department for Transport's (DfT) Rural Mobility Fund to trial a digitally based demand responsive service using fully electric minibuses. The Scheme will provide corner-to-corner mobility within Rayne, Great Notley and Black Notley, whilst also serving the three business parks in Braintree (Skyline 120, Horizon 120 and Springwood Industrial Park) and offering a connection to the Braintree Bus Interchange, Railway Station and Community Hospital;

- **Demand Responsive Transport (DaRT)** – similar demand responsive minibus services run between many of the villages and towns in Uttlesford. The DaRT 2 region flexibly covers North Uttlesford and West Braintree, allowing passengers to book a journey from 3 months up to two hours before travel. DaRT 3 – operates in North East Braintree and takes passengers from rural villages to Haverhill, Sudbury and Halstead.

As a result of the Covid-19 pandemic, a series of 'Safer, Greener, Healthier' interim traffic measures have been introduced in Braintree to create more shared space for walking and cycling.

- **Active Travel Fund** – In August 2020 ECC submitted a successful bid for over £7million of government funding to develop safer, greener and healthier travel and transport locally as part of the Phase Two Active Travel Fund. New cycling and walking routes will be delivered across five towns throughout 2021/22, including Braintree. ECC and BDC have been working on improvements to the East - West route running from Station Approach to Panfield Lane. The proposals will encourage residents to walk or cycle for short local journeys and avoid using the car. The route will improve facilities for cyclists and pedestrians including an introduction of a 20 mph speed limit, additional signage, cycle symbol marking and improvements to pedestrian crossings. Consultation is expected in late May 2021.
- **Stop. Swap. Go** – ECC has launched a countywide behavioural change programme called 'Stop.Swap.Go!', which encourages people to rethink their travel habits and switch to more sustainable modes, particularly for shorter journeys. It is hoped to take 160,000 people out of their cars and into active travel. The Active Travel Fund scheme will assist in implementing and progressing this scheme to help achieve the target of reduced car movements.
- **E-Scooter Trials** – funding from DfT has been secured, and working with Spin, trials commenced in Braintree in March 2021, as part of the Safer, Greener, Healthier transport campaign. If successful, the trial will provide a new alternative mode of travel for short journeys which do not contribute to congestion.



7. Flooding

Essex County Council is the Lead Local Flood Authority (LLFA) and is responsible for producing the Local Flood Risk Management Strategy (LFRMS) for the local area. The LFRMS sets out the proposed management strategy for localised sources of flooding such as surface water runoff, ordinary water courses and groundwater. Surface Water Management Plans (SWMPs) are also produced to cover sources of flooding in areas identified as being at high risk of surface water and groundwater flooding from local sources.

Essex County Council has also established Critical Drainage Areas (CDAs), which are areas with the highest concentrations of residential properties and/or critical infrastructure at risk of surface water flooding during a severe rainfall event. Five of these Critical Drainage Areas fall within Braintree District. Each Critical Drainage Area has an accompanying Surface Water Management Action Plan, which sets out measures that the LLFA could consider to reduce flood risk in these areas.

Since the submission of the Local Plan (2017), the majority of Local Plan site allocations have been granted planning permission. Permitted sites which have implications for surface water flooding have been subject to S106 agreements.

Essex County Council has confirmed that the following outstanding site allocations sit outside of existing Critical Drainage Areas (CDAs): Land East of Great Notley (Black Notley), Land at Railway Station (Braintree), Land South of Feering/west of A12 (Feering/Kelvedon) and Wood End Farm (Hatfield Peverel). In addition, the East of Broad Road site (Braintree North), which has outline planning permission, is located within an updated CDA. The Panfield Lane site (North Braintree), which has hybrid planning permission with a signed S106 agreement, is also located within an updated CDA.

With regard to the above, Essex County Council has not identified specific flood mitigation schemes relating to any of the outstanding sites. Outstanding site allocations will, however, still be required to comply with sustainable drainage principles to mitigate adverse impacts caused by surface water flooding. Braintree District Council will continue to work with LLFA to ensure that developers are aware of additional infrastructure which may be required to support new development.

Smaller sites located in Coggeshall, Kelvedon and Feering will benefit from the flood alleviation scheme led by the Environment Agency. This scheme will provide flood protection through an “on-line” dam and the creation of an extended flood storage area¹⁰. This will maximise the flood storage capacity to 3.02 million m³ to create long-term significant flood protection improvements. To date, the project has received £1 million in central government funding and £8 million in direct funding contributions through the Blackwater Aggregates Partnership. Estimated project costs total is £9 million but has yet to receive planning permission. The Environment Agency is also investigating the potential for flood alleviation works in Great Yeldham. The estimated project cost is £552,000 with a £404,000 Partnership Funding requirement. More information on this project will be available in due course.

¹⁰ <https://www.waterbriefing.org/home/flooding/item/17795-environment-agency-progresses-%C2%A330m-flood-alleviation-scheme-for-three-essex-villages>



8. Emergency services

8.1 Police

Essex Police are responsible for keeping people safe, prevention and detection of crime and to support victims of crime. In accordance with their Force Plan 2020/2021¹¹, their main priority is to prevent, investigate and tackle the following crimes: violence in all its forms, online crime, anti-social behaviour, gangs and organised crime, safety and crime on roads, domestic abuse and burglary.

Since the publication of the Local Plan, Essex Police have published their Estates Strategy 2018-2023¹². The Strategy sets out how Essex Police will deliver their priorities and will continue to improve their estate up to 2023. The key priorities of their estate management plan are to: create modern open-plan working environments, address urgent health and safety issues, replace failing building components improve the current estate where it fails to meet the current minimum legislative and policy standards and rationalisation through better utilisation of space.

Essex Police's investment programme includes both business-as-usual and larger scheme projects. Larger schemes proposed include: remedial works and maintenance at Chelmsford Police Station, consolidation of the Police Headquarters in Chelmsford (refurbishing the west of the site, alternative provision of training facilities and the submission of a planning application for the east of the site), purchasing the site currently used by Operational Policing Command, Fleet Workshops and Force Command Unit in Boreham and the provision of a disposals re-provision facility. No specific investment projects are outlined for Braintree District. Despite this, it is envisioned that the Estates Strategy will promote operational efficiency and effectiveness across the Force.

¹¹ <https://www.essex.police.uk/police-forces/essex-police/areas/essex-police/au/about-us/the-essex-police-force-plan-20202021/>

¹² <https://www.essex.pfcc.police.uk/wp-content/uploads/2018/07/Estates-Strategy-2018.pdf>

8.2 Fire and Rescue

Essex County Fire and Rescue Service is responsible for making Essex a safe place to live, work and travel. The Service is governed by Essex Police, Fire and Crime Commissioner Fire and Rescue Authority.

In response to the 2017 Local Plan (Sections 1 and 2), the Essex County Fire and Rescue Service did not state that it had any needs arising from growth. Given that no new allocations have been proposed, no new fire and rescue service infrastructure is required.

In 2019, the Service published their Fire and Rescue Plan (2019-2024)¹³. With regard to infrastructure provision, the Plan does not set out any specific improvements and/or new services or facilities within Braintree District. However, the Plan does state that Essex County and Fire Service will work closely with Essex Police to progress the local business case, by “[...] *shared use of estates, operational collaboration, joint continuous development, joint fleet services and joint provision of appropriate specialist capabilities*”. It is therefore considered that future infrastructure needs will be assessed using a collaborative approach between emergency service providers.

8.3 Ambulance

The East of England Ambulance Service NHS Trust (EEAST) operate ambulances in Braintree District. In response to the 2017 Local Plan (Sections 1 and 2), the East of England Ambulance Service Trust (EEAST) did not state that it had any needs arising from growth. Given that no new allocations have been proposed, no new ambulance service infrastructure is required.

Since the publication of the 2017 IDP, a Memorandum of Understanding (MoU)¹⁴ between members of Mid and South Essex Health and Care Partnership states that an Integrated Care Partnership covering Mid-Essex (which encompasses EEAST, the Mid Essex CCG and Braintree District Council amongst others) will be set up to provide a greater focus on population health management, integration of care and care provision in primary and community settings. Of relevance to infrastructure planning, the MoU states that the Integrated Care Partnership may undertake Joint Strategic Needs Assessments and Healthcare Public Health Offer to assess need/demand/supply and drive commissioning parties. It is therefore considered that future development needs will be calculated within such assessments and that these will subsequently be used to inform the Local Plan process. In addition, the Mid and South Essex Health and Care Partnership state that any infrastructure requirements which arise from new housing developments will be planned for and prioritised in their Estates Programmes¹⁵.

EEAST have also published their NHS Trust Strategy (2020-2025), which sets out the relevant strategies in place to deliver their vision of ‘outstanding care, exceptional people, every hour of every day’¹⁶. As part of this Strategy, EEAST promises to further develop their urgent and emergency strategy to reflect the development of primary care networks. This will ensure that care is provided in optimal conditions, thus avoiding unnecessary hospital admissions.

¹³ https://www.essex-fire.gov.uk/_img/pics/pdf_1552658754.pdf

¹⁴ <https://www.eeastamb.nhs.uk/about-us/papers-2020/08-07-2020%20Trust%20Public%20Board%20Papers.pdf>

¹⁵ <https://www.msehealthandcarepartnership.co.uk/our-work-in-partnership/making-it-happen/buildings-review-and-improvement/>

¹⁶ https://www.eeastamb.nhs.uk/about-us/Corporate%20Strategy%202020-2025/EEAST%20Strategy%20Report_20-25_E_version.pdf



9. Waste

Essex County Council (ECC), in its capacity as a Waste Disposal Authority (WDA), is obligated to ensure the necessary infrastructure is available to meet the waste disposal requirements for Local Authority Collected Municipal Waste (LACMW) generated within Essex.

LACMW consists of all waste collected by Braintree District Council in its capacity as the waste collection authority (WCA) as well as waste collected by Essex County Council via the Recycling Centres for Household Waste (RCHW). The source of waste is primarily from households, but also includes litter, fly tipping and some commercial waste. ECC, as the WDA, is ultimately responsible for ensuring suitable arrangements are in place for the disposal of all LACMW as well as providing accessible facilities for the public to dispose of their waste.

The waste infrastructure provided directly by ECC to facilitate the disposal of waste arising in the Braintree District area consists of:

- A waste transfer station (WTS) and depot for the bulking of mixed residual waste and certain segregated waste streams to enable onward transport to disposal and treatment facilities;
- RCHW for the public to dispose of bulky waste items and other household waste.

Other waste treatment and disposal infrastructure required by the WDA to manage waste is currently secured through contracting arrangements with private operators and is not operated or provided directly by ECC. This approach is subject to periodic review and may change in the future leading to a need for increased waste infrastructure being provided directly by ECC.

The primary WTS serving the Braintree district area is located at Cordons Farm, Long Green, Cressing, which has a permitted capacity of 115,000 tonnes per annum. Considering the current usage of the WTS and anticipated future waste arisings, it is anticipated that this WTS affords sufficient future capacity for the growth detailed in the Local Plan without the need for investment in the WTS network or the establishment of new WDA bulking capacity to serve Braintree district. This view is however predicated on the current per capita waste arisings and collection system architecture remaining unchanged. Changes to services and consumer behaviour can lead to increased waste requiring handling by the WDA within the WTS network. Headroom capacity of the WTS during the plan period in light of service change impacts on per capita waste arisings.

Although residents of the Braintree district area are permitted to use any of the 21 recycling centres provided by the WDA, they will generally gravitate to the facilities that are the most geographically accessible. ECC provides two facilities within Braintree district at Springwood Drive in Braintree and Perry Road in Witham. These facilities are almost exclusively used by Braintree district residents.

These two recycling facilities operate under slightly different operating models, reflecting their footprint and their current demand and operational capacity. The recycling centre at Springwood Drive in Braintree operates to a 7-day-a-week full-service model, whilst Perry Road in Witham operates 6 days a week and restricts access to certain vehicles and material types. Neither site operates to a specific tonnage design capacity but on an operational capacity in order to achieve minimal waiting times and avoid queuing, which could impact on the nearby highway network or neighbouring properties or facilities. This is achieved through moderating visitor numbers and ensuring an adequate flow rate through the site. The demand on recycling centres through the operating day and week is uneven as it is dictated by public need which generally favours weekend and bank holiday access over weekday access. This means that whilst the sites may be quiet for large parts of the operational week there are still periods when they operate above design capacity, as they are unable to manage the peak demand without excessive waiting times leading to queuing on the highway network and some impact on neighbouring properties. It is acknowledged the planned growth in the district will lead to increased waste arisings placing increased pressure on these sites. It is expected to increase the frequency on which both sites operate above their operational capacity.

The location of growth and its scale in the Braintree Part 2 Plan are not anticipated to be of a scale that will necessitate the establishment of any additional RCHW facilities or require current facilities to be replaced. However, upgrading of the current network is likely to be necessary during the plan period to ensure adequate service levels can be maintained. This will need to focus on increasing peak vehicle handling capacity and reduce peak use by spreading it over a longer period to make growth less impactful on service levels. Detailed site-specific infrastructure requirements will be subject to further study and will form part of the review of the Essex Municipal Waste Management Strategy, and RCHW infrastructure capacity study which are planned to commence during 2021. It is anticipated that RCHW infrastructure changes required will take the form of site layout changes to increase on site user capacity and installation of infrastructure such as enhanced lighting and covered areas to better spread peak use of the service.



10. Social and community

10.1 Libraries

Since the 2017 IDP was prepared, Essex County Council – the provider of library services in Braintree district – has approved the ‘Essex Future Library Services Strategy 2019-2024 (approved in July 2019). This lays out the strategy for library provision over the early part of the plan period. The Strategy’s focus is to focus on:

- developing an investment plan to improve libraries prioritising, at least initially, larger libraries; and
- working with and supporting community groups or other partner organisations to set up community run libraries, with the aim of ensuring a library service is retained in every current location.

Decisions over which ECC-run libraries will be retained and which community-run libraries will be supported (as of mid-2019, over 80 expressions of interest had been received across the county to run community libraries) have yet to be made. As such, it is not possible at this time to identify specific infrastructure needs to support growth. In respect of library buildings, the Strategy envisages that by 2024, most library services will be in shared spaces with other public services.

The ECC Developer’s Guide for Infrastructure Contributions 2020 has contribution requirements of £244.92 per dwelling for new library provision and £77.80 per dwelling for upgrading existing facilities. Given that it is not known whether any new libraries will be provided or which existing libraries may be upgraded, it is not possible to identify a cost associated with growth. This will need to be informed on a case-by-case basis at the time that individual planning applications are received, with any required contributions secured through a Section 106 agreement.

10.2 Allotments

Based on the Braintree Open Space Study 2016 recommended provision of 0.25 hectares of allotment space per 1,000 people, Table 10.1 shows the requirements that the remaining site allocations and small sites creates.

Table 10.1: Need for allotments

	Dwellings	Population	Allotment needs (ha)	Allotment costs
Great Notley				
East of Great Notley	1,750	3,920	0.98	£98,000
Braintree				
East of Broad Road	1,000	2,240	0.56	£56,000
Former Towerlands Parks site	575	1,288	0.32	£32,200
NW Braintree - Panfield Lane	636	1,425	0.36	£35,616
Land off Chapel Hill	60	134	0.03	£3,360
Land at Railway Station	100	224	0.06	£5,600
Braintree small sites	194	435	0.11	£10,864
Kelvedon/Feering				
Land south of Feering west of A12, Feering	835	1,870	0.47	£46,760
Kelvedon/Feering small sites	71	159	0.04	£3,976
Halstead				
Halstead small sites	74	166	0.04	£4,144
Witham				
Land north of Conrad Road	150	336	0.08	£8,400
Witham small sites	101	226	0.06	£5,656
Hatfield Peverel				
Wood End Farm	400	896	0.22	£22,400
Sible Hedingham				
Sible Hedingham small sites	50	112	0.03	£2,800
Silver End				
Silver End small sites	65	146	0.04	£3,640

Whilst allotment provision can take many forms and scales, it is assumed that a requirement of less than 0.5 hectares will not be provided on site. In this regard, the only sites that should be required to provide allotments on site are the developments east of Great Notley and east of Broad Road in Braintree. Cumulatively, other growth in Braintree would be sufficient to justify new stand-alone allotment provision but a site would need to be identified.

Beyond the plan period, growth east of Great Notley (250 dwellings), would require a further 0.13 hectares of provision which could be made on site. Where possible, land should be reserved for provision in the later phases of development.

The total cost of allotment provision during the plan period would be £339,416, with a further £13,000 beyond the plan period. These costs may be reduced if contributions cannot be put towards specific provision.

10.3 Community Centres

Updating the 2017 IDP with the latest position on allocations provides the following requirements shown in Table 10.2. This shows that the growth during the plan period creates a requirement for two large community centres and five small centres, costing £2,972,112. Beyond the plan period the additional growth does not create any additional need.

Table 10.2: Need for community centres

	Dwellings	Community centre needs (sqm)	Community centre needs - facilities	New community centre costs
Great Notley				
East of Great Notley	1,750	770	1 large + 1 small centre	£1,001,000
Braintree				
East of Broad Road	1,000	440	1 large centre	£572,000
Former Towerlands Parks site	575	253	1 small centre	£328,900
NW Braintree - Panfield Lane	636	280	1 small centre	£363,792
Land off Chapel Hill	60	26	None - too small	£0
Land at Railway Station	100	44	None - too small	£0
Braintree small sites	194	85	None - too small	£0
Kelvedon/Feering				
Land south of Feering west of A12, Feering	835	367	1 small centre	£477,620
Kelvedon/Feering small sites	71	31	None - too small	£0
Halstead				
Halstead small sites	74	33	None - too small	£0
Witham				
Land north of Conrad Road	150	66	None - too small	£0
Witham small sites	101	44	None - too small	£0
Hatfield Peverel				
Wood End Farm	400	176	1 small centre	£228,800
Sible Hedingham				
Sible Hedingham small sites	50	22	None - too small	£0
Silver End				
Silver End small sites	65	29	None - too small	£0



11. Leisure and recreation

11.1 Children's Play and Youth Facilities

Based on the Fields in Trust (FIT) standard of 0.25 hectares per 1,000 population for all play provision and 0.30 hectares per 1,000 population for youth provision (along with recommendations on associated size of provision), Table 11.1 shows the requirements that the remaining site allocations and small sites creates.

This shows that during the plan period there is a need for six local equipped areas for play (LEAPs), one neighbourhood equipped area for play (NEAP) and three multi-use games areas (MUGAs) for youth needs.

One NEAP and one MUGA is required at land east of Great Notley and a further two LEAPs and one MUGA at land east of Broad Road in Braintree. LEAPs are also required at the Towerlands Parks, Panfield Lane and south of Feering/west of A12 sites. The latter site also requires a MUGA. The total cost of provision is £665,000.

Growth beyond the plan period at land east of Great Notley could justify the provision of a further LEAP costing £40,000.

Table 11.1: Need for play and youth facilities

	Dwgs.	Pop.	Play space needs (ha)	LEAPs needed	NEAPs needed	Youth needs (ha)	MUGAs needed	Play space and youth needs - costs
Great Notley								
East of Great Notley	1,750	3,920	0.98	0	1	1.18	1	£195,000
Braintree								
East of Broad Road	1,000	2,240	0.56	2	0	0.67	1	£195,000
Former Towerlands Parks site	575	1,288	0.32	1	0	0.39	0	£40,000
NW Braintree - Panfield Lane	636	1,425	0.36	1	0	0.43	0	£40,000
Land off Chapel Hill	60	134	0.03	0	0	0.04	0	£0
Land at Railway Station	100	224	0.06	0	0	0.07	0	£0
Braintree small sites	194	435	0.11	0	0	0.13	0	£0
Kelvedon/Feering								
Land south of Feering west of A12, Feering	835	1,870	0.47	1	0	0.56	1	£155,000
Kelvedon/Feering small sites	71	159	0.04	0	0	0.05	0	£0
Halstead								
Halstead small sites	74	166	0.04	0	0	0.05	0	£0
Witham								
Land north of Conrad Road	150	336	0.08	0	0	0.10	0	£0
Witham small sites	101	226	0.06	0	0	0.07	0	£0
Hatfield Peverel								
Wood End Farm	400	896	0.22	1	0	0.27	0	£40,000
Sible Hedingham								
Sible Hedingham small sites	50	112	0.03	0	0	0.03	0	£0
Silver End								
Silver End small sites	65	146	0.04	0	0	0.04	0	£0

11.2 Outdoor pitches

Based on the FIT standard of 1.2 hectares per 1,000 population for grass pitch provision, Table 11.2 shows the requirements that the remaining site allocations and small sites creates.

Table 11.2: Need for grass sports pitches

	Dwgs.	Pop.	Sports pitch needs (ha)	No. of adult pitches (football)	Sports pitch costs	Changing facilities required?	Changing facilities costs
Great Notley							
East of Great Notley	1,750	3,920	5	6	£600,000	Yes	£690,000
Braintree							
East of Broad Road	1,000	2,240	3	4	£400,000	Yes	£265,000
Former Towerlands Parks site	600	1,344	2	2	£200,000	No	£0
NW Braintree - Panfield Lane	636	1,425	2	2	£200,000	No	£0
Land off Chapel Hill	60	134	0	0	£0	No	£0
Land at Railway Station	100	224	0	0	£0	No	£0
Braintree small sites	194	435	1	1	£100,000	No	£0
Kelvedon / Feering							
Land south of Feering west of A12, Feering	835	1,870	2	3	£300,000	No	£0
Kelvedon/Feering small sites	71	159	0	0	£0	No	£0
Halstead							
Halstead small sites	74	166	0	0	£0	No	£0
Witham							
Land north of Conrad Road	150	336	0	0	£0	No	£0
Witham small sites	101	226	0	0	£0	No	£0
Hatfield Peverel							
Wood End Farm	400	896	1	1	£100,000	No	£0
Sible Hedingham							
Sible Hedingham small sites	50	112	0	0	£0	No	£0
Silver End							
Silver End small sites	65	146	0	0	£0	No	£0

In total there is a need for 22 adult pitches, with provision east of Great Notley and east of Broad Road justifying the provision of changing facilities. The total cost of this provision would be £1,900,000 for the pitches and £955,000 for the changing facilities (based on Sport England Facility Costs, Q2 2020). Beyond the plan period, the additional growth east of Great Notley would justify provision of an additional football pitch costing £100,000.

11.3 Indoor sports halls

Updating the 2017 IDP with the latest position on allocations provides the following requirements shown in Table 11.3. This shows that there is a need for a sports court at East of Great Notley and at East of Broad Road, each costing £755,000 (based on Sport England Facility Costs, Q2 2020). No other sites generate a need for any new sports courts.

Table 11.3: Need for indoor sports facilities

	Dwellings	Population	No. of courts	Costs
Great Notley				
East of Great Notley	1,750	3,920	1	£755,000
Braintree				
East of Broad Road	1,000	2,240	1	£755,000
Former Towerlands Parks site	600	1,344	0	£0
NW Braintree - Panfield Lane	636	1,425	0	£0
Land off Chapel Hill	60	134	0	£0
Land at Railway Station	100	224	0	£0
Braintree small sites	194	435	0	£0
Kelvedon / Feering				
Land south of Feering west of A12, Feering	835	1,221	0	£0
Kelvedon/Feering small sites	71	159	0	£0
Halstead				
Halstead small sites	74	166	0	£0
Witham				
Land north of Conrad Road	150	336	0	£0
Witham small sites	101	226	0	£0
Hatfield Peverel				
Wood End Farm	400	1,008	0	£0
Sible Hedingham				
Sible Hedingham small sites	50	112	0	£0
Silver End				
Silver End small sites	65	146	0	£0

It should be noted that both these locations where sports courts are required are also expected to deliver large community centres. It may therefore be appropriate to include such sports provision as part of the offer at the community centre. This may represent a more cost-efficient solution.

11.4 Indoor swimming pools

The 2017 IDP identified that the two Garden Communities in Braintree district would create a need for a new swimming pool, particularly if growth beyond the plan period is taken into account. It was suggested that the most realistic scenario was for a new pool to be provided at the West Colchester Garden Community.

The removal of the two Garden Communities from the Part 1 Plan that were geographically relevant to Braintree means that the plan growth will be spread across a larger number of locations. In this regard, the need for a new swimming pool to address growth is not justified; there is therefore no need for any new indoor swimming pools.



12. Green Infrastructure

12.1 Open Spaces – Parks and Gardens, Amenity, Natural and Semi-Natural Green Spaces

The Braintree Open Space Study 2016¹⁷, proposes the following standards for provision of green space:

- Parks and recreation grounds – 1.4 hectares per 1,000 population.
- Natural and semi-natural green spaces and amenity green spaces – 1.0 hectare per 1,000 population.

Updating the 2017 IDP with the latest position on allocations provides the following requirements shown in Table 12.1. This shows that over 32.5 hectares of green space is required to address the needs arising from growth.

¹⁷ Ethos (2016) *Braintree Open Space Study 2016-2033*, for Braintree District Council

Table 12.1: Green space requirements to support growth

	Dwellings	Population	Parks and recreation ground needs (ha)	Natural, semi-natural and amenity green space needs (ha)
Great Notley				
East of Great Notley	1,750	3,920	5.49	3.92
Braintree				
East of Broad Road	1,000	2,240	3.14	2.24
Former Towerlands Parks site	575	1,288	1.80	1.29
NW Braintree - Panfield Lane	636	1,425	1.99	1.42
Land off Chapel Hill	60	134	0.19	0.13
Land at Railway Station	100	224	0.31	0.22
Braintree small sites	194	435	0.61	0.43
Kelvedon / Feering				
Land south of Feering west of A12, Feering	835	1,870	2.62	1.87
Kelvedon/Feering small sites	71	159	0.22	0.16
Halstead				
Halstead small sites	74	166	0.23	0.17
Witham				
Land north of Conrad Road	150	336	0.47	0.34
Witham small sites	101	226	0.32	0.23
Hatfield Peverel				
Wood End Farm	400	896	1.25	0.90
Sible Hedingham				
Sible Hedingham small sites	50	112	0.16	0.11
Silver End				
Silver End small sites	65	146	0.20	0.15
Total			19.01	13.58



13. Infrastructure Schedule

This section of the IDP provides a summary of proposed infrastructure requirements within Braintree District. This is reflective of the needs arising from the following outstanding site allocations or sites in the planning pipeline listed in Table 2.6.

Proposed infrastructure requirements were identified through a number of sources, including:

- Adopted Plans and Strategies
- Service provider engagement (external and internal)

Infrastructure Table Information Summary

For each proposed infrastructure project/requirement, information has been recorded for each of the following headings:

- Estimated overall cost
- Funding source(s)
- Identified secured funding
- Funding gap
- Project timescales
- Lead organisation(s)
- Category (critical, necessary or important)
- Status (in development, planned or identified need figure only)
- Associated Local Plan policies
- Source(s)

Where information is missing, missing gaps have been recorded as 'unknown'. It is considered that further information is likely to come forward as plans develop.

Project Timescales

To align with the emerging Part 2 Local Plan period, the IDP has divided project timescales into the following phases:

- Phase 1: 2021-2024
- Phase 2: 2025-2028
- Phase 3: 2029-2032/3

Categorising Infrastructure

The IDP assesses infrastructure requirements and needs and assigns each project/requirement a priority based on whether the provision is critical, important and desirable. For the purposes of the IDP, the definitions which apply to the prioritisation of infrastructure are summarised in Table 13.1 below. It is important to note that infrastructure project prioritisation (phasing) is not reflective of its associated categorisation. For more information on the prioritisation of infrastructure projects, please see the 'Project/Requirement Status' section below.

Table 13.1: Definitions of relevant infrastructure categories

Category	Definition
Critical	Delivery of the identified infrastructure is critical and without which development cannot commence
Necessary	The identified infrastructure is necessary to support new development, but the precise timing and phasing is less critical, and development may be able to commence ahead of its provision
Important	Delivery of the identified infrastructure is important in order to help build sustainable communities, but timing and phasing is not critical over the Plan period

Project/Requirement Status

Projects/requirements outlined in this IDP Update have been assigned a status based on the latest information relating to the current delivery and progress of each project/requirement. Definitions which apply to the status of infrastructure are highlighted in Table 13.2.

The status of each infrastructure project/ requirement in part reflects its delivery stage. Put simply, it is likely that those projects/requirements that are in development are likely to be delivered before those with an 'identified need' status, as, those 'in development' have already progressed through the planning process. Please note, this is a generalised approach which reflects a snapshot of project/requirements

made during the time of writing. In some cases, emphasis on ‘identified need’ projects/requirements may change over the Plan period and therefore some projects/requirements may become prioritised over others. In essence, it is critical that balance is achieved to ensure that infrastructure provision can fully support the existing and new community. The ability to strike this balance will, in turn, affect the speed of build-out rates of developments.

Table 13.2: Project status definitions

Status	Definition
In development	Projects/requirements which have been granted planning permission and are currently being developed
Planned	Projects/requirements outlined within adopted Plans and Strategies which are to be delivered during the Plan period
Identified need	This applies to infrastructure requirements which have been outlined by internal and external service providers. In each case, the responsible service provider has taken a modelled approach to make assumptions on infrastructure needs, based on the emerging Local Plan’s housing and employment figures

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
Electricity	Replace conductors in the existing Bramford to Braintree to Rayleigh overhead line that have not already been reconducted, with high-rated conductors, to increase the circuit's thermal rating.	Unknown	Unknown	Unknown	Unknown	Phases 1 & 2	NGET	Planned	NGET Business Plan 2021-2026	N/A
Electricity	Construct a new 400kV double circuit between Bramford substation and Twinstead tee point to create double circuits between Bramford to Pelham and Bramford to Braintree to Rayleigh Main. Increase power export capability from East Anglia into the rest of the transmission system.	Unknown	Unknown	Unknown	Unknown	Phases 1&2	NGET	Planned	NGET Business Plan 2021-2026	N/A
Electricity	Reinforcements of the 33kV circuits between West Braintree Primary and Braintree Grid. Reinforcement of the local 11kV network with cables and switchgear may also be required.	Unknown	Unknown	Unknown	Unknown	Phases 1,2 & 3	NGET	Identified need	UKPN engagement (March 2021)	East of Great Notley

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
Electricity	Reinforcement works between Lake and Elliot Primary to accommodate the additional load associated with the Land at Railway Station and Panfield Lane site allocations. Reinforcement of the local 11kV network with cables and switchgear may also be required.	Unknown	Unknown	Unknown	Unknown	Phases 1,2 & 3	NGET	Identified need	UKPN engagement (March 2021)	Land at Railway Station & Panfield Lane
Electricity	These developments are unlikely to require any reinforcement of the 33kV or 132kV network, however reinforcement of the local 11kV network with cables and switchgear may be required.	Unknown	Unknown	Unknown	Unknown	Phases 1, 2 & 3	NGET	Identified need	UKPN engagement (March 2021)	Land South of Feering/West of A12, Wood End Farm, East of Broad Road, Former Towerlands Parks site, Land North of Conrad Road
Early Years & Childcare	1 no. 56-place nursery co-located with new primary school	£1,148,448	Developer contributions. Basic Need funding.	£0	£1,148,448	Phase 1	ECC	Identified need	ECC	Great Notley
Early Years & Childcare	2 no. 56-place stand alone nurseries plus 0.13ha land each	£2,296,896	Developer contributions. Basic Need funding.	£0	£2,296,896	Phases 2 & 3	ECC	Identified need	ECC	Great Notley

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
Early Years & Childcare	1 no. 56-place nursery co-located with new primary school	£1,148,448	Developer contributions	£1,148,448	£0	Phase 1	ECC	Committed	ECC	East of Broad Road
Early Years & Childcare	1 no. 56-place stand alone nursery plus 0.13ha land	£1,148,448	Developer contributions	£1,148,448	£0	Phase 1	ECC	Committed	ECC	East of Broad Road
Early Years & Childcare	1 no. 56-place stand alone nursery plus 0.13ha land	£1,148,448	Developer contributions. Basic Need funding.	£1,148,448	£0	Phase 1	ECC	Committed	ECC	Former Towerlands Parks
Early Years & Childcare	1 no. 56-place nursery co-located with new primary school	£1,148,448	Developer contributions	£1,148,448	£0	Phase 1	ECC	Committed	ECC	Panfield Lane
Early Years & Childcare	Provision for 9 EY&C places	£155,412	Developer contributions	£155,412	£0	Phase 1	ECC	Committed	ECC	Panfield Lane
Early Years & Childcare	1 no. 56-place stand alone nursery plus 0.13ha land	£1,148,448	Developer contributions. Basic Need funding.	£0	£1,148,448	Phase 1	ECC	Identified need	ECC	S. of Feering/ w. of A12
Early Years & Childcare	Provision for 10 EY&C places	£172,680	Developer contributions	£0	£172,680	Phase 1	ECC	Identified need	ECC	S. of Feering/ w. of A12
Early Years & Childcare	1 no. 56-place nursery co-located with new primary school	£1,148,448	Developer contributions	£1,148,448	£0	Phase 1	ECC	Under construction	ECC	Wood End Farm; Witham sites; Rivenhall sites
Early Years & Childcare	1 no. 30-place stand alone nursery plus 0.065ha land	£615,240	Developer contributions.	£0	£615,240	Phase 1	ECC	Identified need	ECC	Wood End Farm

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
			Basic Need funding.							
Early Years & Childcare	Provision for 2 EY&C places	£34,536	Developer contributions	£0	£34,536	Phase 1	ECC	Identified need	ECC	Wood End Farm
Early Years & Childcare	Provision for 5 EY&C places	£86,340	Developer contributions	£0	£86,340	Phase 1	ECC	Identified need	ECC	Crittall Works & Finishing Co.
Primary education	Expansion of St Peter's PS	£3,527,725	Developer contributions. Basic Need funding.	£2,790,000	£737,725	Phase 1	ECC	Committed	ECC	Coggeshall sites
Primary education	Expansion of Feering PS	£604,380	Developer contributions. Basic Need funding.	£133,707	£470,673	Phase 2	ECC	Committed	ECC	Feering sites
Primary education	0.5FE expansion of Halstead PS	£2,072,160	Developer contributions. Basic Need funding.	£1,514,208	£557,952	Phase 3	ECC	Identified need	ECC	Halstead sites
Primary education	Safeguard for 3FE PS plus 56-place nursery and 2.7ha land	£8,613,360	Developer contributions	£0	£8,613,360	Phase 2	ECC	Identified need	ECC	East of Great Notley
Primary education	1FE expansion of Feering PS (or provision of land – 2.1ha - for new school on site)	£4,306,680	Developer contributions	£0	£4,306,680	Phase 2	ECC	Identified need	ECC	S. of Feering/ w. of A12
Primary education	1 no. 2FE PS plus 56-place nursery and 2.7ha land	£8,613,360	Developer contributions	£0	£8,613,360	Phase 1	ECC	Committed	ECC	East of Broad Road

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
Primary education	1 no. 2FE PS plus 56-place nursery and 2.7ha land	£8,613,360	Developer contributions. Basic Need funding.	£4,075,046	£4,538,314	Phase 1	ECC	Committed	ECC	Panfield Lane
Primary education	Provision for 10 primary places	£3,260,772	Developer contributions	£3,260,772	£0	Phase 1	ECC	Committed	ECC	Former Towerlands Parks
Primary education	1 no. 2FE PS plus 56-place nursery and 2.7ha land	£8,613,360	Developer contributions. Basic Need funding.	£5,926,909	£2,686,451	Phase 1	ECC	Under construction	ECC	Wood End Farm; Witham sites; Rivenhall sites
Secondary education	5FE expansion of provision in Braintree forecast group area	£17,831,250	Developer contributions	£254,148	£17,577,102	Phases 1, 2 & 3	ECC	Identified need	ECC	East of Great Notley, land off Chapel Hill, Land at Railway Station, east of Broad Road, former Towerlands Parks site and Panfield Lane
Secondary education	2FE expansion of provision in Witham forecast group area	£7,132,500	Developer contributions	£0	£7,132,500	Phases 1, 2 & 3	ECC	Identified need	ECC	Wood End Farm, Crittall Works & Finishing Company, land north of Conrad Road
Secondary education	1FE expansion of provision in Halstead/ Hedingham/ Coggeshall forecast group area	£3,566,250	Developer contributions	£1,392,840	£2,173,410	Phases 1, 2 & 3	ECC	Identified need	ECC	S. of Feering/ w. of A12, former Tanners Dairy
Sixth form education	Additional provision in Braintree forecast group area	£3,566,250	Developer contributions	£0	£3,566,250	Phases 1, 2 & 3	ECC	Identified need	ECC	East of Great Notley, land off Chapel Hill, Land at Railway Station, east of Broad Road, former

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
										Towerlands Parks site, Panfield Lane
Sixth form education	Additional provision in Witham forecast group area	£1,426,500	Developer contributions	£0	£1,426,500	Phases 1, 2 & 3	ECC	Identified need	ECC	Wood End Farm, Crittall Works & Finishing Company, land north of Conrad Road
Sixth form education	Additional provision in Halstead/ Hedingham/ Coggeshall forecast group area	£713,250	Developer contributions	£0	£713,250	Phases 1, 2 & 3	ECC	Identified need	ECC	S. of Feering/ w. of A12, former Tanners Dairy
Special Educational Needs	Additional provision, potentially within specialist units in mainstream schools	N/k	N/k	£0	N/k	Phases 1, 2 & 3	ECC	Identified need	ECC	District-wide growth
Health	New-build facility	N/k	Developer contributions	£0	N/k	Phase 2	Mid Essex CCG	Identified need	NHS England	East of Great Notley
Health	Improvements/ relocation to Manor Street Surgery, Braintree town	N/k	Developer contributions	£0	N/k	Phase 1	Mid Essex CCG	Identified need	NHS England	Braintree town sites
Health	Refurbishment of St Michael's Hospital to provide out-of-hospital and community health services	N/k	Developer contributions	£0	N/k	Phase 1	Mid Essex CCG	Identified need	NHS England	Braintree town sites
Health	Increase of capacity at Church Lane Surgery	N/k	Developer contributions	£0	N/k	Phase 1	Mid Essex CCG	Identified need	NHS England	North Braintree sites
Health	New provision	N/k	Developer contributions	£0	N/k	Phase 2	Mid Essex CCG	Identified need	NHS England	Kelvedon/ Feering sites

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
Health	New facility within Grove Shopping Centre	N/k	Developer contributions	£0	N/k	Phase 1	Mid Essex CCG	Identified need	NHS England	Witham sites
Health	Improve existing medical facilities in Witham	N/k	Developer contributions	£0	N/k	Phase 1	Mid Essex CCG	Identified need	NHS England	Witham sites
Waste	Upgrading of current network of Recycling Centres for Household Waste (RCHWs)	N/k	Developer contributions	£0	N/k	Phases 2 and 3	ECC	Identified need	ECC	All sites
Libraries	N/k	N/k	Developer contributions	£0	N/k	Phases 1, 2 & 3	ECC	Identified need	ECC	All sites
Allotments	0.98ha of allotment provision	£98,000	Developer contributions	£0	£98,000	Phases 1, 2 & 3	Parish councils	Identified need	IDP	East of Great Notley
Allotments	0.13ha of allotment provision	£13,000	Developer contributions	£0	£13,000	Beyond plan period	Parish councils	Identified need	IDP	East of Great Notley
Allotments	0.56ha of allotment provision	£56,000	Developer contributions	£0	£98,000	Phase 1	Parish councils	Identified need	IDP	East of Broad Road
Allotments	0.88ha of allotment provision	£87,640	Developer contributions	£0	£87,640	Phases 1, 2 & 3	Parish councils	Identified need	IDP	Other Braintree sites
Allotments	0.51ha of allotment provision	£50,736	Developer contributions	£0	£50,736	Phases 1, 2 & 3	Parish councils	Identified need	IDP	Kelvedon/ Feering sites
Community centres	1 no. large and 1 no. small community centre	£1,001,000	Developer contributions	£0	£1,001,000	Phases 2 & 3	Parish councils	Identified need	IDP	East of Great Notley
Community centres	1 no. large community centre	£572,000	Developer contributions	£0	£572,000	Phase 1	Parish councils	Identified need	IDP	East of Broad Road

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
Community centres	1 no. small community centre	£328,900	Developer contributions	£0	£328,900	Phase 1	Parish councils	Identified need	IDP	Former Towerlands Parks
Community centres	1 no. small community centre	£363,792	Developer contributions	£0	£363,792	Phase 1	Parish councils	Identified need	IDP	Panfield Lane
Community centres	1 no. small community centre	£477,620	Developer contributions	£0	£477,620	Phase 1	Parish councils	Identified need	IDP	S. of Feering/ w. of A12
Community centres	1 no. small community centre	£228,800	Developer contributions	£0	£228,800	Phase 1	Parish councils	Identified need	IDP	Wood End Farm
Children's play facilities	1 no. NEAP	£80,000	Developer contributions	£0	£80,000	Phase 2	Parish councils	Identified need	IDP	East of Great Notley
Children's play facilities	1 no. LEAP	£40,000	Developer contributions	£0	£40,000	Beyond plan period	Parish councils	Identified need	IDP	East of Great Notley
Children's play facilities	2 no. LEAPs	£80,000	Developer contributions	£0	£80,000	Phases 1 & 2	Parish councils	Identified need	IDP	East of Broad Road
Children's play facilities	1 no. LEAP	£40,000	Developer contributions	£0	£40,000	Phase 1	Parish councils	Identified need	IDP	Former Towerlands Parks
Children's play facilities	1 no. LEAP	£40,000	Developer contributions	£0	£40,000	Phase 1	Parish councils	Identified need	IDP	Panfield Lane
Children's play facilities	1 no. LEAP	£40,000	Developer contributions	£0	£40,000	Phase 1	Parish councils	Identified need	IDP	S. of Feering/ w. of A12
Children's play facilities	1 no. LEAP	£40,000	Developer contributions	£0	£40,000	Phase 1	Parish councils	Identified need	IDP	Wood End Farm
Youth facilities	1 no. MUGA	£115,000	Developer contributions	£0	£115,000	Phase 2	Parish councils	Identified need	IDP	East of Great Notley

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
Youth facilities	1 no. MUGA	£115,000	Developer contributions	£0	£115,000	Phase 1	Parish councils	Identified need	IDP	East of Broad Road
Youth facilities	1 no. MUGA	£115,000	Developer contributions	£0	£115,000	Phase 1	Parish councils	Identified need	IDP	S. of Feering/ w. of A12
Outdoor sports pitches	6 no. adult pitches	£600,000	Developer contributions	£0	£600,000	Phases 2 & 3	Sports clubs	Identified need	IDP	East of Great Notley
Outdoor sports pitches	Changing facilities	£690,000	Developer contributions	£0	£690,000	Phases 2 & 3	Sports clubs	Identified need	IDP	East of Great Notley
Outdoor sports pitches	1 no. adult pitch	£100,000	Developer contributions	£0	£100,000	Beyond plan period	Sports clubs	Identified need	IDP	East of Great Notley
Outdoor sports pitches	4 no. adult pitches	£400,000	Developer contributions	£0	£400,000	Phase 1	Sports clubs	Identified need	IDP	East of Broad Road
Outdoor sports pitches	Changing facilities	£265,000	Developer contributions	£0	£265,000	Phase 1	Sports clubs	Identified need	IDP	East of Broad Road
Outdoor sports pitches	2 no. adult pitches	£200,000	Developer contributions	£0	£200,000	Phase 1	Sports clubs	Identified need	IDP	Former Towerlands Parks
Outdoor sports pitches	2 no. adult pitches	£200,000	Developer contributions	£0	£200,000	Phase 1	Sports clubs	Identified need	IDP	Panfield Lane
Outdoor sports pitches	1 no. adult pitch	£100,000	Developer contributions	£0	£100,000	N/k	Sports clubs	Identified need	IDP	Braintree small sites

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
Outdoor sports pitches	3 no. adult pitches	£300,000	Developer contributions	£0	£300,000	Phase 2	Sports clubs	Identified need	IDP	S. of Feering/ w. of A12
Outdoor sports pitches	1 no. adult pitch	£100,000	Developer contributions	£0	£100,000	Phase 1	Sports clubs	Identified need	IDP	Wood End Farm
Indoor sports halls	1-court indoor sports hall	£755,000	Developer contributions	£0	£755,000	Phases 2 & 3	Parish councils/ sports clubs	Identified need	IDP	East of Great Notley
Indoor sports halls	1-court indoor sports hall	£755,000	Developer contributions	£0	£755,000	Phase 1	Parish councils/ sports clubs	Identified need	IDP	East of Broad Road
Green infrastructure	9.41ha of green space	N/k	On-site provision and/or developer contributions	£0	N/k	N/a	Developer	Identified need	IDP	East of Great Notley
Green infrastructure	5.38ha of green space	N/k	On-site provision and/or developer contributions	£0	N/k	N/a	Developer	Identified need	IDP	East of Broad Road
Green infrastructure	3.09ha of green space	N/k	On-site provision and/or developer contributions	£0	N/k	N/a	Developer	Identified need	IDP	Former Towerlands Parks
Green infrastructure	3.42ha of green space	N/k	On-site provision and/or	£0	N/k	N/a	Developer	Identified need	IDP	Panfield Lane

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
			developer contributions							
Green infrastructure	1.90ha of green space	N/k	On-site provision and/or developer contributions	£0	N/k	N/a	Developer	Identified need	IDP	Braintree small sites
Green infrastructure	4.49ha of green space	N/k	On-site provision and/or developer contributions	£0	N/k	N/a	Developer	Identified need	IDP	S. of Feering/ w. of A12
Green infrastructure	0.38ha of green space	N/k	On-site provision and/or developer contributions	£0	N/k	N/a	Developer	Identified need	IDP	Kelvedon/ Feering small sites
Green infrastructure	0.40ha of green space	N/k	On-site provision and/or developer contributions	£0	N/k	N/a	Developer	Identified need	IDP	Halstead small sites
Green infrastructure	0.81ha of green space	N/k	On-site provision and/or developer contributions	£0	N/k	N/a	Developer	Identified need	IDP	Land north of Conrad Road
Green infrastructure	0.54ha of green space	N/k	On-site provision and/or	£0	N/k	N/a	Developer	Identified need	IDP	Witham small sites

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
			developer contributions							
Green infrastructure	2.15ha of green space	N/k	On-site provision and/or developer contributions	£0	N/k	N/a	Developer	Identified need	IDP	Wood End Farm
Green infrastructure	0.27ha of green space	N/k	On-site provision and/or developer contributions	£0	N/k	N/a	Developer	Identified need	IDP	Sible Hedingham small sites
Green infrastructure	0.35ha of green space	N/k	On-site provision and/or developer contributions	£0	N/k	N/a	Developer	Identified need	IDP	Silver End small sites
Transport	Highways England (HE) consulted on options for widening the A12 between Chelmsford (J19) and Marks Tey (J25) in 2017 and 2019. A preferred route was announced in 2020. At Hatfield Peverel junctions 20a and 20b will be closed and replaced by a new junction 21 (Witham South) to the east of Hatfield	Unknown	Unknown	Unknown	Unknown	Phases 1 & 2	HE	Planned	ECC	N/A

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
	<p>Peveler, with a local access road back to Hatfield Peveler and a walking and cycling route. A new three lane in each direction carriageway will be created between junctions 22 and 23 to effectively bypass Rivenhall End and the direct accesses along the existing A12. Junction 23 (Kelvedon South) will be removed with access to Kelvedon from Witham being provided by a local access road. The existing A12 will be widened to provide three lanes in both directions around Kelvedon, up to a new junction 24.</p>									
Transport - Highways	<p>A120 (Braintree to A12 - new route) - Following public consultation by ECC, a favoured route option was recommended to Government in 2018 running from Galleys Corner in Braintree to a new junction with the A12 south of Kelvedon.</p>	Unknown	Unknown	Unknown	Unknown	Phases 1, 2 and 3	HE	Planned	ECC	N/A

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
Transport - Highways	Millennium Way Slips – a planning application was approved in August 2020 to provide a pair of slips roads to connect the A120 eastbound carriage to Millennium Way (B1018) northbound; and Millennium Way northbound and southbound to the A120 westbound carriage. These will provide direct access on and off the A120 to and from the west removing the need to utilise Galleys Corner Roundabout (as existing).	Unknown	Unknown	Unknown	Unknown	Unknown	ECC, HE, BDC	Planned	ECC	N/A
Transport - Highways	Congestion reducing measures at the Halstead bypass	Unknown	Unknown	Unknown	Unknown	Unknown	ECC	Unknown	ECC	N/A
Transport - Highways	Braintree Integrated Transport Package (ITP) - The Braintree ITP seeks to improve access to Braintree Town Centre through improvements to the Springwood Drive Roundabout (Springwood Drive / Rayne Road / Pod's Brook Road) by enlarging	Unknown	Unknown	Unknown	Unknown	Phase 1	ECC	In development	ECC	N/A

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
	the roundabout and thereby capacity/accessibility; an additional dedicated left turn or straight ahead) on southern approach to roundabout (Pod's Brook Road) and other safety measures. Improvements to be delivered are also planned to Station Approach/Rose Hill and South Street junctions.									
Transport – Highways and Rail	Chelmsford North East Bypass/Beaulieu Park Station – In August 2019 the Chelmsford North East Bypass (CNEB) and Beaulieu Railway Station scheme secured £218m in HIF funding. Additional funding is being secured from other developments in North Chelmsford, the new Chelmsford Garden Village, and development to the south of Braintree. The new Beaulieu railway station is planned to be operational by 2025/2026. Bypass improvements include easier access to the A12,	Unknown	HIF	£218 million	Unknown	Phases 1 and 2	ECC	Planned	ECC	N/A

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
	with potentially relieving some congestion to the A120 for southerly movements.									
Transport – Highways, Walking & Cycling	The Straits Mills development is to provide junction capacity improvements at the A131 / Broad Road roundabout and the Marks Farm roundabout on the A120, the latter of which will significantly reduce queues and delays on the A131. A number of improvements to encourage cycling and walking including a new pedestrian/cycle ramp and toucan crossings will also be incorporated.	Unknown	Developer contribution	£831,000	Unknown	Unknown	ECC	Planned	ECC, developer	Straits Mills
Transport – Highways, Walking & Cycling	The Panfield Lane site is to provide a link road, with a safeguarded link into the Towerlands development, between the northern end of Springwood Drive and Panfield Lane early in the development and is expected to provide an alternative route to traffic (excluding HGVs) passing	Unknown	Developer contributions	£565,000 has been secured towards improvements to the Springwood Drive/Rayne Road/Pods Brook Road roundabout	Unknown	Unknown	ECC	Planned	ECC, developer	Panfield Lane

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
	north-south through Braintree town, therefore providing a more strategic function. It will also ease the pressure on the Aetheric Road/Rayne Road junction. Improvements to the Springwood Drive/Rayne Road/Pods Brook Road roundabout are planned. A public transport contribution will also be provided as well as a number of improvements to encourage cycling and walking including a zebra crossing and Public Right of Way upgrade.			£150,000 public transport contribution						
Transport – Highways, Public Transport and Walking & Cycling	The Towerlands site is to provide connection to the Panfield Lane development enabling vehicles to use the link road above. A contribution is also secured towards the Springwood Drive/Rayne Road/Pods Brook Road roundabout. A public transport contribution will also be provided towards a new service on a half hourly	Unknown	Developer contributions	Contribution of £395,000 towards Springwood Drive/Rayne Road/Pods Brook Road roundabout. Public transport	Unknown	Unknown	ECC, developer	Planned	ECC	Towerlands

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
	basis from the site to the town centre.			contribution of £1,050,000						
Transport – Highways, Walking & Cycling	Horizon 120 LDO, Cuckoo Way, Great Notley – the junction was identified as requiring mitigation in the Local Plan arising from the employment allocation. The Local Development Order (LDO) will be served by its main vehicular access for the development by providing an additional arm at the existing A131 roundabout junction with Cuckoo Way. Pedestrian / cycle access would also be provided to the site at the main access point. The second vehicular access would take the form of a left in / left out priority access junction on to the A131, which would be located approximately south of the main access roundabout.	Unknown	Unknown	Unknown	Unknown	Unknown	ECC	Planned	ECC	Horizon 120 LDO

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
Transport - Highways	Pre-signals on the Chipping Hill Arm of the Chipping Hill / Braintree Road roundabout and junction alterations and associated works at the Junction of Cypress Road with Braintree Road have been secured to aid capacity on the highway network.	Unknown	Unknown	Unknown	Unknown	Unknown	ECC	Planned	ECC	Land At NE Witham Forest Road
Transport - Highways	Developer contributions have been secured towards junction improvements to Inworth Road/London Road/Rye Mill Lane and Station Road/High Street/Swan Street.	Unknown	Unknown	Unknown	Unknown	Unknown	ECC	Planned	ECC	Land North East Inworth Road, Feering
Transport – Highways, Public Transport, Walking & Cycling	Funding has been secured to create a better environment for walking, cycling and passenger transport into and around Braintree town centre. Improvements include additional disabled parking bays, wider footways, a new contraflow cycle and	Unknown	Unknown	£3 million	Unknown	Phase 1	ECC	In development	ECC	N/A

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
	bus lane and paving, street lighting and street furniture improvements across the High Street and wider town centre. A new bus interchange for Braintree, with updated and increased facilities for buses and passengers is close to completion at Manor Street. Works are planned to be completed by Summer 2021 on the pedestrianisation works and by the end of 2021 on the new bus park.									
Transport - Cycling	Braintree Draft Cycling Strategy (2021 – 2030) – was approved in March 2021 for consultation in Spring/Summer 2021.	Unknown	Unknown	Unknown	Unknown	Phase 1	ECC	In development	ECC	N/A
Transport – Walking & Cycling	Local Cycling and Walking Infrastructure Plan Proposals, Braintree (March 2021) - the ECC “Safer Greener Healthier” campaign encourages residents to travel more sustainably particularly for	Unknown	Unknown	Unknown	Unknown	Phase 1	ECC	In development	ECC	N/A

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
	<p>shorter journeys. Implementing the Local Cycling and Walking Infrastructure Plan (LCWIP), which is at Stage 3 and 4 (potential route identification) for Braintree, will help achieve this. Consultation on proposals (which will include better safety and enhanced infrastructure) are programmed to take place in early Summer 2021.</p>									
Transport - Rail	<p>The Great Eastern Main Line Study (July 2019) further endorses the Anglia Route Study (2016) recommendation for passing loops between Chelmsford and Witham to allow fast trains to overtake slower passenger and freight services. A precise location is still to be identified but will consider the new station at Beaulieu as a possible location.</p>	Unknown	Unknown	Unknown	Unknown	Unknown	Network Rail	Planned	ECC	N/A

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
Transport - Walking	Essex Walking Strategy - prepared by ECC was consulted in 2019 and is planned to be published in summer 2021.	Unknown	Unknown	Unknown	Unknown	Phase 1	ECC	In development	ECC	N/A
Transport – Public Transport	South Braintree Digital Demand Responsive Transport (D-DRT) – in March 2021 ECC secured funding from the Department for Transport's (DfT) Rural Mobility Fund to trial a digitally based demand responsive service using fully electric minibuses.	Unknown	DfT Rural Mobility Fund	Approx. £1 million	Unknown	Unknown	ECC, DfT	Planned	ECC	N/A
Transport – Public Transport	Demand Responsive Transport (DaRT) – similar demand responsive minibus services run between many of the villages and towns in Uttlesford. The DaRT 2 region flexibly covers North Uttlesford and West Braintree, allowing passengers to book a	Unknown	Unknown	Unknown	Unknown	Unknown	ECC	In development	ECC	N/A

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
	journey from 3 months up to two hours before travel.									
Transport – Walking & Cycling	Active Travel Fund – In August 2020 ECC submitted a successful bid for over £7million of government funding to develop safer, greener and healthier travel and transport locally as part of the Phase Two Active Travel Fund. New cycling and walking routes will be delivered across five towns throughout 2021/22, including Braintree.	Unknown	Unknown	Unknown	Unknown	Phase 1	ECC	In development	ECC	N/A
Transport	Stop. Swap. Go – ECC has launched a countywide behavioural change programme called 'Stop.Swap.Go!', which encourages people to rethink their travel habits and switch to more sustainable modes, particularly for shorter journeys.	Unknown	Unknown	Unknown	Unknown	Unknown	ECC	In development	ECC	N/A

Infrastructure Type	Proposed Infrastructure	Estimated Overall Cost	Funding Source(s)	Identified Secured Funding	Funding Gap	Project Timescales (Phase 1: 2021-24, Phase 2: 2025-28, Phase 3: 2029-32/3)	Lead Organisation(s)	Status	Source(s):	Associated Site(s):
Transport – Public Transport	E-Scooter Trials – funding from DfT has been secured, and working with Spin, trials commenced in Braintree in March 2021, as part of the Safer, Greener, Healthier transport campaign. If successful, the trial will provide a new alternative mode of travel for short journeys which do not contribute to congestion.	Unknown	Unknown	Unknown	Unknown	Unknown	ECC, DfT	In development	ECC	N/A