



Braintree Infrastructure Delivery Plan (IDP)

Braintree Local Plan Review 2043

BRAINTREE INFRASTRUCTURE DELIVERY PLAN (IDP)

Braintree Local Plan Regulation 19

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Prepared on behalf of:
Braintree District Council

Tel: 01376 552525

Website: www.braintree.gov.uk

Prepared by:
TROY PLANNING + DESIGN

33 Foley Street, Fitzrovia, London W1W 7TL

www.troyplanning.com

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1. Introduction

- 1.1 Troy Planning + Design (TPD) has been appointed by Braintree District Council (BDC) to prepare an Infrastructure Delivery Plan (IDP) to inform and support the Braintree Local Plan Review 2043 (BLPR). The BLPR seeks to plan for growth across Braintree District for the period 2026–2043.
- 1.2 The BLPR marks a significant change from the previous Local Plan, reflecting the increased scale of development required to be planned for within Braintree District. Revisions to the standard method and the reintroduction of mandatory housing targets by Government have resulted in an increase of approximately 60% in the number of homes the District is required to deliver¹.
- 1.3 Infrastructure is therefore a key consideration in supporting the successful delivery of the growth proposed through the BLPR. The IDP:
- Considers existing infrastructure capacity and delivery constraints across the district;
 - Identifies the infrastructure required to support planned growth within the BLPR; and
 - Provides a framework for understanding how infrastructure can be planned, funded and delivered over the Plan period.

Background, Purpose, and Status of the IDP

- 1.4 This IDP has been prepared iteratively alongside the BLPR and forms part of the technical evidence informing its preparation. Its purpose is to identify, at a strategic level, the infrastructure implications of planned growth, including known capacity constraints, site-specific infrastructure requirements, wider mitigation, district-wide infrastructure, delivery responsibilities, costs, funding sources, phasing and risks.
- 1.5 The IDP does not itself determine the BLPR growth strategy or allocate development sites. Rather, infrastructure evidence has been considered alongside other technical evidence as the spatial strategy has developed, helping to inform the deliverability, viability and infrastructure implications of the BLPR growth strategy. The IDP has subsequently been updated to reflect the growth distribution, quantum and site assumptions contained within the Pre-Submission BLPR.
- 1.6 This IDP builds on the infrastructure evidence base prepared for the adopted Braintree District Local Plan, including the 2017 IDP² and the June 2021 IDP³ prepared to support the Braintree District Local Plan 2033. The preparation of this IDP began with a review of that existing evidence, infrastructure matters raised through the Regulation 18 consultation, relevant technical evidence and more recent infrastructure-provider information. This established the baseline from which the infrastructure implications of the BLPR growth strategy could be assessed.
- 1.7 The IDP therefore represents the infrastructure evidence-base position. It records the infrastructure currently identified as required to support the Pre-Submission BLPR, based on the best available evidence and infrastructure provider engagement at this stage.

¹ Braintree Local Plan Review 2043.

² Braintree District Council (2017), Braintree Infrastructure Delivery Plan Report, June 2017.

³ Braintree District Council (2021), Infrastructure Delivery Plan Update, June 2021.

Infrastructure requirements, costs, phasing, and delivery mechanisms identified in the IDP and Infrastructure Delivery Schedule (IDS) may continue to be refined through further technical work, Statements of Common Ground, further engagement with infrastructure providers, developer discussions, Local Plan Examination, planning applications and Section 106 negotiations.

Role of the Infrastructure Delivery Plan

- 1.8 The role of the IDP is to provide a clear and proportionate assessment of the infrastructure required to support the BLPR. It first considers the existing infrastructure baseline and known capacity constraints and then identifies the additional infrastructure likely to be required to address planned housing and employment growth.
- 1.9 The IDP considers the infrastructure implications of Strategic Growth Locations, non-strategic allocations, comprehensive development sites, windfall development and employment growth. It also distinguishes, where possible, between committed development where infrastructure requirements have already been considered, carried-forward allocations, and new allocations.
- 1.10 The IDP sets out, as far as possible at this stage, the infrastructure implications of the planned development proposed through the BLPR. This includes identified infrastructure projects, capacity issues, delivery mechanisms, indicative costs, delivery responsibilities, funding assumptions, phasing and priority. These matters are brought together in the Infrastructure Delivery Schedule.
- 1.11 The IDP also provides a framework for future development management. It identifies the current strategic infrastructure position, but does not replace the need for site-specific assessment at planning application stage. Planning obligations ultimately need to be considered against the statutory tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010.

Infrastructure Covered in this Plan

- 1.12 The term “infrastructure” covers a wide range of services and facilities provided by public, private and third-sector organisations. The definition of infrastructure is set out in section 216(2) of the Planning Act 2008⁴, as amended. IDPs can cover a wide range of infrastructure types depending on the needs, priorities and circumstances of the area and the planning document being prepared.
- 1.13 This IDP builds on the infrastructure evidence and knowledge base established through previous versions of the Braintree IDP, while providing a more detailed assessment of infrastructure requirements associated with the BLPR.
- 1.14 To support the proposed growth within the BLPR, this IDP considers the following infrastructure areas:
 - Education, including early years and childcare, primary education, secondary education, Special Educational Needs and Disabilities, further education and adult learning;
 - Highways and transport, including the highway network, rail, bus services and active travel;

⁴ Planning Act 2008, s.216(2).

- Water and flood management, including potable water supply, wastewater capacity and flood risk management;
- Energy infrastructure, including gas supply and electricity supply;
- Health and social care, including primary healthcare, secondary healthcare and adult social care;
- Emergency services, including ambulance, police, and fire and rescue infrastructure;
- Green infrastructure, sport, recreation and leisure, including parks and open space, play space, Suitable Alternative Natural Greenspace, RAMS mitigation, outdoor sports facilities and indoor sports facilities;
- Social and community infrastructure, including libraries, allotments, community centres, and gypsy and traveller sites;
- Waste infrastructure and minerals; and
- Digital infrastructure, including broadband and mobile connectivity.

The Infrastructure Delivery Plan as a ‘Living Document’

- 1.15 It is vital the IDP be treated as a living document. Infrastructure planning is an iterative process and the information within the IDP will need to be reviewed and updated as evidence evolves, site promoters prepare more detailed proposals, infrastructure providers refine their requirements, and funding and delivery arrangements become clearer.
- 1.16 Assessments of costs, funding, delivery responsibilities and phasing will continue to be updated through ongoing engagement with BDC, Essex County Council, infrastructure providers, site promoters, developers and funding partners. Initial cost estimates and projections will also need to take account of indexation between the date of the IDP and the point at which infrastructure is delivered.
- 1.17 Infrastructure planning, funding and delivery is complex. The IDP provides a framework for understanding existing capacity and future infrastructure needs, helping BDC, infrastructure providers, developers and funding partners to plan for the delivery of infrastructure in a coordinated and transparent way.

Infrastructure Delivery Schedule

- 1.18 The Infrastructure Delivery Schedule (IDS) is the key delivery tool within the IDP. It identifies infrastructure projects and requirements needed to support planned growth, together with available information on location, delivery body, cost, funding source, phasing, priority, dependencies and risks. The IDS is presented within Appendix A.

Document Structure

- 1.19 This document is structured as follows:
- Section 2 establishes the relevant national and local policy context for infrastructure planning and infrastructure delivery;
 - Section 3 sets out the context of the Braintree Local Plan Review 2043 and the scale of

growth that the IDP must consider;

- Section 4 sets out the overarching methodology, assumptions, limitations, and approach to preparing the IDP and identifying infrastructure requirements;
- Section 5 considers education infrastructure requirements across early years, primary, secondary, further education, adult learning and SEND;
- Section 6 considers highways and transport infrastructure;
- Section 7 considers water and flood management infrastructure;
- Section 8 considers energy infrastructure;
- Section 9 considers health and social care infrastructure;
- Section 10 considers emergency services infrastructure;
- Section 11 considers green infrastructure, sport, recreation and leisure infrastructure;
- Section 12 considers social and community infrastructure;
- Section 13 considers waste infrastructure and minerals;
- Section 14 considers digital infrastructure;
- Section 15 provides a summary of the conclusions of the IDP; and
- Section 16 provides a glossary of key abbreviations and terms used in the IDP.

1.20 Each infrastructure chapter follows a broadly consistent structure. Each chapter sets out the relevant current provision or baseline position for each topic/sub-topic, the methodology used to assess growth-related requirements, the infrastructure implications of planned growth, and any identified projects, risks, costs or delivery matters to be carried forward into the IDS.

Next Steps

- 1.21 The infrastructure assessment has been updated to reflect the housing and employment growth assumptions and trajectory contained within the Pre-Submission BLPR. The IDP will form part of the evidence base published alongside BLPR.
- 1.22 Following Regulation 19 publication, factual or technical updates to the IDP and IDS may be required to reflect representations, Statements of Common Ground, updated information from infrastructure providers or further technical evidence.
- 1.23 BDC will continue to work with infrastructure providers, relevant stakeholders and developers as the BLPR progresses towards submission and Examination. This will help ensure that the IDP continues to present the best available information on infrastructure requirements across Braintree District.

2. National and Local Policy Context

- 2.1 This section sets out the national and local planning policy context that underpins the Infrastructure Delivery Plan (IDP) and wider infrastructure planning within Braintree District.

National Planning Policy Context

- 2.2 The National Planning Policy Framework (NPPF),⁵ supported by the Planning Practice Guidance, sets the national planning policy context for plan-making in England. The BLPR is being progressed through the legacy plan-making system and, having regard to the applicable transitional arrangements, this IDP refers principally to the 2024 NPPF where relevant to the preparation and examination of the Local Plan. The subsequent August 2026 NPPF⁶ is acknowledged, but the IDP has not been restructured around the 2026 plan-making policy framework.
- 2.3 Paragraph 20 of the NPPF requires strategic policies to set out an overall strategy for the pattern, scale and design quality of places, and to make sufficient provision for housing, employment, infrastructure, community facilities, and the conservation and enhancement of the natural, built and historic environment.
- 2.4 Infrastructure Delivery Plans are an important part of the evidence base supporting Local Plans. They help demonstrate whether planned growth can be delivered and whether the infrastructure required to support growth has been identified, costed where possible, and considered in terms of phasing, funding and delivery responsibility.
- 2.5 Paragraph 35 of the NPPF requires plans to set out the contributions expected from development. This includes the levels and types of affordable housing required, together with other infrastructure, such as education, health, transport, flood and water management, green and digital infrastructure. The NPPF is clear that such policies should not undermine the deliverability of the plan.
- 2.6 Paragraph 59 of the NPPF is relevant as it states, where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. This reinforces the importance of identifying infrastructure requirements and testing development viability at the plan-making stage.
- 2.7 In July 2026, the Minister of State for Housing and Planning wrote to the Planning Inspectorate regarding local plan examinations, deliverability and viability.⁷ The letter emphasised the importance of a pragmatic and proportionate approach where a robust evidence base exists and there is a reasonable basis for concluding that allocations are capable of delivery over the plan period as a whole. The letter does not alter statutory local plan preparation or examination requirements, but is relevant context for considering infrastructure, deliverability and viability matters proportionately.
- 2.8 The revised NPPF was published in August 2026. The BLPR is, however, being progressed under the legacy plan-making system. In accordance with the relevant transitional arrangements, this IDP therefore retains references to the 2024 NPPF where those

⁵ MHCLG (2024), *National Planning Policy Framework*.

⁶ MHCLG (2026), *National Planning Policy Framework*.

⁷ MHCLG (2026), *Local Plan examinations: letter to the Interim Chief Executive of the Planning Inspectorate, 15 July 2026*.

references are relevant to the preparation and examination of the Local Plan. The August 2026 NPPF is acknowledged as the current national planning policy framework, but the IDP does not recast its national policy analysis around the new 2026 plan-making policy structure.

Planning Practice Guidance (PPG)

- 2.9 The PPG⁸ provides further guidance on the role of Local Plans in identifying infrastructure requirements and supporting delivery. It confirms that plans should address needs and opportunities in relation to housing, the economy, community facilities and infrastructure, and that plans should be kept up to date.
- 2.10 The PPG also provides guidance on viability and developer contributions. This is relevant to the IDP because infrastructure requirements, planning obligations and other development costs need to be understood alongside the overall viability of the Local Plan. The BLPR is being supported by separate viability evidence, and the IDP should be read alongside that work.
- 2.11 The PPG provides specific guidance on infrastructure planning through paragraph 058, Reference ID 61-058-20190315. It states that Local Plans should assess the quality and capacity of existing infrastructure and its ability to meet forecast demands. Where deficiencies are identified, planning policies should set out how those deficiencies will be addressed. The PPG also confirms that plan-making should take account of the need for strategic infrastructure, including nationally significant infrastructure, within the relevant area. This reinforces the role of the IDP in identifying baseline infrastructure capacity, assessing the implications of planned growth, and setting out the infrastructure required to support the BLPR.

Developer Contributions and Infrastructure Funding

- 2.12 Developer contributions are one of the mechanisms through which infrastructure required to support development can be secured. Contributions may be secured through Section 106 planning obligations, Section 278 highway agreements, planning conditions, direct delivery by developers, infrastructure charges, or other funding and delivery mechanisms.
- 2.13 Regulation 122 of the Community Infrastructure Levy Regulations 2010⁹ sets out the statutory tests for planning obligations. Planning obligations may only be taken into account or secured where they meet the statutory tests meaning they are:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 2.14 The IDP helps support the use of developer contributions by identifying infrastructure requirements arising from planned growth, and by setting out, where possible, the relevant project, cost, funding source, delivery responsibility, phasing and dependency. However, any planning obligation will still need to meet the relevant statutory tests at the point it is secured.

⁸ MHCLG, *Planning Practice Guidance*.

⁹ *Community Infrastructure Levy Regulations 2010 (as amended)*.

Developer Contributions and Infrastructure Funding

- 2.15 Local Planning Authorities are required to publish an Infrastructure Funding Statement annually. The Infrastructure Funding Statement reports on developer contributions received, allocated, spent and retained by the authority. It provides transparency on how developer contributions are being used and should be considered alongside the IDP when identifying infrastructure funding priorities.

Levelling-up and Regeneration Act 2023

- 2.16 The Levelling-up and Regeneration Act 2023 (LURA) provides a legislative basis for reforms to plan-making and developer contributions including the introduction of an Infrastructure Levy. At this stage, the government has made clear it does not intend to introduce this Infrastructure Levy. At the point of preparing this IDP, infrastructure delivery in Braintree District is expected to continue to rely principally on Section 106 obligations, Section 278 agreements, direct infrastructure provider investment, public funding and other funding sources where available.

Local Planning Context

Essex County Council

- 2.17 Essex has a two-tier local government structure. Essex County Council (ECC) is the upper-tier authority and is responsible for a range of infrastructure and service areas relevant to the IDP, including education, transport, surface water flooding, libraries, waste disposal, minerals and adult social care. Braintree District Council is the lower-tier authority and is responsible for local planning, housing, leisure, waste collection and other local services.
- 2.18 ECC produces a range of strategies, evidence documents and service plans that inform infrastructure delivery across the county. ECC also publishes the Essex Developers' Guide to Infrastructure Contributions,¹⁰ which sets out the scope and range of contributions towards ECC infrastructure and services that may be sought from developers and landowners where necessary to make development acceptable in planning terms. This IDP has been prepared having regard to the 2026 version of the Essex Developers' Guide.
- 2.19 ECC is also the Minerals Planning Authority and Waste Planning Authority for Braintree District. The Essex Minerals Local Plan¹¹ and Essex and Southend-on-Sea Waste Local Plan¹² form part of the development plan and are relevant to the preparation of the BLPR and IDP. Development proposals may need to consider mineral safeguarding, waste consultation areas, minerals infrastructure and waste infrastructure where relevant.

Local Government Reorganisation

- 2.20 Local Government Reorganisation is ongoing across Greater Essex. The Government has confirmed a five-unitary model, subject to the necessary approval and implementation process. Under the current programme, the existing councils across Greater Essex are expected to be replaced by five unitary authorities from April 2028.
- 2.21 Braintree District is proposed to form part of a new North East Essex unitary authority with Colchester and Tendring. Until any reorganisation takes effect, and subject to the necessary approval and any relevant legal process, BDC and ECC remain responsible for their existing

¹⁰ Essex County Council (2026), *Developers' Guide to Infrastructure Contributions*.

¹¹ Essex County Council (2014), *Essex Minerals Local Plan*.

¹² Essex County Council and Southend-on-Sea Borough Council (2017), *Essex and Southend-on-Sea Waste Local Plan*.

functions.

- 2.22 Local Government Reorganisation is relevant to the IDP because infrastructure planning, service delivery, funding priorities and future Local Plan preparation may ultimately transfer to the new unitary authority. The IDP should therefore provide a clear and transparent infrastructure evidence base that can be used by BDC, ECC, infrastructure providers and any future successor authority.

Braintree District Council and the Adopted Local Plan

- 2.23 The adopted Braintree District Local Plan 2013-2033 forms part of the statutory development plan for the District. Section 1 of the Local Plan was adopted in February 2021 and Section 2 was adopted in July 2022. The adopted plan was supported by an Infrastructure Delivery Plan, which used a baseline date of March 2020.
- 2.24 Since adoption of the Local Plan, the national planning policy context and housing requirement position have changed significantly. The revised standard method¹³ and mandatory housing targets have increased the scale of housing growth that Braintree District is required to plan for. This has prompted preparation of the BLPR.

Braintree Local Plan Review 2043

- 2.25 The BLPR is being prepared to guide growth across the District for the period 2026-2043. The plan identifies the spatial strategy, housing and employment growth, strategic growth locations, infrastructure requirements and planning policies needed to support sustainable development.
- 2.26 The BLPR, its policies and growth proposals are addressed in greater detail in the following section.

¹³ MHCLG (2024), *National Planning Policy Framework, December 2024 and Planning Practice Guidance: Housing and Economic Needs Assessment*, paragraph 001, Reference ID 2a-001-20241212.

3. Braintree Local Plan Review 2043 Growth Summary

- 3.1 This section sets out the scale, distribution, and type of growth contained within the BLPR. These growth assumptions reflect the spatial strategy developed following the Regulation 18 consultation and provide the final Regulation 19 position against which the infrastructure assessment and IDS are presented.
- 3.2 The IDP was prepared iteratively as the BLPR spatial strategy developed. Following review of the Regulation 18 consultation responses and existing infrastructure evidence, the emerging preferred spatial strategy and associated housing and employment growth assumptions were used as the basis for targeted infrastructure-provider engagement and assessment. The IDP has subsequently been updated to reflect the final growth assumptions and supporting housing and employment trajectory information contained within the Pre-Submission BLPR.
- 3.3 It is important for the IDP to distinguish between committed growth, carried-forward allocations, new allocations and post-plan capacity. Sites that are already under construction or benefit from extant planning permission are treated separately where infrastructure requirements are expected to have been considered through the development management process. However, where relevant mitigation remains undelivered, uncertain or dependent on wider strategic infrastructure, those sites remain relevant to the IDP and IDS.

Pre-Submission Local Plan Review

- 3.4 The BLPR is being prepared to guide growth across Braintree District to 2043. The plan identifies a spatial strategy focused on the main settlements of Braintree, Witham and Halstead, together with significant growth along the A12 / A120 / Great Eastern Main Line corridor, including Kelvedon, Feering and Hatfield Peverel.
- 3.5 The BLPR proposes a significant level of new housing and employment growth. This includes Strategic Growth Locations, non-strategic housing allocations, comprehensive development sites, windfall development, and employment allocations. The scale, delivery period, and location of this growth has direct implications for education, transport, water, flood risk, utilities, health, emergency services, green infrastructure, social infrastructure, waste, minerals and digital infrastructure.
- 3.6 Policy LPR81 of the Local Plan Review Pre-Submission Plan sets out BDC's approach to infrastructure delivery and impact mitigation. It requires development to demonstrate that sufficient appropriate infrastructure capacity exists to support the development, or that such capacity will be delivered by the proposal. Where additional infrastructure capacity is required, mitigation measures must be agreed with BDC and the appropriate infrastructure provider, having regard to the IDP.
- 3.7 This does not mean that new development is expected to resolve all existing infrastructure deficits. Rather, the IDP identifies existing capacity issues so that the additional impacts of planned growth can be understood, and so that proportionate mitigation can be secured in accordance with the statutory tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010.

Housing Growth Position

- 3.8 Policy LPR17 of the Regulation 19 BLPR sets out the housing delivery strategy for Braintree District. BDC is seeking to monitor and facilitate the delivery of 19,261 new homes between 2026 and 2043.
- 3.9 Policy LPR17 identifies a total plan-period housing supply of 20,274 homes up to 2043. This provides flexibility above the minimum housing requirement. The BLPR also identifies a further 4,110 homes expected to be delivered post-2043, on the Strategic Growth Locations.
- 3.10 For the purposes of infrastructure planning, the IDP uses the BLPR housing position in a proportionate way. The total BLPR housing supply of 20,274 homes provides the headline plan-period housing supply position and is relevant to plan-wide cumulative infrastructure planning. An overview of this supply position within the BLPR is set out in Table 3.1 below.

Growth / supply component	Number of dwellings	Treatment within the IDP
Total plan-period housing supply	20,274	Total figure for plan-period cumulative infrastructure planning.
Additional post plan period supply	4,110	Considered where infrastructure is planned on a whole site basis for Strategic Growth Locations
Total plan-period supply plus post-plan capacity	24,384	Total plan-period supply plus post-plan SGL capacity, used only where whole-site or long-term strategic infrastructure planning requires consideration beyond the plan period.

Table 3.1: Strategic overview of proposed housing growth within the Braintree Local Plan Review 2043

- 3.11 However, some IDP calculations focus on those elements of growth where infrastructure requirements have not already been addressed through planning permissions or construction. On this basis, Table 3.2 identifies a focused IDP assessment baseline of 14,960 plan-period dwellings, with a further 4,110 post-plan dwellings considered where infrastructure needs to be planned on a whole-site basis for Strategic Growth Locations.
- 3.12 The IDP therefore considers the infrastructure implications of the full Regulation 19 Local Plan growth position. This includes the plan-period housing supply, Strategic Growth Locations, smaller allocations, windfall allowance, employment growth and, where relevant, post-plan capacity on Strategic Growth Locations. The IDP does not seek to reopen site selection or recalculate the Local Plan trajectory. Instead, it provides a proportionate infrastructure assessment based on the latest Local Plan position and infrastructure provider engagement.

Growth component	Plan-period dwellings	Post-plan period dwellings	Notes
Sites under construction or with extant planning permission	5,314	0	Shown separately as reduced relevance for IDP considerations as key infrastructure matters understood to have been addressed through planning and development management. Not included in focused IDP assessment baseline
Existing Local Plan Allocations without extant permission	2,890		Allocations from adopted plan including Strategic Growth Locations without extant permission. Included in focused IDP assessment baseline.
New Strategic Growth Location allocations	8,150	4,110	New Strategic allocations. Post-plan capacity to be considered for whole-site infrastructure planning. Included in focused IDP assessment baseline.
Smaller non-strategic site allocations including Comprehensive Development Sites	2,945		Based on the BDC housing trajectory. Included in focused IDP assessment baseline.
Windfall allowance	975		75 dwellings per year across the plan period from 2030/31 to 2042/43. Included in focused IDP assessment baseline.
Focused IDP Assessment Baseline	14,960	4,110	19,070 dwellings when post-plan SGL capacity is included for whole-site infrastructure planning. This is an IDP assessment figure, not the Local Plan housing requirement or total plan-period supply.

Table 3.2: Overall housing growth planned for Braintree District for IDP purposes - proposed allocations of BLPR 2043 (August 2026)

Note: Sites under construction or benefiting from extant planning permission are excluded from the focused IDP assessment baseline where their principal site-specific infrastructure requirements have already been considered through the development management process. However, these sites remain relevant to the IDP and IDS where infrastructure remains outstanding or undelivered, or where they contribute to wider cumulative or strategic infrastructure requirements.

Strategic Growth Locations

- 3.13 Strategic Growth Locations form the largest component of housing growth proposed through the BLPR and are identified by Policy LPR18 and the site-specific Policies LPR19-LPR28. They are also the locations most likely to generate requirements for on-site infrastructure, strategic mitigation, land provision and phased delivery arrangements.
- 3.14 Some Strategic Growth Locations are existing allocations carried forward from the adopted Local Plan. LPR20 Land East of Broad Road, LPR21 Former Towerlands Park, LPR22 Panfield Lane and LPR27 Wood End Farm benefit from extant planning permission and form part of the 5,314 dwellings identified in Table 3.2 as under construction or benefiting from extant permission. These sites are therefore excluded from the focused IDP assessment baseline but remain relevant to the IDP where there are outstanding infrastructure requirements or ongoing projects, wider strategic dependencies or infrastructure matters that need to be monitored over the plan period.
- 3.15 The largest whole-site growth locations for infrastructure planning purposes are Kings Dene, Land South and North-East of Halstead, East of Braintree, and Hayeswood, East of Great Notley. The Strategic Growth Locations considered through the IDP are set out in Table 3.3. Appendix A contains the corresponding IDS and SGL Allocation Matrix, which identifies the infrastructure associated with each Strategic Growth Location.

Strategic Growth Locations (SGL)	Number of Homes (Within the Plan period)	Number of Homes (post-plan period)	Total Number of Homes
Existing Allocations (from adopted Local Plan)			
Hayeswood, East of Great Notley (in Black Notley Parish) (LPR19)	1,750	0	1,750
Land East of Broad Road, Braintree (LPR20) Extant Permission	1,000	0	1,000
Former Towerlands Park site, Braintree (LPR21) Extant Permission	575	0	575
North West Braintree - Panfield Lane (LPR22) Extant Permission	825	0	825
Land South East Feering (LPR25)	835	0	835
Wood End Farm, Witham (LPR27) Extant Permission	400	0	400
Subtotal – Existing SGL	5,385	0	5,385
New Allocations			
East of Braintree (LPR23)	1,900	760	2,660
Land South and North East of Halstead (LPR24)	2,850	0	2,850
Strategic Growth Locations (SGL)	Number of Homes (Within the Plan period)	Number of Homes (post-plan period)	Total Number of Homes
Kings Dene - North, West and South West of Kelvedon (New Settlement) (LPR26)	2,250	3,350	5,600
Land North of the A12, Hatfield Peverel (LPR28)	1,150	0	1,150
Subtotal – New SGL	8,150	4,110	12,260
Total	13,535	4,110	17,645

Table 3.3: Strategic Growth Locations

Employment Growth Position

- 3.16 Employment growth is also an important consideration for the IDP. Employment development can generate infrastructure requirements relating to transport, utilities, water supply, wastewater, digital connectivity, emergency services and flood risk.
- 3.17 Policy LPR3 of the Regulation 19 BLPR identifies the anticipated need for employment land across the plan period. It seeks to allocate land to ensure provision is made within the ranges set out below: - Office uses: 17,600 sqm net (2.4 ha); Research and development, industrial, storage and distribution uses: 90,000 sqm net (22.5 ha)
- 3.18 Policy LPR4 identifies the proposed location of employment land to meet these needs. The employment land position used for IDP purposes is summarised in Table 3.4 below.

Type of employment growth	Plan-period site area	Notes
Employment land under construction or with extant planning permission	6.4ha	Excluded from focused IDP growth assessment as the principal site-specific infrastructure requirements have already been considered through the development management process.
Rest-of-District employment allocations for IDP consideration	6.5ha	New employment allocations.
SGL employment allocations for IDP consideration	24.1ha	New employment allocations within or associated with Strategic Growth Locations.
Total employment land for IDP consideration (excluding committed employment land)	30.6ha	

Table 3.4: Employment land assumptions

- 3.19 The employment land figures refer to site area and do not equate directly to net employment floorspace. They are used for IDP infrastructure assessment purposes and should be interpreted alongside the Employment Land Review, Local Plan policies and site-specific information. For the purposes of the IDP, employment land treated as committed comprises development under construction or benefiting from extant planning permission.
- 3.20 For IDP purposes, the most significant employment infrastructure considerations are likely to arise from the Strategic Growth Location employment allocations, particularly Kings Dene, Bluebridge Industrial Estate and Land at Feering.

Infrastructure Planning Implications

- 3.21 The scale and distribution of housing and employment growth proposed through the BLPR has direct implications for the infrastructure requirements identified through this IDP.
- 3.22 The growth assumptions set out in this section form the basis for the infrastructure assessments contained in the following chapters. They should be treated as a working position, subject to any changes arising through the Regulation 19 representations, updated housing trajectory information, further technical evidence, infrastructure provider engagement and the Local Plan examination process.

4. Approach to IDP

- 4.1 This chapter sets out the methodology and approach used to prepare this IDP for Braintree District. The IDP has been prepared to provide a strategic assessment of infrastructure capacity, infrastructure requirements and delivery considerations associated with the growth proposed through the BLPR.
- 4.2 The IDP considers a broad range of infrastructure types required to support planned growth, including education, transport, water and flood management, energy, health and social care, emergency services, green infrastructure, sport, recreation and leisure, social and community infrastructure, waste and minerals, and digital infrastructure.
- 4.3 TPD previously prepared the 2017 and 2021 IDPs for Braintree District. This work provided a strong existing understanding of the District's infrastructure baseline, infrastructure providers, previously identified projects, and delivery issues.

Methodology

- 4.4 The IDP has been prepared through a staged and iterative process of baseline review, growth assessment, infrastructure provider engagement and preparation of the IDS. The purpose of this process was to establish the existing infrastructure position, assess the infrastructure implications of the emerging preferred spatial strategy, identify infrastructure requirements where possible and feed infrastructure evidence into the preparation of the Pre-Submission BLPR.

Stage 1: Baseline Review and Existing Evidence

- 4.5 The first stage comprised a review of the existing infrastructure evidence base. This included the 2017 IDP, the June 2021 IDP, evidence prepared to support the adopted Local Plan, Regulation 18 consultation responses, relevant infrastructure provider strategies, service plans, developer contribution guidance, and technical evidence prepared to support the Local Plan Review.
- 4.6 This review was used to establish the baseline position for each infrastructure topic, including existing provision, known capacity issues, committed infrastructure projects, previous mitigation requirements and matters already identified by infrastructure providers.

Stage 2: Growth Assumptions and Scope of Assessment

- 4.7 The second stage involved establishing the housing and employment growth assumptions to be assessed through the IDP. Following the Regulation 18 consultation TPD worked with BDC to confirm the emerging preferred spatial strategy, including Strategic Growth Locations, non-strategic allocations, comprehensive development sites, windfall allowance, committed supply and employment land assumptions.
- 4.8 This culminated in an updated Baseline Statement, which provided the updated housing and employment growth position for infrastructure providers to review, post Regulation 18. The Baseline Statement provided a common basis for engagement, and enabled providers to assess the infrastructure implications of the emerging growth strategy using a consistent set of assumptions.

Stage 3: Infrastructure Provider Engagement

- 4.9 The third stage involved targeted engagement with infrastructure providers, relevant stakeholders and, where appropriate, site promoters. This engagement was undertaken to test the emerging growth assumptions, confirm known infrastructure capacity issues, identify new or expanded infrastructure requirements, understand delivery responsibilities, and obtain information on costs, funding, phasing, dependencies and risks where available.
- 4.10 This engagement built on matters raised through Regulation 18 responses and the existing evidence review. Further engagement was then undertaken with infrastructure providers using the Regulation 19 growth position as the common basis for assessment.
- 4.11 Engagement included meetings, workshops, written correspondence, and requests for information.
- 4.12 Table 4.1 below sets out the infrastructure providers which were engaged with for this IDP and their relevant infrastructure topic area.

Infrastructure Topic	Sub Topic Areas	Infrastructure Provider/ Stakeholder
Education	Early years and childcare; primary education; secondary education; Special Educational Needs and Disabilities; further education; adult learning	Essex County Council
Transport and Highways	Highways; Rail; Public Transport; Active Travel	Essex County Council; National Highways; Network Rail
Water Management and Flood Risk	Potable water; Wastewater; flood risk.	Anglian Water; Essex & Suffolk Water; Environment Agency; Essex County Council as Lead Local Flood Authority; Braintree District Council
Energy Infrastructure	Electricity supply; gas supply; network capacity.	UK Power Networks; National Grid; Cadent Gas.
Health and Social Care	Primary healthcare; secondary healthcare; adult social care.	NHS Essex Integrated Care Board; Mid and South Essex NHS Foundation Trust; Essex County Council Adult Social Care
Emergency Services	Ambulance; police; fire and rescue.	East of England Ambulance Service NHS Trust; Essex Police; Essex County Fire and Rescue Service.
Green Infrastructure, Sport, Recreation and Leisure	Green infrastructure; open space; play space; Suitable Alternative Natural Greenspace; RAMS mitigation; outdoor sport; indoor sport; playing pitches; leisure facilities	Natural England; Sport England; Essex County Council; Braintree District Council Parks and Open Spaces; Braintree District Council Leisure, Heritage and Culture

Infrastructure Topic	Sub Topic Areas	Infrastructure Provider/ Stakeholder
Social and Community Infrastructure	Libraries; allotments; community halls; community facilities; local social infrastructure; gypsy and travelling showpeople.	Essex County Council; Braintree District Council Asset Management; Braintree District Council service teams.
Waste Management Infrastructure and Minerals	Waste collection and management; minerals and waste infrastructure impact matters	Essex County Council as Waste Planning Authority and Minerals Planning Authority.
Digital Infrastructure	Broadband; mobile connectivity; 4G and 5G; digital infrastructure provision for new development	Digital Essex; Essex County Council; Building Digital UK.
Strategic Growth Locations	Site-specific infrastructure assumptions; phasing; delivery responsibilities; strategic mitigation; infrastructure dependencies	Relevant site promoters and developers where available.

Table 4.1: Infrastructure provider engagement

- 4.13 The engagement with infrastructure providers has been used to inform this document and the IDS. The level of information available varies between infrastructure topics. In some cases, infrastructure providers have identified specific projects, costs and delivery triggers. In other cases, providers have identified capacity constraints, risks or future assessment requirements, but have not yet confirmed a specific scheme or cost. Where this is the case, the IDP identifies the current working position and need for further assessment.

Stage 4: Preparation of the IDP and IDS

- 4.14 The fourth stage involved translating the evidence review, growth assumptions and provider engagement into the IDP chapters and the IDS. The IDP provides the topic-based narrative, explaining the current baseline, infrastructure requirements, risks and delivery issues. The IDS provides the delivery schedule, recording individual projects and requirements where these can be identified.
- 4.15 The IDS is the key delivery tool within the IDP. It records, where possible, the infrastructure required to support planned growth, including the infrastructure type, project or requirement, location, delivery body, cost, funding source, phasing, priority, dependencies and risks. Where costs are not available, the IDS identifies the requirement as to be confirmed or site-specific. Where infrastructure is expected to be delivered through developer contributions, any obligation will need to satisfy the statutory tests for planning obligations at the point it is secured. Further guidance on how to read the IDS, including the treatment of costs, funding, phasing, project categorisation and information recorded as to be confirmed, is provided in Appendix A.

Stage 5: Regulation 19 Publication, Examination, and Future Updates

- 4.16 The IDP and IDS will be published as part of the Regulation 19 evidence base. Where necessary, they may subsequently be refined to reflect Regulation 19 representations, Statements of Common Ground, updated technical evidence or infrastructure-provider information, and matters arising through Examination. Any updates would form part of the ongoing refinement of the infrastructure evidence and delivery position as the Plan progresses.

Infrastructure Categories

- 4.17 The IDS identifies infrastructure requirements associated with planned growth and categorises these according to their relationship with the delivery of development as Critical, Necessary or Important. These categories are defined in Table 4.2.
- 4.18 The categorisation is intended to assist understanding of the relationship between infrastructure provision and development delivery and does not, in itself, determine the timing or phasing of individual infrastructure projects. Nor should a lower category be interpreted as indicating that an infrastructure project is of lesser value or does not need to be delivered.

Category	Definition
Critical	Infrastructure that must be provided at the relevant stage or phase for the relevant development to physically commence or proceed. Without its provision by the relevant point, development would not be capable of being delivered as planned, for example because there is insufficient infrastructure capacity, access or other essential provision to enable development to take place or proceed at the scale proposed.
Necessary	Infrastructure required to support or mitigate the impacts of new development and to ensure that development is appropriately served. Its delivery is necessary as development comes forward, but it may not need to be in place before development commences and may therefore be phased alongside development
Important	Infrastructure that would support the successful delivery of sustainable and well-functioning communities and respond to the wider needs arising from growth, but which is not essential to enable development to commence or proceed. Its precise timing is therefore less directly linked to the phasing of individual development sites

Table 4.2: Infrastructure Categories

Cost Assumptions

- 4.19 Cost information in the IDS is based on the best available evidence at the point of preparing the IDP. In some cases, costs have been provided directly by infrastructure providers. In other cases, costs have been calculated using published guidance, benchmark assumptions, standard contribution formulae, population or pupil yield assumptions, infrastructure provider methodologies, or evidence-base documents such as the ECC Developers' Guide to Infrastructure Contributions.
- 4.20 Costs should be treated as high-level estimates unless otherwise stated. They will be subject to refinement through site-specific assessment, masterplanning, technical design, planning applications, Section 106 negotiations, indexation and future infrastructure provider advice. Where a cost is not known, the IDS records this as to be confirmed, site-specific or subject to further assessment.

Assumptions and Limitations

- 4.21 The IDP has been prepared as a strategic infrastructure planning document to support the Local Plan Review. It identifies the known infrastructure implications of planned growth, highlights infrastructure constraints and delivery risks, informs the IDS and Local Plan viability evidence, and identifies matters requiring further engagement with infrastructure providers.
- 4.22 The IDP also helps inform the deliverability of site allocations, the relationship between infrastructure and the housing / employment trajectory, the cumulative impact of growth on settlements and infrastructure networks, and the matters that may need to be addressed through Statements of Common Ground, future masterplanning and planning applications.
- 4.23 The IDP should not be read as fixing all infrastructure requirements, costs, phasing or delivery mechanisms. Infrastructure planning is an iterative process and a number of matters will continue to evolve through further technical evidence, infrastructure provider engagement, site-specific masterplanning, planning applications, funding decisions, and S106 negotiations.
- 4.24 These assumptions and limitations are a result of the living document nature of the IDP. BDC will continue to work with infrastructure providers, site promoters, developers and funding partners to update the IDP and IDS as further information becomes available.

5. Education Infrastructure

- 5.1 This chapter considers the education infrastructure required to support growth proposed through the Braintree Local Plan Review 2043. It considers:
- early years and childcare;
 - primary education;
 - secondary education;
 - Special Educational Needs and Disabilities;
 - post-16 education; and
 - adult education and skills.
- 5.2 Education infrastructure is a key element of sustainable growth. New development must be planned so that children and young people can access appropriate early years, childcare, school and post-16 provision, and so that the cumulative impact of housing growth does not place unacceptable pressure on existing education infrastructure.
- 5.3 The baseline position for education infrastructure is addressed within each sub-topic rather than in a single standalone baseline section. This approach has been taken because early years and childcare, mainstream primary education, mainstream secondary education, SEND, post-16 education and adult education are planned using different statutory duties, catchments, planning geographies, datasets and assessment methodologies. Each sub-section therefore sets out the relevant current provision and existing plans before identifying the growth-related infrastructure requirements.
- 5.4 This chapter has been prepared to reflect the BLPR, ECC's Regulation 19 early years and childcare scenario test, ECC's Regulation 19 mainstream primary and secondary education scenario test, SEND assessments, and engagement with ECC and BDC.

Overarching Education Context

- 5.5 Essex County Council has a statutory duty to ensure sufficient school places for children aged 4 to 16. ECC also has duties under the Childcare Acts 2006 and 2016 to ensure there are sufficient, sustainable and high-quality childcare places for children and families. Free schools and academies are outside local authority control, but are still influenced by growth and are therefore relevant to pupil place planning.

- 5.6 Access to education for post-16-year-olds plays a key role in skills development and assists both residents and businesses in progressing into, and through, sustainable employment, including apprenticeships. The DfE's 'Participation of young people in education, employment or training statutory guidance for local authorities' (September 2016) requires all young people in England to continue in education or training beyond the age of 16. This is a duty under the Education Act.
- 5.7 Under the Children and Families Act 2014, ECC has responsibilities to improve services, life chances and choices for vulnerable children and to support families. This underpins wider reforms ensuring all children and young people can succeed, no matter what their background. The Act extended LA's SEND responsibilities from birth to the age of 25 where appropriate, giving children, young people and their parents/carers greater control and choice in decisions and ensuring their needs are properly met.
- 5.8 ECC uses a mixture of funding sources to finance additional education places. Funding sources available within Braintree include Basic Need grant from central government, Section 106 via proportionate developer contributions and/or the provision of land, Free School funding from the Department for Education, developer land contributions and other school or provider contributions. Where new education infrastructure is required to mitigate the impact of development, the IDP assumes that land and proportionate financial contributions will be secured from relevant development.
- 5.9 Since the start of 2020, ECC has commissioned school expansion projects to include renewable energy solutions as a contribution towards making them more energy efficient. Since 2023, all new school buildings for basic need expansions, including new schools, have been designed to be energy efficient in operation.
- 5.10 In Essex as of May 2025 there were 445 primary, infant and junior schools; 78 secondary schools; two all-through schools and one University Technical College. The total capacity in May 2025 was 131,971 primary places and 107,054 secondary places (including sixth forms). In May 2025 there were 119,380 primary pupils and 95,242 secondary pupils (including sixth form) on roll at ECC schools. This was a decrease of 813 primary and 13 secondary pupils since May 2024.

Methodology for IDP

- 5.11 To inform the IDP, ECC has undertaken a cumulative Education Needs Assessment / Housing Scenario Test of the Pre-Submission BLPR growth scenario. This includes separate assessments of:
- early years and childcare;
 - mainstream primary education;
 - mainstream secondary education; and
 - SEND provision.
- 5.12 ECC's assessments use education-specific growth scenarios and pupil yield assumptions. These do not exactly match the general IDP housing baseline in Section 3 as they are designed for school place planning rather than general infrastructure accounting. In

particular, ECC's assessments consider qualifying dwellings by education planning area and may include developments with extant permission or sites under construction where these remain relevant to future pupil demand. This is necessary because children arising from committed or permitted development can still affect future capacity within local schools and SEND provision.

- 5.13 ECC has provided site-by-site education infrastructure data identifying the early years and childcare, primary and secondary places, and SEND demand generated by relevant sites. This also establishes the new education infrastructure required, indicative infrastructure costs, and the relationship between the number of places generated by each site and the scale of infrastructure required. This enables the IDP and IDS to identify where a site should provide education land and infrastructure directly, and where other relevant sites may need to make proportionate financial contributions towards infrastructure required to mitigate cumulative growth.
- 5.14 Where land for education provision is required, this is specifically allocated for education and childcare use within the relevant SGL policy or other relevant policy. Where SGLs already benefit from planning permission and agreed Section 106 obligations, the land and infrastructure requirements secured through those agreements have been reflected. SGLs carried forward from the adopted Plan without planning permission have been reassessed using ECC's June 2026 Developers' Guide to identify the likely overall demand for places given the new Funded Free Early Education Entitlement (FEEE) and policy requirements identified.
- 5.15 The IDS therefore records education infrastructure requirements on a site-by-site basis where they have been confirmed by ECC. Where a host site generates the need for a new education facility but does not generate the full number of places required to support that facility, proportionate contributions from other relevant development sites may be required. The detailed apportionment of costs will be confirmed through masterplanning, planning applications and Section 106 negotiations.
- 5.16 The appropriate benchmark has been applied according to the form of infrastructure identified through ECC's assessment, with new-build rates applied to new facilities and expansion rates applied where additional capacity is expected to be delivered through expansion of an existing facility.
- 5.17 The costs provided are calculated from ECC's Developers' Guide to Infrastructure Contributions and the DfE National Scorecard (Quarter 1 2026). The cost per pupil place is as follows:
- New primary standalone provision: £25,089 per pupil place.
 - Primary expansion: £21,014 per pupil place.
 - New secondary provision: £30,394 per pupil place.
 - Secondary expansion: £28,902 per pupil place.
 - New co-located and standalone EYCC provision: £25,089 per pupil place.
 - EYCC expansion: £21,014 per pupil place.

- 5.18 All costings should be quoted as Index Linked, with the year and financial quarter stated. The cost of each project and developer contributions will be considered on a case-by-case basis as sites progress through the planning process. Further assessment will be undertaken to support individual planning applications once the detailed housing mix has been determined by the developer, which will provide a more robust pupil yield to identify education infrastructure requirements.
- 5.19 From a school place planning perspective, where feasible, developers will be required to provide the land required for education use and a commensurate proportionate financial contribution. Limited Basic Need funding may be used where a proportion of the scheme is not directly related to development.
- 5.20 Some secondary schools teach 'post-16' pupils in addition to their five 'statutory age' year groups in a sixth form comprising two cohorts: Year 12 (lower 6th) and Year 13 (upper 6th). Where sixth form provision is required, the cost may be calculated as an additional 20% of the cost of the relevant new secondary school or expansion.

Early Years and Childcare Provision

Current Provision

- 5.21 Under the Childcare Act 2006, Essex County Council (ECC) must ensure that there is sufficient high quality and accessible early years and childcare places within the local area. Since September 2025 the following Funded Early Education Entitlement (FEEE) childcare support has been available in England. Some children are entitled to Funded Free Early Education Entitlement (FEEE).
- 5.22 EYCC is delivered through a diverse mixed market comprising private, voluntary, independent and school-based and childminding provision. This multiplicity of provision, working in partnership with the Private, Voluntary and Independent (PVI) sectors, enables a wide range of childcare options to be made available.
- 5.23 EYCC provision in Braintree District includes:
- Pre-schools (including playgroups and nursery schools)
 - Full Day Care nurseries
 - School run nursery classes
 - Academy nursery provision
 - Independent schools
 - Childminders
 - Out of school 'wrap around care' Breakfast, After school, and Holiday clubs
- 5.24 The availability of this range of provision is essential to enabling Essex County Council to meet its statutory duties to secure sufficient childcare and funded early education places, while also supporting parental choice and meeting the varying needs of children and families across different communities.

- 5.25 Following the phased implementation of the Department for Education's childcare reforms, the majority of families with children below statutory school age are now eligible for some form of Funded Early Education Entitlement (FEEE). This includes funded entitlement for eligible working families from the term after a child turns 9 months old, entitlement for eligible 2-year-olds, universal entitlement for 3 and 4-year-olds, and extended entitlement for eligible working families of 3 and 4-year-olds.
- 5.26 Unlike compulsory school education, parents can choose to access childcare and early education provision away from their home area, for example near a place of work or training, or through specialist provision that best meets their child's needs. Planning for childcare sufficiency therefore requires consideration of both residential growth and wider patterns of parental demand and access.
- 5.27 The expansion of funded childcare from 9 months of age has increased demand for baby places, toddler places, year-round provision and full day care provision. ECC's assessment confirms that the implications of the new childcare entitlements are not yet fully known and that capacity will need to be closely monitored.
- 5.28 Early Years and Childcare settings in Essex provide a service to approximately 84,500 children aged 5 years and under (based on GP registration data) and approximately 46,000 families (based on child benefit data).

Establishing Early Years and Childcare Requirements

- 5.29 The ECC's Developers' Guide to Infrastructure Contributions sets out that all residential developments of 20 or more dwellings will be assessed to determine whether a developer contribution towards additional Early Years and Childcare is necessary. Applications for smaller developments will be exempt unless their co-location with other sites necessitates a holistic assessment of cumulative impact.
- 5.30 The Early Years and Childcare Service will only require developer contributions where there is a current or forecast lack of capacity in the immediate area of the proposed development.
- 5.31 The expansion of funded childcare from 9 months of age has increased demand for:
- baby places
 - toddler places
 - year-round provision
 - full day care provision
- 5.32 The FEEE expansion supports the increased child yield contained within the June 2026 Developers' Guide. ECC estimates that the child yield from qualifying houses is twelve children per one hundred homes (0.12 per dwelling) with half this number expected from qualifying flats (i.e., 0.06 per dwelling). These estimates are halved for most flats and bungalows. One-bedroom units, student housing and elderly accommodation are excluded.
- 5.33 ECC's Developers' Guide to Infrastructure Contributions¹⁴ highlights that financial contributions sought will be used to extend existing facilities wherever possible or provide

¹⁴ The Essex County Council Developers' Guide to Infrastructure Contributions – June 2026.

a new facility. Development proposals of more than 250 dwellings (all qualifying dwellings) are most likely to trigger the need for a new 30-place facility, although the preferred size of a new facility is 56 places generated by around 450 homes (all qualifying dwellings). A land contribution for a new facility will be sought, either co-located with a new primary school or as a standalone facility along with a financial contribution where this place demand is generated.

- 5.34 Any new early years and childcare facility could be built by ECC, a developer or one or more early years and childcare providers. However, any provider would need to be agreed with ECC to ensure that the required type and standard of provision is delivered in the locality.

Early Years and Childcare Infrastructure Assessment against Proposed Growth

- 5.35 ECC's assessment¹⁵ identifies that the impact of development on early years and childcare provision can be mitigated through the allocation of suitable land, the provision of new childcare facilities and the securing of proportionate developer contributions.
- 5.36 Table 5.1 below breaks down by ward area the proposed site allocations in the emerging Local Plan which generate the need for new EYCC provision, either co-located or stand-alone. The EYCC requirements are identified in full in the ECC Housing Scenario test, August 2026 supporting the Regulation 19 publication. Where a new primary school is required this should be co-located with commensurate early years and childcare provision, usually providing 56 or 72 places. Further detail on these infrastructure projects is set out in the Infrastructure Delivery Schedule in Appendix A and the following Section.

Ward	Site Reference	Early Years and Childcare infrastructure required to address growth scenario.
Great Notley and Black Notley	LPR19 – Hayeswood Strategic Growth Location	New primary school with a co-located 72 place early years and childcare nursery on 2.2ha of suitable land. Two new 56-place stand-alone early years and childcare nurseries, each on 0.18ha of suitable land.
Great Notley and Black Notley	Land at Friars Farm	New 56 place stand-alone early years and childcare nursery on 0.18 hectares of suitable land
Bocking North/ Bocking South/ Three Fields	LPR20 – Land East of Broad Road	New primary school with a co-located early years and childcare nursery on 2.2ha of suitable land. New 56 place stand-alone early years and childcare nursery on 0.13ha of suitable land. Site has planning permission with the S106 agreement securing the land requirement for these EYCC facilities.
	LPR21 – Former Towerlands Park Site	New 56 place stand-alone early years and childcare nursery on 0.13ha of suitable land. Site has planning permission with the S106 agreement securing the land requirement for these EYCC facilities.
	LPR22 – Panfield Lane	New primary school with a co-located early years and childcare nursery on 2ha of suitable land. Site has planning permission with the S106 agreement securing the land requirement for these EYCC facilities.

¹⁵ Essex County Council EYCC Scenario Assessment August 2026.

Silver End and Cressing	LPR23 – East of Braintree	New secondary school on 10.1 hectares co-located with primary school and early years and childcare nursery on 3.09 hectares of suitable land New 72 place stand-alone early years and childcare nursery on 0.22 hectares of suitable land Two new 56 place stand-alone early years and childcare nurseries each on 0.18 hectares of suitable land
	North of Western Road, Silver End	New 30 place stand-alone early years and childcare nursery on 0.11 hectares of suitable land
Halstead St Andrews	LPR24 – Land South and North-East of Halstead	New primary school with co-located 72 place early years and childcare nursery on 3.09ha of suitable land. Four new 56 place stand-alone early years and childcare nurseries each on 0.18ha of suitable land. Safeguarded land at Ravens Avenue (circa 1.74ha) for education use should be considered for incorporating into the site allocation. The ECC land is best master planned with GGHR2141 to identify the most suitable part of the site to accommodate a 3fe school with commensurate EY&C. Location of the co-located primary school and four new early years and childcare facilities is still to be identified through site masterplanning.
Kelvedon and Feering	LPR25 – Land at South East Feering	New primary school with a co-located 56 place early years and childcare nursery on 2.22ha of suitable land ECC is reviewing the outline planning application 26/00119/OUT, and the precise EYCC requirement will be determined once the housing mix has been provided.
	LPR26 – Kings Dene	New secondary school on 10.1 hectares co-located with primary school and early years and childcare nursery on 3.09 hectares of suitable land. Two new primary schools with co-located 72 place early years and childcare nursery on 2.22ha of suitable land. Seven new 56 place stand-alone early years and childcare nurseries each on 0.18ha of suitable land.
Witham Central	LPR27 – Wood End Farm, Witham	New 30 place stand-alone early years and childcare nursery on 0.07ha. Site has planning permission with the S106 agreement securing 0.07ha for a 30 place EYCC nursery.
Hatfield Peverel and Terling	LPR28 – Land North of the A12, Hatfield Peverel	New stand-alone 72 place early years and childcare nursery on 0.22ha of suitable land. New 56 place stand-alone early years and childcare nursery on 0.18ha of suitable land.
Braintree Central and Beckers Green		Generates the need for 6 EYCC places.
Bumpstead		Generates the need for 1 EYCC place.

Coggeshall	Land South Colchester Rd (200 homes/22 places) Land to the south of West St (80 homes/8 places)	Generates the need for 29 EYCC places. ECC seeks that the site at South of Colchester Road provides 0.11ha of land and a proportionate developer contribution for a 30-place stand-alone nursery ECC seeks provision of land south of West Street to provide a proportionate developer contribution.
Gosfield Green		Generates the need for 4 EYCC places.
Halstead Trinity		Generates the need for 8 EYCC places.
Stour Valley South		Generates the need for 1 EYCC place.
Witham North		Generates the need for 13 EYCC places.
Witham South	Lodge Farm, Witham	Generates the need for 3 EYCC places. A new primary school site option (420 place) co-located with a 56-place nursery including SEND provision has been secured through a S106 agreement at Lodge Farm (BTE/15/430) to serve the 750-home development. On 21 May 2026, Government notified ECC of its planned decision to cancel the funding for the new school at Lodge Farm. The decision is presently being challenged by ECC.
Yeldham		Generates the need for 6 EYCC places.

Table 5.1: Early years and childcare infrastructure requirements

- 5.37 The impact of the development set out in the BLPR, on early years and childcare provision, can be mitigated through the allocation of the land for early years and childcare, either co-located with primary and secondary school use (set out above), a stand-alone nursery and planning obligations consistent with those set out in the ECC Developers' Guide to Infrastructure Contributions (June 2026).
- 5.38 With regard to the cost assumptions as already detailed ECC sets out within the Education Needs Assessment several example total costs for these EYCC facilities. These are:
- The cost of a new primary school co-located with a 56-place nursery is £10,537,380 plus £1,404,984 to total £11,942,364.
 - The cost of a new primary school co-located with a 72-place nursery is £10,537,380 plus £1,806,408 to total £12,343,788.
 - 72 place stand-alone early years and childcare nursery is $72 \times £25,089 = £1,806,408$
 - 56 place stand-alone early years and childcare nursery is $56 \times £25,089 = £1,404,984$
 - 30 place stand-alone early years and childcare nursery is $30 \times £25,089 = £752,670$

Primary Education

Current Provision and Existing Plans

- 5.39 ECC's 10-year plan¹⁶ identifies 52 primary, infant and junior schools within Braintree District, with a current total capacity of 13,515 primary school places.
- 5.40 ECC's 10-year plan sets out that the increase in demand for primary school places across Essex is expected to continue and based on the number of projects anticipated, ECC will need to deliver an additional 6,240 primary school places across the county.
- 5.41 Over the last eight years, seven primary school expansion projects have been delivered in Braintree District.
- 5.42 There are existing plans for the expansion and provision of new primary school places across Braintree, as set out in the 10-year plan these are:
- a new 2FE primary school in the Southwest planning group planned for 2030/31, and an expansion of a new school by 1FE planned in 2032/33;
 - a new 2FE primary school at Lodge Farm planned for 2027/28;
 - a 0.5FE expansion of St Peter's CE Primary, Coggeshall, planned for 2027/28;
 - a small expansion of Feering CE Primary planned for 2031/32; and
 - a 0.5FE expansion of Cressing Primary planned for 2026/27.

Establishing Primary Education Requirements

- 5.43 Developments of 20 or more dwellings are assessed for potential primary education contributions. Where local schools can absorb the growth, no contribution is required. Where pupil numbers are expected to rise and there is insufficient local capacity, developers may be required to provide land and/or proportionate financial contributions towards new or expanded primary school provision.
- 5.44 ECC uses a standard pupil product factor of 0.3 primary pupils per qualifying house and 0.15 primary pupils per qualifying flat. These factors are based on average demand, although actual pupil numbers may peak at higher levels for a period after new homes are first occupied. These estimates are halved for flats and bungalows. One-bedroom units, student housing and elderly accommodation are excluded.
- 5.45 ECC's Housing Scenario Test, August 2026¹⁷ for primary education identified the need to allocate and retain education land to meet the cumulative impact of the Regulation 19 growth scenario. Land amounting to 2.22ha is usually requested for new primary schools as, based on DfE Building Bulletin 103 (BB103), this is ideal for a 2FE primary with commensurate Early Years & Childcare provision (EY&C) but also provides space for the school to temporarily expand by up to a form of entry during 'bulge' periods. Larger sites may be required where the scenario suggests greater demand in an area without there being a need for two separate schools.

¹⁶ Essex County Council (2026), 10 Year Plan for Essex School Places 2026–2035, January 2026.

¹⁷ Essex County Council Primary and Secondary Scenario Assessment August 2026.

- 5.46 A 2FE primary school would have space for 420 pupils in total (2 classes x 30 pupils x 7 year groups) on 2ha of land.

Primary Education Infrastructure Assessment against Proposed Growth

- 5.47 Table 5.2 identifies the primary education infrastructure requirements arising from ECC's Regulation 19 scenario testing. It is organised by Primary School Planning Group and identifies the proposed allocations and housing growth that would generate demand for new or expanded primary school provision.

Primary School Planning Group	Primary School infrastructure requirements identified to meet demand
Braintree Primary A: North (Suffolk Border)	- Overall, there is capacity within this area to meet the level of growth proposed in this area.
Braintree Primary B: West (Bardfield)	- The level of growth proposed in this area can be accommodated at local schools without action being required.
Braintree Primary C: Mid-north (Hedingham & Maplestead)	- Overall, there is capacity within the planning group. - Noted St Peter's is oversubscribed most years. Further expansion potential may be limited by site constraints.
Braintree Primary D: East (Halstead)	- No school within this planning group can accommodate more than a ½ form entry expansion. - LPR24 Land South and North-East of Halstead should provide a new primary school with co-located 72-place early years and childcare nursery on 3.09ha of suitable land. ECC owns approximately 1.74ha of safeguarded education land at Ravens Avenue, which is smaller than the area usually required for a 2FE school. BDC should review this safeguarded land and liaise with site promoters so it can be considered through site masterplanning.
Braintree Primary E: Southwest (Braintree)	- John Ray Infant and Junior and Lyon's Hall Primary each have space for around 1FE more pupils than indicated by the Published Admission Numbers. - Two primary school sites have been secured through S106 agreements at Panfield Lane (LPR22) and Straits Mill (LPR20). Within the ECC 10 Year Plan, opening of one of these sites as a 2FE school is planned for 2030/31 followed by an expansion by 1FE in 2032/33. - The adopted allocation LPR19 Hayeswood / East of Great Notley is carried forward and should provide a new primary school with co-located early years and childcare provision. - LPR23 East of Braintree is expected to generate need in excess of 3FE and should provide a new primary school and early years and childcare nursery on 3.09ha of suitable land, co-located with secondary school land.
Braintree Primary F: Southeast (Feering)	- LPR25 South East Feering should provide land for one new primary school, with co-located early years and childcare provision. - LPR26 Kings Dene is expected to generate demand slightly in excess of 7FE. Three primary school sites are recommended at Kings Dene, including one large enough for 3FE and co-located with secondary school land, and two further primary schools with co-located early years and childcare provision. - Planned 0.5FE form entry expansion of St Peters CE Primary Coggeshall in 2027/28 will accommodate growth in Coggeshall. - Planned small expansion of Feering CE Primary for 2031/32.

Braintree Primary G: Mid-southeast (Cressing & Silver End)	- A 0.5FE expansion of Cressing Primary is in ECC's capital programme for 2026/27 and a further 0.5FE expansion is feasible. - There is significant growth proposed around Silver End, which cannot be supported in education terms by ECC. The Silver End Academy does not have sufficient land to facilitate a major expansion project. This may lead to demand not being fully met locally and unsustainable travel patterns / school transport costs.
Braintree Primary H: South (Witham)	- New primary school site secured through S106 at Lodge Farm co-located with a 56 place nursery and SEND provision. On 21 May 2026, Government notified ECC of its planned decision to cancel the funding for the new school at Lodge Farm. The decision is presently being challenged by ECC with a range of options being considered.

Table 5.2: Primary education infrastructure requirements

- 5.48 The key primary education risks for the IDP are the need to retain and allocate suitable education land, the need to resolve the delivery position for Lodge Farm, the need to address primary capacity constraints in Silver End and Cressing, and the need to secure safe, direct walking and cycling routes to schools before capacity can be considered available.

Secondary Education

Current Provision and Existing Plans

- 5.49 The ECC's 10-year plan¹⁸ identifies eight existing secondary schools across Braintree District, with a current total capacity of 9,350 secondary places. The secondary schools are split across three planning group areas: Northeast (Halstead), West (Braintree) and South (Witham).
- 5.50 ECC's 10-year plan sets out that the increase in demand for secondary school places across Essex is expected to continue and based on the number of projects anticipated, ECC will need to deliver an additional 1,380 secondary school places across the county.
- 5.51 Over the last eight years, two secondary school expansion projects have been delivered in Braintree District, at New Rickstones Academy and Alec Hunter Academy.
- 5.52 There are existing plans set out in the 10-year plan for expansion of secondary school places across Braintree, including a 2FE expansion of Maltings Academy planned for 2027/28.

Establishing Secondary Education Requirements

- 5.53 Developments of 20 or more dwellings are assessed for potential secondary education contributions. Where local schools can absorb growth, no contribution is required. Where pupil numbers are expected to rise and there is insufficient local capacity, developers may be required to provide land and/or proportionate financial contributions towards new secondary schools or secondary school expansion.
- 5.54 ECC uses a standard pupil product factor of 0.2 secondary pupils per qualifying house and 0.1 secondary pupils per qualifying flat. Sixth form costs may be calculated as an additional

20% of the cost of the relevant new secondary school or expansion where sixth form provision is required.

- 5.55 As set out in the Developers' Guide¹⁹ and Local and Neighbourhood Planners' Guide to School Organisation and Place Planning²⁰ ECC will look to establish a new secondary school only where long-term demand for around six forms of entry (900 pupils - 6 classes x 30 pupils x 5 year groups) can be established. Using the factor of 0.2 secondary school pupils per house, excluding sixth form pupils, that is equivalent to a development of approximately 4,500 houses.

Secondary School Planning Group	Secondary School Infrastructure Requirements to meet demand
Braintree Secondary Group A: Northeast (Halstead)	- Growth around Halstead will generate in excess of 4FE of demand. Ramsey Academy may have site area to facilitate expansion by 3FE, although this may still be around 1FE less than needed in the long term. - Growth around Kelvedon and Feering of over 6,500 homes generates the demand for a new secondary school. There is no school in these adjacent settlements at present, so the site should also be large enough to accommodate children that already live in the area. This could improve travel patterns and free up space at other schools that need to accommodate growth. LPR26 Kings Dene should provide 10.1ha of land for a new secondary school, co-located with primary school and early years and childcare provision on a further 3.09ha of suitable land. - Growth around Coggeshall and the Sible Hedingham / Castle Hedingham area is more limited and Honywood and Hedingham Schools should have sufficient space to meet local demand, with some scope for expansion if required.
Braintree Secondary Group B: West (Braintree)	- Notley High can be expanded to accommodate at least the 2FE generated by LPR19 Hayeswood. Alec Hunter has space for an extra form of entry if required. Tabor Academy may also have some expansion potential, although detailed feasibility would be required because of joint-use sports provision. - ECC's scenario test identifies the need for a new secondary school site to the east of Braintree. LPR23 East of Braintree should provide 10.1ha of land for a new secondary school, co-located with a new primary school and commensurate early years and childcare provision on 3.09ha of suitable land, potentially facilitating the option of an all-through school.
Braintree Secondary Group C: South (Witham)	- A 2FE expansion of Maltings Academy is planned for 2027/28. - There is potential for a further 2FE expansion of New Rickstones if required. - The new secondary schools identified at Kings Dene and East of Braintree may also reduce pressure on the two Witham secondary schools

Table 5.3: Secondary education infrastructure requirements

¹⁹ The Essex County Council Developers' Guide to Infrastructure Contributions – June 2026.

²⁰ The Essex County Council Local and Neighbourhood Planners' Guide to School Organisation and Place Planning.

- 5.56 Table 5.3 identifies the secondary education infrastructure requirements arising from ECC's Regulation 19 scenario testing²¹ for each Secondary School Planning Group area.
- 5.57 ECC's Housing Scenario Test, August 2026 for secondary education identifies that the Regulation 19 growth strategy generates a need for secondary school land requirements at LPR23 East of Braintree and LPR26 Kings Dene as key education infrastructure items. Both these schools will incorporate a sixth form at an additional 20% cost of the particular secondary school. The approach of ECC with regard to school places is outlined in the document 'Garden Communities and Planning School Places'²² including their preferred location and phasing of development.
- 5.58 The phasing of new schools will be influenced by a wide range of factors which need to be closely monitored as any proposal progresses from Plan allocation, masterplanning and planning application with large scale development informed by a demographic study and Land Compliance Study. Key issues include lead in time and local circumstances where demand may have significantly changed, including birth rates, parental preference, changes in numbers on roll and updated development trajectories. All new schools need the approval from the DfE rather than ECC - this provides a degree of uncertainty.

Strategic Growth Location Education Land Requirements

- 5.59 Table 5.4 summarises the principal education land requirements identified through ECC's Regulation 19 scenario testing.

Location/Site Allocation	Identified Education land Requirement
LPR19 Hayeswood, East of Great Notley	Provide land for a new primary school with commensurate early years and childcare provision
LPR20 Land East of Broad Road	Retain land secured through Section 106 for a new primary school with co-located early years and childcare provision and a stand-alone early years and childcare nursery.
LPR21 Former Towerlands Park	Retain land secured through Section 106 for stand-alone early years and childcare provision
LPR22 Panfield Lane	Retain land secured through Section 106 for a new primary school with co-located early years and childcare provision.
LPR23 East of Braintree	Allocate 10.1ha of land for a new secondary school, co-located with 3.09ha of land for a new primary school and commensurate early years and childcare provision. Additional stand-alone EYCC land should also be provided.
LPR24 Land South and North-East of Halstead	Allocate 3.09ha of land for a new primary school with commensurate early years and childcare provision. Additional stand-alone EYCC land should also be provided. Safeguarded education land at Ravens Avenue should be considered through masterplanning.
LPR25 South East Feering	Allocate 2.22ha of land for a new primary school with commensurate early years and childcare provision, subject to land compliance and detailed application assessment

²¹ Essex County Council Primary and Secondary Scenario Assessment August 2026.

²² Garden Communities and Planning School Places – January 2022.

LPR26 Kings Dene	Allocate two 2.22ha sites for new primary schools with commensurate early years and childcare provision, plus a further 3.09ha site co-located with 10.1ha of land for a new secondary school, potentially facilitating an all-through school. Additional stand-alone EYCC land should also be provided.
LPR27 Wood End Farm	Retain land secured through Section 106 for a 30-place stand-alone early years and childcare nursery.
LPR28 Hatfield Peverel	Provide land for stand-alone early years and childcare provision. No new primary school is currently identified for this allocation based on the latest assessment position.
Lodge Farm, Witham	Retain the allocated / secured land for a primary school co-located with early years and childcare and SEND provision. Delivery and funding position to be kept under review.

Table 5.4: Education land requirements

Special Educational Needs and Disabilities (SEND)

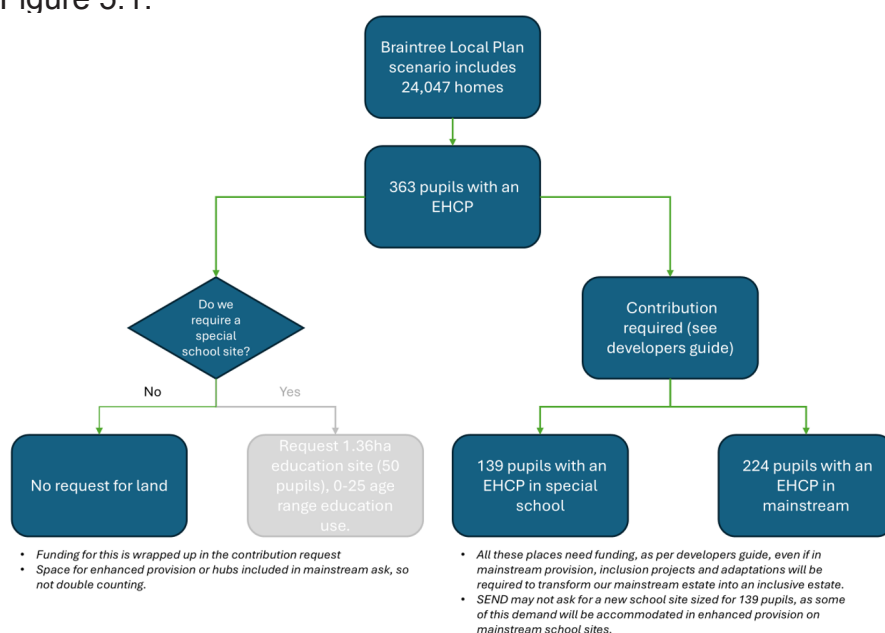
Current Provision and Existing Plans

- 5.60 The statutory obligation to provide school places also applies to provision for children and young people with Special Educational Needs and Disabilities (SEND), and can extend to age 25 where appropriate.
- 5.61 Forecasting requirements for SEND provision are more complex than projecting mainstream places. This is because the needs of children with SEND often do not manifest themselves until the child has been in the school system already. The additional needs presented are varied and children may have more than one additional need.
- 5.62 SEND needs may be met in a mainstream school, in specially resourced or enhanced provision within a mainstream school, or in a special school depending on the level and type of need. The DfE expectation is that education authorities look to mainstream as the default except for those with the highest need.
- 5.63 There are three special schools in Braintree District: Edith Borthwick School that caters for pupils with Severe Learning Difficulties (SLD); Southview School that caters for pupils with Physical and Neurological Impairment (PNI); and Chatten Free School that caters for pupils with severe learning difficulties and Autism (ASD). All three schools are presently at maximum capacity.
- 5.64 There are also five schools with an Enhanced Provision in Braintree District including a primary and secondary school for Autism (ASD) in Kelvedon St Mary's and Honywood School. There are two primary schools with a Speech and Language provision, namely Acorn Academy and Powers Hall Academy and one secondary Enhanced Provision for Speech and Language at Notley High School. There are also two Social, Emotional and Mental Health provisions in the Braintree district at Lyons Hall Primary and Templars Academy.
- 5.65 As the number of children to be educated in Essex has increased, so too has the number of children with special educational needs. As per the Essex Schools Accessibility Strategy

2023 to 2027²³ there are 32,545 pupils who require additional and specialist support with 3,554 of those within the County's 22 special schools and the remainder and majority of pupils with SEND in mainstream settings. Essex has seen a 32% increase in the number of students with an Education, Health and Care Plan (EHCP) in the last five years.

Establishing SEND Infrastructure Requirements

- 5.66 ECC's Regulation 19 SEND scenario test²⁴ assessed 24,047 dwellings, comprising 21,201 houses, 234 flats or bungalows, and a number of discounted units. Homes already occupied and homes unlikely to house families were excluded from the test. No windfall allowance was included, and phasing information was not used because the test considers the full impact of growth by 2043.
- 5.67 Any development of 20 or more dwellings will be assessed and a request for SEND contributions made. One-bedroom units and dwellings, such as student and elderly accommodation, are excluded from the calculation.
- 5.68 Essex has seen a significant increase in the requirement for SEND facilities over recent years. SEND infrastructure in Essex is currently at capacity and contributions will mitigate new SEND demand generated by qualifying development, not existing deficits.
- 5.69 SEND pupil yield figures are calculated by multiplying the mainstream pupil yield figures for primary and secondary education by 3.8%, reflecting the current proportion of pupils with EHCPs. The pupil yield figures are 0.019 SEND places per house and 0.0095 SEND places per flat. Therefore, a development of 1,000 houses would create a SEND yield of 19 places.
- 5.70 Based on 21,201 qualifying houses and 234 qualifying flats, ECC identifies that the Regulation 19 Local Plan development proposals could generate SEND requirements for 224 pupils requiring EHCP support in mainstream schools and a further 139 pupils requiring a special school placement or placement in mainstream school with specialist SEND provision. This equates to 363 children and young people with an EHCP. A summary of this assessment can be seen in Figure 5.1.



²³ Essex Schools Accessibility Strategy 2023 – 2027.

²⁴ Essex County Council SEND Scenario Assessment August 2026.

- 5.71 However, ECC has confirmed that the expansion of SEN special school provision via a satellite facility would be developed on the former Edith Borthwick site in Bocking. On this basis, no additional land is required for that satellite special school. ECC also confirms that the land required for specialist provision within new mainstream schools has already been factored into the site requirements for mainstream primary and secondary schools.
- 5.72 The principal SEND infrastructure requirement identified through the IDP is therefore the securing of proportionate developer contributions towards SEND places, together with the provision of appropriate specialist accommodation within new mainstream school sites where this is already reflected in the education land requirements.
- 5.73 The cost of delivering a SEND place has been based on a review of projects commissioned by ECC since 2016. The cost per place is £102,697 for both primary and secondary age ranges covering a broad range of SEND provision. A summary of the SEND requirements to support the BLPR can be seen in Table 5.5.

SEND Assessment Item	ECC Assessment
EHCP support in mainstream schools	224 pupils
Special school / specialist mainstream provision	139 pupils
Total SEND places generated	363 places
SEND cost per place	£102,697
Indicative total SEND cost	£37,279,011

Table 5.5: Summary of SEND Requirements from ECC Regulation 19 Scenario Test

- 5.74 ECC's Regulation 19 SEND scenario test identifies the following high-level SEND requirement arising from the assessed growth. This should be treated as a strategic IDP estimate of the overall SEND need generated by the Regulation 19 growth scenario, rather than a fixed amount that will necessarily be recovered in full through developer contributions. This is because SEND contributions are assessed and sought from qualifying developments of 20 or more dwellings, with one-bedroom units and forms of accommodation unlikely to generate SEND pupil demand excluded from the calculation. Further assessment will therefore be required at planning application stage once detailed housing mix, phasing and qualifying dwellings are known.
- 5.75 The land required for specialist provision within new mainstream schools has already been factored into the site requirements for mainstream primary and secondary schools. Developers will be required to make a developer contribution consistent with the SEND places generated and cost per place, as set out in the latest ECC Developers' Guide to Infrastructure Contributions (June 2026).

Further Education (Post-16)

Current Provision and Existing Plans

- 5.76 The Department for Education's Raising the Participation Age 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 majority continue until the end of the academic year in which they turn 18.

- 5.77 Young people have a choice about how they continue in education or training post-16, which could be through:
- full-time study in a school, college or with a training provider;
 - full-time work or volunteering (20 hours or more) combined with regulated part-time education or training (about one day per week);
 - an apprenticeship or traineeship.
- 5.78 As at 2025/26, there are 7,952 pupils on roll at secondary schools in Braintree District, with 498 pupils attending sixth forms. This includes pupils who travel into the District and excludes pupils who travel out of the District. This is relevant because several secondary schools in Braintree District do not have sixth form provision, including Honywood School, Ramsey Academy, Alec Hunter Academy and Maltings Academy. Existing sixth form provision is provided at Hedingham School, Notley High School, Tabor Academy and New Rickstones Academy.
- Planning Group A North East (Halstead) – 2,708 on roll (178 sixth form - Hedingham)
 - Planning Group B West (Braintree) – 3,251 on roll (220 sixth form – Notley High – 167 pupils, Tabor Academy – 53 pupils)
 - Planning Group C South (Witham) – 1,993 on roll (100 sixth form –New Rickstones Academy)
- 5.79 Revenue funding for post-16 education is provided via the Department for Education and covers academic and vocational learning.
- 5.80 There are 56 School Sixth Forms in Essex funded by the Department for Education 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.

Establishing Further Education and Post-16 Requirements

- 5.81 Where necessary, capital contributions will be sought to support additional full-time Post 16 education. Developers' contributions would make up any funding requirement not met from other sources. The funding formula for post-16 education is calculated on the basis that there are 0.04 qualifying post-16 students per house and half this number from qualifying flats, including one-bedroom units. Other types of accommodation, such as age-restricted units, are discounted where they are unlikely to generate a need for additional places
- 5.82 Residential sites with 50 dwellings or more, or employment sites providing 2,500 sqm (GIA) or more of floorspace will be required to provide an Employment and Skills Plan (ESP) to help identify opportunities to maximise employment, apprenticeships, and to invest in skills to realise personal and economic aspirations. The ESP will be produced through consultation between the developer, landowner, the LPA and ECC.
- 5.83 The ESP must be shared with and agreed by the LPA and ECC ahead of the s.106 being signed off. An ESP enables a particular strategic aim relating to an employment or skills

need in the area to be identified and a financial contribution sought to address this strategic aim. ECC and the LPA can support in both identifying the skills and employment need in an area and in calculating the appropriate contributions on a case-by-case basis.

- 5.84 The key difference between post-16 provision and primary and secondary education is the greater element of learner choice and the wider range of training routes available. The need for post-16 contributions will therefore be assessed on a case-by-case basis, informed by site-specific development proposals, ESPs, the pattern of school sixth form and college provision, apprenticeship and training opportunities, and ECC advice.
- 5.85 Subject to indexation the cost per place for full-time post-16 places is £30,394 for a new build and £28,613 for places delivered through an extension, based on the DfE National Scorecard (Q1 2026).²⁵
- 5.86 Where new secondary schools are proposed at LPR23 East of Braintree and LPR26 Kings Dene, sixth form provision may need to be considered as part of the overall secondary education strategy. Where sixth form provision is included, the cost of a sixth form may be calculated as an additional 20% of the cost of the relevant secondary school.

Adult Education and Skills

Current Provision and Existing Plans

- 5.87 Post-16 education within Essex is broader than school places. ECC has a statutory duty to secure post-16 and adult learning for 16–19-year-olds, and for adults aged 19–25 with an Education, Health and Care Plan, delivered through colleges, training providers and Adult Community Learning Essex.
- 5.88 Adult learning for those aged 19 and over is supported principally through the Adult Skills Fund (ASF), which replaced the Adult Education Budget. Responsibility for adult skills policy transferred from the Department for Education to the Department for Work and Pensions in September 2025, with the Department for Education continuing to implement the ASF on its behalf.
- 5.89 Growth within Braintree, as proposed by the emerging Local Plan, may affect demand for retraining, English, maths and digital skills, employment support and family learning. It is therefore appropriate to treat ACL and wider skills infrastructure as part of the education offer of Braintree.
- 5.90 At the time of preparing the IDP, the most up-to-date strategy for ACL is the ACL Strategic Plan 2022-25²⁶ which focuses on levelling up the skills and education of the district. ACL is expected to support economic prosperity, health and wellbeing, social inclusion, and progression into work, not simply deliver leisure learning. The ACL provision is focussed on themes covering: communities and families; economy; health, wellbeing and independence; and the environment.
- 5.91 ACL's offer is currently provided online and in community centres and schools which have shared spaces to enable the service delivery. Within Braintree District there is an ACL centre on Spinks Lane in Witham offering courses including Maths, English, Digital Skills, Art, Wellbeing, Management, and more.

²⁵ The Essex County Council Developers' Guide to Infrastructure Contributions – June 2026.

²⁶ ACL Strategic Plan 2022–2025 – Adult Community Learning Essex – 26 May 2023.

- 5.92 In addition, Braintree STEM Innovation Centre, part of Colchester Institute, consists of three high-tech engineering workshops, two modern construction workshops and six large classrooms. The specialist training space, which opened to students in September 2017, allows those studying manufacturing, construction, engineering and digital media to benefit from the very latest resources. It offers industry-relevant qualifications including apprenticeships, NVQ diplomas, technical certificates and BTECs.
- 5.93 The adult education and skills offer in Braintree and the wider area is also underpinned by the Local Skills Improvement Plan (LSIP) for Essex, Southend and Thurrock²⁷ published in 2023. The LSIP is prepared and reported on annually by the Essex Chambers of Commerce as the designated Employer Representative Body and establishes the skills gaps and training priorities for the region.
- 5.94 The wider range of providers delivering further education and skills across Essex includes general further education colleges, sixth form colleges, local authority further education providers, higher education institutions, independent training providers, employers and specialist colleges. A number of private sector and training providers are based in Braintree, alongside regional and national providers operating across the county.

Establishing Adult Education and Skills Requirements

- 5.95 Adult education and skills provision is designed to flex in response to labour market needs, rather than being fixed to specific requirements arising from individual development sites. The need in any area should therefore be assessed on a case-by-case basis so that financial, land or space-based contributions are only required where necessary and where justified.
- 5.96 Provision may be delivered through shared community buildings, community centres, schools, neighbourhood centres or community hubs within Strategic Growth Locations. Where major development proposes new community facilities, consideration should be given to whether those spaces can support adult learning and skills provision.
- 5.97 The BLPR will increase the resident population and may increase demand for adult learning, retraining, basic skills, digital skills, employment support and family learning. This is particularly relevant in the context of larger Strategic Growth Locations, employment allocations and communities where access to skills provision may support social inclusion and economic participation.
- 5.98 No specific standalone adult education or skills capital project has been identified as being required solely to support the BLPR growth strategy at this stage. The principal requirement is to ensure that major development provides access to flexible community learning space where appropriate, and that Employment and Skills Plans are used to secure employment, apprenticeship and skills outcomes from qualifying residential and employment development.

²⁷ Essex Local Skills Improvement Plan 2022–2025.

6. Transport and Highways Infrastructure

- 6.1 Transport and highways infrastructure is a critical component of the Infrastructure Delivery Plan. The transport network supports the movement of residents, workers, visitors and freight across Braintree District and plays an important role in supporting economic growth, access to services, health and wellbeing, and the provision of sustainable communities.
- 6.2 This section considers the following infrastructure:
- Highways;
 - Public Transport (Rail and Buses); and
 - Active Travel.
- 6.3 This chapter has been prepared to reflect the Pre-Submission BLPR, ECC engagement, and the final transport modelling and mitigation information. The chapter summarises the transport infrastructure requirements identified to support planned growth, including highways, public transport, rail and active travel. The Infrastructure Delivery Schedule contains the detailed project-level position, including costs, phasing, apportionment, dependencies and delivery responsibilities where known.

Overarching Highways and Transport Context

Key Strategy Documents and Braintree Transport Strategy

- 6.4 Essex County Council is the Highway and Transportation Authority for Braintree District and is responsible for preparing the Local Transport Plan for Essex. The Local Transport Plan sets out the long-term vision, strategy, policies and place based strategies that identify the potential transportation interventions over the short, medium and long term.
- 6.5 Since the publication of Local Transport Plan 3 (LTP3),²⁸ there have been significant national, regional and local policy changes which have evolved the transport policy context. Essex transport policy currently comprises the Essex LTP3; the recommendations of the Essex Climate Action Commission in Net Zero: Making Essex Carbon Neutral and the Transport East Transport Strategy, endorsed by ECC in July 2022. These place a greater emphasis upon the provision and use of active and sustainable transport and the decarbonisation of the transport network.
- 6.6 ECC has commenced preparation of Local Transport Plan 4 (LTP4) which places a stronger emphasis on decarbonisation, active and sustainable travel, public transport reliability, safer streets, climate resilience and the relationship between movement and place.

²⁸ Essex Local Transport Plan 3 (2011).

- 6.7 LTP4²⁹ will be based on three key themes: Supporting People: Health, Wellbeing & Independence; Creating Sustainable Places and Communities; and Connecting People, Places and Businesses. To achieve the outcomes a staged approach will be applied. Firstly, managing and maintaining the existing network will be prioritised, then minor improvements and changes will be considered. After this, significant improvements and transformation will be considered.
- 6.8 A key component of LTP4 is a shift towards a more flexible place and movement approach away from the traditional vehicle-based approach of road classification. ECC identifies that the BLPR will need to align with this sustainability-first approach, which is consistent with that required in the NPPF, and ensure that Strategic Growth Locations help deliver and fund, where appropriate, both active and sustainable transport measures along with targeted highway mitigation. The LTP4 is expected to be adopted by ECC in Winter 2026.
- 6.9 Alongside the strategy, LTP4 will incorporate 13 Place-Based Strategies regarding Strategic issues including Braintree and North Essex. Three key transport ambitions are identified for Braintree and North Essex: improving active and sustainable modes to reduce car dependency; maximising Braintree's strategic location by improving access to skills, training and jobs; and delivering a safer and more pleasant travelling environment that reduces accidents, air pollution and noise while ensuring infrastructure is well maintained.
- 6.10 A countywide Air Quality Strategy³⁰ sets out the current baseline position in Essex, identifying and prioritising areas of concern and includes an Action Plan. This outlines the actions proposed to improve air quality and how progress will be measured. The action plan is a live document, which will be updated as needed. BDC is not required to declare an AQMA as no exceedances of the Air Quality objectives have been determined from monitoring nitrogen dioxide in 2024 nor in preceding years.
- 6.11 ECC's wider transport policy includes an ambition of zero road deaths and serious injuries by 2040. This means that physical safety on the transport network, for all modes, will be an important consideration in the design and delivery of new development and associated transport mitigation.
- 6.12 The Braintree Town Future Transport Strategy provides a framework for guiding future transport investment in Braintree town. It focuses on how people travel, the transport challenges and opportunities in the town, and the vision and objectives that should guide future development and investment. The strategy identifies a vision for Braintree to be an attractive and safe place to live, work, study and visit, supported by a high-quality and innovative transport system that responds to climate change and provides enhanced connectivity, accessibility and sustainable growth.
- 6.13 The Braintree Town Future Transport Strategy identifies seven objectives against which potential future transport schemes are to be considered:
- active travel;
 - innovative and sustainable solutions;
 - attractive environment;

²⁹ A Better Connected Essex / emerging LTP4.

³⁰ Essex County Council, Essex Air Quality Strategy, 2026.

- safer travel environment;
- economic growth and connectivity;
- managing demand; and
- inclusivity.

6.14 The strategy takes a zonal approach to transport planning in Braintree town. Zone 1, Braintree Town Centre, focuses on walking, accessibility to shops and key services, public realm improvements and a more pedestrian-friendly centre. Zone 2, the wider urban area, focuses on reducing car use and improving sustainable transport options for journeys between residential areas and the town centre. Zone 3, the strategic corridors, focuses on capacity improvements to support strategic growth and promote sustainable alternatives for medium and longer-distance trips.

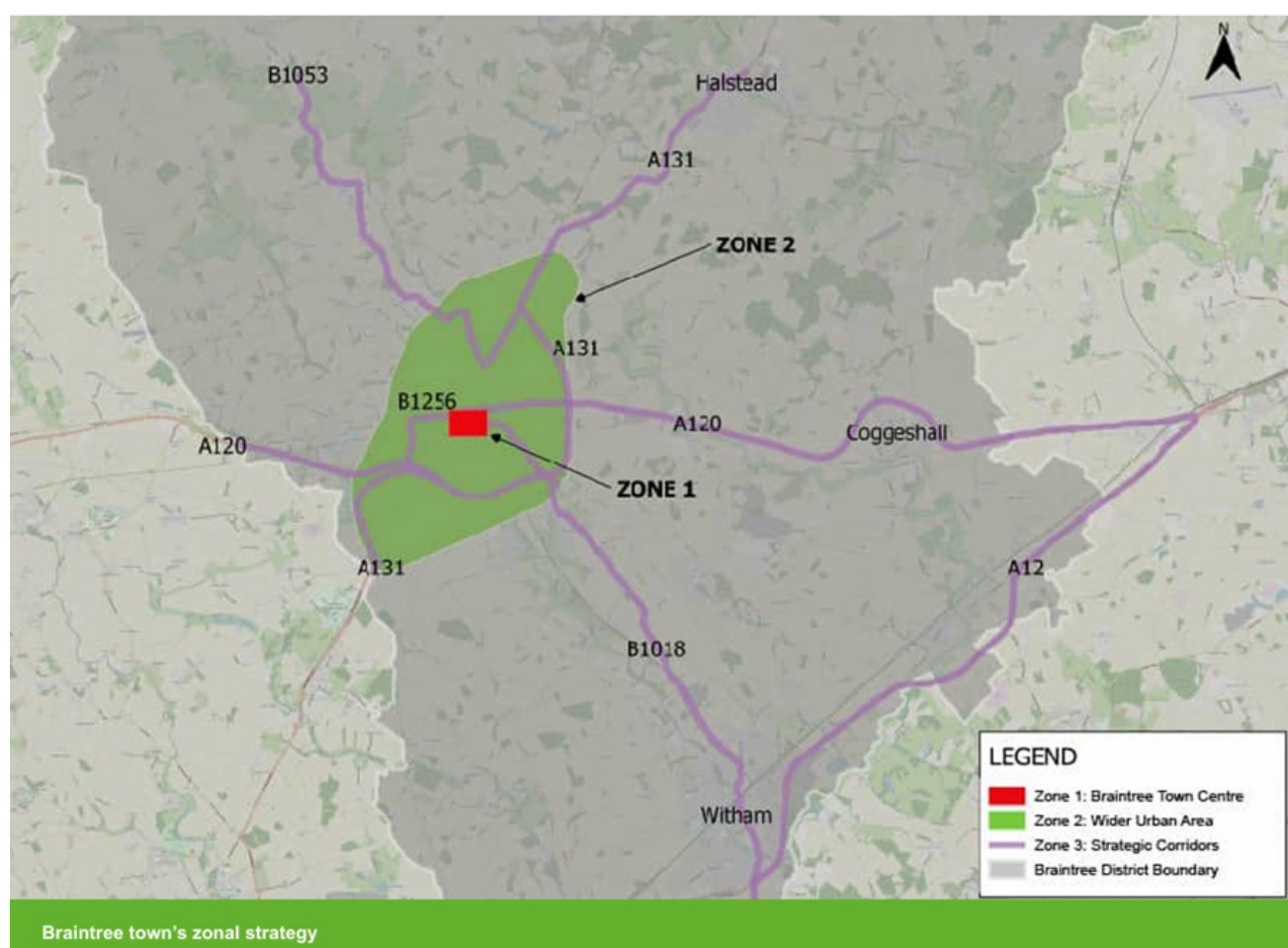


Figure 6.1: Braintree Transport Strategy Zonal Approach

Pre-Submission BLPR Policy Context

6.15 The transport strategy and policies within the Pre-Submission BLPR have been developed iteratively alongside the transport modelling, infrastructure assessment and infrastructure-provider engagement summarised in this chapter. The technical evidence has informed the emerging policy approach, while the policies provide the proposed framework through

which identified transport requirements and mitigation can be secured and delivered. Strategic transport infrastructure therefore forms an important part of the BLPR's approach to accommodating planned growth.

- 6.16 Policy LPR46 sets the Local Plan's sustainable transport framework. It requires development proposals to give priority to cycle and pedestrian movements and access to public transport. It also requires appropriate provision for pedestrians, cyclists, public transport, community transport, servicing, refuse and emergency vehicles, electric vehicle charging infrastructure, new road infrastructure where this would provide sustainable transport, and mobility hubs of an appropriate scale.
- 6.17 Policy LPR46 also requires developments that generate significant amounts of movement to provide a Travel Plan and Transport Statement or Transport Assessment. These documents must demonstrate how active and sustainable transport will be maximised and how traffic impacts will be mitigated in terms of capacity and safety. Highway works and / or financial contributions may be sought through Section 278 and Section 106 mechanisms where appropriate and viable.
- 6.18 Policy LPR49 identifies new and safeguarded road infrastructure required to support development and manage strategic and local network impacts. The policy safeguards the A131 Halstead Link Road / bypass, the second road access into Witham Station Car Park from Station Road, and the A120 Braintree to A12 / Marks Tey route option D. It also identifies schemes proposed to support development allocated in the Local Plan, including Maldon Road Bypass at Hatfield Peverel, a new link road connecting Springwood Drive with Panfield Lane, a new connection between Inworth Road and London Road, Galleys Corner improvements, improved connections to Kings Dene, and improved connections to Hatfield Peverel and Witham.
- 6.19 The IDP and the BLPR transport policy framework have therefore been developed iteratively. The IDP identifies the transport infrastructure requirements and mitigation arising from the technical evidence and provider engagement, while Policies LPR46 and LPR49 provide the proposed policy mechanisms through which relevant measures can be secured and delivered.

Highways

Current Context

- 6.20 Highways within Braintree District are the responsibility of National Highways and Essex County Council. National Highways manages the strategic road network, including the A12 and part of the A120, while ECC manages the local highway network, including the majority of A roads, B roads and unclassified roads within the district.
- 6.21 Braintree benefits from good highway accessibility to London and the wider region, including Chelmsford, Colchester, London Stansted Airport and North Essex. The principal roads serving the district include:
- A12 – providing connections to Chelmsford, London, Colchester and Ipswich;
 - A131 – connecting Braintree to Sudbury and the north of the district, and to Chelmsford to the south; and
 - A120 – connecting Marks Tey, Coggeshall, Braintree, London Stansted Airport, M11 and Freeport East.

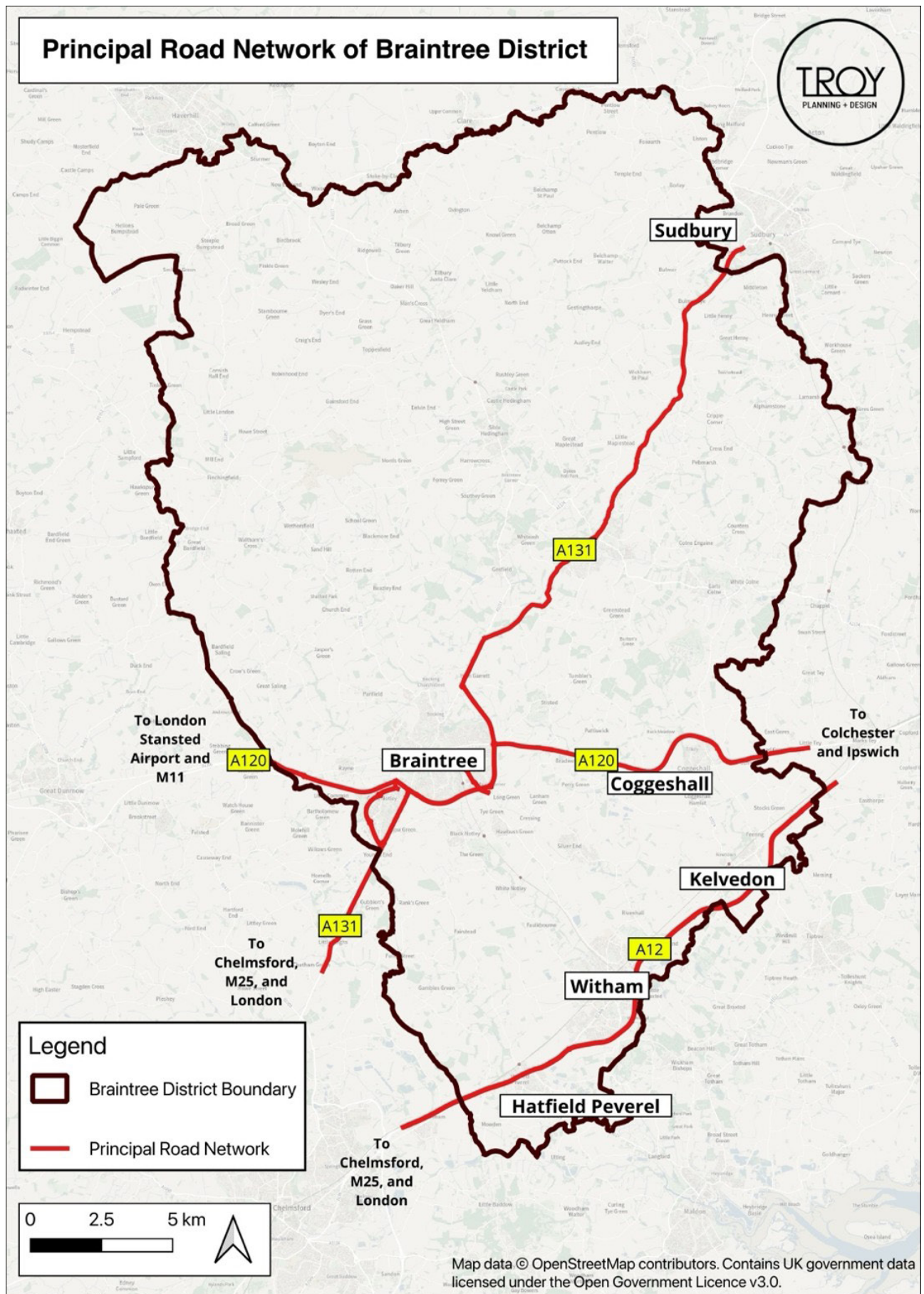


Figure 6.2: Principal Road Network of Braintree District

- 6.22 ECC's A Better Connected Essex – Essex Transport Strategy – Implementation Plan: Braintree and North Essex provides a place-based framework for transport priorities and interventions across Braintree and North Essex. It identifies that high car usage, combined with a growing population, places pressure on key routes including the A120, A12 and A131. Parts of the A120 around Braintree town experience congestion where local and strategic traffic meet.
- 6.23 Braintree's strategic and local highway network is therefore subject to existing pressures, including congestion and journey time reliability issues. These are particularly relevant on the A12, A120 and A131 corridors, and at key junctions including Galleys Corner, Marks Farm and other strategic approaches to Braintree, Halstead, Kelvedon, Feering, Hatfield Peverel and Witham.
- 6.24 Table 6.1 below provides a list of major highway improvement schemes in Braintree District which are either currently proposed, underway, due to begin in the near future, or have been completed since the previous IDP was prepared in 2021.

Highway Scheme	Brief Description	Current Project Status	Responsible Authority
A12 Chelmsford to A120 widening scheme (Junctions 19-25)	Widening of the A12 between Junction 19 (Boreham Interchange, Chelmsford) and Junction 25 (Marks Tey interchange) to increase capacity, improve safety and provide network resilience.	DCO was granted in January 2024 and funding was cancelled in July 2025. It remains an outstanding Nationally Significant Infrastructure Project (NSIP) scheme and safeguarded until February 2029.	National Highways
A120 Millennium Way Slips	Highway scheme comprising two west-facing slip roads connecting the A120 and Millennium Way to relieve congestion at Galleys Corner and improve movement on the A120 / Braintree network.	Planning permission approved in August 2020. Implementation sequence and funding to be confirmed with ECC, BDC and National Highways.	National Highways / ECC/BDC
Dandara Development – Panfield Lane and Deanery Hill, Braintree	Widen Panfield Lane to create a new right-turn lane and two central islands and resurfacing works on Panfield Lane. New cycleway link into the development and cycleway link from Deanery Hill to Churchill Road	Developer funded highway improvement works scheduled for July 2026 as part of planning application (19/00786/OUT).	ECC/ Developer

Persimmon Homes Development – Long Green/ Braintree Road, Cressing	Phase One - reconstruct the road alignment to match the newly installed kerb lines, installing drainage, completing outstanding footway works, and providing road signs and road markings. Phase Two - carriageway surfacing, reconstruction works, lining, and signage installation.	Carriageway improvement works as part of planning application 18/00549/OUT – August 2026	ECC/ Developer
Braintree Integrated Transport Package - Springwood Drive Roundabout	Upgrades including widening the roundabout, improving geometry, and adding lane markings	Work is being undertaken by ECC on the feasibility of Springwood Drive roundabout and a preferred option will be identified shortly. However, at present the estimated cost of the scheme will exceed the level of s106 contributions presently expected to be secured. Consequently, the timescale for completion is subject to securing the necessary funding to proceed.	ECC/ Developers
Braintree Integrated Transport Package - Station Access (Station Approach / Rose Hill & South Street Junctions):	Introduction of a one-way system from east to west along Station Approach to minimise conflict between road users (including buses, taxis and car park users). Additional non-motorised user access along Station Approach, including a contraflow cycle lane. Enhanced urban environment and new bus stop facilities beside the station.	Work to be completed but start date undetermined currently.	ECC
A131 Braintree to Sudbury Route Improvements	To improve safety and journey time reliability for all users of the A131. It consists of different measures at specific points along the route where problems have been identified or where demand is expected to increase.	Partially completed but further work still to be carried out and start dates unknown.	ECC

Table 6.1: Existing Highways Infrastructure Projects within Braintree District

- 6.25 The A12 Chelmsford to A120 widening scheme between Junction 19 and Junction 25 obtained a Development Consent Order in January 2024, but Government funding was cancelled in July 2025. The scheme is therefore not treated as committed funded infrastructure for the purposes of the IDP. However, the DCO remains relevant to safeguarding, strategic road network planning and the consideration of longer-term A12 corridor infrastructure.
- 6.26 ECC recommends that BDC should continue to safeguard the A12 DCO corridor land, particularly given the potential Strategic Growth Locations, including Policy LPR26 SGL - Kings Dene - North, West and South West of Kelvedon and Policy LPR25 South East Feering.
- 6.27 It should also be noted that the Road Investment Strategy 3 (RIS3) published in March 2026, acknowledges that some growth locations have complex interfaces with the Strategic Road Network, with the latter playing a significant role in enabling growth. In relation to the A12 corridor in Essex, National Highways is exploring a more proportionate and targeted approach to potential smaller-scale interventions, subject to future assessment and funding decisions. This provides relevant strategic context for considering the relationship between BLPR growth and the A12.
- 6.28 Proposals for upgrading the A120 between Braintree and Marks Tey have been submitted to Government. Option D connects Galleys Corner, Braintree with the A12 at a proposed new junction south of Kelvedon. As new development proposals could impact on the deliverability of this scheme, the Plan seeks to safeguard route option D from development. This is relevant to SGLs LPR26 and LPR23.

Establishing Future Highways Infrastructure Requirements

- 6.29 New development proposed through the Regulation 19 Local Plan Review will increase travel demand across Braintree District. Growth is focused primarily on Braintree, Halstead, Witham and the A120 / A12 / Great Eastern Main Line corridor, including Hatfield Peverel, Kelvedon and Feering. These locations have relationships with existing and planned transport infrastructure, while the scale of growth proposed will require appropriate mitigation on both the local and strategic highway networks. The transport evidence has therefore been used iteratively to understand these implications and identify a proportionate mitigation package to support the growth strategy.
- 6.30 Strategic transport modelling has been undertaken by ECC and its consultants to assess impacts within the Local Plan Review. The modelling has used the North Essex Model to undertake a proportionate assessment of the growth strategy, considering journey time delay and vehicle queue lengths at key pinch points on the strategic road network, as well as the sustainable accessibility of potential growth locations.
- 6.31 The transport evidence indicates that BLPR growth will generate additional highway impacts above the Reference Case on strategic approaches to Braintree and on the A12, A120 and A131 corridors. Forecast modelling identifies increased flows and journey time delays at key locations including the A120 at Galleys Corner and London Road, the A131 at High Garrett and Marks Farm, Pod's Brook Road, and the Cressing Road / B1018 corridors.
- 6.32 Sustainable transport measures are central to the mitigation strategy and will help reduce vehicle trips and improve accessibility. However, they are unlikely to mitigate the Local Plan

impact in full at all key pinch points, particularly during peak hours. The mitigation strategy therefore requires a coordinated package of targeted highway mitigation, public transport improvements, active travel measures and behavioural change initiatives.

- 6.33 A mitigation shortlist and associated cost model has been prepared by ECC Highways identifying transport interventions required or relevant to supporting planned growth. The shortlist draws on the Local Plan transport evidence, strategic modelling, local transport strategies, LCWIP priorities, bus and rail access considerations, and site-specific mitigation requirements. Further technical work will continue to refine and optimise the mitigation package, particularly along the A120 corridor and at junctions through Kelvedon and Feering. The precise form, scale and prioritisation of individual measures may therefore continue to be refined as this work progresses.
- 6.34 Where mitigation is required to make a development acceptable in planning terms, it will need to be funded and delivered either directly by the developer or through appropriate developer contributions, subject to the statutory tests and viability. Where works are delivered on the public highway, the developer will be required to enter into a Section 278 Agreement with the Highway Authority. Where more than one development contributes to the need for a local or strategic highway scheme which cannot reasonably be delivered by an individual development, it may be appropriate for financial contributions to be secured through Section 106 or Section 278 arrangements.

Required Highways Infrastructure to address Proposed Growth

- 6.35 The Regulation 19 transport mitigation shortlist identifies a package of interventions required or relevant to support the Local Plan growth strategy. These include highway junction and corridor improvements, public transport enhancements, rail station access and interchange measures, walking and cycling infrastructure, mobility hubs, travel planning and behavioural change measures.
- 6.36 The mitigation package reflects the Local Plan's sustainable transport approach and the need to manage the cumulative transport impacts of planned growth. It also recognises that different types of intervention will have different delivery mechanisms. Some measures are expected to be delivered directly by site promoters as part of site access or internal movement strategies. Others are wider corridor or area-based schemes where costs will need to be apportioned between multiple Local Plan allocations, committed developments and other funding sources. The current cost model provides a strategic-level basis for this apportionment; it does not establish the final contribution sought from each individual allocation.
- 6.37 The current Regulation 19 transport mitigation cost model identifies an estimated Local Plan transport contribution to 2043 of £184.380m. This comprises approximately £67.750m associated with general traffic and highway movement, £30.934m associated with public transport movement and £85.697m associated with active travel movement. The £184.380m represents the current strategic estimate of the share of identified transport mitigation attributed to BLPR development to 2043, after excluding cost shares attributed within the model to committed development, assumed external funding and post-2043 delivery. It should not be interpreted as a final allocation of transport costs or developer contribution liability between individual sites.

Category	Estimated Local Plan Contribution to 2043
General traffic / highway movement	£67,749,500
Public transport movement	£30,933,750
Active travel movement	£85,696,750
Total Local Plan transport mitigation contribution to 2043	£184,380,000

Table 6.2: Summary of Local Plan Transport Mitigation Contribution to 2043

- 6.38 The mitigation cost model identifies, at a strategic level, where scheme costs are expected to be shared between BLPR development, committed development and/or external funding sources. The IDS records the full estimated scheme cost and the current Local Plan Site Contribution to 2043, together with committed-development and external-funding assumptions where applicable. Detailed apportionment of the Local Plan Site Contribution between individual allocations has not been fixed at this stage and will be informed by further transport modelling and scheme development, viability evidence, site-specific transport assessment and the planning application process. Where several developments are identified against a scheme in the IDS, this indicates their relationship to the need for or benefit from that infrastructure and should not be interpreted as establishing a final contribution liability. Any developer contribution will ultimately need to satisfy the relevant statutory tests.
- 6.39 The principal growth-related transport packages identified through the Regulation 19 mitigation shortlist are set out in Table 6.3 below.

Broad Area	Identified Mitigation Measure
Braintree and East of Braintree	• Galleys Corner Roundabout improvements • Marks Farm Roundabout improvements • A120 Active Travel Bridge linking to LCWIP Route 3 • Braintree LCWIP Routes 2, 3, 6 and 7 • Cressing Station to LCWIP Route 3 • Braintree Station Access Improvements • Braintree Mobility Hub • Braintree Dynamic Traffic Management • Bus / BRT subsidy, car club, e-bike hire and Travel Plan Fund
Kings Dene, Kelvedon and Feering	• A12 access • Coggeshall Road / Oak Road link • New bus route serving Kelvedon, Kings Dene and Coggeshall • Kelvedon Station Improvements • Kelvedon Mobility Hub • Church Street Level Crossing closure / grade-separated solution • Rail asset assessment and mitigation, including bridges and level crossings • Countywide Cycle Link 10: Kelvedon to Hatfield Peverel
Halstead	• A131 corridor measures, including Halstead / High Garrett • Route 38 service enhancement and access into development • Halstead Town Network new route • Halstead Mobility Hubs • Countywide cycle route: A1124 Greenstead Hall Road to Hospital • Halstead local cycle routes • Safeguarded A131 Halstead Link Road / bypass corridor.

Hatfield Peverel and Witham	• Cycle link to Hatfield Peverel Station • Hatfield Peverel Station turning point, mobility hub and accessibility upgrades • Routing existing bus services via Hatfield Peverel Station • Countywide Cycle Link 10: Kelvedon to Hatfield Peverel • Witham LCWIP Route 7: Witham Station to North East Witham • Extension of Witham LCWIP Route 3 • Witham LCWIP Route 2: Crossing Road to Station • Witham Mobility Hub
District-wide measures	• Business and School Travel Planning • Cycle parking study • Safer School Streets in new developments
Longer term aspirational measures	• North Essex Rapid Transit, where relevant as a longer-term strategic interface • A120 Braintree to A12 / Marks Tey route option D, where relevant as a safeguarded strategic interface

Table 6.3: Identified transport mitigation measures

- 6.40 Table 6.3 summarises the principal mitigation packages only. The full project-level position, including the confirmed 2026 cost estimates, apportionment, phasing, delivery responsibility, dependencies and whether costs fall within the Local Plan period or post-2043, is set out in the IDS and the transport mitigation shortlist.
- 6.41 Major long-term strategic schemes, including the A120 Braintree to A12 route option D, elements of North Essex Rapid Transit and the longer-term new A12 Junction 21 / B1019 interface, are recognised as important strategic interfaces. However, where the mitigation shortlist identifies costs as post-2043 or not required as a Local Plan contribution to 2043, they should not be treated as base Local Plan viability costs.
- 6.42 ECC, BDC and NH recognise that a number of the existing operational issues affecting the A12 and its junctions are not solely attributable to growth proposed through the BLPR. Accordingly, where BLPR development contributes to the need for mitigation, the appropriate response should be proportionate to the development impact and take account of other contributing development and funding sources. Relevant mitigation will need to be developed through the transport evidence, site-specific assessment and planning process, ensuring that planned growth can be accommodated without unacceptable impacts on the Strategic Road Network.

Public Transport

Rail Services

Current Context

- 6.43 Rail infrastructure forms an important part of Braintree District's public transport network and is a key component of the wider sustainable transport offer needed to support the BLPR. Rail services provide strategic connections to London, Chelmsford, Colchester, Ipswich and other destinations across the wider region, and are particularly important for settlements on the Great Eastern Main Line and the Braintree branch line.
- 6.44 Railway infrastructure is owned and managed by Network Rail. Stations within the District

are operated by Greater Anglia. Network Rail is responsible for the day-to-day maintenance, renewal and operation of railway infrastructure, including track, signalling, bridges, level crossings and other operational railway assets. The planning and delivery of rail infrastructure therefore requires ongoing engagement between BDC, Network Rail, Greater Anglia, ECC, site promoters and, where relevant, the Department for Transport.

- 6.45 Within Braintree District rail services are provided on the Great Eastern Main Line by Greater Anglia which is now a state-owned train operating company after being taken over by DfT Operator Limited (DfTO) in October 2025. The railway industry is currently transitioning to Great British Railways, which will (so far as relevant to Braintree District) lead to the merging of the responsibilities and legal identities of Network Rail and DfTO.
- 6.46 The services which run within Braintree District are:
- London Liverpool Street to Ipswich, calling at Beaulieu Park, Hatfield Peverel, Witham, Kelvedon and Marks Tey;
 - London Liverpool Street to Braintree, calling at Beaulieu Park and Hatfield Peverel on some services, Witham, White Notley, Cressing, Braintree Freeport and Braintree;
 - London Liverpool Street to Colchester Town, calling at Beaulieu Park, Witham, Kelvedon and Marks Tey;
 - London Liverpool Street to Clacton-on-Sea, calling at Witham;
 - London Liverpool Street to Harwich International, calling at Beaulieu Park, Hatfield Peverel, Witham, Kelvedon and Marks Tey; and
 - Marks Tey to Sudbury, calling at Bures.
- 6.47 There are eight railway stations within Braintree District. Hatfield Peverel, Witham and Kelvedon are located on the Great Eastern Main Line. White Notley, Cressing, Braintree Freeport and Braintree are located on the Braintree branch line. Bures is located on the Marks Tey to Sudbury line. Witham acts as the principal interchange between the Braintree branch line and the Great Eastern Main Line. The locations of these stations and the rail network can be seen in Figure 6.3.
- 6.48 Although Beaulieu Park station is outside Braintree District, it is relevant to the wider rail accessibility context because it is located between Chelmsford and Hatfield Peverel, has a similar service pattern to Hatfield Peverel, and provides car parking and step-free access to all platforms. It may therefore be used by some residents of Braintree District, particularly in the south of the District.
- 6.49 The Great Eastern Main Line provides the District with relatively strong rail accessibility, particularly at Witham, Hatfield Peverel and Kelvedon. This is reflected in the Regulation 19 spatial strategy, which directs a significant proportion of growth towards the A12 / Great Eastern Main Line corridor. The railway therefore has an important role in supporting sustainable growth, reducing reliance on the private car, and providing access to employment, education, services and leisure destinations beyond the District.

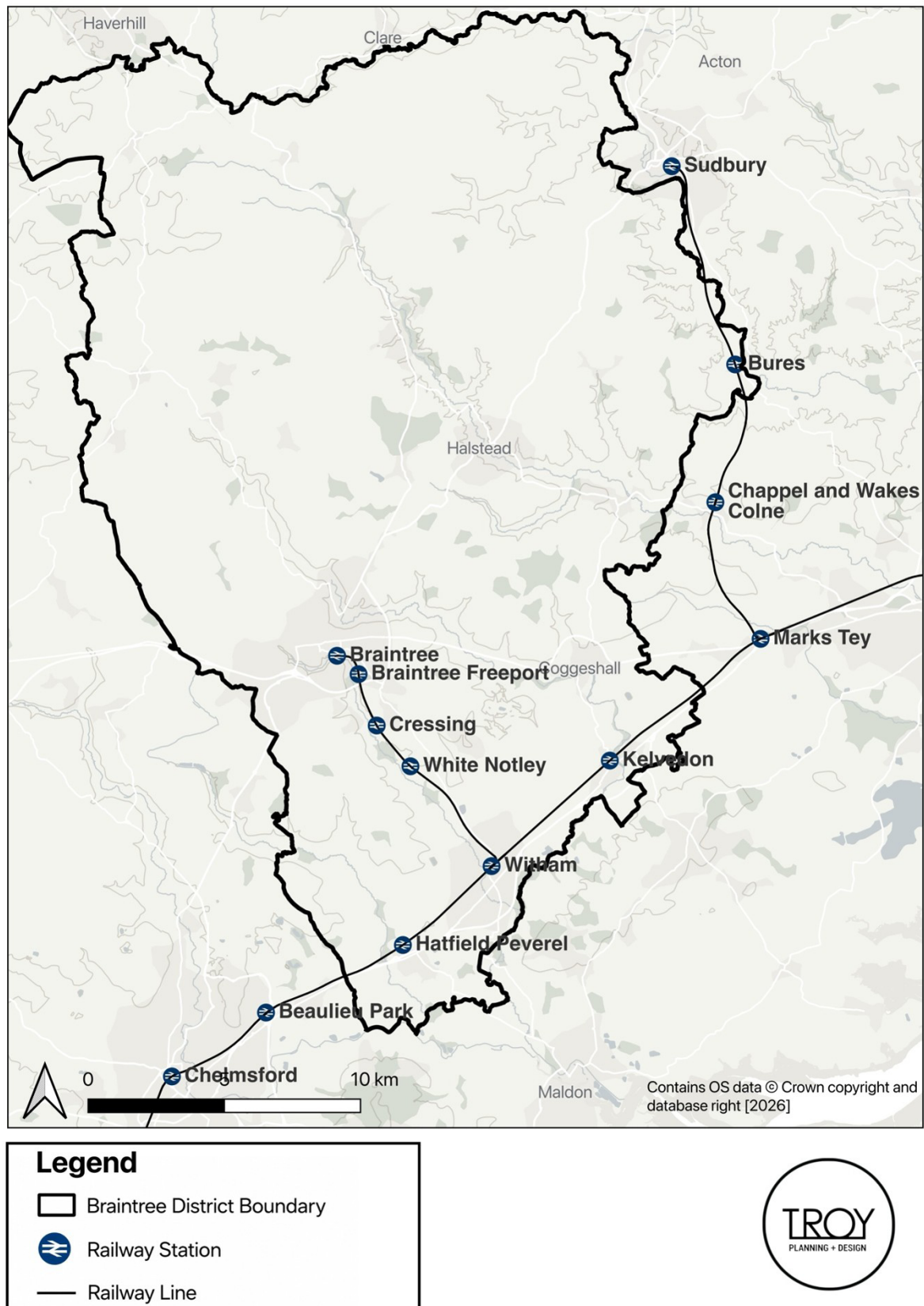


Figure 6.3: Rail Network Map of Braintree District and Surrounding Stations

- 6.50 The Braintree branch line provides rail access to Braintree, Braintree Freeport, Cressing and White Notley. The single-track nature of the branch line means that it is more vulnerable to delay and disruption and constrains the ability to increase service frequency without additional infrastructure. A potential passing loop between Braintree and Witham has been identified as a longer-term strategic opportunity, but there is no committed or funded

scheme at this stage.

- 6.51 The railway services within Braintree are well used with many residents commuting into London for work with around four trains per hour to London provided along the Great Eastern Main Line corridor. All rail stations have shown a year-on-year increase in passenger numbers over the last five years with the busiest station being Witham, recording 1.924 million passengers in 2024/25.³¹
- 6.52 Network Rail has confirmed through IDP engagement that existing rail capacity is considered suitable to serve the area and planned growth at this stage. The principal rail capacity bottlenecks and constraints are understood to be outside the Braintree area. Potential capacity, service and frequency upgrades may be required in the 2040s, but these are not currently identified as committed infrastructure projects for the IDP and would be subject to separate business case development, funding decisions and rail industry / government investment processes.

Establishing Future Railway Infrastructure Requirements

- 6.53 New development proposed through the BLPR will increase demand for rail travel across Braintree District. This is particularly relevant to Strategic Growth Locations along the Great Eastern Main Line corridor, including Kelvedon, Feering, Hatfield Peverel and Witham, as well as growth at Braintree and locations which may increase demand at stations on the Braintree branch line.
- 6.54 The spatial approach reflects, in part, the relative accessibility of settlements located along the rail corridor. However, the scale of planned growth means that rail infrastructure, station access and station environments will need to be considered proactively, particularly where new development is expected to rely on rail as part of its sustainable transport strategy.
- 6.55 Development should provide safe, direct and attractive connections to stations, support interchange with bus, walking and cycling networks, and contribute to station improvements where additional demand is generated, in accordance with Policy LPR46. Where proposed growth is predicated, in whole or in part, on access to the rail network, Network Rail requires that the associated railway infrastructure should be treated as enabling infrastructure for sustainable growth rather than a secondary benefit.
- 6.56 Network Rail's CP7 period, running from April 2024 to March 2029, is focused primarily on operations, maintenance and renewals. Significant capacity upgrades would require separate business case development and funding decisions. Therefore, rail infrastructure requirements associated with the BLPR are expected to focus primarily on station access, station environments, accessibility, interchange, level crossing safety, bridge impacts, operational asset protection and safeguarding, rather than major new rail capacity projects.
- 6.57 Developer contributions towards rail infrastructure should be sought where necessary to mitigate the impacts of development and support sustainable transport outcomes. Depending on the nature of the works, this may include Section 106 obligations, Section 278 works, planning conditions, direct delivery by developers, or other funding mechanisms. Where works affect operational railway land or assets, early engagement with Network Rail's Asset Protection and Optimisation team will be required.
- 6.58 Contributions will be considered on a case-by-case basis. The precise scope, cost and

³¹ Office of Rail and Road, *Estimates of Station Usage 2024–25*.

contribution mechanism will normally be determined through the development management process, having regard to what can reasonably be achieved, justified and delivered by the relevant development.

Required Railway Infrastructure to address Proposed Growth

- 6.59 The location of several proposed Strategic Growth Locations is intended to take advantage of existing rail infrastructure, particularly along the Great Eastern Main Line corridor. Development therefore needs to consider connections to stations and, where necessary, contribute to improvements to station capacity, accessibility, passenger circulation, interchange, station parking, walking and cycling access, level crossing mitigation and operational railway infrastructure.
- 6.60 Wider corridor-level evidence indicates that demand on the Great Eastern Main Line is expected to grow over the longer term. This growth will not be driven solely by Braintree District, as it reflects demand across the wider Great Eastern Main Line corridor and associated branches. However, planned growth at locations such as Kelvedon, Feering, Witham and Hatfield Peverel will need to be considered in this wider strategic context.
- 6.61 Table 6.4 sets out the identified rail infrastructure requirements and issues currently associated with the Regulation 19 BLPR, Network Rail engagement, Greater Anglia engagement and the transport evidence available to date.

Strategic Growth Location/Related Policy/Project	Potential Railway Infrastructure Required	Notes
District wide	Development should contribute to rail infrastructure and station facility improvements where increased rail demand is generated or where development relies on rail access as part of its sustainable transport strategy.	Contribution to be secured through planning conditions, Section 106 obligations and / or other funding mechanisms. This may include station capacity and circulation, step-free access, passenger facilities, waiting areas, wayfinding, secure cycle parking, station forecourt / interchange facilities, bus interchange, pedestrian and cycle routes to stations, and works required to protect the safe and efficient operation of railway assets.
District Wide/ Policy LPR46	Retention and appropriate management of station parking at Braintree, Witham, Kelvedon, Hatfield Peverel and Bures.	Station parking at Braintree, Witham, Kelvedon, Hatfield Peverel and Bures should be safeguarded for continued rail use and managed in a way that supports station access, accessibility and operational requirements. Where development is proposed within or adjacent to a station environment, parking, blue badge provision, pick-up/drop-off, cycle parking, servicing, operational access and forecourt arrangements should be assessed with Network Rail and the station operator, having regard to rail industry standards and accessibility guidance. Local parking standards should not be applied in a way that conflicts with rail operational, safety or accessibility requirements.

Braintree Branch Line	Potential future passing loop between Braintree and Witham.	No committed funded scheme. Longer-term strategic opportunity subject to business case preparation and funding. Not identified as a committed Local Plan infrastructure project at this stage.
Policy LPR25 – South East Feering	Assessment and mitigation of impacts on railway bridge structure LTN1/191 due to increased use as a result of development.	Assessment and mitigation of impacts on railway bridge structure LTN1/191 should include consideration of increased vehicle, pedestrian and cycle movements arising from development, existing geometric constraints, the absence of pedestrian footway provision, road vehicle incursion risk, and potential interaction with wider traffic routing between Church Street Level Crossing and the A120 at Marks Tey. Any required mitigation should be agreed with Network Rail and secured through the planning process before development creates additional pressure on the structure.
Policy LPR26 – Kings Dene	Kelvedon Station improvements, including station capacity, step-free access, parking, interchange, station quarter development and multi-modal connectivity.	Kelvedon Station should be identified as a key item of enabling infrastructure for Policy LPR26. The IDP should require a comprehensive station and interchange package, to be developed with Network Rail, Greater Anglia, BDC, ECC and the site promoter. This package should consider station capacity, passenger circulation, step-free access, accessible routes to all platforms, passenger facilities and waiting areas, station forecourt and interchange arrangements, bus integration, secure cycle parking, wayfinding, parking management, pedestrian and cycle access, and the opportunity for a coordinated station quarter. The scope, phasing, funding mechanism and delivery triggers should be aligned with housing occupation so that station access and interchange improvements are available early enough to influence travel behaviour.
Policy LPR26 – Kings Dene	Assessment of mitigation and impacts on level crossings and railway bridges.	Issues identified include Henry Dixon Way railway underbridge flooding, Potters Footpath Level Crossing, Crane's Lane Bridge, Church Street Level Crossing, Rolleylane Bridge and Bridge 185.
Policy LPR26 – Kings Dene	Closure of Church Street Level Crossing and replacement with a grade-separated solution	Upgrade of the crossing to full barriers is planned for CP7, which is likely to increase barrier downtime. Network Rail has requested provision of a new road-over-rail bridge, with potential to form part of a diverted A120 in the future, enabling the level crossing to be closed.

Policy LPR27 – Wood End Farm, Witham	Cycle / footpath connection between the site and Hatfield Peverel railway station, with consideration of station accessibility.	Routes should be safe, direct, attractive and accessible and should connect to the station entrance, cycle parking, bus stops and wider walking / cycling network. Step-free access to the down platform at Hatfield Peverel should be considered where additional demand is generated.
LPR28 – Land North of A12, Hatfield Peverel	Cycle / footpath connection between the site and Hatfield Peverel railway station, including routes from Witham.	Requirement to be considered through masterplanning, active travel planning and engagement with Network Rail, Greater Anglia and ECC.
Policy LPR35 – Cut Throat Lane Car Park, Witham	Pedestrian access to Witham Station, assessment of Cut Throat Lane level crossing impacts and potential bridge / level crossing mitigation.	Early assessment is required, including pedestrian and cycle usage, qualitative risk, interaction with wider cycling proposals, potential boundary fencing, and safe pedestrian access between the site and Witham Station. Network Rail's aspiration is to replace the level crossing with a ramped bridge. This will become higher priority if train services on the Braintree branch are doubled through provision of infrastructure improvements. Footway improvements on Albert Road are desirable to remove the need for passengers to cross traffic twice.
Cressing / Raffels Public Footpath Level Crossing	Assessment of Raffels Public Footpath Level Crossing	Assessment of Raffels Public Footpath Level Crossing and potential alternative safe pedestrian route.
Cressing Level Crossing	Upgrade to full-barrier arrangement and widening / improvement of highway approaches where necessary.	Rail safety and highway interface requirement to ensure vehicles can clear the crossing safely.

Table 6.4: Rail infrastructure required to address proposed growth

- 6.62 Level crossings, railway bridges, railway underbridges, boundary fencing and other operational railway assets should be treated as safety-critical constraints where they are affected by proposed development. Any proposal that is likely to alter the use, character or risk profile of a level crossing, bridge or other railway asset should be subject to early consultation with Network Rail. Where mitigation is required, this should be identified in the IDS and secured through the relevant planning mechanism, with delivery responsibility, funding, phasing and technical approvals clearly recorded.

Bus Services

Current Context

- 6.63 Bus service infrastructure forms an important part of the public transport network in Braintree District, providing access to town centres, employment areas, education, healthcare, rail stations and wider destinations including Chelmsford, Colchester, Halstead



Figures 6.4 and 6.5: Bus Network Map of Braintree Town Centre (left). Bus Network Map of Witham (right)

and Stansted Airport. The bus network is particularly important for residents without access to a private car, younger people, older people, people with disabilities, and residents in rural areas where access to services can otherwise be limited.

- 6.64 Local bus services are primarily operated by commercial bus operators. Essex County Council, as Local Transport Authority, has a role in supporting, coordinating and, where appropriate, funding bus services and bus infrastructure. This includes the use of developer contributions where development creates the need for additional services or infrastructure.
- 6.65 The Essex Bus Service Improvement Plan³² (BSIP) identifies the importance of improving the quality, reliability, accessibility and connectivity of the bus network. This is part of the strategy to counteract an overall decline in bus patronage, which remains below pre-COVID levels. Bus improvements are therefore an important part of the Local Plan transport mitigation strategy.
- 6.66 Buses are identified within the Essex transport policy framework as a key part of the “Avoid, Shift, Improve” approach to transport planning. Bus services have an important role in helping to reduce unnecessary private car journeys, support access to employment, schools and services, and reduce congestion, carbon emissions and air quality impacts.
- 6.67 Most bus routes radiate from Braintree town centre, which acts as an important local bus

³² Essex County Council (2021), *Bus Service Improvement Plan 2021 to 2026*, October 2021.

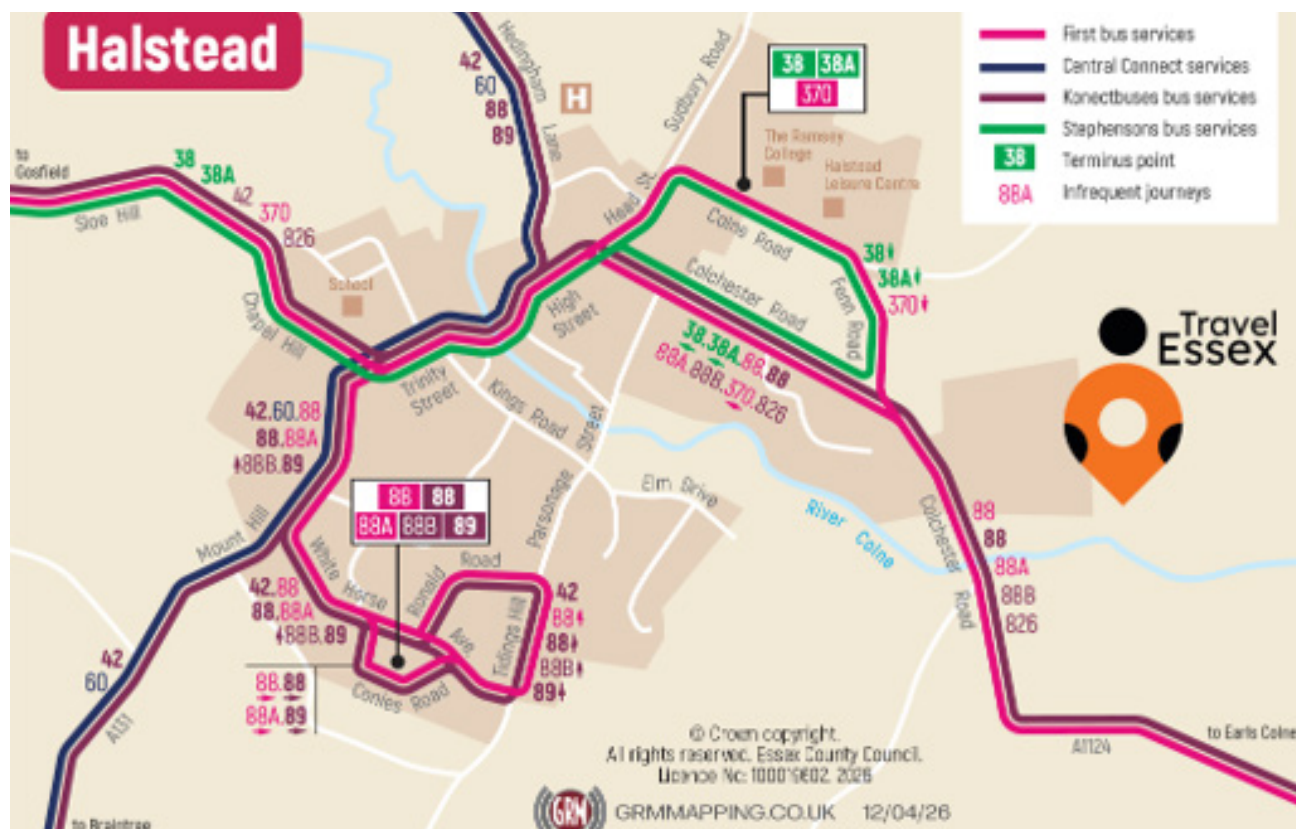


Figure 6.6: Bus Network Map of Halstead

hub. Services connect Braintree with Chelmsford, Colchester, Halstead, Stansted Airport and Witham, although frequency and days of operation vary.

- 6.68 In Witham there are medium-frequency services to Braintree, Colchester, Chelmsford and Maldon, although levels of service vary by route and day.
- 6.69 In Halstead there are services to Braintree, Witham and Colchester, with a bookable DaRT service to Sudbury. However, services are generally medium frequency and improved local accessibility will be required to support the scale of planned growth.
- 6.70 Bus provision in rural parts of Braintree District is more limited. Some rural communities have infrequent services or no conventional fixed-route services. Rural villages to the north of the area may also look to Sudbury or Haverhill in Suffolk for local services.

Establishing Future Bus Infrastructure Requirements

- 6.71 Growth proposed through the BLPR will increase demand for bus services and bus infrastructure across Braintree District. This will be particularly important at Strategic Growth Locations, where the scale of development means that bus services need to be planned from the outset and integrated into the movement strategy, site layout, phasing and wider transport mitigation package.
- 6.72 Policy LPR46 requires new development to facilitate sustainable modes of transport, including public transport infrastructure. It supports new public transport routes, bus priority schemes, rapid transit measures where appropriate, and well-connected pedestrian routes to public transport facilities.

- 6.73 ECC has advised that development should provide for bus priority, including signal priority, bus gates or bus lanes where justified, high-quality stops and shelters, and fully accessible interchange infrastructure.
- 6.74 Demand Responsive Transport will also be relevant to rural areas and lower-density locations. DRT provision in Braintree District includes services such as DigiGo, DaRT and community transport services, which can provide flexible access to hubs, workplaces and services where fixed-route services are limited.
- 6.75 Bus infrastructure is required to form part of the wider mitigation strategy for the Local Plan, particularly for growth around Braintree, Halstead, Witham, Kelvedon, Feering and Hatfield Peverel.

Required Bus Infrastructure to Address Proposed Growth

- 6.76 The growth proposed through the Regulation 19 Local Plan will require additional bus infrastructure, service enhancements and interchange improvements. For Strategic Growth Locations, this will include site-specific infrastructure such as internal layouts capable of accommodating buses, bus stops, shelters, real-time passenger information and local mobility hubs. Wider strategic infrastructure may also be required, including bus corridor improvements, mobility hubs, Demand Responsive Transport, interchanges, integrated ticketing and longer-term rapid transit opportunities.
- 6.77 Table 6.5 sets out the identified bus infrastructure proposed to support local plan growth.

Strategic Growth Location/ Related Policy/Project	Identified Bus Infrastructure
Braintree and East of Braintree	• Bus / BRT subsidy to support access to strategic growth • Braintree Mobility Hub • Braintree Station access and interchange improvements.
Braintree–Halstead corridor	• Route 38 service enhancement & access into development.
Halstead	• Halstead Town Network new route • Halstead Mobility Hubs.
Kings Dene / Kelvedon / Coggeshall	• New bus route serving Kelvedon, Kings Dene and north to Coggeshall; Kelvedon Mobility Hub.
Hatfield Peverel	• Hatfield Peverel Station turning point / mobility hub and routing existing bus services via the station.
District-wide / longer-term	• Demand Responsive Transport • Bus priority measures, • Accessible stops and interchange improvements • North Essex Rapid Transit.

Table 6.5: Principal bus and public transport projects identified to support Local Plan growth

- 6.78 Developers will be expected to provide or fund the bus infrastructure necessary to make their development acceptable in transport terms. This may include direct delivery of on-site infrastructure, off-site works, Section 106 contributions towards services or infrastructure, Section 278 works where highway changes are required, and contributions towards wider bus corridor or interchange improvements where justified.

Active Travel

- 6.79 Active travel refers principally to walking, cycling and wheeling, as well as other non-motorised forms of movement. In Braintree District, active travel infrastructure is planned and delivered through a combination of Essex County Council, as Highway and Transportation Authority, Braintree District Council, site promoters, developers and other delivery partners.
- 6.80 Active travel is a critical component of transport infrastructure. It has a direct role in reducing reliance on private car use, improving access to local services, supporting health and wellbeing, reducing carbon emissions, improving air quality and creating more attractive and inclusive places. It is also essential to supporting public transport, as most bus and rail journeys begin or end with a walking, wheeling or cycling trip.
- 6.81 Braintree District has a partial network of cycle paths, footways and public rights of way. However, the existing network is not comprehensive and varies significantly by settlement.
- 6.82 The Braintree District Cycling Action Plan³³ identifies that most towns in the District have limited cycle provision. The Action Plan identifies a need to join up existing routes, provide new cycle routes to connect with development, deliver segregated routes where possible, improve links to employment, rail stations and town centres, and improve access to the Flitch Way. The Flitch Way is a 15-mile, traffic-free route that follows the former rail line from Braintree to Bishop's Stortford and forms part of National Cycle Route 16.
- 6.83 The Braintree Local Cycling and Walking Infrastructure Plan provides the most up-to-date local framework for identifying priority walking and cycling networks.
- 6.84 ECC's transport policy places a strong emphasis on active and sustainable travel. The emerging Essex LTP4 and the Braintree and North Essex Implementation Plan place active travel at the centre of reducing car dependency, improving access to services, supporting health and wellbeing, and creating safer and more pleasant streets.
- 6.85 Active travel in Braintree District is currently constrained by gaps in the existing network. In many locations, short trips that could otherwise be made on foot, by cycle or by wheeling are less attractive because routes are indirect, interrupted, poorly signed, affected by severance, or perceived as unsafe. Addressing these gaps is therefore an important part of making new development sustainable and reducing pressure on the highway network.

Establishing Future Active Travel Infrastructure Requirements

- 6.86 New development proposed through the BLPR will increase demand for walking, cycling and wheeling infrastructure. It will also create opportunities to deliver new active travel links, fill gaps in the existing network, improve connections to public transport, and reduce reliance on the car.

³³ Essex Highways (2018), Braintree District Cycling Action Plan, January 2018.

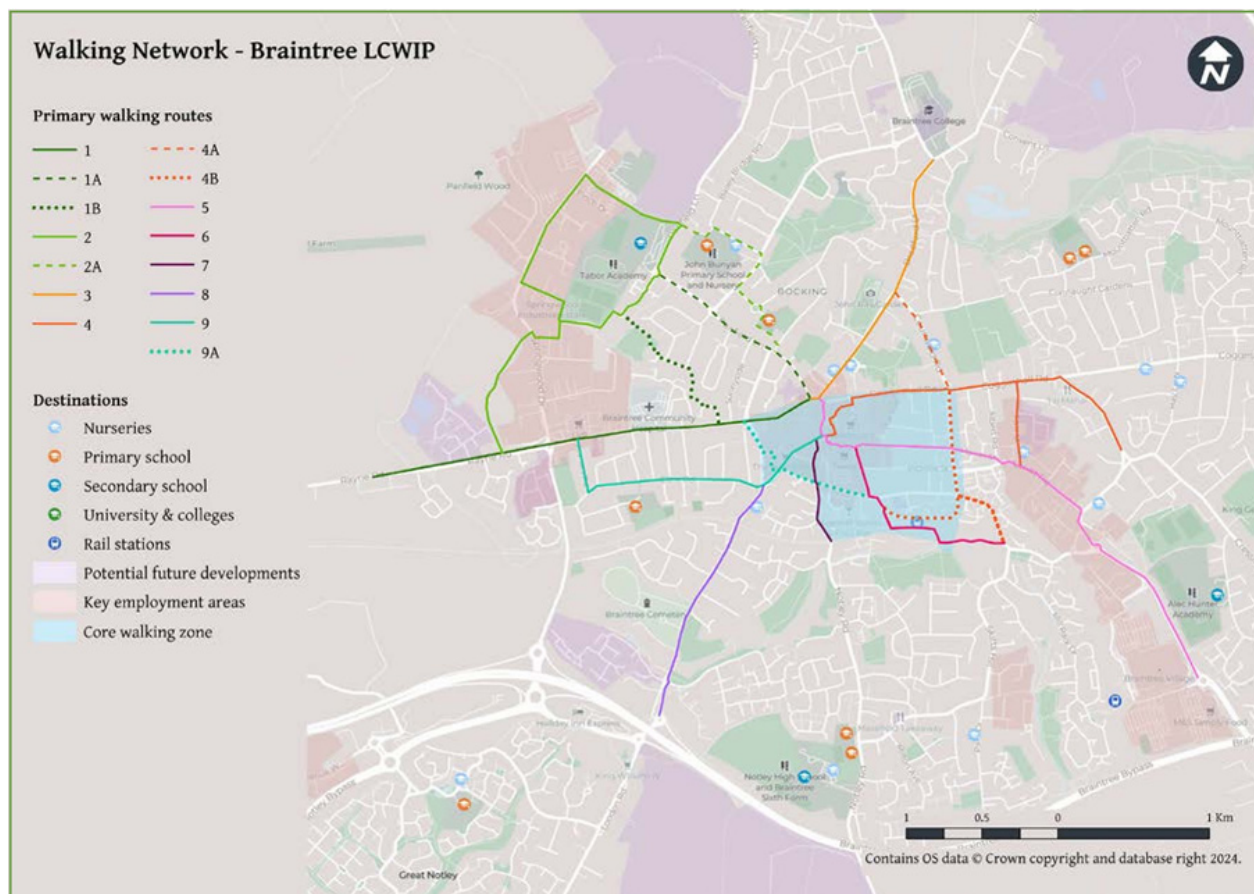


Figure 6.7: Local Cycling and Walking Infrastructure Plan of Braintree

- 6.87 Policy LPR46 requires sustainable modes of transport to be facilitated through new development, with priority given to walking, cycling and access to public transport.
- 6.88 ECC emphasises the need to embed high-quality cycle and walking infrastructure into the Local Plan. This includes integration with the LCWIP, secure cycle parking, walkable neighbourhoods, travel plans, the Essex Design Guide and measures to create low-traffic, people-first environments.
- 6.89 New development will need to have regard to the relevant LCWIP when identifying on-site and off-site pedestrian and cycle routes. This should include consideration of how development can deliver, connect to or contribute towards the primary and secondary routes identified in the LCWIP, as well as other locally important links to schools, rail stations, bus stops, local centres, healthcare, employment areas and green spaces.

Active Travel Infrastructure Requirements to address Proposed Growth

- 6.90 The active travel requirements arising from growth will need to include both site-specific infrastructure and wider network improvements.
- 6.91 Site-specific infrastructure may include internal walking and cycling routes, segregated cycle tracks, footways, crossings, cycle parking, public realm improvements, traffic calming and links to public rights of way.
- 6.92 Wider network improvements may include contributions towards LCWIP routes, A12 crossings, station access improvements, town centre walking and cycling improvements, and strategic links between settlements.

6.93 Table 6.6 below identifies the principal active travel infrastructure requirements and issues currently associated

Strategic Growth Location/Related Policy/Project	Identified Active Travel Infrastructure Requirement or Project
Braintree and East of Braintree	• A120 Active Travel Bridge • Braintree LCWIP Routes 2, 3, 6 and 7 • Crossing Station to LCWIP Route 3 connection.
Braintree town centre / station area	• Braintree Station Access Improvements • Walking / cycling links to the town centre.
Halstead	• Countywide cycle route from A1124 Greenstead Hall Road to Hospital • Halstead local cycle routes
Kelvedon / Feering / Hatfield Peverel	• Countywide Cycle Link 10: Kelvedon to Hatfield Peverel • Active Travel links to Kelvedon Station and Hatfield Peverel Station.
Witham	• Witham LCWIP Routes 2, 3 and 7 • Witham Station access and mobility hub links.
District-wide / new developments	• Site-specific walking and cycling routes, public rights of way links, cycle parking. • Safer School Streets and travel planning measures.

Table 6.6: Principal active travel projects identified to support Local Plan growth

- 6.94 Developer contributions and direct delivery will be required where active travel infrastructure is necessary to make development acceptable, mitigate its impacts, or support the delivery of sustainable growth. This may include Section 278 works within or affecting the public highway, Section 106 contributions towards wider schemes, direct delivery of on-site routes and crossings, and financial contributions towards strategic active travel routes where justified.
- 6.95 The ECC Developers' Guide to Infrastructure Contributions makes clear that developers will be expected to provide site-specific works such as crossings, continuous footways and cycle tracks, and contribute to larger, strategic severance schemes through Section 106 funding where appropriate.

Summary of Transport Infrastructure Requirements

- 6.96 Transport is one of the most significant infrastructure and viability considerations for the BLPR. The planned scale and distribution of growth will increase demand on the highway network, public transport network, rail stations, walking and cycling routes, and local movement corridors.
- 6.97 The IDP identifies a coordinated mitigation package comprising targeted highway improvements, public transport enhancements, rail station and railway asset measures, walking and cycling improvements, mobility hubs, travel planning and behavioural change measures.
- 6.98 The current Regulation 19 transport mitigation cost model identifies an estimated Local Plan Site Contribution to 2043 of approximately £184.4m, as summarised in Table 6.2. This represents a current strategic estimate rather than a final allocation of costs between

individual developments. The mitigation package, scheme costs and detailed apportionment will continue to be refined through further transport assessment, scheme optimisation, feasibility and design work, viability evidence and application-stage assessment. The identification of a scheme against an allocation in the IDS does not mean that the development would be expected to fund the full scheme cost.

6.99 The most significant transport delivery issues identified in the IDP are:

- securing proportionate mitigation for the A120, A12 and A131 corridors;
- resolving site-specific and wider access requirements for Kings Dene, East of Braintree, Halstead and Hatfield Peverel;
- ensuring bus, walking and cycling infrastructure is delivered so that sustainable travel behaviour is established from first occupation;
- securing station access and rail interface improvements where growth relies on the rail network, especially at Kelvedon Station.

7. Water Management and Flood Risk

- 7.1 This chapter considers the management of water and flood risk infrastructure across Braintree District, including:
- used water;
 - potable water; and
 - flood risk and surface water management infrastructure.
- 7.2 Water infrastructure is critical to supporting sustainable growth. It is required to provide safe and reliable water supply, manage wastewater, protect the water environment, reduce pollution, and manage flood risk. It is also an increasingly important infrastructure issue in the context of climate change, water scarcity, population growth, environmental protection and the delivery of new homes, employment and community infrastructure.
- 7.3 This chapter has been prepared in line with the Regulation 19 BLPR, engagement with Anglian Water, Essex & Suffolk Water, the Environment Agency and Essex County Council as Lead Local Flood Authority (LLFA), and the available evidence at the point of preparing the IDP. The emerging Water Cycle Study and Level 2 Strategic Flood Risk Assessment are also key evidence inputs.

Used Water Infrastructure (Sewerage)

Current Context and Existing Provision

- 7.4 Used water, also known as wastewater, is water that has been used by homes, businesses, institutions and other land uses and which must be collected, conveyed, treated and safely returned to the environment.
- 7.5 If wastewater is not properly collected and treated, it can have significant adverse effects on the water environment, including pollution, oxygen depletion, nutrient enrichment, impacts on biodiversity and deterioration in water quality. Wastewater is treated at Water Recycling Centres (WRCs) before discharge to receiving watercourses, subject to environmental permits and water quality requirements.
- 7.6 Anglian Water Services (AWS) is the sole wastewater service provider within Braintree District. Anglian Water is responsible for wastewater collection and treatment through a network of sewers, pumping stations and WRCs.
- 7.7 The Water Services Regulation Authority (Ofwat) is the economic regulator of water and sewerage companies in England and Wales. Water and sewerage companies are required to prepare investment plans through the five-year Asset Management Plan (AMP) / Price Review process.
- 7.8 Anglian Water's Drainage and Wastewater Management Plan covers the period 2025 to 2050.³⁴ It sets out how wastewater systems and drainage networks are to be maintained, improved and extended over the long term to respond to future pressures, including population growth, climate change, flood risk, and the need to protect water quality.

³⁴ Anglian Water Drainage and Wastewater Management Plan 2025 – 2050 (May 2023).

- 7.9 Anglian Water has confirmed through IDP engagement that, due to the timing of national policy changes, its earlier capacity and infrastructure planning did not fully account for the uplift in housing growth arising from the Government's new standard method. Anglian Water is therefore responding to a higher growth position than previously planned for, which represents an important infrastructure planning risk for the IDP.
- 7.10 The Environment Agency has also identified wastewater treatment as a key infrastructure need for the Local Plan. Capacity at wastewater treatment works catchments serving Braintree could have implications for new development. BDC will need to be satisfied that, when allocating growth within a wastewater treatment catchment, sufficient capacity is available or will be made available in time to serve the proposed development.
- 7.11 Statutory wastewater undertakers are responsible for delivering necessary off-site network reinforcement where required. Developer connections, requisitions and infrastructure charges are managed through the statutory charging framework and the relevant undertaker's developer charging arrangements. Developers are expected to engage with Anglian Water at an early stage to confirm connection points, local network capacity, reinforcement requirements, costs, phasing and delivery timescales.

Establishing Used Water Infrastructure Requirements

- 7.12 New development proposed through the BLPR will increase the number of wastewater connections and the volume of wastewater requiring collection, conveyance and treatment. The scale of growth proposed means that wastewater infrastructure is a key issue for the IDP.
- 7.13 The emerging Water Cycle Study (WCS) evidence identifies existing WRC capacity and the associated impact of growth on the water environment as one of the key infrastructure issues in relation to the proposed growth strategy.
- 7.14 Anglian Water has provided a June 2026 AMP8 investment schedule³⁵ for Braintree District. This identifies a wider programme of investment including water network reinforcement, WRC Dry Weather Flow growth schemes, WINEP water quality and monitoring schemes, storm overflow improvements, emergency overflow monitoring, raw water deterioration investment, WRMP / drought resilience measures and PFAS-related treatment design.
- 7.15 These schemes are relevant to the IDP because they may support growth, environmental compliance, supply resilience or future infrastructure headroom. However, not all schemes are growth-specific. Some are regulatory, environmental or resilience-led investments and should not be treated as direct developer contribution items unless Anglian Water confirms a growth-related funding requirement.
- 7.16 Anglian Water has identified Bocking WRC as being at capacity. This represents an identified infrastructure constraint requiring further capacity and phasing assessment. However, Anglian Water has not at this stage identified a discrete growth-related infrastructure scheme, cost or delivery programme for Bocking WRC for inclusion in the IDS. Wider capacity and demand issues across the District were also identified as creating difficulty in increasing headroom. Future infrastructure planning, investment and regulatory cycles will therefore need to respond to the updated growth position.

³⁵ Anglian Water, Braintree District AMP8 Investment Schedule, June 2026.

- 7.17 Anglian Water has confirmed that all sites above 500 dwellings are considered strategic sites for its purposes. Strategic Growth Locations may therefore require a strategic site approach to wastewater infrastructure delivery because of their scale, lead-in times, infrastructure requirements, and phased build-out.
- 7.18 Connections should be made to sustainable points of connection wherever possible. Developers are expected to fund the conveyance route required to connect to the sustainable point of connection. Temporary connections may assist early delivery on larger sites, but they do not remove the need for the permanent strategic infrastructure solution.
- 7.19 Anglian Water's Developer Charging Arrangements³⁶ include a sewerage infrastructure charge of £600 per property. This charge funds wider network reinforcement to meet increased demand arising from new connections and is separate from site-specific connection, requisition, reinforcement, diversion, adoption, build-over, pre-planning or asset protection charges.
- 7.20 Site-specific costs will depend on location, point of connection, conveyance requirements, local network capacity, WRC capacity, phasing and any reinforcement or asset protection requirements.

Used Water Infrastructure Assessment against Proposed Growth

- 7.21 The growth proposed through the BLPR will require additional wastewater infrastructure capacity to serve new development. The growth is not shown as undeliverable, but wastewater treatment capacity, permit headroom, network reinforcement, environmental requirements and delivery phasing will require careful planning and confirmation with Anglian Water.
- 7.22 Development proposals should demonstrate that capacity is available in the sewerage network and at the receiving WRC to accommodate wastewater flows from the site, or that capacity can be made available in time to serve the development.
- 7.23 Anglian Water has identified specific site-related wastewater and asset protection matters through its consultation response and IDP engagement. These are set out in Table 7.1.
- 7.24 Growth-related wastewater infrastructure requirements are to be addressed through a combination of Anglian Water investment programmes, developer connections, infrastructure charges, planning conditions, site-specific reinforcement and future investment identified through the Drainage and Wastewater Management Plan and Price Review processes. The identification of a capacity constraint does not in itself establish a specific infrastructure project or Critical IDS requirement. Where Anglian Water identifies a growth scheme, delivery trigger or other defined intervention through subsequent assessment, this can be reflected in future updates to the infrastructure delivery position.
- 7.25 The IDS identifies the known AMP8 wastewater schemes within Braintree District, including growth-related WRC DWF schemes and WINEP environmental schemes where they are relevant to capacity, environmental compliance or growth phasing. Costs for the AMP8 schemes remain to be confirmed by Anglian Water.

Table 7.1 records matters specifically identified through the available evidence and engagement

³⁶ Anglian Water, Developer Charging Arrangements 2026/27.

and should not be read as a complete mapping of every Strategic Growth Location to its receiving WRC or wastewater catchment.

Proposed Allocation/ Identified Strategic Growth Location	Wastewater Infrastructure Considerations and Requirements
LPR20 Land East of Broad Road, Braintree	The site is in proximity to Bocking WRC and its potential odour risk. Bocking WRC has also been identified by Anglian Water as being at capacity.
LPR25 Land at South East Feering	Foul sewers cross the site and the site is within 15m of a sewage pumping station. Anglian Water has requested a pre-occupancy condition linked to delivery of the Coggeshall WRC growth scheme and requires the applicant to consult with Anglian Water to determine a sustainable point of connection. Foul water strategy required.
LPR26 Kings Dene, Kelvedon	A foul water strategy, integrated water management measures, sustainable points of connection and surface water drainage strategy are required to support the scale and phasing of the new community.
LPR28 Land North of the A12, Hatfield Peverel	Anglian Water has identified a sewer crossing the site.
Development above 500 dwellings	Early engagement with Anglian Water is required to confirm strategic wastewater infrastructure requirements, phasing, connection points, conveyance routes, reinforcement requirements, phasing, timescales, and more for all sites of this scale.
Bocking WRC catchment	Bocking WRC at capacity. Growth affecting this catchment will require assessment of capacity, phasing, environmental requirements and available headroom.

Table 7.1: Wastewater Infrastructure Matters Identified through Anglian Water Engagement

Potable Water Supply

Current Context and Existing Provision

- 7.26 Water supply infrastructure is essential for all new development. It includes drinking water supply for households and other potable uses, as well as water required by employment, commercial, industrial, community, education, healthcare and other non-household uses.
- 7.27 Braintree District is served by two water supply providers. Anglian Water supplies water in the central and northern parts of the District. Essex & Suffolk Water supplies water in the southern part of the District. Anglian Water and Essex & Suffolk Water have confirmed that there are areas of overlap or interface between their operational areas, including at Kings Dene and other parts of the District, and that they can work together at the detailed planning stage where sites involve interaction between the two providers.
- 7.28 Essex & Suffolk Water confirmed that its operational area covers approximately 21% of Braintree District. Key Local Plan allocations within, or partly within, the Essex & Suffolk Water area include Wood End Farm, Witham; Land North of the A12, Hatfield Peverel; and

Kings Dene, Kelvedon. Approximately 10% of Kings Dene falls within the Essex & Suffolk Water area, with connection requirements dependent on the form and use of that part of the site.

- 7.29 Water companies are required to prepare Water Resources Management Plans (WRMPs),³⁷ which set out how they intend to maintain the balance between water supply and demand over a minimum 25-year planning period.
- 7.30 The Environment Agency has confirmed that the entirety of Braintree District is located within an area defined as seriously water stressed. It is therefore essential that water resources are considered through the IDP and WCS, and that water supply evidence is reassessed over the lifetime of the Local Plan to ensure growth can be delivered sustainably.
- 7.31 Anglian Water and Essex & Suffolk Water are implementing measures to manage future water supply pressures. These include leakage reduction, smart metering, household and non-household water efficiency, water treatment works upgrades, strategic pipelines, water reuse schemes and longer-term strategic resource options.

Establishing Potable Water Supply Infrastructure Requirements

- 7.32 New development proposed through the BLPR will increase demand for water supply connections and network capacity.
- 7.33 Policy LPR75 of the BLPR includes a strengthened water efficiency requirement. It requires all new dwellings to meet a water efficiency standard of 85–90 litres per person per day. This responds to emerging water resource evidence and consultation advice on water scarcity, water efficiency, and long-term water resource resilience.
- 7.34 For non-household schemes both Anglian Water and Essex & Suffolk Water seek the highest levels of water efficiency to support the progression of any connections to the development. Anglian Water has identified that new and unplanned non-domestic requests above 20,000 litres per day may need to be declined where water supplies are not available.
- 7.35 Anglian Water has highlighted the importance of non-potable water reuse, greywater reuse, rainwater harvesting and closed-loop systems, particularly for Strategic Growth Locations and high water-use non-domestic development. Strategic sites should therefore consider integrated water management from the outset, including the reuse of surface water runoff attenuated by SuDS and/or greywater reuse.
- 7.36 Anglian Water's 2026/27 Developer Charging Arrangements include a water infrastructure charge of £502 per property within the Anglian Water charging area. The charge funds wider network reinforcement to meet increased demand arising from new connections. It is separate from site-specific costs such as pre-planning, connection works, requisitions, non-standard connections, asset protection, diversions, traffic management and other project-specific charges.
- 7.37 Anglian Water also provides environmental incentives for water and sewerage which can reduce connection costs where certain conditions are met. These incentives should support water efficiency, rainwater harvesting, greywater recycling and reduced pressure on water

³⁷ Anglian Water WRMP24, Essex & Suffolk Water WRMP24.

and sewerage networks.

- 7.38 For IDP cost planning purposes, the Anglian Water infrastructure charges provide useful broad assumptions for the Anglian Water supply and sewerage areas. However, they do not represent the full cost of water supply or wastewater infrastructure required to serve growth. Site-specific connection and reinforcement costs will be calculated on a case-by-case basis.
- 7.39 Essex & Suffolk Water have advised they also require developer contributions in order to connect to their network, however these are calculated only on a site-specific basis and no standard levy amount is used.

Potable Water Infrastructure Assessment against Proposed Growth

- 7.40 The growth proposed through the BLPR will require additional water supply capacity to serve new development. The proposed growth is not shown as undeliverable, but it is a significant demand management and infrastructure planning consideration.
- 7.41 Anglian Water has confirmed that it is delivering strategic water pipelines in AMP8 within Braintree District, including the EXC3 Essex Central 10Ml/d Supply, as identified in its WRMP. This is a supply-side project to transfer treated drinking water from Suffolk West and Cambridgeshire directly into the Essex Central Water Resource Zone.
- 7.42 Anglian Water's AMP8 schedule also identifies water supply and water quality resilience schemes at Castle Hedingham, Bocking, Codham, Earls Colne, Great Yeldham and Halstead-Parsonage Street. These include backwash water recovery, raw water deterioration investment, Water Framework Directive flow measures and PFAS-related treatment design.
- 7.43 Essex & Suffolk Water confirmed that upgrades are planned at Layer de la Haye and Langford Water Treatment Works. Essex & Suffolk Water also confirmed that the scale of growth across its Water Resource Zone, and across Essex more widely, is significantly higher than anticipated in previous strategies and is expected to require extensive network reinforcement.
- 7.44 Essex & Suffolk Water has also identified planned investment for Essex including reinstating an existing well and drilling a new borehole at Linford, a new water treatment works, new nitrate plants at Langham and Langford, UV treatment at Langford, and additional upgrades at the existing Langford Water Treatment Works. Costs have not been provided by Essex & Suffolk Water for these projects and any developer-funded connections or reinforcement requirements will be calculated on a site-specific basis.
- 7.45 Development proposals should demonstrate that water supply capacity is available, or can be made available, to serve the development. For Strategic Growth Locations and major employment sites, this should include early engagement with the relevant water company to confirm the point of connection, network capacity, reinforcement requirements, strategic infrastructure dependencies, phasing, costs and delivery responsibilities.
- 7.46 Strategic Growth Locations should be expected to prepare integrated water management strategies, proportionate to their scale. These should consider potable water supply, wastewater capacity, surface water drainage, SuDS, water efficiency, rainwater harvesting, greywater reuse, non-potable water reuse, green-blue infrastructure, biodiversity and

climate resilience together.

- 7.47 The identified water supply infrastructure considerations currently associated with the BLPR are set out in Table 7.2.

Proposed Allocation/Strategic Growth Location/Project	Potable Water Infrastructure Considerations and Requirements
District-wide/Strategic Growth Locations	Strategic sites should consider integrated water management, including rainwater harvesting, greywater reuse and non-potable water reuse where feasible.
Anglian Water Panfield Road North DMA network upgrades	Water network reinforcement / growth scheme identified in Anglian Water's AMP8 schedule.
Anglian Water - water quality and resilience schemes	AMP8 schemes include backwash water recovery, raw water deterioration investment, WFD flow measures and PFAS-related treatment design.
Anglian Water EXC3 Essex Central 10 Ml/d Supply	Strategic pipeline project identified by Anglian Water in AMP8. Supply-side project to transfer treated drinking water from Suffolk West and Cambridgeshire directly into the Essex Central Water Resource Zone.
Essex & Suffolk Water Layer de la Haye and Langford Water Treatment Works upgrades	Planned upgrades to support water supply resilience, treatment capacity and reliability.
Essex & Suffolk Water investment programme	Planned investment including reinstatement of an existing well and new borehole at Linford, new water treatment works, new nitrate plants at Langham and Langford, UV treatment at Langford, and additional upgrades to the existing Langford Water Treatment Works.
High water-use employment, industrial, commercial or data centre uses	Engagement with the relevant water company is required. Anglian Water has identified that new and unplanned non-domestic requests above 20,000 litres per day may need to be declined where supplies are not available.

Table 7.2: Potable Water Infrastructure Requirements

- 7.48 Site-specific connections and local reinforcement are typically addressed through developer contributions and engagement with the relevant water company, developer charging arrangements, requisitions, infrastructure charges or self-lay arrangements.

Flood Risk Management

Current Context and Existing Provision

- 7.49 Flood risk management infrastructure includes a range of measures and interventions designed to manage flood risk from rivers, surface water, groundwater, ordinary watercourses, reservoirs, sewers and drainage. Local flood risk in Braintree includes flooding from surface water runoff, groundwater and ordinary watercourses.
- 7.50 Essex County Council is the Lead Local Flood Authority (LLFA) for Braintree District. The LLFA is responsible for managing local flood risk, preparing the Local Flood Risk Management Strategy, maintaining a register of flood risk assets, investigating significant flood events, consenting works affecting ordinary watercourses, and acting as a statutory consultee on surface water drainage matters for major planning applications.

- 7.51 The Environment Agency (EA) is responsible for managing flood risk from main rivers and reservoirs. It is also a statutory consultee on certain planning applications.
- 7.52 Other flood risk management authorities and infrastructure bodies also have relevant responsibilities. These include Braintree District Council as Local Planning Authority, Essex Highways in relation to highway drainage, water companies in relation to sewer flooding and drainage networks, and infrastructure providers in relation to their assets.
- 7.53 The Braintree Level 1 Strategic Flood Risk Assessment has been prepared to support the BLPR. It assesses flood risk from all relevant sources, including rivers, surface water, groundwater, sewers, reservoirs and the cumulative impact of development.
- 7.54 The Level 1 SFRA³⁸ identifies fluvial and surface water flooding as the most significant sources of flood risk across Braintree District. The primary sources of fluvial flood risk are the River Brain, River Blackwater, River Colne and River Pant. Surface water flood risk generally follows the topography of existing watercourses, but there are also additional flow paths and areas of ponding, including where water is impounded by road or rail embankments.
- 7.55 Surface Water Management Plans are prepared for areas identified as being at higher risk of surface water flooding. The Braintree and Witham Surface Water Management Plan³⁹ identifies the Braintree and Witham study area as ranked seventh within Essex in terms of properties at risk of surface water flooding. The wider Braintree urban area includes Great Notley and Rayne, while Witham is located downstream along the River Brain before it joins the River Blackwater east of Witham and the A12.
- 7.56 ECC has identified that capital schemes have been delivered within the Braintree and Witham Surface Water Management Plan area to prevent flooding to existing properties. These include the B3 Bradford Street flood alleviation scheme, Howbridge Road flood alleviation scheme, W6 Forest Road detention basin and Black Notley surface water scheme.
- 7.57 Five Critical Drainage Areas have been identified within the Braintree and Witham Surface Water Management Plan study area. These are areas where there are concentrations of residential properties and/or critical infrastructure at risk of surface water flooding during a severe rainfall event. Climate change predictions indicate that the likelihood and frequency of surface water flooding will increase, and this must be considered when planning for new development.

Establishing Flood Risk Management Infrastructure Requirements

- 7.58 New development proposed through the BLPR will need to avoid inappropriate development in areas at risk of flooding and ensure that flood risk is not increased elsewhere.
- 7.59 Policy LPR77 of the BLPR requires new development to be located in areas with the lowest probability of flooding, taking climate change into account, and to avoid increasing flood risk elsewhere. It also requires site-specific Flood Risk Assessments for development within Flood Zones 2 and 3, and for sites of 1 hectare or more elsewhere, in accordance with national policy and guidance.

³⁸ Braintree District Council, *Level 1 Strategic Flood Risk Assessment*, 2026.

³⁹ Braintree and Witham Surface Water Management Plan.

- 7.60 Policy LPR78 requires development to have regard to, and contribute positively towards, the aims and objectives of the Braintree and Witham Surface Water Management Plan. Developments located in Critical Drainage Areas, Local Flood Risk Zones and redevelopments of more than one property or an area greater than 0.1 hectares should seek betterment to a greenfield runoff rate.
- 7.61 Policy LPR79 requires all new development of 10 dwellings or more, major commercial development, car parks and hard standings to incorporate Sustainable Drainage Systems appropriate to the nature of the site.
- 7.62 ECC, as LLFA, advises that all new development should implement the Essex SuDS Design Guide and Green Infrastructure Standards to ensure that development does not add pressure to existing sewerage systems or negatively affect the ecological status of waterbodies.
- 7.63 The Environment Agency has advised that a Level 2 SFRA should be undertaken to support allocated sites proposed within current Flood Zone 3a or future Flood Zone 3a. The Level 2 SFRA will provide a more refined understanding of flood risk for individual sites expected to come forward during the plan period.
- 7.64 The Environment Agency has also advised that climate change will increase the severity, frequency and potentially the duration of flooding during the period covered by the Local Plan. Partnership funding may be required to maintain or improve flood defence infrastructure, but future funding for new or upgraded flood defences is not guaranteed.

Flood Risk Management Infrastructure Assessment against Proposed Growth

- 7.65 The growth proposed through the BLPR will need to address flood risk on a site-specific and cumulative basis. At this stage, no single district-wide flood risk infrastructure project has been identified as necessary solely to support the Regulation 19 growth strategy.
- 7.66 The principal flood risk and surface water management requirement arising from growth is that development must provide its own site-specific flood risk mitigation, surface water drainage infrastructure and SuDS, and must not increase flood risk elsewhere.
- 7.67 There are also opportunities for water conservation and surface water management measures to be integrated into new development, including water butts, rainwater harvesting, swales, permeable paving, bioretention features and green roofs.
- 7.68 LPR20 Land East of Broad Road, Braintree and LPR22 Panfield Lane, North West Braintree are located marginally within the Braintree Critical Drainage Area. Both sites benefit from planning consent and have considered surface water drainage and flood risk through the planning application process.
- 7.69 Remaining site allocations will be required to comply with national policy, Local Plan policy, the Essex SuDS Design Guide, relevant SFRA recommendations, and LLFA and Environment Agency advice. This will include the preparation of site-specific Flood Risk Assessments, drainage strategies, SuDS maintenance plans and emergency planning measures where required.
- 7.70 At this stage, flood risk infrastructure requirements remain a working position pending completion of the Level 2 SFRA.

- 7.71 Where the Level 2 SFRA or site-specific Flood Risk Assessments identify a need for flood defence, flood alleviation or wider flood resilience infrastructure, these requirements should be added to future updates of the IDS with details on cost, funding, delivery responsibility, land requirements and delivery trigger.

8. Energy Infrastructure

- 8.1 This section considers the provision of energy infrastructure required to support growth in Braintree District. It focuses on both:
- Gas Supply Infrastructure; and
 - Electricity Supply Infrastructure.
- 8.2 Energy infrastructure is an important consideration for the BLPR because planned housing and employment growth will increase demand for energy connections and network capacity. At the same time, the energy system is undergoing significant change as national policy, regulation and market conditions move towards decarbonisation, energy security, electrification of heat and transport, and greater use of low-carbon and renewable energy sources.
- 8.3 The energy infrastructure position has been informed by published evidence, infrastructure provider information and engagement undertaken as part of the IDP process.

Gas Supply Infrastructure

Current Context and Existing Provision

- 8.4 National Gas Transmission owns and operates the national high-pressure transmission gas mains which transport gas throughout the UK. The National Transmission System transports gas from entry terminals and storage facilities to exit points, where gas is transferred to regional gas distribution networks or directly connected customers, including power stations, storage sites, and large industrial users.
- 8.5 Cadent is the relevant gas distribution network operator for Braintree District and is responsible for the operation, maintenance and development of the local gas distribution network serving homes, businesses and other customers.
- 8.6 The National Energy System Operator (NESO) is responsible for whole-system energy planning and publishes the Future Energy Scenarios (FES), which set out potential pathways for the future energy system. The 2025 FES⁴⁰ identifies that energy efficiency, demand flexibility, energy infrastructure and supply, and switching to low-carbon technologies are all critical enablers of the transition to a secure, affordable and clean energy system.
- 8.7 The role of gas is expected to change over the plan period and into the future. National

⁴⁰ NESO, *Future Energy Scenarios 2025*

energy scenarios indicate that unabated natural gas use is likely to decline over time as heat, transport, and parts of industry decarbonise. However, Cadent expects that the gas network will remain an important part of energy infrastructure planning, with continued demand for gas supply infrastructure and potential future roles for renewable and low-carbon gases, including biogas and biomethane.

- 8.8 National Gas publishes a Gas Ten Year Statement⁴¹ annually, which explains investments and improvements being made, or planned, to the National Transmission System to maintain a safe, secure and resilient network. No specific National Transmission System project has been identified within Braintree District as being required to support the BLPR growth strategy.
- 8.9 Cadent publishes a Long Term Network Development Plan (LTDP)⁴² which sets out its approach to network planning, demand forecasting, asset management, decarbonisation and future investment. Cadent's plan confirms that gas demand forecasting is used to guide investment in asset replacement, network upgrades, innovation and future connections, including biomethane and hydrogen.
- 8.10 Cadent is continuing its programme to decommission or replace at-risk iron gas mains located within 30 metres of buildings. The current HSE enforcement programme runs to the end of 2032. Cadent has advised that approximately 100km of relevant mains remain within Braintree District. This should not be treated as a developer-funded Local Plan growth mitigation item unless site-specific works are required.
- 8.11 The context of national net zero and decarbonisation policy highlights the anticipated decreasing role of gas in national energy provision over the plan period. It is also relevant to consider the Future Homes and Buildings Standards, which are due to come into force from 24 March 2027,⁴³ subject to transitional arrangements. These standards will require new homes and non-domestic buildings to achieve higher energy efficiency and use low-carbon heating systems, which is expected to significantly reduce the role of gas-fired heating in new residential development.

Establishing Gas Supply Infrastructure Requirements

- 8.12 New development proposed through the BLPR may increase demand for gas connections where gas is required for residential, commercial, industrial or other uses. However, the scale and nature of future gas demand is likely to change over the plan period as new development becomes more energy efficient and increasingly uses low-carbon heating, renewable energy and other technologies.
- 8.13 Policy LPR74 of the BLPR relates to climate change and expects applicants to demonstrate that measures to lower carbon emissions, increase renewable energy provision and adapt to climate change have been incorporated into development proposals.
- 8.14 Policy LPR75 relates to energy generation and efficiency and encourages energy conservation and efficiency measures in the design of new development. These policies are relevant to the future role of gas because new development is expected to reduce energy demand and increasingly incorporate low-carbon and renewable technologies.

⁴¹ National Gas, *Gas Ten Year Statement (December 2025)*.

⁴² Cadent *Long Term Development Plan (2025)*.

⁴³ *The Future Homes and Buildings Standards - The Building Regulations etc. (Amendment) (England) Regulations 2026*.

- 8.15 Gas distribution network operators do not install infrastructure speculatively to serve potential future development. Gas connection requirements are therefore usually identified and delivered through the development process. Developers are expected to engage with Cadent at an early stage to confirm connection requirements, reinforcement requirements, costs, phasing and delivery responsibilities.
- 8.16 Cadent confirmed that connection costs are site-specific and bespoke. Costs are calculated on a case-by-case basis depending on the scale of demand, site location, connection requirements and any reinforcement needed. Developers are responsible for paying the relevant connection costs.

Gas Supply Infrastructure Assessment against Proposed Growth

- 8.17 The growth proposed through the BLPR may require additional gas connections where future occupiers or commercial users require access to the gas network. However, no specific strategic gas infrastructure project has been identified as necessary to support the BLPR growth strategy.
- 8.18 Cadent confirmed that there are no known gas network capacity constraints within Braintree District at this stage. Cadent also confirmed that the overall scale of growth proposed through the BLPR is considered manageable over the Local Plan period, although phasing will remain important, particularly for larger Strategic Growth Locations.
- 8.19 Gas infrastructure requirements are expected to be addressed primarily through site-specific developer engagement with Cadent and, where relevant, other gas infrastructure providers. This may include new connections, local reinforcement, diversion works, easements, asset protection requirements or other site-specific works.
- 8.20 Cadent advised that larger Strategic Growth Locations should engage with Cadent approximately 18 months to two years before new connections are required. Larger employment, commercial, industrial or data centre uses should also engage early with Cadent where they may generate significant or unusual gas demand.
- 8.21 The IDP therefore identifies gas infrastructure as a development-specific utility requirement. No strategic growth-specific gas infrastructure project has been identified at this stage. Gas infrastructure requirements should continue to be reviewed through site masterplanning, national decarbonisation policy, planning applications and engagement between site promoters, developers and Cadent.

Electricity Supply Infrastructure

Current Context and Existing Provision

- 8.22 Electricity infrastructure is an essential component of utility infrastructure in Braintree District. It supports homes, employment development, community facilities, transport infrastructure, digital connectivity and wider economic activity. Its importance will increase over the Local Plan period as other energy uses become increasingly electrified.
- 8.23 National Grid Electricity Transmission owns, builds and maintains the high-voltage electricity transmission network in England and Wales. The transmission network transports electricity

from where it is generated to regional Distribution Network Operators (DNOs), who then distribute electricity to homes, businesses and other users.

- 8.24 Braintree District is located within the Eastern Power Networks licence area, operated by UK Power Networks (UKPN). UKPN is the DNO responsible for the local electricity distribution network serving Braintree District. This includes the operation, maintenance and development of electricity distribution assets required to serve existing and new development.
- 8.25 UKPN publishes a Long-Term Development Statement,⁴⁴ which identifies confirmed development proposals at primary substation level and above where the main driver is to increase network capacity. The May 2026 Development Proposals document⁴⁵ identifies no confirmed capacity reinforcement projects at the Braintree Grid Supply Point or the Braintree and Rayleigh Grid Supply Point.
- 8.26 The future demand for electricity is expected to increase over the plan period. National energy scenarios identify that the transition to net zero will require significant electrification, including increased use of electric vehicles, heat pumps, smart energy systems, battery storage, and other low-carbon technologies. This means that electricity infrastructure will need to be planned carefully to ensure that capacity is available in the right locations and at the right time.

Establishing Electricity Infrastructure Requirements

- 8.27 New development proposed through the BLPR will increase demand for electricity connections. This will include demand from new homes, employment floorspace, schools, community facilities, electric vehicle charging, public transport infrastructure, heat pumps, renewable energy generation, battery storage and other low-carbon technologies.
- 8.28 Policy LPR75 of the BLPR encourages appropriate energy conservation and efficiency measures in the design of new development and promotes opportunities for decentralised energy networks where possible. Policy LPR76 encourages renewable energy schemes where the benefits of low-carbon energy generation outweigh relevant impacts, and requires development to be capable of efficient connection to existing national energy infrastructure unless the energy generated would be used for on-site needs only.
- 8.29 Electricity DNOs do not install infrastructure speculatively to serve potential future development. Connection requirements are therefore usually identified and delivered through the development process. Developers are expected to engage with UKPN at an early stage to confirm electricity demand, point of connection, reinforcement requirements, costs, timescales, land requirements and delivery responsibilities.
- 8.30 Early engagement with UKPN will therefore be particularly important for Strategic Growth Locations, major employment allocations and sites with significant electric vehicle charging, heat pump, solar, battery storage, renewable generation or high-demand operational requirements. Early engagement with National Grid may also be required where development could interact with transmission infrastructure or nationally significant electricity infrastructure projects.

⁴⁴ UK Power Networks, *Long Term Development Statement*

⁴⁵ UK Power Networks, *Development Proposals, May 2026*.

- 8.31 The Norwich to Tilbury project is an ongoing nationally significant electricity transmission reinforcement project promoted by National Grid. Reinforcement is needed because the existing transmission network, even with current upgrading, will not have sufficient capacity to accommodate the new renewable energy, a substantial proportion of which would be generated by offshore wind, that is expected to connect to the network over the next 10 years and beyond.
- 8.32 National Grid identified that the Norwich to Tilbury project interacts with the LPR26 Kings Dene allocation and the safeguarded A120 Braintree to Marks Tey Route Option D. National Grid does not consider that this would prevent the delivery of the Kings Dene allocation, provided development has full regard to statutory safety clearances and National Grid's Design Guidelines for development near pylons and high-voltage overhead power lines.

Electricity Infrastructure Assessment against Proposed Growth

- 8.33 The growth proposed through the BLPR will require electricity infrastructure to be provided as a standard part of development delivery. At this stage, no specific UKPN strategic reinforcement project has been identified within Braintree District as being required solely to support the BLPR growth strategy. However, this position remains subject to confirmation through further engagement with UKPN, National Grid and site promoters.
- 8.34 Electricity supply requirements are expected to be addressed primarily through site-specific developer engagement with UKPN and, where relevant, National Grid. This may include new connections, local reinforcement, substations, asset diversions, easements, land requirements, protection of existing assets or design measures to respond to electricity transmission infrastructure.

9. Health and Social Care Infrastructure

- 9.1 This chapter considers the provision of health and social care infrastructure in Braintree District, including:
- Primary Healthcare;
 - Secondary Healthcare; and
 - Adult Social Care.
- 9.2 Health and social care infrastructure is essential to supporting sustainable growth. New development must be planned so that residents can access appropriate health and care services, and so that planned growth does not place unacceptable additional pressure on existing services or worsen health inequalities.
- 9.3 This chapter has been prepared after engagement with NHS Essex Integrated Care Board, BDC and Essex County Council, together with the available evidence at the point of preparing the IDP.

Primary Healthcare

Current Context and Existing Provision

- 9.4 Primary healthcare is usually the first point of contact for day-to-day healthcare needs. For the purposes of this IDP, this section focuses principally on GP-led primary care infrastructure. Other frontline services, including pharmacies, opticians and dentists, also form part of the wider health system but are generally delivered through different commercial or contractual models and are not assessed in detail within this section.
- 9.5 NHS Essex Integrated Care Board (ICB) is responsible for planning to meet the health needs of the population, managing NHS resources and arranging health services across Essex. The ICB supports the health and wellbeing of a population of nearly 2 million people across Essex, including Braintree District. The ICB seeks to improve outcomes in population health and healthcare, tackle inequalities in outcomes, access and experience, enhance productivity and value for money, and support broader social and economic development.
- 9.6 GPs work collaboratively through Primary Care Networks (PCNs). Within Braintree District, the relevant PCNs include Aegros Health, Braintree, Colne Valley and Witham & Maldon. These PCNs support a wide range of primary care services through GPs and additional health professionals.

- 9.7 There is a significant existing deficit of capacity for primary care services in Braintree District. Most practices and three PCNs collectively (Braintree, Colne Valley and Witham & Maldon) have an existing deficit of capacity. The ICB's updated position identifies an overall primary healthcare floorspace deficit of approximately 1,103 sqm. Opportunities to extend or reconfigure existing surgeries to address capacity issues are limited due to building constraints, site constraints and severe budgetary pressures.
- 9.8 The ICB has identified that existing healthcare infrastructure is already stretched and that planned growth will add pressure unless suitable mitigation is secured. The ICB has also confirmed that it is not funded to construct additional infrastructure to support planned growth and that budgets are severely constrained. New development will therefore need to contribute towards the healthcare infrastructure required to mitigate its impacts.
- 9.9 The Essex ICB has a board-approved Population Health Improvement Plan⁴⁶ which sets out the ICB's 5-year strategic ambitions, two-year commissioning intentions and delivery plans. This document comprehensively sets out what services will be commissioned, why they are needed, and how delivery will be progressed across Essex to:
- Improve Health Outcomes
 - Reduce inequalities
 - Deliver sustainable high-quality services for Essex's population
 - Combine existing strategies across Essex, including Health and Wellbeing Board strategies, and align with the NHS 10 Year Plan: Hospital to Community, Analogue to Digital, and Treatment to Prevention.
- 9.10 The direction of travel for healthcare planning is moving towards more preventative, integrated and community-based care. This reflects the national direction set out in the 'Fit for the Future: 10 Year Health Plan for England',⁴⁷ including the shift from hospital to community, analogue to digital and treatment to prevention. NHS Essex ICB is developing its Estates Strategy and delivery planning to improve access to, and the quality of, services across primary and community care, including potential Neighbourhood Health Centres.

Establishing Primary Healthcare Infrastructure Requirements

- 9.11 New development proposed through the BLPR will increase demand for primary healthcare services. Additional population growth will create demand for GP appointments, clinical space, treatment rooms, administrative space, staff facilities and wider primary care infrastructure.
- 9.12 There is no single nationally mandated planning standard for assessing GP practice capacity. For IDP purposes, the ICB applies a methodology based on additional population growth, required floorspace and the capital cost of providing additional floorspace. This provides a basis for calculating the primary healthcare infrastructure required to mitigate the impact of new development.
- 9.13 The current working approach used by the ICB to determine GP provision is based on:

⁴⁶ NHS Essex ICB, *Population Health Improvement Plan*.

⁴⁷ Department of Health and Social Care (2025), *Fit for the Future: 10 Year Health Plan for England*.

- Additional population growth, based on dwellings and the Braintree District Council average household size of 2.4 persons per dwelling, taken from the 2011 Census;
- Additional floorspace required to meet growth, based on 120 sqm per 1,750 patients, which is considered the current optimal list size for a single GP within the Mid and South Essex STP; and
- A capital cost rate of £6,204 per sqm. This is based on the BCIS cost multiplier of £4,575 per sqm for new build and extensions to health centres and hospitals, using rates for gross internal floor area including preliminaries, updated to Q4 2025 and rebased for Essex, plus fees of 13% and VAT of 20%, rounded to the nearest £100.

- 9.14 Table 9.1 below sets out the current existing practice capacity, required floorspace, existing floorspace and any surplus or deficit in primary care floorspace serving Braintree District.
- 9.15 The table demonstrates that there is an existing primary healthcare floorspace deficit of 1,103 sqm across Braintree District. The largest deficits are currently identified in the Witham Area, Coggeshall, Kelvedon and Feering, and Silver End and Cressing. This existing deficit is important because planned growth will add further demand to a primary care estate that is already constrained in a number of locations.
- 9.16 Policy LPR81 of the Regulation 19 Local Plan requires development to demonstrate that sufficient infrastructure capacity exists, or that such capacity will be delivered by the proposal. Where additional infrastructure capacity is required, mitigation may include financial contributions, on-site provision, off-site capacity improvement works or the provision of land.
- 9.17 The ICB supports the spatial approach of focusing development on larger settlements where healthcare infrastructure can be more easily provided and accessed. However, the ICB requests that development impacts on healthcare infrastructure are fully mitigated, and that healthcare mitigation is identified separately from other community infrastructure to provide clarity for the ICB, developers and communities.
- 9.18 Cross-boundary impacts will also need to be considered. Growth in one part of Braintree District may affect healthcare infrastructure in neighbouring areas or in adjacent local authority areas, particularly where patients use facilities outside the district or where strategic sites are located close to existing settlements and health catchments.

Primary Healthcare Infrastructure Assessment against Proposed Growth

- 9.19 The growth proposed through the BLPR will increase demand for primary healthcare infrastructure. This does not indicate that the growth strategy is undeliverable, but it does mean that healthcare impacts must be identified, costed where possible, and mitigated through the Local Plan, IDP, Infrastructure Delivery Schedule and planning application process.
- 9.20 The ICB has identified that most relevant practices and PCNs have limited capacity, with an overall district-wide floorspace deficit. Most GP surgeries within the District do not have capacity for additional growth resulting from proposed development.
- 9.21 The ICB has confirmed that none of the proposed residential allocations identified in its

response are currently included in its programme of improvements. There will therefore be a requirement for specific timings, delivery mechanisms and mitigation packages to be developed as the Local Plan and planning applications progress.

- 9.22 The ICB has identified that several Strategic Growth Locations should provide new-build healthcare facilities on site, at nil cost to the NHS, with a fallback financial contribution where appropriate. This is shown in Table 9.2 below.

Surgery Name	Weighted Patient List	Net Internal Area (m²)	NIA Needed (m²)	Capacity (m²)
Current position: Braintree Area				
Blandford Medical Centre	16,256	1,089	1,115	-26
Blyth's Meadow Surgery	9,992	859	685	174
Church Lane Surgery	10,934	708	750	-42
Mount Chambers Medical Practice – including: Manor Street	13,181	759	904	-145
Sub-Total	50,363	3,415	3,454	-39
Current position: Coggeshall				
The Coggeshall Surgery	7,894	259	541	-282
Sub-Total	7,894	259	541	-282
Current position: Finchingfield				
The Freshford Practice	9,356	621	642	-21
Sub-Total	9,356	621	642	-21
Current position: Halstead Area				
Elizabeth Courtauld Surgery – including: Halstead Heights Clinic	16,245	1,159	1,114	45
The Pump House Surgery	8,877	671	609	62
Sub-Total	25,122	1,830	1,723	107
Current position: Kelvedon and Feering				
Kelvedon & Feering Health Centre	8,285	342	568	-226
Sub-Total	8,285	342	568	-226
Current position: Sible Hedingham				
Hedingham Medical Centre – including: Hilton House Surgery The Castle Surgery	10,479	677	719	-42
Sub-Total	10,479	677	719	-42
Current position: Silver End and Cressing				
Silver End Surgery	4,835	210	332	-122
Sub-Total	4,835	210	332	-122
Current position: Witham Area				
Collingwood Road Surgery	2,225	116	153	-37
Douglas Grove Surgery	5,492	554	377	177
Fern House Surgery – including: Kelvedon Road Surgery Owls Hill Surgery	17,286	802	1,185	-383

Witham Health Centre	6,868	236	471	-235
Sub-Total	31,871	1,708	2,186	-478
Grand Total	148,205	9,062	10,165	-1,103

Table 9.1: Existing GP capacity serving Braintree District⁴⁸

- 9.23 The final form of healthcare mitigation for each Strategic Growth Location will be confirmed through engagement between BDC, NHS Essex ICB and the relevant site promoters likely at planning application or pre-application stage. This should include confirmation of the required floorspace, land requirement, trigger points, delivery responsibility, construction specification, fallback financial contribution and any interim mitigation required before permanent facilities are delivered.
- 9.24 Section 106 agreements will be used to secure healthcare infrastructure where they meet the relevant statutory tests. This may include land, built facilities, financial contributions, forward funding, retrospective contributions towards forward-funded facilities, or other mechanisms agreed with the ICB and BDC.

Proposed Allocation	Required Primary Healthcare Infrastructure
Policy LPR19 SGL – Hayeswood, East of Great Notley, South of Braintree	Provision of a suitable on-site primary healthcare facility at nil cost to the NHS, with final specification, land, floorspace, shell/core, fit-out position and delivery trigger to be agreed with the ICB. Fallback financial contribution where on-site provision is not secured.
Policy LPR23 SGL – East of Braintree	Provision of a suitable on-site primary healthcare facility at nil cost to the NHS, with final specification, land, floorspace, shell/core, fit-out position and delivery trigger to be agreed with the ICB. Fallback financial contribution where on-site provision is not secured.
Policy LPR24 SGL – Land South and North-East of Halstead	Provision of a suitable on-site primary healthcare facility at nil cost to the NHS, with final specification, land, floorspace, shell/core, fit-out position and delivery trigger to be agreed with the ICB. Fallback financial contribution where on-site provision is not secured.
Policy LPR26 SGL – Kings Dene, North, West and South West of Kelvedon	Provision of a suitable on-site primary healthcare facility at nil cost to the NHS, with final specification, land, floorspace, shell/core, fit-out position and delivery trigger to be agreed with the ICB. Fallback financial contribution where on-site provision is not secured.
District-wide / all qualifying development	Proportionate financial contributions towards primary healthcare infrastructure where required, based on ICB methodology and subject to the statutory tests. This should not be double counted where a site-specific healthcare facility or equivalent mitigation is secured.

Table 9.2: Strategic Growth Locations – Expected Primary Healthcare Infrastructure

48 1. The weighted list size of a GP practice is based on the Carr-Hill formula; this figure more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list.
2. Current Net Internal Area occupied by the practice.
3. Capacity needed for the current weighted list size, based on 120 sqm per 1,750 patients.
4. Spare capacity or deficit in NIA based on the existing weighted list size.

Secondary Healthcare

Current Context and Existing Provision

- 9.25 Secondary healthcare encompasses more specialist healthcare provision, with patients generally referred into secondary care following initial contact with a primary healthcare professional. Secondary healthcare includes services such as acute hospital care, outpatient appointments, diagnostics, planned care, urgent and emergency care, maternity services, specialist treatment and some community-based clinical services.
- 9.26 Responsibility for planning and commissioning secondary healthcare sits with NHS Essex ICB, working with provider organisations including Mid and South Essex NHS Foundation Trust (MSEFT). MSEFT is the main provider of acute hospital services within the Mid and South Essex health system and operates three main acute hospital sites: Basildon University Hospital, Broomfield Hospital in Chelmsford and Southend University Hospital.
- 9.27 Broomfield Hospital is the nearest main acute hospital to much of Braintree District, although patient flows will vary depending on clinical pathway, specialty, availability and patient choice. Residents may therefore access secondary healthcare services at Broomfield, Basildon, Southend or other specialist facilities depending on the nature of care required.
- 9.28 MSEFT also provides services from smaller hospital and community sites. Within Braintree District, this includes Braintree Community Hospital and St Michael's Hospital in Braintree.
- 9.29 Plans for secondary healthcare are informed by the national direction of travel set out in the NHS 10 Year Health Plan, which places emphasis on moving from hospital-centred care to more community-based care, digital transformation, prevention and early intervention.
- 9.30 The future model of care is likely to require investment in community-based healthcare infrastructure, diagnostic capacity, intermediate care, digital health, outpatient transformation and facilities that reduce avoidable pressure on acute hospitals.

Establishing Secondary Healthcare Infrastructure Requirements

- 9.31 New development proposed through the BLPR will increase the population of Braintree District and will therefore increase demand for secondary healthcare services. The relationship between individual development sites and secondary healthcare infrastructure is less direct than for primary care because hospital services operate across wider catchments and serve a sub-regional population.
- 9.32 The ICB requires that healthcare impacts from planned growth should be fully mitigated. This applies not only to primary care, but also to wider health and care infrastructure where growth creates additional demand.
- 9.33 At this stage, no specific new acute hospital facility or secondary healthcare project has been confirmed as being required solely to support the Local Plan. New acute hospital facilities are unlikely to be the primary means of addressing growth impacts. Instead, investment is more likely to focus on community-based, intermediate, diagnostic, preventative and digital healthcare infrastructure that can help manage demand and reduce pressure on acute hospital services.

- 9.34 Where a clear link can be demonstrated between Local Plan growth and increased secondary healthcare infrastructure demand, Section 106 contributions may be sought where they meet the relevant statutory tests.
- 9.35 The IDS therefore identifies secondary healthcare infrastructure as a district-wide and system-wide working requirement, but does not identify a specific costed secondary healthcare project as there are none confirmed by the ICB, MSEFT and BDC.

Adult Social Care (ASC)

Current Context and Existing Provision

- 9.36 Under the Care Act 2014 Essex County Council (ECC) has a range of responsibilities that ensure the right type of care and support is available to help prevent, reduce, and delay care and support needs. It should enable people to access information and advice about available services, and, ensure that there is a range of high-quality care and support services to choose from.
- 9.37 Supported and specialist housing and accommodation is a term used to describe housing and accommodation that is often 'purpose-built' and includes the provision of care and/or support. Supported and specialist housing and accommodation takes many different forms responding to the different housing and accommodation needs as well as the care and support needs of the intended residents. It includes extra care housing, retirement/sheltered housing, residential and nursing care homes, and supported living for adults with disabilities (learning disabilities and/or autism, and/or physical and/or sensory impairments) and/or mental health needs.
- 9.38 ECC is responsible for commissioning adult social care services and solutions on behalf of Essex residents. Braintree District Council, ECC, NHS Essex ICB and housing accommodation providers work together to support people to live independently in their homes and to ensure there is the right specialist and supported housing and accommodation for the people that need it.
- 9.39 The ECC Housing Strategy⁴⁹ further supports this, seeking to ensure that:
- new homes and neighbourhoods are designed for residents to live independent and healthy lives
 - homes are adaptable and digital technologies adopted wherever possible to support residents to live independently
 - there is high-quality specialist and supported housing for those who need it.
- 9.40 The recently published ECC Strategic Approach to Supported and Specialist Housing and Accommodation (2026-2030), 'A place to call home'⁵⁰, aligns with the three outcomes of the ECC Housing Strategy and sets out a system-wide plan to ensure people of all ages can access safe, suitable homes that enable independent living; both in general needs housing and in supported and specialist housing and accommodation.
- 9.41 ECC Adult Social Care, in its influencing and market-shaping role, responds to planning

⁴⁹ ECC Housing Strategy (2021–2025).

⁵⁰ ECC, *A Place to Call Home: Strategic Approach to Supported and Specialist Housing and Accommodation 2026–2030*.

application consultations for specialist and supported housing and accommodation, developments of over 750 homes, and relevant consultations on site masterplans. These responses seek to ensure that proposed developments are accessible, adaptable and dementia inclusive, and provide appropriate public realm to enable people to age well in their home and community.

- 9.42 Current supported and specialist housing and accommodation provision in Braintree includes a range of accommodation types designed to meet differing levels of care, support and independence needs across the population. These include extra care housing, supported living schemes, residential and nursing care homes, sheltered / retirement housing, and day opportunity / community-based support services.
- 9.43 The current supported and specialist housing and accommodation provision is summarised in the table below.

Type of provision	Description	Current provision in Braintree
Extra care housing	Self-contained apartments with on-site care and support services, typically for older people with varying care needs, enabling independent living with access to 24/7 support if required	3 schemes providing 189 apartments 127 affordable/ social rented and 62 market leasehold
Supported living – learning disabilities	Self-contained or shared accommodation with tailored support enabling adults with learning disabilities to live independently within the community	43 schemes incorporating 212 tenancies
Supported living- mental health	Accommodation with visiting or onsite support for adults with mental health needs, promoting recovery, stability and independent living	2 schemes incorporating 13 high support tenancies and 6 medium support tenancies
Older people care homes	Residential care provision offering 24-hour personal care and support for older people who can no longer live independently	27 care homes providing 1511 rooms
Adults with disabilities care homes	Residential care homes providing long-term accommodation and support for adults with physical and/or learning disabilities requiring higher levels of care	28 care homes providing 253 rooms
Sheltered / retirement housing	Self-contained housing for older people with limited on-site support (e.g. warden or alarm systems), designed to support independent living with reduced care needs	1490 units of sheltered/ retirement housing, 676 affordable/social rented and 814 market
Day opportunity / community support providers	Facilities providing structured daytime activities, skills development, respite, and social inclusion opportunities for adults with care and support needs	5 providers / centres

Table 9.3: Current Provision and type of supported and specialist housing accommodation in Braintree District.

- 9.44 The vision for ASC is for people to be able to live their lives to the fullest, maximising their independence, wellbeing, choice and control and to have access to a place called home

and the opportunity to engage in meaningful activities.

- 9.45 The ECC ASC Market Shaping Strategy⁵¹ sets out ECC's market shaping responsibilities and the approach to shaping and supporting the care market to meet the needs of Essex residents.
- 9.46 There is an increasing demand for people to be supported at home and in their community, and this trend is expected to continue. This is based on the choices people are making and technology and health care developments making it easier to provide more care and support at home. This means that the people that do move into a care home are likely to have more complex needs later in life, including advanced dementia and nursing care needs. Demand for supported living and extra care housing is also increasing.

Establishing Adult Social Care Infrastructure Requirements

- 9.47 New development proposed through the BLPR will increase the population of Braintree District and is expected to increase demand for adult social care services, specialist and supported housing and accommodation, accessible and adaptable homes, inclusive public realm and community-based support. This is particularly relevant in the context of an ageing population, increased levels of complex need and the ambition to support people to live independently in their home and community.
- 9.48 The Local Plan includes policies on specialist housing, housing mix, inclusive design, health and wellbeing, and infrastructure delivery, including Policy LPR36, Policy LPR39, Policy LPR51, Policy LPR52 and Policy LPR81. These policies provide the main policy basis for securing supported and specialist housing and accommodation, accessible and adaptable homes, inclusive public realm, health and wellbeing outcomes, and the wider infrastructure required to enable people to live independently in their home and community.
- 9.49 The Essex Supported and Specialist Housing and Accommodation Needs Assessment 2025 (SSHANA)⁵² provides the principal evidence base for supported and specialist housing and accommodation needs across Essex, including Braintree. It provides estimates of future need over 5, 10, 15 and 20 years, broken down by population group and local housing authority area.
- 9.50 The SSHANA identifies that supported and specialist housing and accommodation for older people makes up most of the required forecast need, alongside wheelchair accessible general needs housing. There is a need for additional affordable / social extra care and retirement / sheltered housing in Braintree over the plan period, as well as ongoing need for market extra care and market retirement / sheltered housing.
- 9.51 ECC considers that the Local Plan should reflect the full range of supported and specialist housing and accommodation needs identified in the SSHANA. This includes older people, people with mental health needs, people with physical or sensory disabilities, people with learning disabilities and autistic people.
- 9.52 The ECC Developers' Guide to infrastructure contributions also identifies supported and specialist housing and accommodation as an infrastructure matter relevant to new development. It confirms that the Supported and Specialist Housing and Accommodation

⁵¹ ECC ASC Market Shaping Strategy 2023–30.

⁵² Essex Supported and Specialist Housing and Accommodation Needs Assessment (SSHANA), 2025.

Needs Assessment, 2025 should inform Local Plans, development management decisions and, where justified, developer contributions for supported and specialist housing.

- 9.53 The table below from the SSHANA sets out the estimated need for supported and specialist housing and accommodation for the Braintree District to 2044. These figures are non-cumulative and should be treated as the current evidence base pending future updates by ECC.
- 9.54 The most significant adult social care-related requirements identified for Braintree are the need for retirement / sheltered housing, extra care housing, wheelchair accessible homes, nursing care home beds and supported housing for people with a range of care and support needs.

Population group/accommodation type required	2029	2034	2039	2044
Autistic people with a learning disability				
Supported housing	12	24	37	-
Shared Lives accommodation	2	5	8	-
Vulnerable young people including care leavers				
Supported housing (Figure is for Mid Essex quadrant (Braintree, Chelmsford and Maldon))	21	-	-	-
Move-on housing (Figure is for Mid Essex quadrant (Braintree, Chelmsford and Maldon))	35	-	-	-
Children in Care who need residential care				
Residential care placements	8	-	-	-
People with mental health needs				
Supported housing	3	6	9	-
Move-on housing	10	-	-	-
People with a physical/sensory disability, including wheelchair users and people with other long-term conditions				
Wheelchair accessible housing	217	229	238	248
Supported housing	5	10	16	-
Older people				
Retirement / Sheltered housing	537	885	1,230	1,559
Extra care housing	346	530	713	887
Residential care home (beds)	4	145	184	229
Nursing care home (beds)	64	198	297	410
People with lower-level needs who may not draw on adult social care from Essex County Council but have support needs that affect their housing and/or accommodation				
Supported housing	14	14	14	-

Table 9.4: Estimated need in Braintree for supported and specialist housing and accommodation for the population groups covered over the period to 2044 (units/dwellings)⁵³.

⁵³ Estimated need is non-cumulative.

Source: Essex Supported and Specialist Housing and Accommodation Need Assessment, 2025, table 5.

Adult Social Care Infrastructure Assessment against Proposed Growth

- 9.55 The growth proposed through the BLPR requires that supported and specialist housing and accommodation should be planned for, monitored and reflected where specific requirements are identified.
- 9.56 The Local Plan and IDP provide a framework for delivering the appropriate types and tenures of supported and specialist housing and accommodation across the plan period.
- 9.57 For most sites, the precise type, tenure and scale of supported and specialist housing and accommodation will be determined through the masterplanning and planning application process, informed by the SSHANA, the ECC Developers' Guide, engagement with ECC, and application of relevant Local Plan policies including LPR36, LPR39, LPR51 and LPR81.
- 9.58 Supported and specialist housing and accommodation can be secured as part of the overall housing mix. Where supported by evidence of need and feasible within masterplans, ECC prefers that large-scale developments include a proportionate provision of supported and specialist housing and accommodation to meet the needs identified in the SSHANA. Where this cannot be provided on site, financial contributions should be sought to enable capital funding for supported and specialist housing and accommodation on other appropriate sites.
- 9.59 No single district-wide adult social care facility project has been identified as being required solely to support the BLPR growth strategy. The principal requirement is instead to ensure that the Local Plan and IDP provide a framework for delivering the right mix of supported and specialist housing and accommodation, informed by the SSHANA and further ECC engagement.

10. Emergency Services Infrastructure

- 10.1 This section considers the provision of Emergency Services Infrastructure in Braintree District. This includes:
- Ambulance Service;
 - Police; and
 - Fire and Rescue.
- 10.2 Emergency service infrastructure and facilities are essential to supporting safe, strong, healthy, resilient and sustainable communities. New development across Braintree District will need to be planned and make appropriate provision so that it can be effectively served by ambulance, police and fire and rescue services. Growth will lead to additional demand on these services, and developer-funded infrastructure, facilities and appropriate access arrangements will need to be provided where required to ensure that emergency services have sufficient capacity to mitigate and manage the impacts arising from development and continue to operate effectively.
- 10.3 This chapter has been prepared to reflect the BLPR, engagement with the East of England Ambulance Service NHS Trust (EEAST), Essex Police (EP) and Essex County Fire and Rescue Service (ECFRS), and the available evidence.

Ambulance Service

Current Context and Existing Provision

- 10.4 Ambulance services in Braintree District are provided by the East of England Ambulance Service NHS Trust (EEAST). EEAST provides urgent and emergency care across Bedfordshire, Hertfordshire, Essex, Norfolk, Suffolk, and Cambridgeshire, serving a regional population of approximately 6.3 million people.
- 10.5 Ambulance service demand is influenced by a range of factors, including population growth, the age profile of the population, deprivation, rurality, health inequalities, congestion, access to healthcare, and the increasing number of people living longer with more complex health conditions. These factors affect demand for both emergency ambulance services and wider urgent and emergency care pathways.
- 10.6 EEAST is required to respond to nationally defined ambulance response standards. Category 1 calls have a national average response standard of under 7 minutes, with

90% of responses within 15 minutes. Category 2 calls have a national average response standard of under 18 minutes, with 90% of responses within 40 minutes.

- 10.7 EEAST's Strategy 2025–2030⁵⁴ identifies the need to respond to changing population needs, including an ageing population and patients with more complex needs, particularly where communities are located in more rural or harder-to-reach locations. The strategy is structured around patient, people, partnership and productivity missions, with a focus on high-quality urgent and emergency care, partnership working and sustainable service delivery.
- 10.8 Existing ambulance infrastructure within and serving Braintree District includes ambulance response posts, reporting locations and wider operational estate. EEAST confirmed that response posts within Braintree District are located at Braintree, Witham and Halstead. Chelmsford is the key ambulance hub for the wider region and is already operating with capacity constraints before Local Plan growth is taken into account.
- 10.9 EEAST's current vehicle fleet is as follows:
- 500 frontline vehicles;
 - 70 rapid response vehicles;
 - 132 non-emergency ambulances (Patient Transport Service) vehicles; and
 - 56 Hazardous Area Response Team (HART), major incidents and resilience vehicles.
- 10.10 EEAST's estate and fleet planning is affected by the transition towards low and zero-emission vehicles. This has implications for electric vehicle charging, power infrastructure, make-ready facilities, staff welfare, vehicle preparation and operational resilience. EEAST's Sustainability Strategy⁵⁵ and Green Plan⁵⁶ material identify the importance of the Trust's estate and fleet in supporting sustainable service delivery.
- 10.11 EEAST's Green Plan Addendum⁵⁷ confirms that the Trust is committed to reaching net zero greenhouse gas emissions for emissions it can control by 2040, and for emissions it can influence by 2045. It has also set an organisational target to reduce absolute emissions it can control by 50% by 2030, using a 2019/20 baseline.
- 10.12 EEAST, like all NHS Trusts, is subject to a strict Capital Departmental Expenditure Limit (CDEL) set by HM Treasury. CDEL is a fixed national capital envelope set at Spending Reviews and does not adjust automatically for population growth or local development pressures. EEAST has advised that its CDEL is fully committed to fleet replacement and statutory compliance for the next five years. This means that developer contributions are considered to be required where Local Plan growth creates additional ambulance infrastructure demand.

Establishing Ambulance Service Infrastructure Requirements

- 10.13 New development proposed through the BLPR will increase the resident population and is therefore expected to increase demand for ambulance services. Growth may also increase

⁵⁴ East of England Ambulance Service NHS Trust, EEAST Strategy 2025–2030.

⁵⁵ East of England Ambulance Service NHS Trust, Sustainability Enabling Strategy 2020–2025.

⁵⁶ East of England Ambulance Service NHS Trust, Green Plan 2021–2026.

⁵⁷ East of England Ambulance Service NHS Trust, Green Plan 2021–2026 Addendum, July 2025.

demand associated with employment areas, education facilities, healthcare facilities, leisure uses, care homes, specialist housing and larger visitor-generating uses.

- 10.14 Policy LPR81 requires development to demonstrate that sufficient infrastructure capacity exists, or that required capacity will be delivered by the proposal. Where additional infrastructure capacity is required, mitigation may include financial contributions, on-site construction, off-site capacity improvement works or the provision of land.
- 10.15 Policy LPR46 also requires development proposals to make appropriate provision for servicing, refuse and emergency vehicles where viable and practical. New development should therefore be planned to ensure that emergency ambulance access is safe, direct and practical. Electric vehicle charging is required for ambulances, which will require upgrades to power infrastructure at the Chelmsford Hub and access to EV charging at acute hospitals.
- 10.16 EEAST has indicated that the Trust's current service operations and resources are operating under pressure and that additional growth will increase the need for ambulance service capacity.
- 10.17 As a broad operational planning assumption, approximately one additional Dual Staffed Ambulance may be required for every 10,000 additional population in order to respond to population demand and maintain response standards. Each DSA requires approximately 70 sqm GIA. This should be treated as a broad planning indicator rather than a confirmed fleet or estate requirement.
- 10.18 EEAST's current funding basis is £340 per 2.2-person dwelling, adjusted pro-rata. For care homes, the contribution basis is £155 per care home room. The residential cost includes an estates build cost component and an emergency ambulance fleet and equipment component. For IDP purposes, if the BDC household size assumption of 2.4 persons per dwelling is applied, the pro-rata ambulance contribution would be approximately £371 per dwelling. This contribution is identified by EEAST as its current funding basis and has been recorded in the IDS. Any contribution secured through planning obligations will need to be justified on a site-by-site basis, having regard to the scale and type of development, the infrastructure required to mitigate its impacts, and the relevant statutory tests
- 10.19 EEAST requests that public access defibrillators are secured through planning obligations where appropriate. This should include automated external defibrillator devices, outdoor-rated heated cabinets, and consumables and maintenance provision for 10 years. EEAST identifies an approximate cost of £5,000 per device. Cabinets should be located close to power and in high-footfall areas, with a maximum effective retrieval distance of 800 metres. Responsibility may be assigned either to EEAST or to the relevant parish council. It is anticipated that each Strategic Growth Location should be assessed for provision of at least one public access defibrillator, particularly where local centres, schools, community buildings or other high-footfall locations are proposed.
- 10.20 EEAST is moving towards a Central Reporting operational model. Under this model, ambulances supporting the Braintree area are expected to be provided from the closest emergency ambulance hub, which is at Chelmsford. The ambulance station at Braintree is expected to function as a response post. This means that ambulance infrastructure requirements arising from growth may relate not only to Braintree District facilities, but also to the capacity, estate, fleet, equipment, EV charging and operational resilience of the

Chelmsford ambulance hub and the wider EEAST network.

Ambulance Service Infrastructure Assessment against Proposed Growth

- 10.21 The growth proposed through the BLPR will increase demand for ambulance service capacity. This does not currently indicate that the growth strategy is undeliverable, but ambulance service impacts should be identified, costed where possible and mitigated through the IDP, IDS, site masterplanning and planning application process.
- 10.22 No specific new ambulance station or ambulance hub has been confirmed as being required solely to support the BLPR growth strategy. The current working position is that the principal ambulance infrastructure requirements relate to development-wide ambulance infrastructure contributions, additional ambulance fleet and equipment capacity, estate capacity and operational improvements, EV charging and associated power infrastructure, public access defibrillators, safe and reliable emergency vehicle access, and design measures that reduce avoidable emergency demand.
- 10.23 Section 106 planning obligations may be used to secure required ambulance infrastructure where they meet the relevant statutory tests. The IDS records EEAST's current working contribution basis of approximately £371 per new dwelling for estates build, fleet and equipment measures, subject to agreement through the planning application process.
- 10.24 Financial contributions are targeted towards expansion of the closest Ambulance Hubs, additional ambulance capacity, estate infrastructure, additional dual-staff ambulances (DSAs), rapid response vehicles, digital infrastructure, initial training and capital equipment for community first responders, EV charging or other infrastructure required to mitigate the impact of development.
- 10.25 The IDS therefore identifies ambulance service infrastructure as a development-wide requirement, while also recording any specific ambulance vehicles, estate projects, EV charging requirements, operational facilities, contribution requirements, delivery triggers or risks confirmed by EEAST.

Police Service

Current Context and Existing Provision

- 10.26 Policing in Braintree District is provided by Essex Police, under the strategic direction of the Police, Fire and Crime Commissioner for Essex. Essex Police is responsible for keeping communities safe, preventing and detecting crime, supporting victims, responding to incidents and maintaining public confidence across the county. It has a population of around 1.85 million people.
- 10.27 The Crime and Disorder Act 1998 places a duty on local authorities and other responsible authorities to consider crime and disorder reduction in the exercise of their functions. Police service provision is therefore a relevant infrastructure consideration in planning for sustainable communities and supporting growth.
- 10.28 The Essex Policing Model delivers community safety, cohesion and policing across the

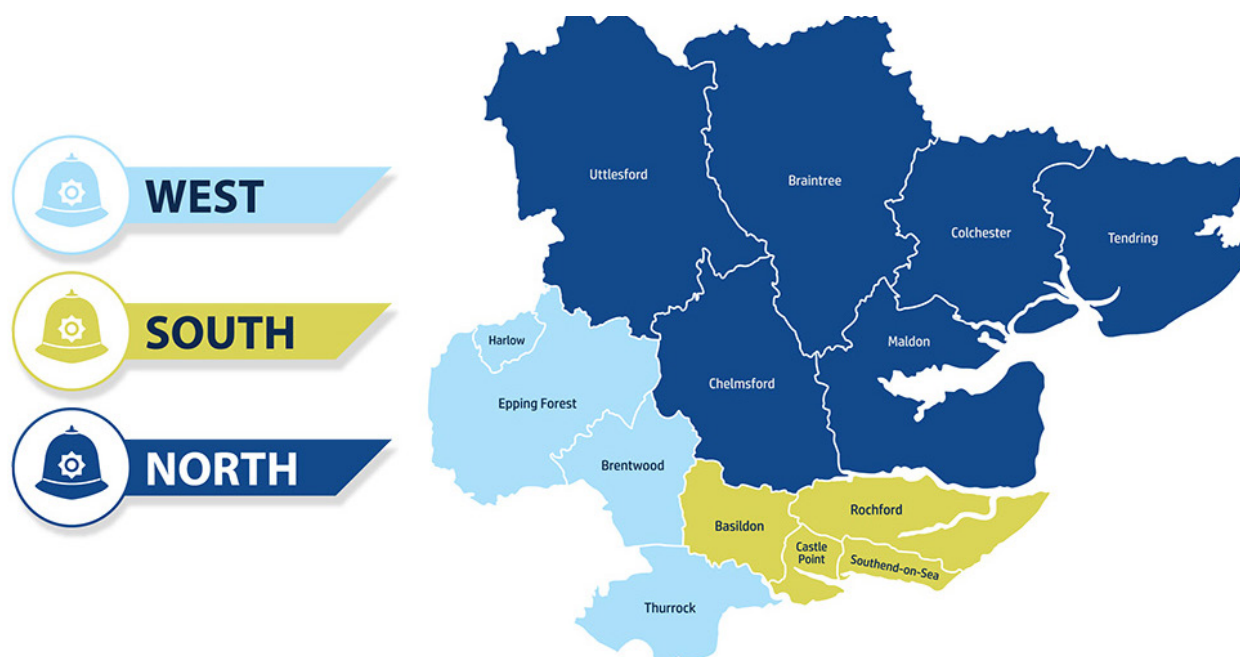


Figure 10.1: Essex Police Local Policing Areas

Braintree area at a local level through Neighbourhood Policing Teams (NPTs). NPTs include police officers, Police Community Support Officers, Community Safety Engagement Officers, Children and Young Persons Officers and integrated local partners and partnerships within co-located Community Safety Hubs.

- 10.29 The PFCC Police and Crime Plan 2024–2028⁵⁸ sets out the policing priorities for Essex. These include driving down anti-social behaviour and crime, providing more local, visible and accessible policing, tackling violence against women and girls and domestic abuse, improving road safety, tackling knife crime and drug gangs, and protecting vulnerable people.
- 10.30 Operationally, Essex is divided into three local policing areas: north, south and west. These local policing areas are further divided into 14 districts. Braintree District is within the north area.
- 10.31 The main police station within Braintree District is located at Blyth's Meadow, Braintree. Essex Police Headquarters is located in Chelmsford and provides a range of operational, strategic and administrative functions across the county. There are four Local Policing Teams operating across the District, each responsible for a specific area. These are:
- Bocking and Braintree;
 - Braintree Central;
 - Halstead North;
 - Witham South.
- 10.32 The Essex Police Estates Strategy 2023–2028⁵⁹ outlines a commitment to provide a modern, flexible and energy-efficient estate which enables officers, staff and volunteers to

⁵⁸ Police, Fire and Crime Commissioner for Essex, *Police and Crime Plan 2024–2028*.

⁵⁹ Essex Police and PFCC *Estates Strategy 2023–2028*.

deliver an effective service and keep communities safe.

- 10.33 Essex Police has identified the importance of its Zero Emission Fleet and Infrastructure Strategy,⁶⁰ which supports the transition to a fully electrified vehicle fleet by 2035. Electric vehicle charging infrastructure is therefore required at police premises and may also have a role in supporting extended patrols and operational resilience.
- 10.34 Essex Police has advised that it is operating at capacity and that infrastructure and facilities are required to add capacity and ensure that planned growth is appropriately mitigated and managed.

Establishing Police Service Infrastructure Requirements

- 10.35 New development proposed through the BLPR will increase the population of Braintree District and is therefore expected to increase demand on police services.
- 10.36 Policy LPR81 requires development to demonstrate that sufficient infrastructure capacity exists, or that such capacity will be delivered by the proposal. Where additional infrastructure capacity is required, mitigation may include financial contributions, on-site provision, off-site capacity improvement works or the provision of land.
- 10.37 Both the construction and occupation stages of residential development can lead to increased demand on police services. At the construction stage, this may include property-based theft and vandalism, drawing on Neighbourhood Policing Team resources. At the occupation stage, increased populations may give rise to increased crime and incidents against the person, including violence, sexual offences, burglary, vehicle theft and criminal damage, requiring additional police service capacity and specialist support.
- 10.38 Essex Police has identified that additional police service capacity may be required to mitigate the impacts of planned growth. Where justified by evidence and where the relevant statutory tests are met, contributions may be sought through Section 106 agreements towards:
- Additional or enhanced police station (Community Policing Team) floor space & facilities, including fit out & refurbishment;
 - Custody facilities & interview suites for vulnerable victims;
 - Mobile police stations & touch down points;
 - Communications, including ICT & provision of digital infrastructure, hardware & software;
 - Speed Camera/ Automatic Number Plate Recognition Technology;
 - Police vehicles & drone technology;
 - Funding for staff resource including recruitment, training, equipping and tasking.

- 10.39 In addition to physical infrastructure and facilities, the design and layout of development can affect policing demand. New development should therefore follow the Essex Design Guide⁶¹

⁶⁰ Essex Police and Essex County Fire and Rescue Service, Zero Emission Vehicle Fleet and Infrastructure Strategy.

⁶¹ Essex Design Guide.

and be designed to support safe and secure communities, reduce opportunities for crime and anti-social behaviour, and provide safe and practical access for emergency vehicles.

- 10.40 Early engagement with Essex Police's Strategic Planning and Designing Out Crime Officers is recommended to scope infrastructure, facilities and design requirements for Strategic Growth Locations and other major development proposals.

Police Service Infrastructure Assessment against Proposed Growth

- 10.41 The growth proposed through the BLPR will increase demand for police services and supporting infrastructure and facilities. This does not indicate that the growth strategy is undeliverable, but police service impacts should be assessed and additional service capacity may need to be mitigated through developer-funded police infrastructure and facilities where justified.
- 10.42 The IDS identifies broad budgets for the police service infrastructure and facilities required to provide additional service capacity to mitigate and manage the likely impacts arising from Strategic Growth Locations. Specific requirements will need to be scoped with Essex Police at the pre-application or development management stage of planning.

Fire and Rescue Service

Current Context and Existing Provision

- 10.43 Fire and rescue services in Braintree District are provided by Essex County Fire and Rescue Service (ECFRS), under the governance of the Police, Fire and Crime Commissioner for Essex. ECFRS is responsible for prevention, protection and emergency response activity across Essex, supporting the safety of residents, businesses, visitors and communities.
- 10.44 ECFRS serves an urban region with significant rural communities that covers an area of 1,525 square miles, with a growing population of 1.9 million. Braintree District includes a mix of urban and rural communities, which has implications for fire prevention, response times, on-call firefighter availability, road traffic collision response, flooding response and wider community safety activity.
- 10.45 The Fire and Rescue Plan 2024–2028⁶² sets out the strategic priorities for fire and rescue services in Essex. These include protecting vulnerable people, improving road safety and reducing road deaths in Essex to zero, making buildings safer, adapting to a changing environment, promoting a positive culture and workforce development, and improving efficiency and effectiveness.
- 10.46 ECFRS operates from 50 fire stations with 66 fire engines and a range of specialist vehicles. There are six fire stations located within Braintree District:
- Braintree;
 - Witham;
 - Sible Hedingham;

⁶² Police, Fire and Crime Commissioner for Essex, *Fire and Rescue Plan 2024–2028*.

- Wethersfield;
- Halstead; and
- Coggeshall.

10.47 These six stations operate on an on-call basis. This means firefighters are living and working within five minutes of the fire station and are on standby to respond to incidents. On-call stations differ from wholtime provision because firefighters must travel from their primary employment or home locations to the fire station before mobilising. This creates additional response time compared with wholtime stations, particularly during peak travel periods, and may affect a firefighter's ability to reach a station promptly.

10.48 As growth increases demand across the District, the resilience and availability of on-call crews, and related response times, will be a key consideration in future infrastructure planning.

10.49 ECFRS Service Headquarters is located at Kelvedon Park within Braintree District. The headquarters performs a wider strategic and operational role for the service and is therefore a significant emergency services asset within the district.

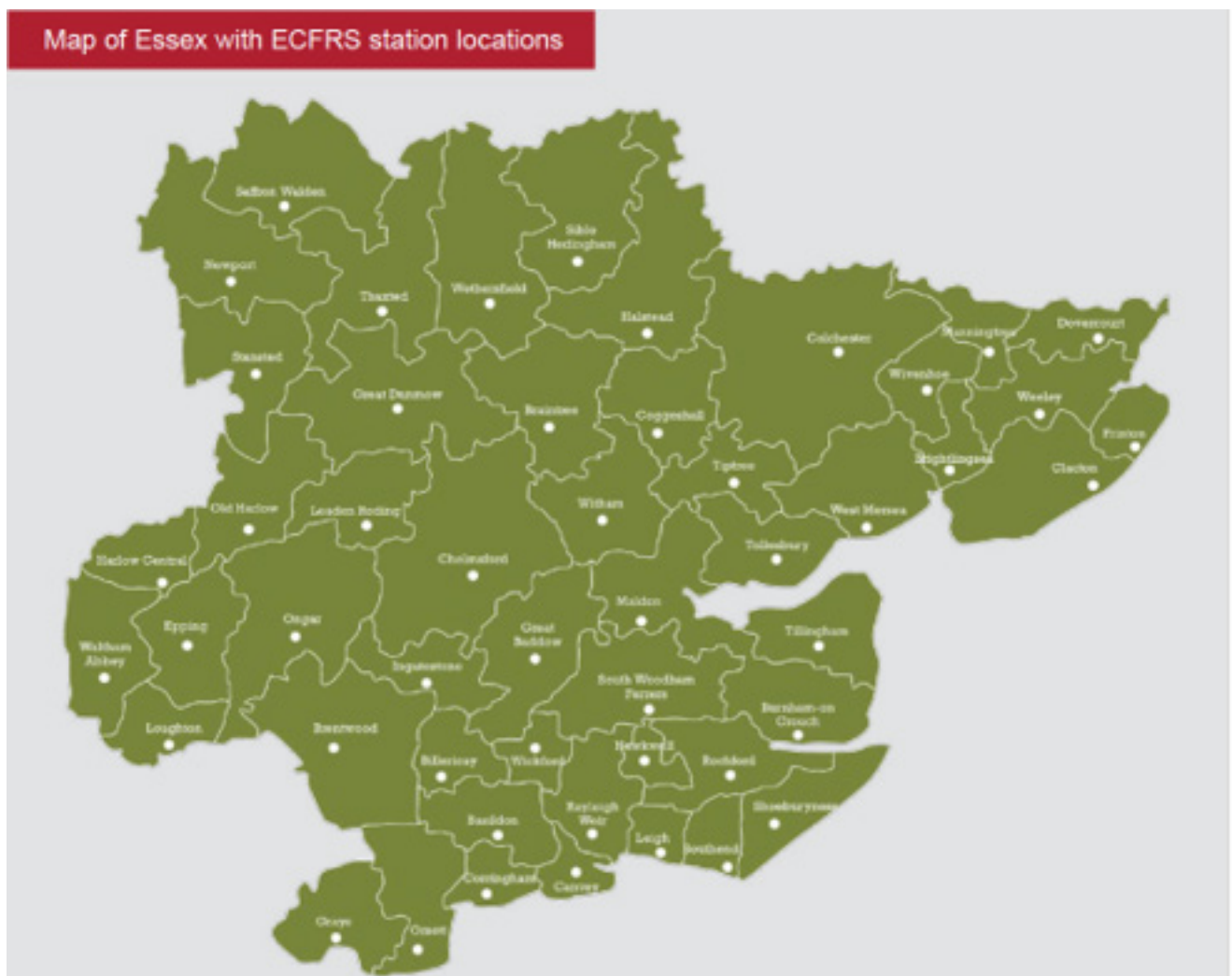


Figure 10.2: Fire Station Locations within Essex

- 10.50 ECFRS also works with partners, including the Safer Essex Roads Partnership, to reduce harm on the road network through prevention, education, engagement and road safety activity.
- 10.51 At the local level, ECFRS works closely with communities to undertake prevention, protection and response activities in line with its Community Risk Management Plan 2025–2030⁶³ to support the creation of safe, strong, healthy, resilient and sustainable new communities.
- 10.52 ECFRS has advised that it is operating at capacity and that infrastructure and facilities are required to add capacity and ensure that planned growth is appropriately mitigated and managed.

Establishing Fire and Rescue Infrastructure Requirements

- 10.53 New development proposed through the BLPR will increase the population of Braintree District and is therefore expected to increase demand on fire and rescue services. Growth may affect prevention activity, protection activity, emergency response, road traffic collision response, flooding response, on-call firefighter availability, fleet requirements, equipment, training, digital systems and operational estate.
- 10.54 Policy LPR81 of the BLPR requires development to demonstrate that sufficient infrastructure capacity exists, or that such capacity will be delivered by the proposal. Where additional infrastructure capacity is required, mitigation may include financial contributions, on-site provision, off-site capacity improvement works or the provision of land.
- 10.55 Policy LPR46 of the BLPR also requires development proposals to make appropriate provision for servicing, refuse and emergency vehicles where viable and practical.
- 10.56 Additional demand arises through an increase in the Prevention, Protection and Response activities, including the increased number of incidents, increased attendance times and changes in the incident risk profile.
- 10.57 As populations increase, including households with school-aged children, further youth engagement in localities is required to establish risk awareness and help prevent fires and other emergencies, helping to build safer communities.
- 10.58 In addition, those at risk from a fatal fire at home are vulnerable people aged 65 and over, and ECFRS community engagement strategy focuses on this key demographic, with increased home safety visits for persons aged 65 and over, incorporating fire safety, fall prevention support and winter warmth checks, as populations increase.
- 10.59 New or extended employment sites also generate additional demand on ECFRS operations as the enforcing authority under the Regulatory Reform (Fire Safety) Order 2005, leading to an increase in fire safety audits, inspections and related administrative responsibilities.
- 10.60 ECFRS has identified that additional fire and rescue service capacity may be required to mitigate the impacts of planned growth. Where justified by evidence and where the relevant statutory tests are met, contributions may be sought through Section 106 agreements towards:

⁶³ Essex County Fire and Rescue Service, Community Risk Management Plan 2025–2030.

- Additional or enhanced fire station & training floor space & facilities, including fit out, refurbishment & extension;
- Operational crew drop-down points;
- Communications, ICT & provision of digital infrastructure, hardware & software, including artificial intelligence & digital automation tools;
- Fire service plant & equipment, including specialist pump/ hose appliances, turntable ladder aerial appliances, cutters, spreaders, rams, stretchers, lifting air bags, toolbox, winch, ventilation fans, lighting appliances, thermal imaging cameras, dry suits, uniforms, breathing apparatus, defibrillators, first aid kit & personal protective equipment (PPE);
- Fire & rescue vehicles, inflatable boats, rescue sled, ice path, drones & electric vehicle (EV) charging points;
- Funding for additional staff resources, incorporating the recruitment, training, equipping & tasking of Community Safety, Community Wellbeing & Fire Safety Officers, & recruitment, training & equipping of Firefighters.

10.61 ECFRS also stresses the importance of sufficient fire hydrants and firefighting water supplies being provided. Strategic Growth Locations may therefore require upgrades to water infrastructure, alongside additional hydrants, to support effective emergency response operations.

10.62 The scale, distribution, and phasing of growth, including the cumulative impact of housing, population and employment development, will require ongoing assessment of operational response arrangements, appliance availability, firefighter and station infrastructure, and operational resources.

10.63 At this stage, there are no specific requirements for a new fire station linked to the Strategic Growth Locations, and the position will be kept under review. There has previously been consideration of a potential need to make Braintree Fire Station a wholetime fire station, although this has not progressed.

Fire and Rescue Infrastructure Assessment against Proposed Growth

10.64 The growth proposed through the BLPR will increase demand for fire and rescue services and supporting infrastructure and facilities. This means that fire and rescue infrastructure impacts should be assessed and additional service capacity provided through developer-funded fire and rescue infrastructure and facilities, as outlined in the IDS and in consultation with ECFRS.

10.65 ECFRS has identified a key site-specific issue linked to the Kings Dene development in Kelvedon (Policy LPR26) which may impact access to and from its Kelvedon Park HQ. This access is operationally critical, particularly for Service Control personnel, who are required to retain unrestricted access/egress at all times. Kelvedon Park also provides essential training facilities to support firefighter competence, operational preparedness and wider service resilience across Essex.

- 10.66 The masterplanning and phasing of Kings Dene (Policy LPR26) would need to take this into account, and a solution identified through ECFRS engagement with BDC and the site promoter.
- 10.67 Site-specific planning obligations may be secured through Section 106 agreements where required to mitigate the impacts of development and where the relevant statutory tests are met. The detailed scope, cost, trigger and delivery mechanism for any ECFRS mitigation will need to be agreed with ECFRS, BDC and the relevant site promoter through pre-application engagement, masterplanning and the planning application process.
- 10.68 ECFRS will continue to play an important role through the planning application process, including advising on emergency access, fire safety considerations, building design matters where relevant, and operational requirements for larger or more complex development.
- 10.69 The IDS identifies broad budgets for the fire and rescue infrastructure and facilities required to provide additional service capacity to mitigate and manage the likely impacts arising from Strategic Growth Locations. Specific requirements will need to be scoped with ECFRS at the pre-application stage of development.

11. Green Infrastructure, Sports, Recreation and Leisure

- 11.1 This chapter considers the provision of green infrastructure, amenity open space, recreation and leisure infrastructure in Braintree District. It includes:
- Green Infrastructure and Amenity Open Space;
 - RAMS mitigation and HRA considerations;
 - Outdoor Sports Facilities; and
 - Indoor Sports Facilities.
- 11.2 Green infrastructure is essential to supporting sustainable growth. New development must be planned so that residents have access to high-quality, accessible and multifunctional green and open spaces, as well as recreation and leisure facilities. This is important to health and wellbeing, biodiversity, climate resilience, active travel, landscape character, social inclusion and the creation of successful and distinctive places.
- 11.3 This chapter has been prepared with respect to the Regulation 19 BLPR, engagement with BDC's open spaces team, the Environment Agency, Natural England, and Sport England, and the available evidence at the point of preparing the Regulation 19 IDP. Natural England's comments in relation to SANG requirements have been considered through the preparation of the IDP, although SANG is not currently identified as a fixed infrastructure requirement.

Green Infrastructure and Amenity Open Space

Current Context and Existing Provision

- 11.4 Green infrastructure is a network of multifunctional natural and semi-natural spaces and corridors in rural and urban areas. It supports natural ecological processes and provides a range of environmental, social, health and quality of life benefits that are integral to sustainable communities. Green infrastructure includes parks and gardens, natural and semi-natural greenspace, woodlands, footpaths, green corridors, playing fields, amenity open space, allotments, street trees, SuDS and water infrastructure, sometimes referred to as blue infrastructure.
- 11.5 Green infrastructure assets provide a range of benefits. These include ecological habitat, biodiversity enhancement, landscape character, recreation, amenity, active travel, health

and wellbeing, climate change mitigation and adaptation, air quality improvement, flood risk management, urban cooling, water quality improvement and wider ecosystem services. The most valuable green spaces are often multifunctional and connected as part of a wider green and blue infrastructure network, rather than being isolated spaces.

- 11.6 The NPPF (2024) recognises the importance of green infrastructure in supporting sustainable development, healthy communities, and climate resilience. Planning policies are required to make sufficient provision for the conservation and enhancement of the natural environment, including landscapes and green infrastructure. Planning policies and decisions should also enable and support healthy lifestyles through safe and accessible green infrastructure.
- 11.7 The BLPR proposes that the Fields in Trust (FiT) Standards⁶⁴ form the principal basis for determining open space, outdoor sport and children's play requirements arising from new development. The FiT Standards provide benchmarks for quantity, accessibility and quality and are intended to support the delivery of accessible, inclusive, active, multifunctional and well-designed spaces. Table 11.1 sets out these FiT benchmarks.

Typology	Quantity Benchmark	Accessibility Benchmark
Parks and Gardens - For example, urban parks and squares, country parks, regional parks, forest parks, and formal gardens	0.80 ha per 1,000 people	All homes should be within 200m-300m walking distance of open space with everyone having access to the full range of open space types within 1,000m.
Amenity Green Space - For example, informal recreation spaces, communal green spaces in and around housing, village greens, urban commons, allotments and Incidental space.	0.60 ha per 1,000 people	
Natural and semi-natural greenspace - For example, woodland, scrub, grassland, heath or moor, wetlands, open and running water and open access land.	1.80 ha per 1,000 people	
Equipped designated play areas - Traditional play types include Local Area of Play (LAPs), Local Equipped Area of Play (LEAPs), Neighbourhood Equipped Areas of Play (NEAPs).	Minimum of 0.25 hectares per 1,000 people (2.5 square metres per person).	Local Areas of Play (LAPs) within 100 metres, Local Equipped Areas of Play LEAPs within 400 metres and Neighbourhood Equipped Areas of Play (NEAPs) within 1,000 metres walking distances from homes.
Informal play provision - For example, pump tracks or multiuse games areas and playful features integrated and distributed within a development.	Minimum of 0.30 hectares per 1,000 people (3 square metres per person).	Within 700 metres walking distance from homes.

Table 11.1: Fields in Trust open space and play benchmarks

⁶⁴ Fields in Trust, *Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard, and/or Fields in Trust, Creating Great Spaces for All*, 2024.

- 11.8 Natural England has advised that the IDP should also reflect wider green infrastructure matters, including the Natural England Green Infrastructure Framework, Urban Greening Factor principles, urban canopy cover, accessible greenspace standards, water quality, water quantity, functionally linked land and water efficiency. These matters provide important design and policy context. However, for IDP purposes, the Fields in Trust standard is retained as the principal open space standard.
- 11.9 Essex Green Infrastructure Strategy⁶⁵ and Standards provide wider supporting context for the planning, design and delivery of green infrastructure. These documents emphasise the importance of multifunctionality, connectivity, nature recovery, climate resilience, health and wellbeing, early integration and long-term management.
- 11.10 The Essex Local Nature Recovery Strategy (LNRS)⁶⁶ is also relevant to green infrastructure planning. It identifies habitat priorities and opportunities for nature recovery across Essex. Development should therefore consider how green and blue infrastructure can contribute to nature recovery, biodiversity net gain, ecological connectivity and naturalised SuDS, while also providing accessible and usable spaces for residents.
- 11.11 The Braintree Open Space Study 2016⁶⁷ remains the available Braintree-specific evidence base for open space provision. However, it was prepared to inform decision-making up to 2033 and is now dated in the context of the BLPR to 2043. An updated Open Space Assessment is being prepared to support the BLPR. Until that work is complete, the 2016 study is treated as an interim evidence source for IDP purposes.
- 11.12 Children's play provision forms part of the wider open space network. Play spaces are commonly categorised as Local Areas for Play, Local Equipped Areas for Play and Neighbourhood Equipped Areas for Play.
- 11.13 Informal play provision should also be considered, including playful landscapes, seating, social spaces, overlooked gathering areas, MUGAs, wheeled sports, pump tracks, bouldering or climbing features, fitness trails and other inclusive facilities. Design should avoid a narrow focus on facilities that disproportionately serve one user group and should have regard to inclusive play principles, including learning from Make Space for Girls research⁶⁸.

Establishing Green Infrastructure and Amenity Open Space Requirements

- 11.14 New development proposed through the BLPR will increase demand for green infrastructure, amenity open space, natural greenspace, outdoor sport and play space. This will need to be considered through Local Plan allocations, masterplanning, planning applications and long-term stewardship arrangements.
- 11.15 Policy LPR66 of the BLPR provides the principal policy framework for natural environment and green infrastructure matters. It supports the protection, enhancement and creation of a connected and multifunctional green and blue infrastructure network, including opportunities for biodiversity, nature recovery, climate adaptation, recreation, health and wellbeing, and sustainable movement.

⁶⁵ Essex County Council, *Essex Green Infrastructure Strategy, 2020*, and Essex County Council, *Essex Green Infrastructure Standards Guidance, 2022*

⁶⁶ Essex County Council, *Essex Local Nature Recovery Strategy, July 2025*.

⁶⁷ Braintree District Council, *BDC040 Open Spaces Study Combined Reports, 2016*.

⁶⁸ *Make Space for Girls, Research Report 2023*.

- 11.16 Policy LPR53 of the BLPR sets out BDC's requirements for the provision of open space, sport and recreation. It states that development will be expected to provide new open spaces in line with requirements determined by the Fields in Trust Toolkit.
- 11.17 Policy LPR53 also recognises that where on-site provision is impractical, particularly for smaller sites, off-site provision or improvements within the ward or an adjacent ward may be considered. Where there is an identified surplus in one type of open space but a deficit or quality issue in another, planning obligations may be used to secure provision or improvements that respond to the identified need.
- 11.18 ECC is supportive of the protection of Local Green Spaces and recommends that development affecting open space should have regard to the Essex Local Nature Recovery Strategy. ECC requires that open space should be directly, safely and attractively accessible by active and sustainable modes for all users, including older people and people with disabilities. Safety, lighting, overlooking, inclusive access, legibility and ease of movement should therefore be considered as part of green infrastructure design.
- 11.19 Where deficiencies are identified in existing green infrastructure or open space provision, new development should not rely solely on existing provision unless it can be demonstrated that sufficient capacity, accessibility and quality exist to accommodate the additional demand. Development should provide new on-site provision, enhance existing provision, or make proportionate financial contributions where this is necessary to mitigate the impact of growth.
- 11.20 Long-term management, maintenance and stewardship should be considered from the outset. This includes funding arrangements for lifecycle maintenance, replacement of play equipment and furniture, habitat management, tree maintenance, and SuDS maintenance.

Green Infrastructure and Amenity Open Space Assessment against Proposed Growth

- 11.21 The growth proposed through the BLPR will increase demand for green infrastructure, amenity open space, natural greenspace and play provision. This requires that green infrastructure and open space requirements are planned for, costed where possible and reflected in the Infrastructure Delivery Schedule.
- 11.22 No single district-wide green infrastructure or amenity open space project has been identified as being required to support the BLPR growth strategy. The principal requirement is instead to ensure that new development provides appropriate on-site green infrastructure and open space in accordance with the FiT Standards, and contributes to off-site improvements where justified.
- 11.23 Strategic Growth Locations are expected to provide integrated green and blue infrastructure networks on site. Green infrastructure should be considered from the outset of masterplanning and should not be treated as residual land after other land uses have been fixed. Green infrastructure should be designed as usable and accessible public space that supports recreation, wellbeing, biodiversity, flood resilience, climate adaptation and placemaking.
- 11.24 Open space provision at Strategic Growth Locations should be calculated using the FiT Standards, informed by the proposed population, dwelling mix and expected household

size. The table below provides an indicative gross Fields in Trust open space requirement for the Strategic Growth Locations. It assumes an average household size of 2.4 persons per dwelling and applies a combined open space, play and outdoor sport requirement of 5.35ha per 1,000 population.

Strategic Growth Location	Homes	Population (Using assumed average dwelling size of 2.4 persons per dwelling)	Indicative FIT Open Space Requirement (ha)
LPR19 Hayeswood, East of Great Notley	1,750	4,200	22.47
LPR20 Land East of Broad Road, Braintree	1,000	2,400	12.84
LPR21 Former Towerlands Park	575	1,380	7.38
LPR22 Panfield Lane, North West Braintree	825	1,980	10.59
LPR23 East of Braintree	2,660	6,384	34.15
LPR24 South & North-East of Halstead	2,850	6,840	36.59
LPR25 South East Feering	835	2,004	10.72
LPR26 Kings Dene, Kelvedon	5,600	13,440	71.90
LPR27 Wood End Farm, Witham	400	960	5.14
LPR28 North of the A12, Hatfield Peverel	1,150	2,760	14.77
Total	17,645	42,348	226.56 ha

Table 11.2: Indicative gross Fields in Trust open space requirements

- 11.25 This table provides an indicative gross requirement for the Strategic Growth Locations only. The final level and type of provision should be determined through site-specific masterplanning, having regard to the updated Open Space Assessment, existing provision, Fields in Trust accessibility standards, biodiversity net gain, SuDS, utility constraints, landscape character, viability, land ownership, site phasing and the characteristics of each site.
- 11.26 Where on-site provision is not required, not feasible, or would not represent the most effective form of mitigation, financial contributions may be required towards off-site provision or specific projects. These developer contributions should be secured through Section 106 obligations in accordance with BDC's planning policies and the Essex Developers' Guide to Infrastructure Contributions, where applicable.
- 11.27 The IDS identifies green infrastructure and amenity open space as both a site-specific requirement for Strategic Growth Locations and a development-wide requirement for smaller sites where off-site improvements or contributions are necessary.

RAMS Mitigation and HRA Considerations

Current Context and Existing Provision

- 11.28 The Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS)⁶⁹ Supplementary Planning Document was adopted by Braintree District Council in 2020. It provides a strategic approach to mitigating the in-combination recreational impacts of new residential development on the Essex Coast Habitats Sites.
- 11.29 The Essex Coast Habitats Sites are of international importance for birds and coastal habitats. Increased housing growth across Essex has the potential to increase recreational visits to these sensitive habitats. The designations which cover the site include Special Protection Areas (SPA), Special Areas of Conservation (SAC), and Ramsar sites as can be seen in Figure 11.1.
- 11.30 The RAMS tariff is the strategic mitigation mechanism for addressing the cumulative, in-combination recreational effects of qualifying residential development within the defined Zone of Influence. In some circumstances, additional bespoke mitigation may also be required where plan-level or project-level Habitats Regulations Assessment identifies likely significant effects from a development alone that are not fully addressed by the strategic RAMS measures.
- 11.31 Natural England has raised the potential need for Suitable Alternative Natural Greenspace (SANG) through engagement with the emerging Local Plan and through wider correspondence with competent authorities within the RAMS area. SANG is a form of bespoke mitigation that may be considered where a development is found to have an “alone” recreational impact on Habitats Sites. It is not treated by BDC as a fixed infrastructure requirement for development in Braintree District at this stage as set out in this Section.
- 11.32 The RAMS tariff applies to qualifying new residential development within the defined Zone of Influence. The current tariff is £476 per net additional dwelling from 1 August 2026. The tariff is index-linked and will increase over time.

Establishing RAMS Mitigation and Project-Level HRA Requirements

- 11.33 New development proposed through the BLPR will fall within the relevant Zone of Influence to the Essex Coast Habitats Sites. Qualifying residential development will therefore be required to contribute to the RAMS tariff, which provides the strategic funding mechanism for mitigating in-combination recreational effects.
- 11.34 Policy LPR67 is relevant to the protection of designated sites, including internationally important Habitats Sites. Development will need to demonstrate that effects on protected sites can be appropriately avoided, mitigated or compensated, including through the Habitats Regulations Assessment process where required.
- 11.35 BDC has reviewed Natural England’s position alongside the evidence contained within the adopted RAMS strategy and the visitor survey evidence that informs it. Natural England’s advice identifies that some schemes may give rise to alone impacts and that developments

⁶⁹ Braintree District Council, Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy Supplementary Planning Document, May 2020.

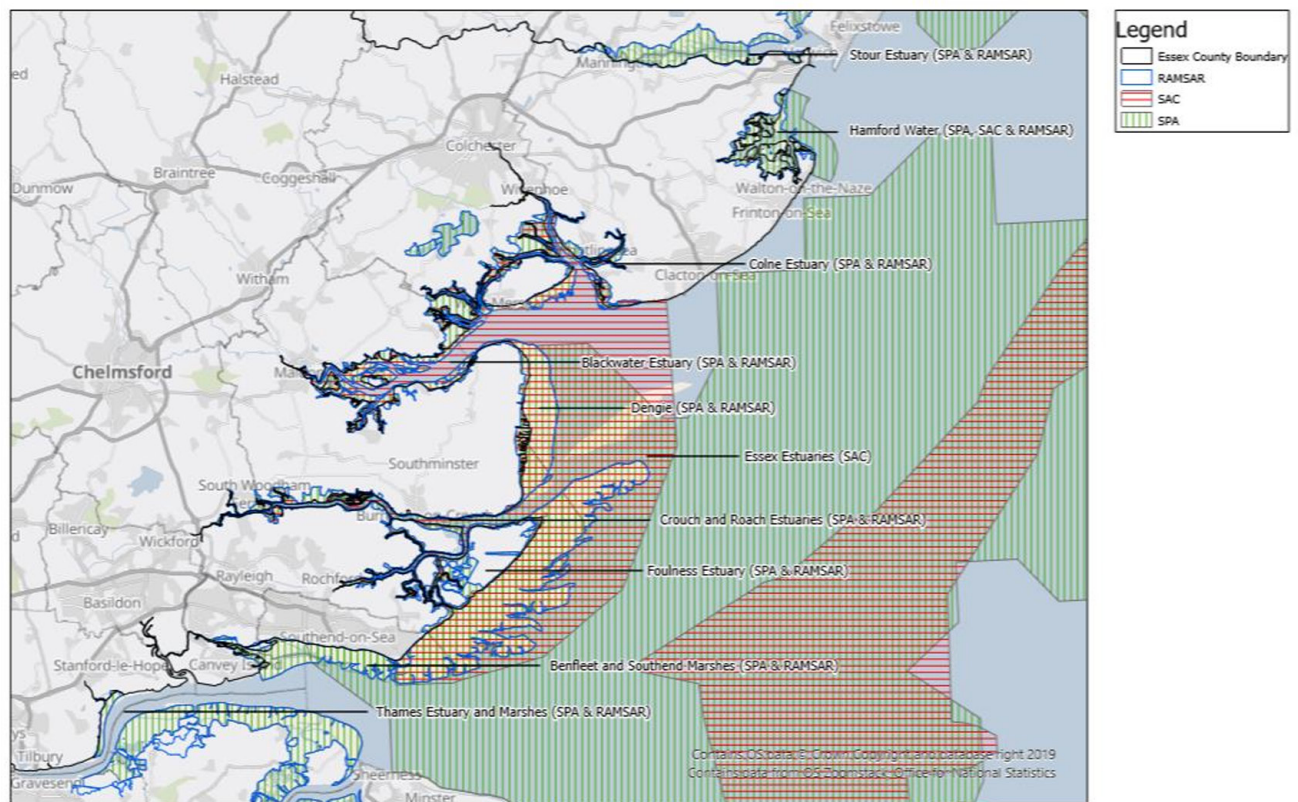


Figure 11.1: Habitats Sites covered by the Essex Coast RAMS Supplementary Planning Document, Essex County Council (2020)

of 500 or more dwellings are most likely to have such impacts. However, BDC considers that the available evidence does not establish a blanket requirement for all strategic-scale development in Braintree District to provide SANG.

11.36 BDC has had regard to the local visitor survey evidence, including evidence on the origin, purpose, frequency and nature of visits to the Essex Coast Habitats Sites. On this basis, BDC considers it reasonable to engage further with Natural England before determining that SANG provision is an appropriate policy requirement for the Braintree District Local Plan Review.

11.37 Therefore, SANG is not included as a costed requirement within the publication version of the IDP or IDS at this stage. Instead, the need for any additional bespoke mitigation, including SANG where justified, should be considered through the HRA process, further engagement with Natural England, site-specific assessment, masterplanning and planning applications.

11.38 This position may need to be reviewed if Natural England provides further evidence, if the HRA identifies a requirement for additional mitigation, or if the issue is raised through Regulation 19 representations or Examination.

RAMS Mitigation Assessment against Proposed Growth

11.39 The growth proposed through the BLPR requires RAMS mitigation for qualifying residential development within the Zone of Influence. RAMS requirements must therefore be identified,

costed, phased and reflected in the Infrastructure Delivery Schedule.

11.40 Table 11.3 identifies indicative RAMS contributions for relevant Strategic Growth Locations without extant permission. A separate plan-wide estimate is also shown for the total housing growth figure used for whole-site IDP infrastructure planning. These figures are based on

Site Allocation/Proposed Development	Number of Dwellings	RAMS Mitigation Contribution
LPR19 Hayeswood, East of Great Notley	1,750	£833,000
LPR23 East of Braintree	2,660	£1,266,160
LPR24 South & North-East of Halstead	2,850	£1,356,600
LPR25 South East Feering	835	£397,460
LPR26 Kings Dene, Kelvedon	5,600	£2,665,600
LPR28 North of the A12, Hatfield Peverel	1,150	£547,400
Subtotal for relevant Strategic Growth Locations assessed for IDP purposes	14,845	£7,066,220
Total housing growth assessed for whole-site IDP purposes	19,070	£9,077,320

Table 11.3: Indicative RAMS Contributions Figures for Local Plan Housing Growth

Outdoor and Indoor Sports Provision

Current Context and Existing Provision

11.41 Outdoor and indoor sports and leisure facilities play an important role in supporting healthy, active and sustainable communities. They provide opportunities for physical activity, social interaction, community participation, skills development and improved mental and physical wellbeing.

11.42 Sport England's Planning for Sport guidance⁷⁰ promotes a "Protect, Enhance, Provide" approach. Existing sports facilities should be protected where they are needed, enhanced where quality, accessibility or capacity improvements are required, and new provision made where existing facilities cannot meet current or future demand.

11.43 Braintree District Council has prepared a Playing Pitch and Outdoor Sport Strategy⁷¹ and Action Plan to support the BLPR. This provides the principal evidence base for outdoor sports provision, including playing pitches and other outdoor sports facilities. The Strategy covers provision up to 2041 and has been prepared in accordance with Sport England's Playing Pitch Strategy Guidance and Assessing Needs and Opportunities Guidance.

11.44 Braintree District Council has also prepared an Indoor Sports Assessment and emerging Indoor Built Facilities Strategy.⁷² This provides the principal evidence base for indoor and built sports facilities, including sports halls, swimming pools, health and fitness suites,

⁷⁰ Sport England, Planning for Sport Guidance, June 2019, last updated April 2024.

⁷¹ Braintree District Council, Playing Pitch and Outdoor Sport Strategy and Action Plan, December 2025.

⁷² Braintree District Council, Indoor Sports Assessment and emerging Indoor Built Facilities Strategy, 2025/2026.

fitness studios, squash, gymnastics and trampolining, indoor tennis and indoor bowls.

- 11.45 Sport England has confirmed through engagement that the assessment of sports infrastructure should be based on both supply and demand. New growth will increase demand for sports and leisure facilities, and deficiencies may exist even where these are not always expressed as a precise new facility requirement.

Outdoor Sports Provision

- 11.46 Outdoor sports provision in Braintree District includes football pitches, cricket pitches, rugby union pitches, artificial grass pitches, tennis courts, netball courts, bowling greens, athletics provision, golf facilities, cycling and BMX provision, and basketball courts. The Playing Pitch and Outdoor Sport Strategy identifies that the current position varies by sport, with some sports able to meet current demand and others already experiencing shortfalls or capacity constraints.

Sport / Facility Type	Existing Provision and Capacity	Current Position and Identified Need
Football grass pitches	133 grass football pitches across 58 sites	Current shortfalls are identified for adult, youth 11v11 and youth 9v9 football. Future demand increases these shortfalls. The Local Plan housing growth scenario identifies demand for 9.75 adult football pitches, 25.73 youth football pitches and 13.00 mini soccer pitches.
3G pitches	Six full-size 11v11 3G pitches are available for community use, alongside four smaller 3G pitches.	The PPOSS identifies a future shortfall of two full-size 11v11 3G pitches The Local Plan housing growth scenario identifies demand for 2.55 additional 3G pitches.
Cricket	20 grass wicket squares are identified across the District. There are also five non-turf pitches.	Current overplay amounts to 99 match equivalent sessions per season across five sites. The Local Plan housing growth scenario identifies demand for 5.41 additional cricket pitch/square equivalents and 10.82 changing rooms.
Rugby union	10 grass rugby union pitches are identified across five sites. No rugby pitches are considered to have actual spare capacity.	Current shortfall is 12.5 match equivalent sessions per week, increasing to 13 match equivalent sessions when future demand is included. The Local Plan housing growth scenario identifies demand for 3.69 additional rugby union pitches and 7.39 changing rooms.
Hockey	Existing hockey provision is played to capacity.	Club aspirations identify potential additional demand from Braintree HC and Witham HC. The Local Plan housing growth scenario identifies demand for 0.70 sand-based AGPs and 1.40 changing rooms.

Sport / Facility Type	Existing Provision and Capacity	Current Position and Identified Need
Tennis	57 outdoor tennis courts are identified. Club-based provision is broadly sufficient.	The Local Plan housing growth scenario identifies demand for 5.83 additional outdoor tennis courts.
Padel	Existing padel provision is limited.	The PPOSS identifies demand for padel but no fixed additional court number is identified at this stage.
Netball	33 outdoor netball courts are identified across 14 sites. 22 courts are available for community use across 10 sites.	Existing demand is serviced with no additional court number identified to address growth.
Bowls	Nine flat bowling greens are identified, all available for community use.	No fixed additional requirement is identified at this stage, but existing provision should be protected and monitored.
Cycling/BMX	Two BMX pump tracks are identified at Deanery Hill and Rayne Village Hall.	No fixed additional BMX or cycling facility requirement is identified. Most growth in cycling demand is expected to use the road network, active travel routes and informal recreation networks.
Outdoor Basketball	11 MUGAs are set up to accommodate basketball activity.	No fixed additional court number is identified, but there is a requirement to improve existing courts.
Athletics	One full-size 400m synthetic, eight-lane, sports-lit athletics track is provided at Braintree Sport & Health Club.	No fixed additional requirement is identified at this stage, but existing provision should be protected and monitored.
Golf	Eight standard-hole golf sites are identified, including seven 18-hole courses and one 9-hole course.	No fixed additional requirement is identified at this stage, but existing provision should be protected and monitored.

Table 11.4: Overview of provision and needs for outdoor sports facilities within Braintree District

Indoor Sports Provision

11.47 Indoor sports provision in Braintree District includes sports halls, swimming pools, health and fitness suites, studios, squash courts, gymnastics and trampolining facilities, indoor tennis, indoor bowls and indoor spaces used for sports such as netball, basketball, badminton and indoor cricket. The Indoor Sports Assessment identifies that, while the District benefits from a broad spread of provision, future population growth will increase demand and there are specific requirements for quality improvements, increased access, additional capacity or further modelling in relation to different facility types.

Sport / Facility Type	Existing Provision and Capacity	Current Position and Identified Need
Sports Halls (Badminton)	22 sports halls of all sizes are identified, providing 54 badminton courts.	The Sport England Sports Facilities Calculator identifies demand for an additional 2.55 badminton courts, equivalent to 0.64 sports halls, to meet ONS projected population growth to 2042.
Swimming Pools	17 pools are identified across 13 sites. Public pool provision is focused at Braintree Swimming & Fitness, Halstead Leisure Centre and Witham Leisure Centre.	No fixed new pool requirement is identified at this stage. Public leisure centre pools are operating near capacity and population growth may generate additional need.
Health and Fitness Suites	17 health and fitness suites identified.	Demand is identified for additional facilities by 2042.
Fitness Studios	23 studios are identified.	No fixed additional studio requirement is identified, although studio demand is linked to wider health and fitness participation growth.
Squash	Six squash courts are identified across three sites: Earls Colne Recreation Club, Halstead Leisure Centre and Witham Leisure Centre.	The Indoor Sports Assessment identifies that Braintree would need to increase provision to a total of 10 courts by 2042.
Gymnastics and Trampolining	Three dedicated gymnastics / trampolining facilities are identified: Dynamix Gymnastics Club, TT Trampolining and Gymnastics, and Gyrus Olympic Gymnastics Club.	All clubs report a requirement for larger-scale facilities and long waiting lists.
Indoor bowls	No indoor bowls facility is currently identified within Braintree District.	No specific need identified.
Indoor Tennis	One indoor tennis facility is identified at The Essex Golf & Country Club, providing six courts.	No additional indoor tennis demand is identified at this stage.

Sport / Facility Type	Existing Provision and Capacity	Current Position and Identified Need
Indoor cricket / winter training	Indoor cricket and winter training are accommodated through sports halls and indoor training spaces	No fixed standalone indoor cricket facility requirement is identified.
Indoor netball, basketball and multi-sport use	Indoor multi-sport demand is primarily accommodated within sports halls. These halls support badminton, netball, basketball, indoor cricket, five-a-side football and other activities.	Demand is reflected principally in the sports hall requirement of 2.55 badminton courts / 0.64 halls to 2042.

Table 11.5: Overview of provision and need for indoor sports facilities within Braintree District

Establishing Outdoor and Indoor Sports Infrastructure Requirements

- 11.48 New development proposed through the BLPR will increase the population of Braintree District and will therefore increase demand for both outdoor and indoor sports infrastructure.
- 11.49 Policy LPR53 of the BLPR relates to the provision of open space, sport and recreation. It expects development to provide or contribute towards open space, sport and recreation provision where required to mitigate the impact of development. Policy LPR81 also requires development to demonstrate that sufficient infrastructure capacity exists, or that required capacity will be delivered by the proposal.
- 11.50 Sport England provides Playing Pitch Calculator and Sports Facilities Calculator tools for assessing forward sport infrastructure needs. These calculators convert population growth and participation assumptions into demand and supply requirements and provide estimated costs for meeting that demand. Cost data within the calculators is updated annually.
- 11.51 The calculators are useful IDP tools, but should be interpreted carefully. They estimate demand from a new population and do not, on their own, take account of existing supply, existing unmet demand, facility quality, catchment geography, accessibility, programming, management arrangements or site-specific spatial constraints. Calculator outputs should therefore be used alongside the Playing Pitch and Outdoor Sport Strategy, Indoor Sports Assessment, emerging Indoor Built Facilities Strategy, Sport England advice, National Governing Body advice, masterplanning and site-specific feasibility work.
- 11.52 The Sport England Sports Facilities Calculator output used for this IDP is based on a population growth scenario of 45,733 people. This provides an indicative district-wide estimate of the demand and cost associated with BLPR growth.

Sports Facility Type	Required Infrastructure	Cost Estimate
Swimming Pools	Pools – 2.34 Lanes – 9.38	£11,408,451
Sports Halls	Courts – 11.07 Halls – 2.77	£8,817,471
Artificial Grass Pitches	Pitches – 1.23	Cost if 3G – 1,570,317 Cost if Sand – 1,419,828
Indoor Bowls Centres	Rinks – 0.86 Centre – 0.14	£413,928
Outdoor Tennis Courts	Courts – 5.84	£712,425
Total		£22,922,592

Table 11.6: Sport England Sports Facilities Calculator Output

11.53 For playing pitches and outdoor sport, this IDP uses the Braintree Playing Pitch and Outdoor Sport Strategy and Action Plan as the principal basis for assessing growth-related requirements, rather than undertaking a separate Sport England Playing Pitch Calculator run. This is because the PPOSS is a Braintree-specific assessment, prepared in accordance with Sport England guidance, and already tests future demand arising from Local Plan growth. It therefore provides a more locally robust basis for identifying outdoor sports infrastructure requirements than a standalone calculator output.

11.54 The PPOSS housing growth scenario is based on 18,959 dwellings and an associated population growth of 45,501 people. This is marginally lower than the IDP whole-site housing growth position of 19,070 dwellings, but the difference is limited and does not materially affect the use of the PPOSS as the basis for high-level IDP and IDS assumptions. Requirements should nevertheless be reviewed as site capacities, phasing, household size assumptions and Sport England / National Governing Body advice are updated. The outcome of the PPOSS assessment is shown in the table below.

Sports Facility Type	Number of pitches to meet demand	Capital cost	Lifecycle Cost (per annum)	Number of changing rooms	Changing room capital cost
Adult football	9.75	£1,093,698	£215,459	19.5	£4,026,798
Youth football	25.73	£2,493,189	£503,624	34.3	£7,085,623
Mini soccer	13	£397,746	£78,754	0	£0
Rugby Union	3.69	£640,328	£118,461	7.39	£1,525,487
Rugby League	0	£0	£0	0	£0
Cricket	5.41	£1,959,763	£360,596	10.82	£2,235,786
Sand-based AGPs	0.7	£697,521	£18,136	1.40	£289,740
3G	2.55	£3,057,782	£89,935	5.10	£1,053,959
Tennis Courts	5.83	£661,554	-	-	-
Total	60.83 and 5.83 tennis courts	£11,001,580	£1,384,964	78.52	£16,217,391
Combined Pitch and Changing room Capital Cost	£27,218,971				

Table 11.7: PPOSS Estimated demand and costs for new pitch provision

- 11.55 Overall, the PPOSS identifies that additional growth would generate a requirement for approximately 60.83 pitches and 5.83 tennis courts, with an estimated pitch / court capital cost of £11.002m and an annual lifecycle cost of £1.385m. It also identifies a requirement for 78.52 changing rooms at an estimated capital cost of £16.217m.
- 11.56 These figures are not intended to imply that all provision must be delivered as standalone new facilities. The PPOSS notes that demand can also be addressed through improving quality, reconfiguring sites, increasing sports lighting, enabling access to existing unused sites, bringing disused sites back into use and securing community use of education facilities where appropriate.
- 11.57 Sport England confirmed that, for sites below 500 dwellings, on-site sports provision is unlikely to be required, although there is no fixed or established threshold. For Strategic Growth Locations, Sport England does not prescribe specific facilities for each individual scheme at IDP stage. The precise facility mix should be determined through the evidence base, calculator outputs, site-specific masterplanning, pre-application engagement and engagement with Sport England and relevant National Governing Bodies.
- 11.58 Facility requirements for Strategic Growth Locations should ideally be determined at masterplanning or pre-application stage rather than being left until the planning application stage. This is important because sports infrastructure can affect land budgets, site layout, school and community use arrangements, viability, phasing, delivery responsibility and long-term management.
- 11.59 School and education facilities are an important part of the sports infrastructure network. Where new schools are proposed through the Local Plan, there may be opportunities to secure community use of sports halls, pitches, artificial grass pitches, courts and ancillary facilities. This should be considered through masterplanning, education delivery, Sport England engagement and future planning obligations.
- 11.60 The PPOSS identifies that no existing playing pitch or outdoor sports provision should be treated as surplus unless this is justified through the evidence base and national policy tests. Existing sports provision should therefore be protected unless it is clearly demonstrated that it is no longer required, or that equivalent or better replacement provision will be delivered in a suitable location.

Outdoor and Indoor Sports Infrastructure Assessment against Proposed Growth

- 11.61 The growth proposed through the BLPR will increase demand for outdoor and indoor sports facilities. Sports infrastructure requirements should therefore be planned, costed where possible and reflected in the IDS.
- 11.62 The PPOSS includes housing growth scenarios which demonstrate the scale of additional demand that would be generated by Local Plan growth. These outputs should be used alongside site-specific masterplanning and Sport England calculator outputs to determine the precise provision, contribution and phasing requirements for each Strategic Growth Location.
- 11.63 For the largest Strategic Growth Locations, on-site provision of formal sports infrastructure is likely to be required because the scale of growth will generate significant new demand

and it may not be appropriate or feasible to rely solely on capacity improvements to existing off-site facilities.

11.64 The expected provision for the relevant Strategic Growth Locations is set out in Table 11.8.

Allocation	Anticipated Sports Infrastructure Provision as per Local Plan and Sport England Consultation
LPR19 Hayeswood, East of Great Notley	On-site formal sports provision likely to be required; facility mix to be confirmed through masterplanning, pre-application engagement and calculator outputs.
LPR23 East of Braintree	On-site outdoor sports provision likely; pitches, 3G provision, ancillary facilities and community use of school facilities to be considered.
LPR24 South & North-East of Halstead	On-site outdoor sports provision likely; pitches, 3G provision, ancillary facilities and community use of school facilities to be considered.
LPR25 South East Feering	Sports infrastructure requirement to be confirmed through calculator outputs and masterplanning; off-site contributions may be appropriate depending on demand and catchment.
LPR26 Kings Dene, Kelvedon	Major on-site sports infrastructure requirement likely due to scale; consider pitches, 3G provision, indoor/ community sports provision, ancillary facilities and community use of school facilities.
LPR28 North of the A12, Hatfield Peverel	On-site formal sports provision likely to be required; facility mix to be confirmed through masterplanning, pre-application engagement and calculator outputs.
LPR33 Coggeshall Football Club Comprehensive Development Area	Any loss or redevelopment of football provision must satisfy Sport England and NPPF policy tests and secure equivalent or better replacement provision if required.

Table 11.8: Sports infrastructure implications for Strategic Growth Locations and site allocations

11.65 Where on-site provision is required, this will normally be secured through the planning application and Section 106 process. Where off-site contributions are required, they should be directed towards projects that address identified demand, capacity or quality deficiencies.

11.66 A risk noted in discussion with Sport England is the accumulation of developer contributions for off-site provision where there are no suitable projects available to spend the contributions on that directly address identified demand or capacity issues.

11.67 Sport England recommends that the sports evidence base should be reviewed every three years, unless annual monitoring takes place, in which case it should be reviewed every five years. The IDP and IDS should therefore be capable of being updated as the PPOSS, Indoor Built Facilities Strategy, calculator outputs, delivery projects and monitoring data are refreshed.

11.68 In summary, the BLPR will generate additional demand for outdoor and indoor sports infrastructure. The IDP identifies the broad scale of need using the available evidence base and Sport England calculator outputs, but the final facility mix, costs, land requirements, phasing and delivery mechanisms for Strategic Growth Locations should be confirmed through masterplanning, pre-application engagement, planning applications and the Section 106 process.

12. Social and Community Infrastructure

12.1 This chapter considers social and community infrastructure required to support growth in Braintree District. It focuses on:

- libraries;
- allotments;
- community centres, village halls and community halls; and
- Gypsy and Traveller and Travelling Showpeople accommodation.

12.2 Social and community infrastructure is essential to supporting sustainable places. It provides local facilities and spaces that support community life, learning, health and wellbeing, social interaction, inclusion and local identity. New development proposed through the BLPR will increase demand for these facilities and should be planned so that existing and future residents have access to appropriate social and community infrastructure.

12.3 This chapter has been prepared to reflect the Regulation 19 BLPR and engagement with Essex County Council and Braintree District Council.

Libraries

Current Context and Existing Provision

- 12.4 Libraries are a core element of community infrastructure. ECC has a statutory duty under the Public Libraries and Museums Act 1964 to provide a comprehensive and efficient library service for all residents and people working and studying in Essex. Libraries provide book lending, digital lending, access to the internet and Wi-Fi, study space, community activities, digital support and flexible community space. They are therefore important social infrastructure assets which support learning, inclusion, wellbeing, community identity and access to wider services.
- 12.5 Essex libraries are central to local communities and act as trusted hubs where residents can come together, develop literacy and learning, and build new skills. Local delivery aligns with the Essex Library Service's strategic priorities,⁷³ including literacy and learning, community engagement, communications and infrastructure.
- 12.6 Paragraph 20 of the NPPF (2024) states that, during the preparation of evidence bases and strategic policies for a Local Plan, Local Planning Authorities are required to make sufficient provision for community facilities. Paragraph 97 also states that social, recreational and cultural facilities and services should be provided to support local communities, improve health and wellbeing, meet day-to-day needs, and be delivered as part of an integrated approach to the location of housing and economic development.
- 12.7 Policy LPR64 of the BLPR seeks the retention of existing community facilities and supports new or enhanced community facilities where these meet the needs of existing and future residents.

⁷³ Essex County Council, *Everyone's Essex: The Future of Essex Libraries 2022–2026*.

12.8 ECC is responsible for the network of libraries within Braintree. There are nine libraries within the district, listed below alongside the current service offer at the time of publication:

- Sible Hedingham Library – open 3 days a week (Monday 9am to 1pm; Thursday 2pm to 7pm and Saturday 9am to 5pm) providing services including after school clubs, children’s events, and a ‘knit and natter’ group.
- Halstead Library – open 5 days a week (with Thursday 9am to 1pm) providing services including recycling, study space, printing and copying.
- Earls Colne Library – open 3 days a week (Tuesday 9am to 1pm; Friday 2pm to 7pm; and Saturday 9am to 5pm) providing services including recycling, study space, printing and copying.
- Braintree Library – open 6 days a week providing services including room hire, gallery space, foodbank donations drop off, recycling, printing and copying.
- Coggeshall Library – open 3 days a week (with Tuesday 2pm to 5.30pm) providing services including recycling, study space, printing and copying.
- Silver End Library – open 3 days a week (Tuesday 1pm to 5pm; Thursday 9am to 1pm and Saturday 9am to 1pm) providing services including recycling, study space, printing, copying and Everyone's Literacy Area.
- Kelvedon Library – open 3 days a week (Monday 2pm to 5.30pm; Thursday 9am to 1pm; and Saturday 9am to 5pm) providing services including recycling, study space, printing, copying and Everyone's Literacy Area.
- Witham Library – open 6 days a week providing services including room hire, gallery space, Give and Take Community Resources table, recycling, and an Essex Knitters and Stitchers group.
- Hatfield Peverel Library – open 3 days a week (Tuesday 2pm to 7pm; Wednesday 9am to 1pm; and Saturday 9am to 5pm) providing services including recycling, study space, printing, copying and Everyone's Literacy Area.

12.9 The Mobile Library Service visits villages and communities around Essex, including Braintree District, on a three-weekly basis⁷⁴.

Establishing Future Library Infrastructure Requirements

12.10 New development proposed through the BLPR will increase the number of residents using library services in Braintree District and will place additional demand on existing library buildings, stock, digital resources, equipment and community space.

12.11 ECC’s Developers’ Guide to Infrastructure Contributions⁷⁵ sets out the approach to assessing library infrastructure requirements arising from new development. Any new development of 10 or more dwellings, or sites of 0.5ha or more, may be assessed at planning application stage and could generate a request for contributions towards additional library build space, buildings or other library infrastructure, including stock, shelving,

⁷⁴ Essex County Council, *Essex Libraries: Mobile Library Service – Braintree*.

⁷⁵ Essex County Council, *Developers’ Guide to Infrastructure Contributions*, June 2026.

technology and equipment.

- 12.12 While ECC currently has no plans for new additional libraries, large strategic developments/ garden communities may require new stand-alone buildings or library facilities within a community hub. The drive for efficiencies is likely to influence overall space requirements and opportunities for co-location will be actively explored. Requirements for new or extended library facilities (plus fixtures, fittings and equipment) will be assessed on a case-by-case basis and contributions sought accordingly.
- 12.13 The Developers' Guide identifies an indicative cost of £264.09 per dwelling for new or extended library facilities, based on 30 sqm per 1,000 population and an average occupancy of 2.4 persons per dwelling. It also identifies £110.29 per dwelling for additional stock (£73.53 per dwelling), shelving (£20.82 per dwelling), technology and equipment (£15.67 per dwelling). Both these costs are subject to indexation.

Library Infrastructure Assessment against Proposed Growth

- 12.14 Growth as planned within the BLPR will increase demand across the existing library network serving Braintree District.
- 12.15 At this stage, no allocations are understood to generate a standalone requirement for a new library. However, this position should be confirmed with ECC Library Services, particularly in relation to the cumulative impact of strategic growth locations and whether library space within a community hub should be considered for any of the largest growth areas. Co-location with other services at new library buildings and improving existing spaces to accommodate larger borrower numbers and audiences at events for example, are the current focus for increasing capacity.
- 12.16 In relation to Policy LPR26 Kings Dene, ECC has identified that a more localised satellite library facility may be required within the site, with its location determined through masterplanning. The library space could potentially be accommodated as shared community space, subject to detailed design. The potential scope of a satellite facility could include flexible public library space of approximately 50 sqm, fully accessible and Equality Act-compliant at ground level, able to support other community uses, designed to minimise emissions, and supported by a mix of staffed and technology-enabled opening hours, including Open+ technology where appropriate.
- 12.17 The most likely district-wide approach to meeting future library infrastructure needs will be through developer contributions towards the improvement, reconfiguration and enhancement of existing library facilities, together with additional stock, shelving, digital resources, technology and equipment.
- 12.18 Applying the combined ECC library contribution assumption of £374.38 per dwelling to the IDP baseline growth total of 19,070 dwellings, including post-plan Strategic Growth Location capacity, gives an indicative whole-site contribution of approximately £7.14m. This should be treated as an indicative whole-plan estimate only, as actual contributions will be assessed at planning application stage and will depend on qualifying development, indexation, local library capacity and the specific mitigation required.

Allotments

Current Context and Existing Provision

- 12.19 Allotments form part of Braintree District's green and community infrastructure. They support health, sustainability, local food growing, social inclusion, community cohesion and access to outdoor space.
- 12.20 The Braintree Open Space SPD⁷⁶ defines allotments as land commonly within, or on the edge of, a developed area which can be rented by local people for growing. The Braintree Open Space Study 2016⁷⁷ identifies a recommended provision standard of 0.25ha of allotment space per 1,000 people. This standard has been used as the basis for this IDP assessment, subject to confirmation through any updated open space evidence and further engagement with BDC.
- 12.21 Policy LPR53 of the BLPR seeks to protect and provide open space, sport and recreation facilities. It recognises that existing open space, including allotments, should be protected where it is needed or of particular value to the local community. It also indicates that on-site allotment provision should be provided for developments of more than 250 dwellings, with smaller sites contributing towards off-site provision or improvements where on-site provision is impractical.
- 12.22 BDC has advised that it owns 10 allotment sites within Braintree District. The remaining allotment provision is understood to be privately owned or owned/managed by parish and town councils.

Establishing Future Infrastructure Requirements for Allotments

- 12.23 New development proposed through the BLPR will increase the number of residents seeking access to allotment space and will therefore place additional demand on existing allotment provision.
- 12.24 The working IDP assumption is that developments of more than 250 dwellings should provide allotments on site, unless an alternative approach is agreed through planning, masterplanning and open space assessment. Developments below this threshold may contribute towards off-site provision or improvements where justified.
- 12.25 The 2025 Potential Open Space Improvements Plan⁷⁸ identifies site-specific allotment needs and improvement requirements across the District, including pressures and/or improvement requirements at Black Notley, Halstead, Hatfield Peverel, Terling, Kelvedon and Witham. The IDP assumes that these locations may be relevant where growth increases demand and where on-site provision is not required, not suitable or not sufficient.

Allotment Infrastructure Required to Address Proposed Growth

- 12.26 The Strategic Growth Locations proposed through the BLPR are likely to generate a requirement for on-site allotment provision where the proposed level of growth exceeds the 250-dwelling threshold.

⁷⁶ Braintree District Council, *Open Space Supplementary Planning Document*, 2009.

⁷⁷ Braintree District Council, *Open Space Study*, 2016.

⁷⁸ Braintree District Council, *Potential Open Space Improvements Plan*, 2025.

- 12.27 Based on the Open Space Study standard of 0.25ha per 1,000 people and an assumed household size of 2.4 persons per dwelling, indicative allotment requirements should be calculated on a site-by-site basis as masterplans progress. For example, a 1,000-dwelling development would generate an indicative population of 2,400 people and an indicative allotment requirement of 0.6ha.
- 12.28 Where on-site provision is not justified or cannot be delivered in a suitable form, financial contributions secured by S106 may be required towards the expansion or improvement of existing allotments, the acquisition of land for new allotment provision, or the enhancement of allotment facilities within the relevant catchment.

Community Centres

Current Context and Existing Provision

- 12.29 Community centres, village halls and community halls form an important part of Braintree District's social infrastructure. They provide flexible local spaces for meetings, events, community groups, youth and adult learning activities, health and wellbeing programmes, cultural activities and wider community support.
- 12.30 Policy LPR64 of the BLPR seeks to protect existing community facilities and services where they meet an identified local need, and supports new or enhanced community facilities where these meet the needs of existing and future residents.
- 12.31 Existing community centre and hall provision across Braintree District is delivered through a range of facilities, including village halls, privately managed buildings, parish and town council facilities and purpose-built community centres.

Establishing Future Infrastructure Requirements for Community Centres

- 12.32 New development proposed through the BLPR will increase the number of residents requiring access to local community facilities. Larger Strategic Growth Locations will therefore need to make appropriate provision for community facilities either on site, through local centres or community hubs, or through financial contributions towards existing facilities where this is justified.
- 12.33 The BLPR identifies community facilities as part of the infrastructure requirements for a number of Strategic Growth Locations, including references to local centres, community hubs, health and wider supporting infrastructure. The IDP therefore treats the final form of community centre provision as a site-specific matter to be confirmed through masterplanning, planning applications and infrastructure provider engagement.
- 12.34 Policy LPR25 Land at South East Feering requires the provision of a community centre or a financial contribution towards off-site provision. This is identified in the IDS as a specific community centre requirement, subject to confirmation of the delivery model, cost, funding, phasing, ownership and management arrangements.

Community Centre Provision Required to Address Proposed Growth

- 12.35 The largest Strategic Growth Locations are likely to generate demand for new or expanded community centre provision. This is particularly likely where development creates a new neighbourhood or local centre, where existing nearby facilities are constrained, or where early social infrastructure is required to support community cohesion.

- 12.36 Where community facilities are provided on site, they should be delivered at an appropriate phase of development to support community cohesion and avoid reliance on retrospective provision after new communities are established. Where on-site provision is not appropriate or cannot be delivered in a suitable form, financial contributions may be required towards the improvement, expansion or replacement of existing community facilities within the relevant catchment.
- 12.37 The IDP assumes that community centre requirements will be costed on a site-specific basis, informed by the scale of development, the form of provision required, the availability and capacity of existing facilities, land requirements, construction and fit-out costs, long-term management arrangements and any town or parish council role.

Gypsy and Traveller and Travelling Showpeople Accommodation

Current Context and Need

- 12.38 Gypsy and Traveller and Travelling Showpeople accommodation forms part of the social infrastructure required to support inclusive and sustainable communities. The provision of suitable accommodation is necessary to meet identified needs, provide authorised and well-planned sites, and ensure that the Local Plan makes appropriate provision for different groups within the community.
- 12.39 A Gypsy and Traveller pitch generally represents a serviced area of land within a site that can accommodate a household, including space for caravans, parking, access, turning, servicing and associated amenity requirements. A Travelling Showpeople plot performs a similar residential function but also needs to be large enough to allow for the safe storage and maintenance of rides, equipment and vehicles, while protecting residential amenity. Policy LPR38 requires sites to be well-related to existing communities, within reasonable distance of services and amenities, safely accessible, outside areas at risk of flooding, appropriately designed and landscaped, and capable of providing a suitable living environment. A plot provides space for two caravans or static homes.
- 12.40 The Regulation 19 BLPR includes a specific policy for Gypsy and Traveller and Travelling Showpeople accommodation. Policy LPR38 identifies that the Gypsy and Traveller Accommodation Assessment⁷⁹ found a requirement for 37 Gypsy and Traveller pitches and 11 Travelling Showpeople plots to 2042. The policy seeks provision at Strategic Growth Locations, small-scale site allocations, through the planning application process, or through the expansion or intensification of existing sites.

Gypsy and Traveller and Travelling Showpeople Accommodation Required to Address Proposed Growth

- 12.41 The BLPR seeks to meet Gypsy and Traveller and Travelling Showpeople accommodation needs through a combination of specific provision on Strategic Growth Locations, contributions towards provision, and other appropriate sites identified through the Local Plan or planning application process. This approach reflects the need to plan positively for accommodation while allowing detailed site design, tenure, phasing, management and delivery arrangements to be resolved through masterplanning and planning applications.
- 12.42 The Local Plan identifies specific pitch / plot requirements on several Strategic Growth

⁷⁹ Braintree District Council, Gypsy and Traveller Accommodation Assessment (GTAA), 2024.

Locations. These are recorded within the IDS as site-specific infrastructure requirements. Where an allocation refers to provision of or contributions towards a Gypsy and Traveller site without specifying a number of pitches or plots, the IDS should record this as a requirement to be confirmed through masterplanning, the planning application process and engagement with BDC.

12.43 The G&T requirements identified in the Regulation 19 BLPR are set out in Table 12.1 below.

12.44 The specific design, layout, access, servicing, management and delivery arrangements for these sites will need to be confirmed through masterplanning and planning applications. Where provision is made on-site, the timing of delivery should be linked to the phasing of the wider development and the identified need. Where a financial contribution is proposed instead of on-site provision, the contribution should be justified by evidence and secured through the appropriate planning obligation.

12.45 For the purposes of the IDP, Gypsy and Traveller and Travelling Showpeople accommodation should be treated as a site-specific infrastructure requirement where identified in the relevant allocation policy. The IDS records the pitch / plot quantum, assumed cost where available, delivery mechanism, phasing, land requirement, provider / delivery responsibility and any remaining uncertainty.

Allocation	Local Plan Requirement
LPR19 Hayeswood, East of Great Notley	Provision of or contribution towards a Gypsy and Traveller site
LPR20 Land East of Broad Road, Braintree	Provision of or contribution towards a Gypsy and Traveller site
LPR23 East of Braintree	Provision of a 10 pitch / plot Gypsy and Traveller site(s).
LPR24 Land South and North-East of Halstead	Provision of an 11 pitch / plot Gypsy and Traveller site(s)
LPR25 South East Feering	Provision of or contributions towards a Gypsy and Traveller site.
LPR26 Kings Dene	Provision of a 22 pitch / plot Gypsy and Traveller site(s) with serviced plots.
LPR28 Land North of the A12, Hatfield Peverel	Provision of a 4 pitch / plot Gypsy and Traveller site with serviced plots.

Table 12.1: Gypsy and Traveller Requirements as per the BLPR

13. Waste Management Infrastructure and Minerals Safeguarding

Waste Management

Current Context

- 13.1 Braintree District Council (BDC) is the Waste Collection Authority (WCA) for the district and has statutory responsibility for the collection of Local Authority Collected Waste (LACW).
- 13.2 Essex County Council (ECC) is the Waste Disposal Authority (WDA) for Essex. ECC is responsible for arranging the disposal of controlled waste collected by waste collection authorities, including BDC, and for ensuring that places are provided where residents may deposit household waste. ECC, as WDA, is therefore responsible for ensuring that suitable arrangements are in place for the disposal of LACW.
- 13.3 Councils have been required to review and change waste infrastructure to respond to the Environment Act 2021 and associated regulations which required councils in Essex to offer enhanced recycling services to residents which will impact on types and quantities of waste created and how it is treated.
- 13.4 ECC is also the Waste Planning Authority (WPA) for Essex and is responsible for preparing waste planning policy and determining planning applications for waste management development. The Essex and Southend-on-Sea Waste Local Plan (WLP)⁸⁰ was adopted in July 2017 forming part of the statutory Development Plan for Braintree District. It covers the period 2017 to 2032 and sets out where and how waste management development can occur.
- 13.5 ECC is also responsible for the long-term management and monitoring of closed and restored former landfill sites. Within Braintree District, there are restored former landfill sites at Shalford and Foxborough Hills, Sible Hedingham.
- 13.6 BDC and ECC work jointly to manage the collection, treatment and disposal of local authority collected waste. Their work sits within the wider Essex Waste Partnership, which includes ECC and the 12 Waste Collection Authorities in Essex. The core focus is to minimise waste, maximise recycling, and treat the remaining residual waste using energy from waste technology thereby removing the requirement to landfill.
- 13.7 The Essex Waste Partnership (EWP), made up of ECC and the 12 WCAs, has adopted the Waste Strategy for Essex (WSfE) 2024–2054⁸¹. The WSfE sets the shared vision and principles of the EWP. This includes:
- a framework detailing how waste produced by homes and businesses in Essex will be managed,
 - an approach to reducing the impact waste has on climate change including moving toward a more circular economy (design, retail, consumption, collection, recycling), and applying waste hierarchy (prevention, reuse, recycling, recovery, disposal).

⁸⁰ Essex County Council and Southend-on-Sea Borough Council, *Essex and Southend-on-Sea Waste Local Plan*, adopted July 2017.

⁸¹ Essex Waste Partnership, *Waste Strategy for Essex 2024–2054*.

13.8 Action Plans will be prepared on different elements of the WSfE with a mix of short, medium and long-term targets for provision of waste management services and associated infrastructure to support both waste collection, treatment and disposal and publicly accessible Recycling Centres for Household Waste. The Action Plan (2025 to 2030)⁸² sets out key actions to be undertaken in 2025 to 2030 to help deliver the WSfE namely:

- Move to a Circular Economy
- Apply the Waste Hierarchy
- Prevention
- Reuse
- Recycling
- Recovery
- Collaborate and Innovate
- Educate and Engage

13.9 The focus of the WSfE is to reduce waste generation and maximise recycling. The approach is aligned with the waste hierarchy, where prevention and reuse are the preferred approaches, then recycling, composting, with recovery and disposal only as a last resort. This approach seeks to improve resource efficiency to deliver a Circular Economy. The Waste Strategy for Essex commits councils to stretching targets to reduce waste, increase reuse and recycling and to recover energy and materials from waste that can't be recycled. It aims to:

- halve the amount of residual waste produced per person by 2042.
- reuse, recycle, or compost 65% of waste by 2035 with an ambition to achieve 70% or more.
- stop using landfill by 2030.
- ensure that all residents have access to recycling services for plastic, paper, card, metal, glass, food, and garden waste by 2026.
- ensure that all residents have access to recycling services for plastic film by 2027.

13.10 The WSfE recognises that waste management approaches need to change, which may necessitate new or expanded waste management infrastructure. The WSfE is underpinned by the need to meet local and national challenges including the need to improve environmental performance and enhance service efficiency and effectiveness. These objectives are relevant to the IDP because changes to waste collection, recycling, segregation, treatment and disposal may generate the need for new, expanded or reconfigured waste management infrastructure over the Local Plan period.

13.11 ECC operates two Recycling Centres for Household Waste (RCHW) within Braintree District

⁸² Essex Waste Partnership, *Waste Strategy for Essex Action Plan 2025–2030*.

at Springwood Drive in Braintree and Perry Road in Witham. Notwithstanding, residents of Braintree District are permitted to use any of the 21 recycling centres provided by the WDA, and residents use sites based on ease of access, travel time, distance, site capacity and the range of materials accepted rather than strict district boundaries.

- 13.12 ECC's Developers' Guide identifies that many RCHW facilities are adapted rather than purpose-built, do not meet modern standards, and have limited scope to accommodate increased demand without investment. Neither of the two RCHW sites in Braintree District operates to a specific tonnage design capacity. Capacity is instead managed operationally to achieve safe and effective use of the sites, avoid excessive waiting times, and prevent queuing that could affect the highway network, neighbouring properties or other nearby uses.

Establishing Future Waste Management Needs

- 13.13 New development proposed through the BLPR will increase the amount of LACW generated in Braintree District. Planned growth will therefore place additional operational pressure on waste collection, transfer, recycling and disposal infrastructure managed by BDC and ECC.
- 13.14 Existing RCHW facilities may not align with the level of growth being planned across Essex and may face increasing challenges in meeting demand as planned growth comes forward. ECC, as WDA, is exploring the potential for upgrading RCHW provision to improve facilities available for residents and businesses.
- 13.15 Through ECC's Developers' Guide to Infrastructure Contributions (June 2026) a new approach to developer contributions to waste management has been incorporated. The Developers' Guide outlines the change in approach, with developers required to contribute to waste infrastructure facilities to mitigate any adverse impact of their development on existing waste infrastructure.
- 13.16 New residential development in Braintree District will be expected to make proportionate contributions towards waste management infrastructure where required. In accordance with the Developers' Guide, waste and recycling contributions are sought from residential developments of 10 dwellings or more, or sites of 0.5 hectares or more. Requirements are assessed on a case-by-case basis and indexed using the BCIS All-In Tender Price Index.
- 13.17 Policy LPR81 provides the wider Local Plan policy basis for securing infrastructure and mitigation where additional capacity is required to support development. Waste infrastructure contributions should therefore be considered through the combined framework of Policy LPR81, the ECC Developers' Guide and the relevant waste planning evidence.
- 13.18 Contributions are principally expected to address Waste Transfer Station capacity and RCHW capacity. The identified contribution towards Waste Transfer Station capacity is:
- £73.46 per dwelling within the Braintree Waste Transfer Station catchment.
- 13.19 Contributions towards RCHW capacity are identified at:
- £150.59 per dwelling for improvement or expansion of an existing recycling centre, or
 - £236.16 per dwelling where new-build recycling centre capacity is required.

13.20 ECC has confirmed there are no existing plans for a new-build recycling centre within Braintree, or as a result of the growth within the BLPR. On this basis, the improvement / expansion rate is treated as the principal RCHW contribution assumption for the Regulation 19 IDP and IDS.

13.21 These contribution figures should be treated as indicative IDP costs and remain subject to indexation, site-specific assessment and any bespoke requirements arising.

Waste Infrastructure Assessment against Proposed Growth

13.22 Planned growth, combined with changes in how waste is collected, segregated and treated, will increase the level of LACW generated in Braintree District. This will place additional pressure on waste management infrastructure, including waste collection arrangements, Waste Transfer Station capacity and RCHW provision. Growth is also likely to place additional pressure on the Waste Transfer Station network.

13.23 The BLPR directs growth primarily towards Braintree, Witham, Halstead and the A12 / A120 / Great Eastern Main Line corridor, including Kelvedon, Feering and Hatfield Peverel. Growth in these locations is likely to increase demand for the existing RCHW sites in Braintree and Witham, as well as wider Essex waste management infrastructure.

13.24 ECC has identified the need for further cumulative assessment of the impact of planned growth on public waste infrastructure. This is expected to assess the cumulative implications of growth for waste collection, waste transfer, RCHW capacity, waste treatment and the potential need for new, expanded or remodelled facilities. This cumulative impact assessment must take account of the total housing growth potential of the BLPR.

13.25 BDC, as WCA, will prepare the cumulative waste infrastructure assessment in liaison with ECC, as WDA.

13.26 Policy LPR5 of the Regulation 19 BLPR identifies Employment Policy Areas where a range of employment uses will be supported. Waste management facilities are identified as a potentially appropriate sui generis use in Employment Policy Areas, where suitable having regard to neighbouring uses, operational compatibility and the safe functioning of the employment area.

13.27 In accordance with a Plan-led approach, it is intended that waste management facilities be developed on sites that have been allocated within the Plan or within an employment area designated as an Area of Search (AoS) as shown in Figure 13.1 below. This is provided that the design and use of the facility is compatible with existing uses in the employment area. The Areas of Search within Braintree District are:

- Bluebridge Industrial Estate
- Earls Colne Airfield
- Eastways-Crittall Road, Waterside Park
- Freebournes Industrial Estate
- Skyline 120

- Springwood Industrial Estate
- Sturmer Industrial Estate Area 1

13.28 BDC will continue to engage with ECC to consider waste management infrastructure needs further. Where specific infrastructure needs and projects are identified, these should be included within future updates to the IDP and Infrastructure Delivery Schedule.

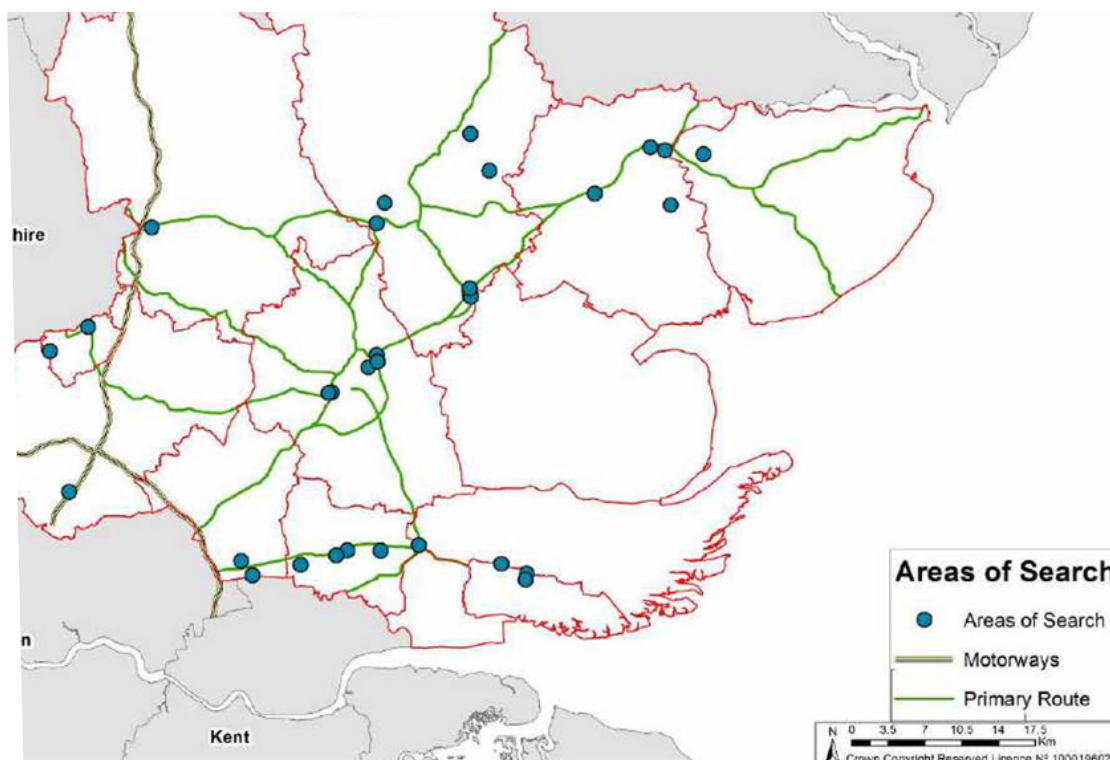


Figure 13.1: Waste Management Facilities Areas of Search

Minerals Infrastructure and Safeguarding

13.29 ECC is the Minerals Planning Authority for Braintree District and is responsible for preparing minerals planning policy and determining planning applications for minerals development. The Essex Minerals Local Plan 2014⁸³ forms part of the statutory Development Plan. Its role is to ensure a steady and adequate supply of mineral resources to support development over the plan period and beyond. The Minerals Local Plan is currently being reviewed.

13.30 Minerals infrastructure is not generally a matter for IDP developer contributions in the same way as education, transport or waste infrastructure. However, it is an important infrastructure safeguarding matter. New non-minerals development must avoid sterilising safeguarded mineral resources or constraining the operation of existing or future minerals infrastructure.

⁸³ Essex County Council, Essex Minerals Local Plan, adopted July 2014.

- 13.31 ECC must therefore be consulted on relevant non-minerals development within Mineral Safeguarding Areas and Mineral Consultation Areas where thresholds in the Minerals Local Plan are met. These requirements are intended to ensure that development does not sterilise mineral resources, prejudice future mineral extraction, or constrain the operation of safeguarded minerals infrastructure.
- 13.32 ECC has assessed the proposed allocations against Mineral Safeguarding Areas, Mineral Consultation Areas and Waste Consultation Areas. Where safeguarding or infrastructure impact matters have been identified, BDC, site promoters and applicants will need to consider the implications for site delivery, phasing, layout, mitigation and supporting evidence.

Requirement	Sites / Allocations Identified
Mineral Resource Assessment (MRA)	LPR19 Hayeswood, East of Great Notley; LPR23 East of Braintree; LPR24 Land South and North-East of Halstead; LPR26 Kings Dene; LPR28 Land North of the A12, Hatfield Peverel; Former RAF Wethersfield Airfield (FINC2502); Land North of London Road, Kelvedon; Phase 4 Land North East of Rectory Lane, Rivenhall; Land South Colchester Road, Coggeshall; Land at Friars Farm, Black Notley; Land to the south of West Street, Coggeshall.
Mineral Infrastructure Impact Assessment (MIIA)	LPR23 East of Braintree, subject to the status of MLP Candidate Site A89 Covenbroke Hall Farm; LPR26 Kings Dene; Land at London Road, Kelvedon, subject to the status of MLP Candidate Site A83 Colemans Farm / Hole Farm; Land North of London Road, Kelvedon; Horizon 120 Business and Logistics Park; Land North East of Cranes Lane, Kelvedon.
Waste Infrastructure Impact Assessment (WIIA)	LPR23 East of Braintree; LPR24 Land South and North-East of Halstead; Former RAF Wethersfield Airfield (FINC2502); Horizon 120 Business and Logistics Park; Land North West of Panfield Lane; Land East of Braintree Road, Cressing; Land to the south of West Street, Coggeshall.

Table 13.1: Minerals and Waste Safeguarding Requirements

- 13.33 For the purposes of the IDP, no specific minerals infrastructure project or developer contribution is identified at this stage. The key requirement is for BDC, site promoters and applicants to consider minerals safeguarding, mineral infrastructure impacts and waste infrastructure impacts through plan-making, masterplanning and the planning application process.

14. Digital Infrastructure

- 14.1 Digital infrastructure is an essential component of modern infrastructure provision. High-quality digital connectivity supports economic growth, home working, education, healthcare access, digital inclusion, business productivity, public service delivery and wider social participation.
- 14.2 This section considers fixed broadband infrastructure and mobile connectivity, including full-fibre broadband, gigabit-speed broadband, 4G, 5G and associated digital infrastructure. It also considers the role of new development in ensuring that digital infrastructure is planned and provided from the outset, avoiding the need for costly or disruptive retrofitting after occupation.

Current Context and Existing Provision

- 14.3 Fixed broadband refers to internet connectivity delivered to premises through fixed-line infrastructure. Broadband provision is commonly described in terms of superfast broadband, ultrafast broadband, full-fibre broadband and gigabit-speed broadband. Full-fibre broadband, also known as Fibre to the Premises (FTTP), provides fibre connection directly to homes or business premises (and other buildings) and is capable of supporting higher speeds and more reliable connectivity than legacy copper-based connections.
- 14.4 Mobile connectivity, including 4G and 5G, is also increasingly important. It supports mobile working, access to services, emergency resilience, smart infrastructure, transport systems, environmental monitoring and the wider Internet of Things.
- 14.5 National policy places strong emphasis on improving digital connectivity. The UK Digital Strategy⁸⁴ and the Government's Project Gigabit⁸⁵ programme seek to extend gigabit-capable broadband across the UK. Building Digital UK (BDUK) is responsible for the delivery of Project Gigabit and associated interventions, including support for hard-to-reach areas.
- 14.6 Digital infrastructure in Braintree District is delivered principally through commercial network operators, telecommunications providers and national programmes such as Project Gigabit. ECC also plays an important strategic and enabling role through Digital Essex, including market engagement, support for broadband and mobile rollout and liaison with BDUK.
- 14.7 Digital Essex is collaborating with the Government through a programme called Project Gigabit to address around 8,000 premises in very hard-to-reach areas of the county that

⁸⁴ Department for Digital, Culture, Media and Sport, *UK Digital Strategy*, June 2022.

⁸⁵ Department for Science, Innovation and Technology / Building Digital UK, *Project Gigabit: UK Gigabit Programme*.

still have poor broadband speeds and no current upgrade plans. This is a national plan to deliver gigabit-capable broadband across the country, initially focusing on the hard-to-reach communities and expanding to all areas. Government expects 99% of premises to have access to a gigabit-capable connection by 2032.

- 14.8 BDUK administers the Gigabit Voucher scheme (GBVS) to qualifying households, offering grants of up to £4,500 to rural dwellings and businesses to facilitate the installation of gigabit-capable broadband (1Gbps) Internet Service Provider services. Eligibility and intervention areas are kept under review as Project Gigabit contracts, commercial rollout and other broadband programmes evolve.
- 14.9 ECC published the Digital Strategy for Essex in June 2022⁸⁶. The strategy focuses on three broad objectives: championing digital inclusion, boosting digital connectivity and driving the digital economy. It recognises that excellent mobile and fixed connectivity is one of the foundations for a successful and future-proof economy, and that digital inclusion requires access to affordable equipment, good connectivity and the skills needed to use digital services.
- 14.10 The Digital Strategy for Essex set a number of infrastructure delivery targets to boost digital connectivity by 2025, including improved superfast, gigabit, 4G and 5G coverage. These targets provide useful context for the IDP, although delivery has continued to move forward since the strategy was published.
- 14.11 The Digital Strategy for Essex stated that by 2023, around 80% of Essex premises would have access to gigabit (1000 Mbps) broadband speeds. This was achieved in May 2024 (Source: Think broadband). To reach the national target of 85% coverage, effective public intervention was needed to reach a further 5% of Essex with gigabit speeds. The Strategy noted that ECC would work in close collaboration with public sector partners and commercial broadband networks to put plans in place to achieve and exceed this target of 85% coverage by 2025. The target was achieved in March 2025 (Source: Think broadband).
- 14.12 Overall, of the 77,206 premises in Braintree District, 89.29% are served by gigabit broadband at speeds of 1000 Mbps or more; 6.83% have only superfast broadband with speeds between 30 – 100 Mbps, and 2.84% of premises have no access to services with usable speeds. Some 0.59% of premises currently served by superfast broadband are planned to be upgraded to gigabit broadband, and 0.46% of premises currently with no existing service are planned to be upgraded to gigabit broadband, both capable of speeds from 1000 Mbps+, by 2032.
- 14.13 According to ECC's Digital Essex coverage map for Braintree (Figure 14.1), the vast majority of premises are shown to have gigabit-capable services available or planned for, but clusters of superfast only, and more importantly no service at all, still exist across the district in both urban and rural areas.

Establishing Digital Infrastructure Requirements

- 14.14 New development proposed through the BLPR will increase the number of homes, businesses, community facilities and employment areas requiring high-quality digital connectivity. Digital infrastructure will be required across all site allocations and will be

⁸⁶ Essex County Council, *Digital Strategy for Essex*, June 2022.

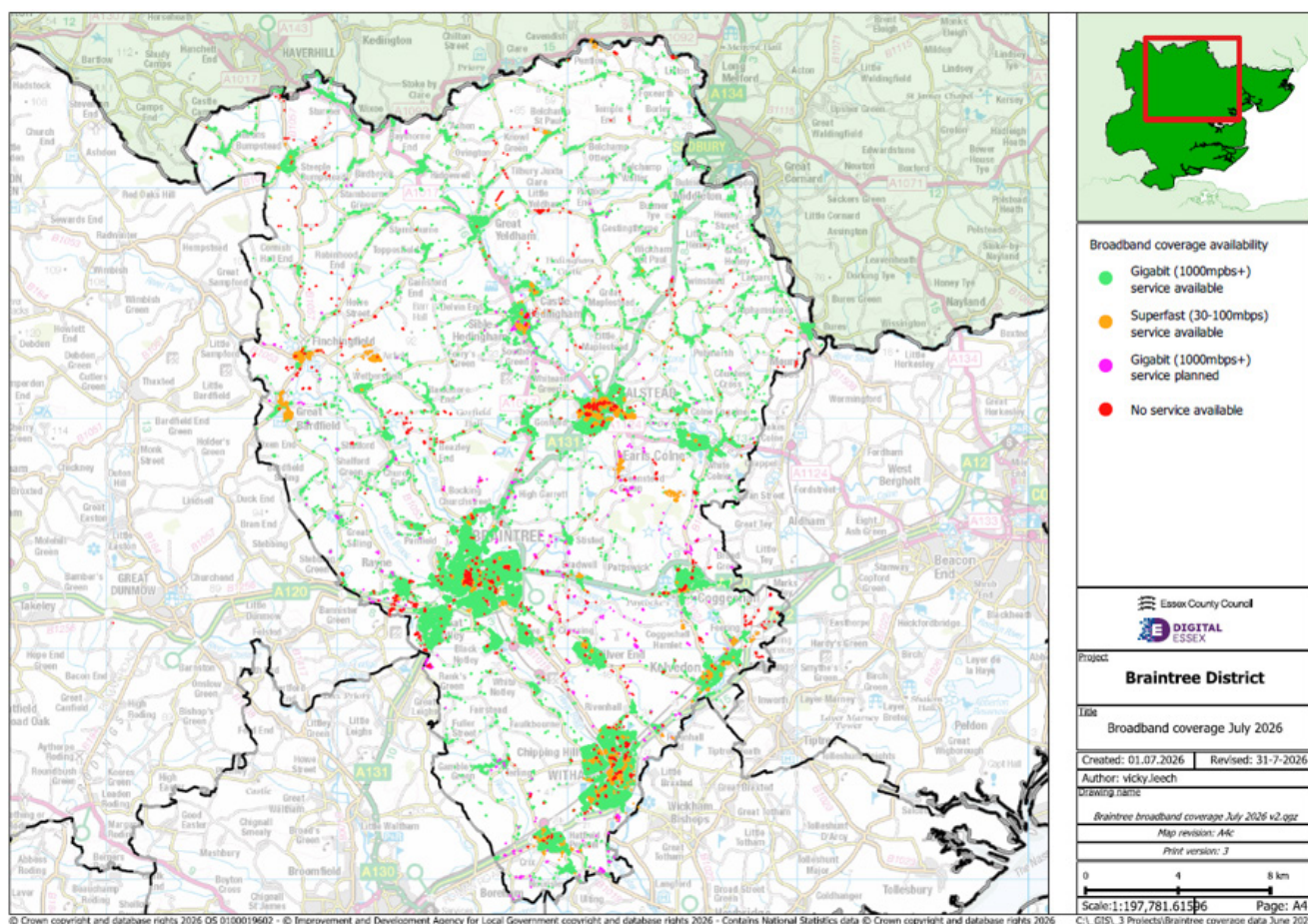


Figure 14.1: Essex County Council and Digital Essex – Broadband Coverage Map Braintree District (July 2026) ⁸⁷

particularly important at Strategic Growth Locations, employment allocations, schools, healthcare facilities, community hubs and rural development locations.

- 14.15 Digital Essex will continue to work with BDUK, telecommunications providers and mobile network operators to support wider rollout of fixed and mobile connectivity. This includes supporting Project Gigabit, engaging with mobile operators on rollout plans, and working with Essex Highways to enable the use of street furniture for mobile infrastructure deployment where appropriate.
- 14.16 The Broadband section of the BLPR requires all new residential and commercial development to be served by gigabit speed broadband connection to the premises and 5G mobile connectivity. It also requires appropriate cabling within homes and business units together with a fully enabled connection to at least two open access network providers where possible. This is intended to allow future occupiers to subscribe to gigabit speed broadband services without the need for further engineering works.
- 14.17 The BLPR also recognises that FTTP is available free of charge from Openreach and some other providers to housing developments of 30 or more dwellings, while smaller developments may need to provide contributions towards connection. Where full-fibre connection is not viable, developers are expected to evidence engagement with providers.

⁸⁷ Essex County Council / Digital Essex, Broadband Coverage Map: Braintree District, July 2026.

Digital Infrastructure Assessment against Proposed Growth

- 14.18 The growth proposed through the Braintree Local Plan Review 2043 will require digital infrastructure to be provided as a standard part of development delivery.
- 14.19 No planned or proposed digital infrastructure projects to support the BLPR have been identified other than the programmes identified above which are already being implemented by a combination of commercial network rollout, national programmes and Digital Essex. However, proposals for new developments or expansion of existing properties should be capable of receiving gigabit-speed and reliable 5G mobile and broadband connectivity.
- 14.20 For each Strategic Growth Location and significant employment allocation, gigabit speed broadband and appropriate 5G mobile connectivity will be required from the outset, with developers expected to engage early with telecommunications providers.
- 14.21 ECC expects new-build developers to liaise with telecommunications suppliers for mobile and broadband connections early in the development process. ECC's Design Guide incorporates the Essex Planning Officers Association (EPOA) Planning Guidance for Digital Connectivity. This sets out a protocol to guide the pre-application (and planning application) process where planning permission is required for new infrastructure and equipment.
- 14.22 The Essex Design Guide contains supplementary planning guidance for Planning for 5G and Planning Guidance for digital connectivity focused on fixed-line broadband connections.
- 14.23 No separate digital infrastructure project is identified for inclusion in the Infrastructure Delivery Schedule at this stage. Digital connectivity requirements should be secured through site masterplanning, planning conditions and early engagement between developers, telecommunications providers, Digital Essex and, where relevant, BDUK. This position should be reviewed if a specific site-related digital infrastructure project, funding gap or delivery dependency is identified through future provider engagement or planning applications.

15. Summary and Conclusion

- 15.1 The IDP supports the BLPR 2043 and forms a key part of BDC's infrastructure and delivery evidence base. It identifies the infrastructure requirements arising from the proposed growth strategy, records known capacity issues and delivery constraints, and brings together the available information on projects, costs, funding, phasing, responsibilities, dependencies and risks through the IDS.
- 15.2 The IDP has been prepared iteratively alongside the BLPR, beginning with a review of baseline infrastructure provision, existing evidence and Regulation 18 consultation responses. The emerging preferred spatial strategy and associated growth assumptions were then assessed through targeted engagement with infrastructure providers, with the IDP subsequently updated to reflect the final Pre-Submission BLPR growth position.
- 15.3 The IDP demonstrates that planned growth will need to be supported by a wide range of infrastructure interventions. Key requirements include education land and facilities, healthcare capacity, transport and highways mitigation, water and wastewater infrastructure, emergency services capacity, RAMS mitigation, open space and sports provision, social and community infrastructure, waste and minerals-related requirements, utilities infrastructure and digital connectivity.
- 15.4 Some infrastructure requirements are capable of being identified and costed at this stage, while others will need to be refined through further technical evidence, provider engagement, site masterplanning and planning applications.
- 15.5 The IDS records the identified infrastructure projects and requirements, including the infrastructure type, location, delivery mechanism, cost, funding source, delivery period, priority and funding gap where known. Cost information is based on infrastructure provider advice where available, or calculated using established assumptions and benchmark evidence where appropriate. These costs should be treated as high-level estimates and will be subject to more detailed project-specific assessment, indexation and refinement as schemes progress.
- 15.6 The IDP also informs the Local Plan Viability Assessment⁸⁸ prepared by Andrew Golland Associates. The infrastructure requirements and cost assumptions identified through the IDP should therefore be read alongside the viability evidence, recognising that infrastructure planning, funding and delivery will continue to evolve throughout the Local Plan process and over the plan period.
- 15.7 At this stage, the IDP should be treated as a Regulation 19 evidence-base position. It identifies the infrastructure currently understood to be required to support the BLPR growth strategy, but it does not remove the need for further technical work, application-stage assessment, infrastructure provider engagement or the refinement of scheme costs, phasing, triggers and delivery responsibilities.
- 15.8 Following Regulation 19 publication, the IDP and IDS may be subject to factual or technical updates where necessary to reflect representations, Statements of Common Ground,

⁸⁸ Andrew Golland Associates, *Braintree Local Plan Review Viability Assessment*, 2026.

updated infrastructure-provider information, further technical evidence or matters arising through Examination.

- 15.9 The strength of the IDP will be in its treatment as a living document. BDC should continue to review and update the IDP and IDS as infrastructure projects progress, planning applications come forward, Section 106 agreements are negotiated, infrastructure providers refine their investment programmes and funding decisions are made. This will be particularly important for Strategic Growth Locations with long build-out periods, including those expected to continue beyond 2043, where infrastructure costs, phasing, delivery mechanisms and responsibilities may become more certain over time.
- 15.10 Subsequent updates to the IDP should therefore be expected to refine the infrastructure delivery position as further information becomes available. This is consistent with the iterative nature of infrastructure planning and does not alter the role of this IDP as the infrastructure evidence supporting the Pre-Submission BLPR at Regulation 19 publication.

16. Glossary

16.1 This section provides a resource for those using the IDP to check the meanings of acronyms used within this Infrastructure Delivery Plan.

Acronym / Term	Meaning
3G	Third Generation artificial grass pitch
4G	Fourth Generation mobile network
5G	Fifth Generation mobile network
ACL	Adult Community Learning
AGP	Artificial Grass Pitch
AMP	Asset Management Plan
AMP8	Asset Management Period 8, covering the 2025-2030 water company investment period
AMP9	Asset Management Period 9, covering the 2030–2035 water company investment period
ANOG	Assessing Needs and Opportunities Guidance
ASC	Adult Social Care
AWS	Anglian Water Services
BCIS	Building Cost Information Service
BDC	Braintree District Council
BDUK	Building Digital UK
BLPR	Braintree Local Plan Review 2043
BNG	Biodiversity Net Gain
BSIP	Bus Service Improvement Plan
CDEL	Capital Departmental Expenditure Limit
CIL	Community Infrastructure Levy
CP7	Control Period 7, Network Rail's five-year funding and delivery period from April 2024 to March 2029
CVS	Council for Voluntary Service / Community Voluntary Service
DCO	Development Consent Order
DfE	Department for Education
DfT	Department for Transport
DfTO	DfT Operator Limited
DNO	Distribution Network Operator
DRT	Demand Responsive Transport
DSA	Dual Staffed Ambulance
DWF	Dry Weather Flow
EA	Environment Agency
ECFRS	Essex County Fire and Rescue Service
ECC	Essex County Council
EEAST	East of England Ambulance Service NHS Trust
EHCP	Education, Health and Care Plan
ENA	Education Needs Assessment
ESP	Employment and Skills Plan

Acronym / Term	Meaning
ESW	Essex & Suffolk Water
EV	Electric Vehicle
EWP	Essex Waste Partnership
EYCC	Early Years and Childcare
FE	Further Education
2FE / 3FE etc.	Two-Form Entry / Three-Form Entry
FEEE	Funded Free Early Education Entitlement
FES	Future Energy Scenarios
FiT	Fields in Trust
FPM	Facilities Planning Model
FTTP	Fibre to the Premises
G&T	Gypsy and Traveller
GBVS	Gigabit Broadband Voucher Scheme
GEML	Great Eastern Main Line
GIA	Gross Internal Area
GP	General Practitioner
HART	Hazardous Area Response Team
HSE	Health and Safety Executive
HRA	Habitats Regulations Assessment
ICB	Integrated Care Board
ICS	Integrated Care System
IDP	Infrastructure Delivery Plan
IDS	Infrastructure Delivery Schedule
IWM	Integrated Water Management
LACW	Local Authority Collected Waste
LAP	Local Area for Play
LCWIP	Local Cycling and Walking Infrastructure Plan
LEAP	Local Equipped Area for Play
LLFA	Lead Local Flood Authority
LNRS	Local Nature Recovery Strategy
LPA	Local Planning Authority
LPR	Local Plan Review
LSIP	Local Skills Improvement Plan
LTDP	Long Term Development Plan / Long Term Network Development Plan
LTP	Local Transport Plan
LTP4	Local Transport Plan 4
MIIA	Mineral Infrastructure Impact Assessment
MI/d	Megalitres per day
MLP	Minerals Local Plan
MRA	Minerals Resource Assessment
MSEFT	Mid and South Essex NHS Foundation Trust
MUGA	Multi-Use Games Area
NEAP	Neighbourhood Equipped Area for Play

Acronym / Term	Meaning
NESO	National Energy System Operator
NERT	North Essex Rapid Transit
NHS	National Health Service
NIA	Net Internal Area
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
Ofwat	Water Services Regulation Authority
PCN	Primary Care Network
PFCC	Police, Fire and Crime Commissioner
PPC	Playing Pitch Calculator
PPG	Planning Practice Guidance
PPOSS	Playing Pitch and Outdoor Sport Strategy
PPS	Playing Pitch Strategy
PRoW	Public Right of Way
RAMS	Recreational Disturbance Avoidance and Mitigation Strategy
RCHW	Recycling Centre for Household Waste
S106	Section 106 planning obligation
S278	Section 278 highway agreement
SAC	Special Area of Conservation
SANG	Suitable Alternative Natural Greenspace
SEN	Special Educational Needs
SEND	Special Educational Needs and Disabilities
SFC	Sports Facilities Calculator
SFRA	Strategic Flood Risk Assessment
SGL	Strategic Growth Location
SoCG	Statement of Common Ground
SPA	Special Protection Area
SPD	Supplementary Planning Document
SSHANA	Supported and Specialist Housing and Accommodation Needs Assessment
SuDS	Sustainable Drainage Systems
UK	United Kingdom
UKPN	UK Power Networks
WCA	Waste Collection Authority
WCS	Water Cycle Study
WDA	Waste Disposal Authority
WFD	Water Framework Directive
WIIA	Waste Infrastructure Impact Assessment
WINEP	Water Industry National Environment Programme
WLP	Waste Local Plan
WPA	Waste Planning Authority
WRC	Water Recycling Centre
WRMP	Water Resources Management Plan
WRMP24	Water Resources Management Plan 2024

Acronym / Term	Meaning
WRZ	Water Resource Zone
WSfE	Waste Strategy for Essex
WTS	Waste Transfer Station

16.2 Individual Local Plan policy and allocation references, such as LPR19 or LPR81, are not listed separately in this glossary. LPR is used throughout the IDP to refer to policies and allocations within the Braintree Local Plan Review 2043.

Appendix A – Infrastructure Delivery Schedule (IDS)

The IDS brings together the infrastructure projects and requirements identified through this IDP as being required to support delivery of the Braintree Local Plan Review 2043. It provides a single reference point for understanding what infrastructure is required, where it is needed, its relationship to planned growth and, where known, how and when it is expected to be delivered.

The IDS has been informed by the infrastructure assessments set out in the preceding chapters, the housing and employment growth baseline, existing Local Plan evidence, infrastructure already planned or secured through committed development, and engagement with Braintree District Council, infrastructure providers and other relevant stakeholders. Infrastructure secured through existing planning permissions but not yet delivered remains identified where it continues to be relevant to the delivery of planned growth. This ensures that the IDS reflects the overall infrastructure required to support the Local Plan without treating already-secured provision as a new residual requirement.

Reading the IDS

For each identified infrastructure requirement, the IDS records the available information on the project or intervention, location and growth served, delivery responsibility, project status, expected timing or phasing, indicative cost, potential or secured funding, funding gap and delivery dependencies. It also identifies the source of the requirement so that the relationship between the IDS and the supporting evidence can be understood.

Where information is shown as TBC, this does not mean that the infrastructure is not required. It indicates that the relevant detail has not yet been sufficiently established at the point at which this IDP was prepared. This is particularly relevant where the precise form, cost, timing or funding of infrastructure will depend upon subsequent technical work, masterplanning, planning applications or infrastructure-provider investment decisions.

Categorisation of Infrastructure Projects

The IDS identifies infrastructure requirements associated with planned growth and categorises these according to their relationship with the delivery of development as Critical, Necessary or Important. These categories are defined in Table A.1. The categorisation is intended to assist understanding of the relationship between infrastructure provision and development delivery and does not, in itself, determine the timing or phasing of individual infrastructure projects. Nor should a lower category be interpreted as indicating that an infrastructure project is of lesser value or does not need to be delivered.

Category	Definition
Critical	Infrastructure that must be provided at the relevant stage or phase for the relevant development to physically commence or proceed. Without its provision by the relevant point, development would not be capable of being delivered as planned, for example because there is insufficient infrastructure capacity, access or other essential provision to enable development to take place or proceed at the scale proposed.
Necessary	Infrastructure required to support or mitigate the impacts of new development and to ensure that development is appropriately served. Its delivery is necessary as development comes forward, but it may not need to be in place before development commences and may therefore be phased alongside development.
Important	Infrastructure that would support the successful delivery of sustainable and well-functioning communities and respond to the wider needs arising from growth, but which is not essential to enable development to commence or proceed. Its precise timing is therefore less directly linked to the phasing of individual development sites.

Table A.1 – Infrastructure Categories

Costs, Funding and Delivery

Costs included within the IDS are indicative unless expressly stated otherwise. They are based on information provided by infrastructure providers, existing project information or appropriate benchmark assumptions where project-specific costs are not yet available. Costs will require refinement as projects progress and should be index-linked from their stated cost base where appropriate.

The identification of a project within the IDS does not mean that its full cost will be met through developer contributions. Infrastructure may be delivered through a combination of direct developer provision, Section 106 or Section 278 obligations, CIL, infrastructure-provider investment, government or other public funding and other sources. Any planning obligation will need to satisfy the relevant statutory and policy tests, including those set out in the Community Infrastructure Levy Regulations 2010 (as amended).

A Living Schedule

The IDS represents the best available position at the time of preparing the IDP. Infrastructure planning is an iterative process and projects, costs, funding arrangements, phasing and delivery responsibilities will continue to evolve. The IDS should therefore be treated as a living schedule, reviewed and updated as the Local Plan progresses, planning applications come forward, technical evidence is completed and infrastructure providers refine their investment and delivery programmes.

Infrastructure Delivery Schedule (IDS) to support the Braintree IDP													Sep-26									
Infrastructure Category			Location		Project Details								Project Financing						Site Specifics			
Reference	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies	Land Details (Land secured for delivery, location, key constraints)	Project Risks	Project Categorisation (Critical (Red), Necessary (Yellow), Important (Blue))	Source/Evidence	
WM1	Waste and Minerals	Waste Management	District Wide	N/A		Waste Transfer Station capacity contributions	Developer contributions towards Waste Transfer Station capacity to mitigate the impact of planned residential growth on the waste transfer network.	Off-site	Essex County Council (ECC)	Plan period	N/A	Residential developments of 10+ dwellings or sites of 0.5ha or more, where required to mitigate development impact.	£73.46 per dwelling	ECC Developers Guide June 2026	Developer Contributions	None	Mitigation of impact being required.	N/A	No specific risks identified	Necessary	ECC	
WM2	Waste and Minerals	Waste Management	District Wide	N/A		Recycling Centres for Household Waste (Expansion)	Developer contributions towards improvement or expansion of existing Recycling Centre for Household Waste capacity where required to mitigate planned growth.	Off-site	Essex County Council (ECC)	Plan period	N/A	Residential developments of 10+ dwellings or sites of 0.5ha or more, where required to mitigate development impact.	£150.59 per dwelling	ECC Developers Guide June 2026	Developer Contributions	None	Mitigation of impact being required.	N/A	No specific risks identified	Necessary	ECC	
WM3	Waste and Minerals	Waste Management	District Wide	N/A		Recycling Centres for Household Waste (New build)	Developer contributions towards potential new-build Recycling Centre for Household Waste capacity if required to mitigate planned growth.	Off-site	Essex County Council (ECC)	Plan period	N/A	Residential developments of 10+ dwellings or sites of 0.5ha or more, where required to mitigate development impact.	£236.16 per dwelling	ECC Developers Guide June 2026	Developer Contributions	None	Mitigation of impact being required.	Land to be identified if required.	No specific risks identified	Important	ECC	
EN1	Energy	Gas	District Wide	N/A		Gas network connections and reinforcement	Site-specific gas connections, reinforcement, diversions, easements, asset protection or other works required to serve new development where gas connections are proposed.	On-site	Cadent Gas	Plan period	N/A	Planning application and technical connection process. Early engagement required for largest sites.	TBC (Site-specific)	N/A	Developer Contributions. Funded through connection charges / site-specific works	None	None	Easements and land requirement to be determined through site-specific engagement.	No specific risks identified	Necessary	Cadent Gas	
EN2	Energy	Electricity	District Wide	N/A		Electricity network connections and reinforcement	Site-specific electricity connections, network reinforcement, substations, asset diversions, easements, land requirements, asset protection or other works required to serve new development.	On-site	UKPN / National Grid	Plan period	N/A	Planning application and technical connection process. Early engagement required for largest sites.	TBC (Site-specific)	N/A	Developer Contributions. Funded through connection charges / site-specific works	None	None	Easements and land requirement to be determined through site-specific engagement.	No specific risks identified	Necessary	UKPN / National Grid	
WF1	Water Management and Flood Risk	Wastewater	District Wide (Anglian Water Sewerage Network)	N/A		Anglian Water sewerage infrastructure charge	Standard sewerage infrastructure charge to fund wider network reinforcement arising from new connections.	On-site	Anglian Water	Plan period	N/A	New sewerage connection	£600 per property connected	Anglian Water Infrastructure Charges document 2026/27	Developer Contributions	None	None	Easements and land requirement to be determined through site-specific engagement.	No specific risks identified	Necessary	Anglian Water	
WF2	Water Management and Flood Risk	Potable Water	Anglian Water supply area	N/A		Anglian Water infrastructure charge	Standard water infrastructure charge to fund wider water network reinforcement arising from new connections.	On-site	Anglian Water	Plan period	N/A	New water connection	£502 per property	Anglian Water Infrastructure Charges document 2026/27	Developer Contributions	None	None	Easements and land requirement to be determined through site-specific engagement.	No specific risks identified	Necessary	Anglian Water	
WF3	Water Management and Flood Risk	Water efficiency	Anglian Water supply area			Anglian Water Environmental Incentive Scheme	Cost-reduction mechanism for eligible homes meeting water efficiency, rainwater harvesting, greywater recycling or sewerage surface water removal criteria.	On-site	Anglian Water	Available to 31 March 2030	N/A	Eligible household connections	Tier 1 water: -£500; Tier 2 water: -£3,000; sewerage: -£300; water component charge: £100 per premise	Anglian Water Infrastructure Charges document 2026/27	Developer Contributions	None	None	Easements and land requirement to be determined through site-specific engagement.	No specific risks identified	Important	Anglian Water	
WF4	Water Management and Flood Risk	Potable Water	Essex and Suffolk Water supply area	N/A		ESW site-specific water supply connections and network reinforcement	Site-specific water supply connections and network reinforcement where development falls within or interfaces with ESW's supply area.	On-site	Essex and Suffolk Water	Plan period	N/A	New connection required	Site-specific	ESW engagement	Developer Contributions	None	None	Easements and land requirement to be determined through site-specific engagement.	No specific risks identified	Necessary	Essex and Suffolk Water	
WF5	Water Management and Flood Risk	Wastewater	Coggeshall	Coggeshall		Coggeshall Water Recycling Centre (WRC) Dry Weather Flow (DWF) growth scheme	AMP8 Dry Weather Flow growth scheme to provide additional wastewater treatment headroom.	Off-site	Anglian Water	AMP8 (2025-2030)	Planned / Ongoing	None	TBC	N/A	Anglian Water	None	None	N/A	No specific risks identified	Necessary	Anglian Water	
WF6	Water Management and Flood Risk	Wastewater	Earls Colne	Earls Colne		Earls Colne WRC DWF growth scheme	AMP8 Dry Weather Flow growth scheme to provide additional WRC capacity for forecast growth.	Off-site	Anglian Water	AMP8 (2025-2030)	Planned / Ongoing	None	TBC	N/A	Anglian Water	None	None	N/A	No specific risks identified	Necessary	Anglian Water	

Reference	Infrastructure Category		Location		Project Details								Project Financing					Site Specifics		Project Categorisation (Critical (Red), Necessary (Yellow), Important (Blue))	
	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies	Land Details (Land secured for delivery, location, key constraints)	Project Risks		
WF7	Water Management and Flood Risk	Wastewater	White Notley	White Notley		White Notley WRC DWF growth scheme	AMP8 Dry Weather Flow growth scheme to increase wastewater treatment capacity/headroom.	Off-site	Anglian Water	AMP8 (2025-2030)	Planned / Ongoing	None	TBC	N/A	Anglian Water	None	None	N/A	No specific risks identified	Necessary	Anglian Water
WF8	Water Management and Flood Risk	Wastewater	Halstead	Halstead		Halstead WRC AMP8 growth	AMP8 investment at Halstead	Off-site	Anglian Water	AMP8 (2025-2030)	Planned / Ongoing	None	TBC	N/A	Anglian Water	None	None	N/A	No specific risks identified	Necessary	Anglian Water
WF9	Water Management and Flood Risk	Wastewater	Braintree	Bocking North		Parfield Road North DMA network upgrades	AMP8 water network reinforcement growth scheme	Off-site	Anglian Water	AMP8 (2025-2030)	Planned / Ongoing		TBC	N/A	Anglian Water	None	None	N/A	No specific risks identified	Necessary	Anglian Water
WF10	Water Management and Flood Risk	Potable Water and Wastewater	District Wide (Anglian Water Area)	N/A		Development-specific AW water and wastewater connections / reinforcement	Site-specific connections, sustainable points of connection, conveyance routes, requisitions, reinforcement, asset protection and pre-planning work	On-site	Anglian Water	Plan period	N/A	Masterplanning, planning application and technical connection stage	Site-specific	N/A	Developer-funded through connection charges, requisitions, self-lay or site-specific works	None	None	Easements and land requirement to be determined through site-specific engagement.	No specific risks identified	Necessary	Anglian Water
HSC1	Healthcare and Social Care	Primary Healthcare	District Wide	N/A	All qualifying residential development	Primary healthcare provision	Growth-related contribution towards additional GP-led primary healthcare floorspace where on-site provision is not required or not secured.	Off-site	NHS Essex ICB	Plan period	N/A	Planning application / S106	£6,204 per sqm; approx. £1,021 per dwelling	2026 - NHS Essex ICB Based on 2.4 persons per dwelling, 120 sqm per 1,750 patients and ICB capital cost rate	Developer Contributions	Yes	None	Land to be secured if required. NHS Essex ICB noted that expansion capacity of existing infrastructure is limited.	Existing primary healthcare infrastructure is under capacity by 1,103sqm	Necessary	NHS Essex ICB
HSC2	Healthcare and Social Care	Primary Healthcare	Great Notley	Great Notley and Black Notley	LPR19	LPR19 Hayeswood primary healthcare facility	New build healthcare facility on site at nil cost to the NHS, with fallback financial contribution if agreed	On-Site or Off-Site provision	NHS Essex ICB	Linked to site phasing	New Project	Planning application / S106	New healthcare facility - no cost apportioned at this stage. Fallback contribution of approximately £1.79m if on-site provision is not secured.	2026 - NHS Essex ICB £6,204 per sqm x 288sqm Based on 2.4 persons per dwelling, 120 sqm per 1,750 patients and ICB capital cost rate.	Developer Contributions	Yes	Developer	No land details confirmed at this stage.	No on-site delivery	Necessary	NHS Essex ICB
HSC3	Healthcare and Social Care	Primary Healthcare	Braintree	Silver End and Cressing	LPR23	LPR23 East of Braintree primary healthcare facility	New build healthcare facility on site at nil cost to the NHS, with fallback financial contribution if agreed	On-Site or Off-Site provision	NHS Essex ICB	Linked to site phasing	New Project	Planning application / S106	New healthcare facility - no cost apportioned at this stage. Fallback contribution of approximately £2.72m if on-site provision is not secured.	2027 - NHS Essex ICB £6,204 per sqm x 438sqm Based on 2.4 persons per dwelling, 120 sqm per 1,750 patients and ICB capital cost rate.	Developer Contributions	Yes	Developer	No land details confirmed at this stage.	No on-site delivery	Necessary	NHS Essex ICB
HSC4	Healthcare and Social Care	Primary Healthcare	Halstead	Gosfield and Greenstead Green, AND The Colnes	LPR24	LPR24 Halstead primary healthcare facility	New build healthcare facility on site at nil cost to the NHS, with fallback financial contribution if agreed	On-Site or Off-Site provision	NHS Essex ICB	Linked to site phasing	New Project	Planning application / S106	New healthcare facility - no cost apportioned at this stage. Fallback contribution of approximately £2.91m if on-site provision is not secured.	2028 - NHS Essex ICB £6,204 per sqm x 469sqm Based on 2.4 persons per dwelling, 120 sqm per 1,750 patients and ICB capital cost rate.	Developer Contributions	Yes	Developer	No land details confirmed at this stage.	No on-site delivery	Necessary	NHS Essex ICB
HSC5	Healthcare and Social Care	Primary Healthcare	Kelvedon and Feering	Kelvedon and Feering	LPR26	LPR26 Kings Dene primary healthcare facility	New build healthcare facility on site at nil cost to the NHS, with fallback financial contribution if agreed	On-Site or Off-Site provision	NHS Essex ICB	Linked to site phasing	New Project	Planning application / S106	New healthcare facility - no cost apportioned at this stage. Fallback contribution of approximately £5.72m if on-site provision is not secured.	2029 - NHS Essex ICB £6,204 per sqm x 922sqm Based on 2.4 persons per dwelling, 120 sqm per 1,750 patients and ICB capital cost rate.	Developer Contributions	Yes	Developer	No land details confirmed at this stage.	No on-site delivery	Necessary	NHS Essex ICB
HSC6	Healthcare and Social Care	Adult social care	District Wide	N/A		Supported and specialist housing provision	Provision of supported and specialist housing, accessible homes and inclusive accommodation as part of the housing mix on appropriate sites.	On-site	Developers; ECC ASC, BDC, registered providers; specialist providers	Plan period	N/A	Planning application / S106	Site-specific	N/A	On-site provision; affordable housing; S106 where justified; provider / RP delivery	None	Developer, RP delivery body	N/A	Lack of delivery	Necessary	NHS Essex ICB, ECC developers' Guide, SSHANA
HSC7	Healthcare and Social Care	Adult social care	District Wide	N/A		Adult social care off-site capital contributions	Financial contributions towards supported and specialist housing where on-site provision is justified but cannot be delivered.	Off-site	Developers; ECC ASC, BDC; specialist providers	Plan period	N/A	Where on-site provision is not feasible and contribution is required.	Site-specific	N/A	S106 / capital contribution	None	Developer	N/A	Lack of delivery	Necessary	NHS Essex ICB, ECC developers' Guide, SSHANA
SO1	Social and Community Infrastructure	Libraries	District Wide	N/A	All residential development above 10 dwellings	Library Infrastructure	Contributions towards library buildings, extensions, reconfiguration, stock, shelving, technology and equipment.	Off-site	ECC Library Services; developers; BDC	Plan period	N/A	Residential development of 10+ dwellings or sites of 0.5ha+ where justified	£374.38 per dwelling	ECC Developers Guide June 2026	Developer Contributions / S106	None	Developer provision	N/A	No specific risks identified	Important	ECC Developers Guide June 2026

Reference	Infrastructure Category		Location		Project Details								Project Financing					Site Specifics		Project Categorisation (Critical (Red), Necessary (Yellow), Important (Blue))	Source/Evidence
	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies	Land Details (Land secured for delivery, location, key constraints)	Project Risks		
SO2	Social and Community Infrastructure	Libraries	Kelvedon and Feering	Kelvedon and Feering	LPK26 Kings Dene	Kings Dene Satellite library facility	Potential 50 sqm flexible satellite library facility within shared community space	On-site	Developer; ECC Library Services;	Linked to site phasing	N/A	Masterplanning / planning application for Kings Dene	indicative - £106,000	The East Chelmsford Garden Community	Developer contributions / S106	None	Developer provision	N/A	No specific risks identified	Important	ECC
SO3	Social and Community Infrastructure	Allotments	District Wide	N/A	Developments over 250 dwellings	Allotment provision	On-site allotment provision required on developments of more than 250 dwellings, based on 0.25ha per 1,000 population. Fallback contribution towards expansion, improvement or acquisition of allotment provision within relevant catchments.	On-Site or Off-Site provision	Developers; BDC; parish/town councils	Plan period	N/A	Masterplanning / planning application / S106	TBC / site-specific	N/A	Developer contributions / S106	None	Developer provision	N/A	No specific risks identified	Important	BDC
SO4	Social and Community Infrastructure	Community Centres	District Wide	N/A		Strategic Growth Location community facilities	Site-specific community centre, community hub or flexible community space provision within larger Strategic Growth Locations	On-site	Developers; BDC; parish/town councils; community operators	Linked to site phasing	N/A	Masterplanning / planning application / S106	TBC / site-specific	N/A	Developer contributions / S106	None	Developer provision	N/A	No specific risks identified	Important	BDC
SO5	Social and Community Infrastructure	Community Centres	Kelvedon and Feering	Kelvedon and Feering	LPK25 South East Feering	South East Feering community centre	Provision of a community centre or financial contribution towards off-site community facility provision.	On-site	Developers; BDC; parish/town councils; community operators	Linked to site phasing	N/A	Masterplanning / planning application / S106	TBC / site-specific	N/A	Developer contributions / S106	None	Developer provision	N/A	No specific risks identified	Important	BDC
GI51	Green Infrastructure, Sports, Recreation and Leisure	Open space	District Wide	N/A		Strategic Growth Location open space provision	On-site Fields in Trust-based open space, play, outdoor sport and multifunctional green and blue infrastructure provision for Strategic Growth Locations.	On-site	Developers; Braintree District Council; Future stewardship bodies	Plan period	New Project	Masterplanning, pre-application and planning application stage for relevant Strategic Growth Locations.	TBC / site-specific	TBC	Developer-funded on-site provision; S106 where required	TBC	Updated Open Space Assessment; BDC agreement; site masterplanning; viability; stewardship arrangements	Land to be identified and secured within relevant Strategic Growth Location red line boundaries.	Risk that open space is treated as residual land rather than planned as multifunctional infrastructure from the outset.	Necessary	BDC / IDP assessment
GI52	Green Infrastructure, Sports, Recreation and Leisure	Open space	District Wide	N/A		Off-site open space and play improvements	Contributions towards off-site open space and play facilities where on-site provision is not appropriate or sufficient.	Off-site	Braintree District Council; developers; parish/town councils where relevant	Plan period	New Project	Planning application / S106 where development generates demand that cannot be met fully on site.	TBC / site-specific	TBC	Developer contributions / S106	TBC	Updated Open Space Assessment; BDC agreement; site masterplanning; viability; stewardship arrangements	Existing open space locations or new land to be identified where required.	Risk that contributions are collected without sufficiently defined projects or delivery bodies.	Important	BDC / IDP assessment
GI53	Green Infrastructure, Sports, Recreation and Leisure	RAMS mitigation	District Wide	N/A		RAMS tariff contributions	Essex Coast RAMS tariff to mitigate in-combination recreational effects on Essex Coast Habitats Sites from qualifying residential development.	Off-site	Braintree District Council; Essex Coast RAMS partnership; developers	Plan period	Ongoing	Planning permission for qualifying net new residential development within the Zone of Influence.	£476 per net additional dwelling from 1 August 2026; indicative £9,077,320 for 19,070 dwellings	Essex Coast RAMS tariff August 2026; index-linked	Developer contributions / S106 or equivalent	None identified	Indexation of RAMS tariff; final housing numbers; Habitats Regulations compliance	N/A	Tariff must be updated as indexed;	Necessary	Essex Coast RAMS SPD; Natural England engagement
GI54	Green Infrastructure, Sports, Recreation and Leisure	Outdoor and indoor sport	District Wide	N/A		PPOSS outdoor sport growth requirements	PPOSS outdoor sport demand assessment against proposed growth of Local Plan.	Off-site / district-wide	Braintree District Council; developers	Plan period	New Project	Planning application / S106 where development generates demand that cannot be met fully on site.	Pitch / court capital cost: £11,001,580; changing room capital cost: £16,217,391; lifecycle cost: £1,384,964 per annum	PPOSS Table 7.2, December 2025; based on 18,959 dwellings / 45,501 population growth.	Developer contributions / S106 where justified	TBC	Final growth figures; BDC evidence base; PPOSS;	N/A	None	Necessary	BDC Playing Pitch and Outdoor Sport Strategy and Action Plan, December 2025
GI55	Green Infrastructure, Sports, Recreation and Leisure	Outdoor and indoor sport	District Wide	N/A		Sport England Facilities calculator outputs	District-wide Sport England Sports Facilities Calculator outputs identifying indicative built sports facility demand and costs for swimming pools, sports halls, artificial grass pitches, indoor bowls and outdoor tennis courts arising from BLPR growth.	Off-site / district-wide	Sport England; Braintree District Council; developers	Plan period	New Project	Planning application / S106 where development generates demand that cannot be met fully on site.	£22,922,592 - District Wide - cost Calculator reflects demand from the new population and does not itself account for existing supply or spatial distribution	Sport England Sports Facilities Calculator; costs updated annually; Sport England Q3 build costs.	Developer contributions / S106 where justified	TBC	Final growth figures; BDC evidence base; PPOSS; Indoor Built Facilities Strategy	N/A	None	Necessary	Sport England
GI56	Green Infrastructure, Sports, Recreation and Leisure	Outdoor and indoor sport	Relevant Strategic Growth Locations	TBC		Strategic Growth Location sports provision	Site-specific formal sports provision, pitches, courts, 3G, ancillary facilities, indoor/community sports space or contributions for Strategic Growth Locations.	On-site / Off-site	Developers; Braintree District Council; Sport England; National Governing Bodies	Linked to SGL phasing	New Project	Masterplanning / pre-application stage, with details secured through planning application and S106.	Site-specific provision	Sport England calculator outputs at planning stage; site-specific masterplanning;	On-site developer provision or S106	TBC	Planning engagement; school/community use arrangements; land budget; phasing; viability	Land to be identified through SGL masterplanning where on-site provision is required.	Facility requirements must not be left too late; Sport England recommends masterplanning or pre-application stage.	Necessary	Sport England
GI57	Green Infrastructure, Sports, Recreation and Leisure	Outdoor and indoor sport	Coggeshall	Coggeshall	LPK33 Coggeshall Football Club replacement / mitigation	LPK33 Coggeshall Football Club replacement / mitigation	Replacement or equivalent/better football provision if existing football facilities are lost or redeveloped.	On-site / Off-site	Developer; Braintree District Council; Sport England; Football club; relevant National	Before loss of existing provision	New Project	Planning application / masterplanning stage before any loss of existing playing pitch provision.	TBC / site-specific	Site-specific replacement facility cost plan; Sport England	Developer provision / S106	TBC	Sport England policy tests; NPFF tests; replacement site availability; club requirements	Land required if replacement provision is needed.		Necessary	Sport England engagement / PPOSS / IDP assessment

Reference	Infrastructure Category		Location		Project Details								Project Financing					Site Specifics		Project Categorisation (Critical (Red), Necessary (Yellow), Important (Blue))	Source/Evidence
	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies	Land Details (Land secured for delivery, location, key constraints)	Project Risks		
TH1	Transport and Highways Infrastructure	Rail	District Wide	N/A		Safeguarding station car parking	Retention and appropriate management of station parking, blue badge provision, pick-up/drop-off, cycle parking, servicing, operational access and station forecourt arrangements.	On-site / off-site	Network Rail; Greater Anglia; Braintree District Council; Essex County Council; developers	Plan period	Working position	Development within or adjacent to station environments, or development affecting station access and operational requirements.	TBC / site-specific	Site-specific station access / parking assessment	Developer provision / S106 where justified, station operator / rail industry funding where applicable	TBC	Station operator requirements; Network Rail standards; accessibility guidance; transport assessment	Relevant to station environments at Braintree, Witham, Kelvedon, Hatfield Peverel and Bures.	Risk that local parking standards or redevelopment proposals conflict with rail operational, safety or accessibility requirements.	Important	Network Rail and IDP
TH2	Transport and Highways Infrastructure	Rail	Braintree branch line	N/A		Braintree branch line passing loop	Longer-term enhancement to enable increased rail frequency on the Braintree Branch Line, potentially requiring a passing loop and associated rail infrastructure.	Off-site	Network Rail; rail operator; DfT	Post-2043 / Longer term	Longer-term strategic project	Rail business case / funding / technical development.	Full estimated cost: £28,000,000 Local Plan Site Contribution to 2043: £0	ECC Reg 19 mitigation shortlist cost model, 2026. Cost applies to the wider Braintree Branch Line capacity/frequency improvement measure. No Local Plan Site Contribution to 2043; £28,000,000 identified beyond 2043.	Network Rail	TBC	Rail timetable, infrastructure feasibility and industry approvals.	Railway land and infrastructure requirements to be confirmed.	Significant cost, approvals and uncertain delivery timescale.	Important	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH3	Transport and Highways Infrastructure	Rail	Kelvedon and Feering	Kelvedon and Feering	Policy LPR25 South East Feering	South East Feering railway bridge LTN1/191 mitigation	Assessment and mitigation of increased vehicle, pedestrian and cycle impacts on railway bridge structure LTN1/191.	Off-site / site-specific	Network Rail; developer; Braintree District Council; Essex County Council	Linked to site phasing	New Project / to be confirmed	Masterplanning / planning application before development increases pressure on the structure.	TBC / site-specific	Site-specific crossing and Network Rail technical approval	Developer-funded mitigation / S106 / S278 where required	TBC	Network Rail asset assessment; transport assessment; highway safety assessment; site phasing	Railway bridge structure LTN1/191; land requirements to be confirmed if mitigation or widening is required.	Risk from constraints, absence of footway provision, interaction with Church Street Level Crossing / A120 routing.	Necessary	Network Rail and IDP
TH4	Transport and Highways Infrastructure	Rail	Kelvedon and Feering	Kelvedon and Feering	Policy LPR25 South East Feering	Raffels Public Footpath Level Crossing alternative route	Assessment of Raffels Public Footpath Level Crossing and potential Bulford Mill Road footway improvements to support a safe alternative route.	Off-site	Network Rail; developer; Braintree District Council; Essex County Council	Linked to site phasing	New Project / to be confirmed	Masterplanning / planning application where development increases use or affects crossing safety.	TBC / site-specific	Site-specific crossing and public rights of way assessment	Developer-funded mitigation / S106 / S278 where required	TBC	Network Rail agreement; ECC public rights of way / highway input; route feasibility	Potential footway improvements along Bulford Mill Road; land requirements to be confirmed.	Safety risk if increased pedestrian/cycle demand affects crossing safety without a suitable alternative route.	Important	Network Rail and IDP
TH5	Transport and Highways Infrastructure	Rail	Crossing	Crossing	Relevant growth affecting Crossing	Crossing Level Crossing upgrade	Upgrade to full-barrier arrangement and widening / improvement of highway approaches where necessary so vehicles can clear the crossing safely.	Off-site	Network Rail	TBC	New Project / to be confirmed	Where development or highway changes affect crossing safety and operation.	TBC	Network Rail / ECC scheme assessment	Network Rail / ECC / developer contributions where justified	TBC	Network Rail technical approval; ECC highways input; crossing risk assessment; development phasing	Existing Crossing Level Crossing and highway approaches.	Safety risk if crossing approach constraints are not mitigated where traffic demand increases.	Necessary	Network Rail and IDP
TH6	Transport and Highways Infrastructure	Rail	Kelvedon and Feering	Kelvedon and Feering	Policy LPR26 Kings Dene	Kelvedon Station enabling infrastructure package	Comprehensive station and interchange package including capacity, step-free access, passenger facilities, parking, bus interchange, cycle parking, pedestrian/cycle access and station quarter opportunities.	On-site / off-site	Developer; Network Rail;	Linked to Kings Dene phasing	Network Rail in early discussions with applicant / promoter	Masterplanning / pre-application / S106 for Kings Dene; trigger to align with housing occupation.	TBC / site-specific	Station package scope to be agreed with Network Rail / Greater Anglia	Developer provision / S106 / direct delivery; other funding where available	TBC	Kings Dene masterplanning; Network Rail and Greater Anglia agreement; ECC transport strategy; station access strategy; viability	Kelvedon Station and potential station quarter / interchange land; land requirements to be confirmed through masterplanning.	Risk that station and interchange improvements are not delivered early enough to influence travel behaviour.	Necessary	Network Rail and IDP
TH7	Transport and Highways Infrastructure	Rail	Kelvedon and Feering	Kelvedon and Feering	Policy LPR26 Kings Dene;	Kings Dene rail asset assessment and mitigation	Assessment and mitigation of impacts on Henry Dixon Way underbridge, Potters Footpath Level Crossing, Crane's Lane Bridge, Church Street Level Crossing, Rolleylane Bridge and Bridge 185.	On-site / off-site	Developer; Network Rail; Braintree District Council; Essex County Council	Linked to Kings Dene phasing	New Project / to be confirmed	Masterplanning / pre-application before site access and movement strategy are fixed.	TBC / site-specific	Site-specific rail asset assessment and Network Rail technical approval	Developer-funded mitigation / S106 / S278 where required	TBC	Network Rail asset protection; bridge and crossing assessments; Kings Dene access strategy; flood risk / drainage where relevant	Affected rail assets include Henry Dixon Way underbridge, Potters Footpath Level Crossing, Crane's Lane Bridge, Church Street Level Crossing, Rolleylane Bridge and Bridge 185.	Risk that rail assets affect site access, movement strategy, land budget, phasing and deliverability if not resolved early.	Necessary	Network Rail and IDP
TH8	Transport and Highways Infrastructure	Rail	Kelvedon and Feering	Kelvedon and Feering	Policy LPR26 Kings Dene	Church Street Level Crossing closure and grade-separated replacement	Provision of a road-over-rail bridge or other grade-separated solution to enable closure of Church Street Level Crossing.	On-site / off-site	Network Rail	Linked to Kings Dene phasing and CP7 crossing works	Planned for this railway Control Period (CP7) April 2024-March 2029).	To be agreed through Kings Dene masterplanning / rail asset assessment.	TBC	Site-specific bridge feasibility and Network Rail / ECC assessment	Developer provision / S106 / S278; wider funding where available	TBC	Church Street Level Crossing full-barrier upgrade; Kings Dene access strategy; potential future A120 alignment; Network Rail technical approval	Land for bridge / grade-separated solution to be safeguarded where required through masterplanning.	Full-barrier upgrade may increase downtime; risk that crossing remains a constraint if grade separation is not delivered or safeguarded.	Necessary	Network Rail and IDP
TH9	Transport and Highways Infrastructure	Rail	Witham	Witham Central	Policy LPR27 Wood End Farm, Witham	Wood End Farm to Hatfield Peverel Station active travel connection	Safe, direct and accessible cycle / footpath connection between Wood End Farm and Hatfield Peverel Station, with consideration of step-free access to the down platform.	On-site / off-site	Developer and Network Rail	Linked to site phasing	New Project / to be confirmed	Masterplanning / planning application; delivery to align with occupation and sustainable travel strategy.	TBC / site-specific	Site-specific active travel and station access assessment	Developer provision / S106 / S278	TBC	Wood End Farm masterplanning; ECC active travel input; station access requirements; Network Rail / Greater Anglia engagement	Route between site and Hatfield Peverel Station; land and interface constraints to be confirmed.	Risk that route is not sufficiently direct, accessible or connected to station entrance, cycle parking, bus stops and wider network.	Necessary	Network Rail and IDP

Reference	Infrastructure Category		Location		Project Details								Project Financing				Site Specifics		Project Categorisation (Critical (Red), Necessary (Yellow), Important (Blue))	Source/Evidence	
	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies	Land Details (Land secured for delivery, location, key constraints)			Project Risks
TH10	Transport and Highways Infrastructure	Rail	Hatfield	Hatfield Peverel and Terling	Policy LPR28 Land North of the A12, Hatfield Peverel	Land North of A12 to Hatfield Peverel Station active travel connection	Cycle / Footpath connection between the allocation and Hatfield Peverel Station, including routes from Witham.	On-site / off-site	Developer; Essex County Council; Network Rail; Greater Anglia; Braintree District Council	Linked to site phasing	New Project / to be confirmed	Masterplanning / planning application; delivery to align with occupation and sustainable travel strategy.	TBC / site-specific	Site-specific active travel and station access assessment	Developer provision / S106 / S278	TBC	Hatfield Peverel masterplanning; ECC active travel input; station access requirements; Network Rail / Greater Anglia engagement	Route between site; Witham and Hatfield Peverel Station; land requirements to be confirmed.	Risk that station access and active travel links are not delivered early enough to support mode shift.	Necessary	Network Rail and IDP
TH11	Transport and Highways Infrastructure	Rail	Witham	Witham Central	Policy LPR35 Cut Throat Lane Car Park Witham	Cut Throat Lane level crossing and Witham Station access mitigation	Early assessment of Cut Throat Lane level crossing impacts, safe pedestrian access to Witham Station, Albert Road footway improvements and potential ramped bridge solution.	On-site / off-site	Developer; Network Rail; Essex County Council; Braintree District Council; Greater Anglia	Linked to site delivery.	New Project / to be confirmed	Planning application / redevelopment of Cut Throat Lane site; early assessment before site layout is fixed.	Approx. £6,000,000 if bridge solution required; otherwise TBC / site-specific	Network Rail estimate; site-specific feasibility required	Developer-funded mitigation / Network Rail / S106 / S278 where justified	TBC	Cut Throat Lane crossing risk assessment; Witham Station access strategy; Albert Road footway feasibility; future Braintree branch service frequency	Development could occupy land needed for future ramped bridge; safeguarding to be considered through site design.	Rail safety and safeguarding risk; bridge may become higher priority if Braintree branch services are doubled.	Necessary	Network Rail and IDP
TH12	Transport and Highways Infrastructure	Active Travel	Kelvedon / Hatfield Peverel	N/A	LPR26 Kings Dene; LPR28 Land North of the A12, Hatfield Peverel; West St / Dominics / London Road and Land North East of Cranes Lane, Kelvedon	Countywide Cycle Link 10 – Kelvedon to Hatfield Peverel	Strategic walking and cycling connection through Kelvedon and Hatfield Peverel, linking planned development sites and the wider A12 corridor active travel network.	On-site / Off-site	ECC; BDC; developers	Phase 3: 2038–2043	Identified Regulation 19 mitigation project	Delivery linked to relevant development phasing and detailed route development.	Full estimated cost: £37,000,000 Local Plan Site Contribution to 2043: £22,200,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CL; ATE funding	TBC	Coordination between relevant developments and the wider cycle network. Cost apportionment outside Local Plan Site Contribution – committed development: £3,700,000; external funding: £11,100,000.	Route and land requirements to be confirmed.	Route, land, funding and delivery phasing require further development.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH13	Transport and Highways Infrastructure	Active Travel	Witham	Witham South / Witham Central	LPR35 Cut Throat Lane Car Park, Witham	Witham LCWIP Route 7 – Witham Station to North East Witham	Walking and cycling route connecting North East Witham development with Witham Station, including the Cut Throat Lane corridor.	On-site / Off-site	ECC; BDC; developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Relevant development / Transport Assessment / S106.	Full estimated cost: £4,300,000 Local Plan Site Contribution to 2043: £2,150,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CL; ATE funding	TBC	Development phasing and integration with the wider LCWIP network. Cost apportionment outside Local Plan Site Contribution – external funding: £2,150,000.	Route and land requirements to be confirmed.	Detailed route, land and delivery arrangements to be confirmed.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH14	Transport and Highways Infrastructure	Active Travel	Witham	Witham South / Witham Central	WITN2252 Witham allocation; LPR35 Cut Throat Lane Car Park, Witham	Extension of Witham LCWIP Route 3	Extension of LCWIP Route 3 to connect planned development into the existing and proposed walking and cycling network.	On-site / Off-site	ECC; BDC; developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Relevant development / Transport Assessment / S106.	Full estimated cost: £5,000,000 Local Plan Site Contribution to 2043: £2,500,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CL; ATE funding	TBC	Integration with existing LCWIP Route 3 and development access strategy. Cost apportionment outside Local Plan Site Contribution – external funding: £2,500,000.	Route and land requirements to be confirmed.	Detailed alignment and delivery arrangements to be confirmed.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH15	Transport and Highways Infrastructure	Active Travel	Witham	Witham South / Witham Central	WITN2252 Witham allocation; LPR35 Cut Throat Lane Car Park, Witham	Witham LCWIP Route 2 – Cressing Road to Station	Walking and cycling improvements connecting the Cressing Road corridor with Witham Station and other LCWIP routes.	Off-site	ECC; BDC; developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Relevant development / S106 / LCWIP delivery programme.	Full estimated cost: £7,300,000 Local Plan Site Contribution to 2043: £3,650,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CL; ATE funding	TBC	Coordination with the wider Witham LCWIP programme. Cost apportionment outside Local Plan Site Contribution – external funding: £3,650,000.	Route requirements to be confirmed.	Funding and detailed design remain to be confirmed.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH16	Transport and Highways Infrastructure	Active Travel	Hatfield Peverel	Hatfield Peverel & Terling	LPR28 Land North of the A12, Hatfield Peverel	Cycle Link to Hatfield Peverel Station	Strategic walking and cycling connection between planned development and Hatfield Peverel Station.	On-site / Off-site	ECC; BDC; developer(s)	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	LPR28 masterplanning / planning application / S106.	Full estimated cost: £1,400,000 Local Plan Site Contribution to 2043: £700,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CL; ATE funding	TBC	Station access strategy and the wider active travel network. Cost apportionment outside Local Plan Site Contribution – external funding: £700,000.	Route and any land requirement to be confirmed.	Detailed route and delivery mechanism to be established.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH17	Transport and Highways Infrastructure	Bus	Braintree-Halstead corridor	N/A	LPR24 Land South and North-East of Halstead; other Halstead allocations	Route 38 – Increased Frequency and Access into Development	Enhancement of Route 38 frequency and routing to improve access between planned development, Halstead, Braintree and other destinations.	On-site / Off-site	ECC; bus operator(s); developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Development occupation / service agreement / S106.	Full estimated cost: £300,000 Local Plan Site Contribution to 2043: £250,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CL; BSIP; ECC	TBC	Operator agreement, patronage, service reliability and development phasing. Cost apportionment outside Local Plan Site Contribution – committed development: £250,000.	Bus stops and internal site routing to be incorporated where required.	Long-term service viability and operator agreement.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH18	Transport and Highways Infrastructure	Bus	Cressing / Braintree	N/A	Cressing and Silver End allocations, including Mill Lane, Cressing and Land North of Western Road, Silver End	Route 38 – Route through South-East Development and Cressing Station	Bus routing through planned development with connections to Cressing Station, Braintree Freepoint and Braintree town centre.	On-site / Off-site	ECC; bus operator(s); developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Development masterplanning / occupation / S106.	Full estimated cost: £1,100,000 Local Plan Site Contribution to 2043: £1,100,000	ECC Reg 19 mitigation shortlist cost model, 2026. Full estimated cost is included in the Local Plan Site Contribution to 2043.	S106; CL; BSIP; ECC	TBC	Internal road layouts capable of accommodating bus services and operator agreement.	Bus-compatible internal routes and stops required where relevant.	Service viability and final route to be confirmed.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026

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	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies	Land Details (Land secured for delivery, location, key constraints)	Project Risks		
TH19	Transport and Highways Infrastructure	Bus	Braintree / Panfield	N/A	LPR21, LPR22	Extension of Route 38 to Reach New Development	Potential extension of Route 38 to serve the Land North West of Towerlands / Panfield Road allocations.	On-site / Off-site	ECC; bus operator(s); developer(s)	Plan period	Requirement identified – scope to be confirmed	Development masterplanning / planning application	Full estimated cost: TBC Local Plan Site Contribution to 2043: £0	ECC Reg 19 mitigation shortlist cost model, 2026. No full scheme cost currently identified; £0 Local Plan Site Contribution included.	£106	TBC	Final route, patronage and development phasing.	Internal road and stop requirements to be confirmed.	Scope and delivery arrangements are not yet confirmed.	Important	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH20	Transport and Highways Infrastructure	Active Travel	District Wide	N/A	All Regulation 19 allocations, including Strategic Growth Locations LPR19-LPR28	Cycle Parking Study	District-wide assessment and delivery of additional cycle parking to support increased active travel arising from Local Plan growth.	On-site / Off-site	ECC; BDC; developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation measure	Relevant development / wider transport programme.	Full estimated cost: £500,000 Local Plan Site Contribution to 2043: £250,000	ECC Reg 19 mitigation shortlist cost model, 2026.	£106; CIL	TBC	Identification of priority locations and coordination with development delivery. Cost apportionment outside Local Plan Site Contribution – committed development: £250,000.	Site requirements to be identified.	Detailed locations and delivery mechanism to be confirmed.	Important	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH21	Transport and Highways Infrastructure	Active Travel	District Wide	N/A	Allocations containing new schools	Safer School Streets In New Developments	Measures around new schools to support safe walking, cycling and wheeling and reduce traffic impacts at school access points.	On-site / Off-site	ECC; developers; schools	Phase 2: 2033–2037	Identified Regulation 19 mitigation measure	Delivery of new schools / relevant development phases.	Full estimated cost: £500,000 Local Plan Site Contribution to 2043: £250,000	ECC Reg 19 mitigation shortlist cost model, 2026.	£106; developer funding	TBC	Coordination with new education provision and school travel planning. Cost apportionment outside Local Plan Site Contribution – committed development: £250,000.	Incorporated into school and site masterplans where required.	Detailed measures depend on individual school and site design.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH22	Transport and Highways Infrastructure	Multi Modal	District Wide	N/A	All Regulation 19 allocations generating significant travel demand	Business and School Travel Planning	Enhanced Travel Plan monitoring and support to encourage sustainable travel and ensure development Travel Plan commitments are implemented effectively.	On-site / Off-site	ECC; BDC; developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation measure	Occupation and implementation of relevant Travel Plans.	Full estimated cost: £18,000,000 Local Plan Site Contribution to 2043: £18,000,000	ECC Reg 19 mitigation shortlist cost model, 2026. Full estimated cost is included in the Local Plan Site Contribution to 2043.	£106; developer funding	TBC	Development Travel Plans and monitoring arrangements.	No specific land requirement.	Effectiveness depends on long-term monitoring and implementation.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH23	Transport and Highways Infrastructure	Multi Modal	District Wide	N/A	All Regulation 19 allocations generating significant travel demand	Behavioural Change Programme	Wider programme of behavioural-change measures to make best use of the transport network, promote sustainable travel and reduce private-car trips.	On-site / Off-site	ECC; BDC; developers	Plan period	Identified mitigation measure – detailed scope to be confirmed	Development Travel Plans / transport programme.	Full estimated cost: TBC Local Plan Site Contribution to 2043: £0	ECC Reg 19 mitigation shortlist cost model, 2026. No full scheme cost currently identified; £0 Local Plan Site Contribution included.	£106; developer funding	TBC	Coordination with Travel Plans, active travel and public transport initiatives.	No specific land requirement.	Scope and delivery arrangements require further definition.	Important	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH24	Transport and Highways Infrastructure	Highways	Braintree	N/A	All development in Braintree, Witham, Coggeshall, Halstead and Kelvedon	Millennium Way Slips	Potential new slip-road infrastructure at Millennium Way to provide additional network capacity and support wider Braintree transport mitigation, dependent on the performance of other mitigation including Galleys Corner.	Off-site	ECC; National Highways; developers	Phase 3: 2038–2043	Identified Regulation 19 mitigation project	Further transport assessment / interaction with Galleys Corner / funding and approvals.	Full estimated cost: £29,000,000 Local Plan Site Contribution to 2043: £2,900,000	ECC Reg 19 mitigation shortlist cost model, 2026.	National Housing Delivery Fund; DfT; National Highways; developer; £106	TBC	Performance of Galleys Corner mitigation and the wider A120 network. Cost apportionment outside Local Plan Site Contribution – committed development: £2,900,000; external funding: £23,200,000.	Land and highway requirements to be confirmed.	Significant funding, design, approval and strategic-network dependencies.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH25	Transport and Highways Infrastructure	Active Travel	East of Braintree / Cressing	Silver End & Cressing	LPR23 East of Braintree; relevant Cressing allocations	A120 Active Travel Bridge – Link to LCWIP Route 3	New active travel bridge across the A120 to connect East of Braintree / Cressing development with LCWIP Route 3 and the wider Braintree walking and cycling network.	On-site / Off-site	Developer; ECC; BDC	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	LPR23 masterplanning / planning application / phased development.	Full estimated cost: £10,000,000 Local Plan Site Contribution to 2043: £10,000,000	ECC Reg 19 mitigation shortlist cost model, 2026. Full estimated cost is included in the Local Plan Site Contribution to 2043.	Developer funding	TBC	LPR23 access and active travel strategy; LCWIP Route 3.	Land and bridge alignment to be secured through masterplanning.	Design, land and delivery timing.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH26	Transport and Highways Infrastructure	Active Travel	Braintree / Cressing	N/A	Cressing and Silver End allocations; LPR23 East of Braintree	Braintree LCWIP Route 3	Delivery and extension of LCWIP Route 3 to connect development sites with Braintree and the wider active travel network.	On-site / Off-site	ECC; BDC; developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Relevant development / £106 / wider LCWIP programme.	Full estimated cost: £8,300,000 Local Plan Site Contribution to 2043: £4,980,000	ECC Reg 19 mitigation shortlist cost model, 2026.	ATE funding; £106; developer; CIL	TBC	A120 Active Travel Bridge and associated development links. Cost apportionment outside Local Plan Site Contribution – committed development: £830,000; external funding: £2,490,000.	Route and land requirements to be confirmed.	Delivery relies on coordinated implementation across several developments.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026

Reference	Infrastructure Category		Location		Project Details								Project Financing				Site Specifics		Project Categorisation (Critical (Red), Necessary (Yellow), Important (Blue))	Source/Evidence	
	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies	Land Details (Land secured for delivery, location, key constraints)			Project Risks
TH27	Transport and Highways Infrastructure	Active Travel	Cressing / Braintree	N/A	LPR23 East of Braintree; relevant Cressing allocations including Tye Green / Mill Lane	Cressing Station to LCWIP Route 3	Walking and cycling route through planned development linking Tye Green / Cressing growth, Cressing Station and LCWIP Route 3.	On-site / Off-site	ECC; BDC; developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Development phasing / S106 / active travel strategy.	Full estimated cost: £8,300,000 Local Plan Site Contribution to 2043: £4,980,000	ECC Reg 19 mitigation shortlist cost model, 2026.	ATE funding; S106; developer; CIL	TBC	Development connectivity and LCWIP Route 3. Cost apportionment outside Local Plan Site Contribution — committed development: £830,000; external funding: £2,490,000.	Route to be protected through masterplanning.	Coordination across development sites and delivery phases.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH28	Transport and Highways Infrastructure	Active Travel	Braintree / Panfield	N/A	LPR22 Panfield Lane; relevant Panfield allocation PANF 2508	Braintree LCWIP Route 2	Improvements and extension of LCWIP Route 2 to support walking and cycling access between planned development and existing services.	On-site / Off-site	ECC; BDC; developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Relevant development / S106 / LCWIP programme	Full estimated cost: £6,600,000 Local Plan Site Contribution to 2043: £2,640,000	ECC Reg 19 mitigation shortlist cost model, 2026.	ATE funding; S106; developer; CIL	TBC	Wider Braintree LCWIP network and development access strategy. Cost apportionment outside Local Plan Site Contribution — committed development: £660,000; external funding: £3,300,000.	Route requirements to be confirmed.	Delivery and funding arrangements to be confirmed.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH29	Transport and Highways Infrastructure	Active Travel	Braintree / Panfield	N/A	LPR22 Panfield Lane; relevant Panfield / north-west Braintree allocation PANF 2508	Improved Pedestrian and Cycle Facilities at Porters Field	Improved walking and cycling infrastructure at Porters Field to support development connectivity and integration with LCWIP Route 2.	On-site / Off-site	ECC; BDC; developer(s)	Phase 2: 2033–2037	Identified Regulation 19 mitigation requirement	Relevant planning application / S106.	Full estimated cost: TBC Local Plan Site Contribution to 2043: £0	ECC Reg 19 mitigation shortlist cost model, 2026. No full scheme cost currently identified; £0 Local Plan Site Contribution included.	ATE funding; S106; developer; CIL	TBC	Relationship with surrounding development and LCWIP Route 2.	Site-specific land and highway-interface requirements to be confirmed.	Detailed scope remains to be confirmed.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH30	Transport and Highways Infrastructure	Bus	Braintree	N/A	Braintree-area allocations including LPR19 Hayeswood; LPR20 Land East of Broad Road; LPR21 Former Towerlands Park; LPR22 Panfield Lane; LPR23 East of Braintree	Shuttle Bus between Braintree and Beaulieu Park Stations	Interim shuttle service linking Braintree with Beaulieu Park Station to improve access to more frequent rail services.	Off-site	ECC; bus operator(s); developers	Phase 2: 2033–2037 / interim	Identified Regulation 19 mitigation project	Prior to longer-term rail enhancement / subject to service planning.	Full estimated cost: £2,200,000 Local Plan Site Contribution to 2043: £1,100,000	ECC Reg 19 mitigation shortlist cost model, 2026.	Developer; S106; CIL	TBC	Relationship with Braintree Branch Line improvements and operator availability. Cost apportionment outside Local Plan Site Contribution — committed development: £1,100,000.	No material land requirement expected beyond stop / interchange provision.	Long-term service viability and relationship with rail improvements.	Important	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH31	Transport and Highways Infrastructure	Highways	District Wide	N/A	All	Braintree Dynamic Traffic Management	Upgrade of the existing traffic-control system using real-time data and advanced signal technology to improve network management across Braintree.	Off-site	ECC	Across the life of the Plan	Identified Regulation 19 mitigation project	ECC scheme development / growth phasing / funding.	Full estimated cost: £10,000,000 Local Plan Site Contribution to 2043: £10,000,000	ECC Reg 19 mitigation shortlist cost model, 2026. Full estimated cost is included in the Local Plan Site Contribution to 2043.	S106; CIL	TBC	Integration with existing traffic-control systems and wider network management.	Works principally within the existing highway network.	Technical specification, funding and implementation programme to be confirmed.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH32	Transport and Highways Infrastructure	Multi Modal	Braintree	Braintree Central & Beckers Green	Braintree-area allocations including LPR19 Hayeswood; LPR20 Land East of Broad Road; LPR21 Former Towerlands Park; LPR22 Panfield Lane; LPR23 East of Braintree	Braintree Station Access Improvements	Improvements to Station Approach, pedestrian and cycle access, bus and taxi operation and the station environment to improve interchange and sustainable access.	Off-site	ECC; BDC; Greater Anglia / rail stakeholders	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Detailed design / stakeholder agreement / funding	Full estimated cost: £3,500,000 Local Plan Site Contribution to 2043: £1,750,000	ECC Reg 19 mitigation shortlist cost model, 2026.	ECC; BSIP; S106; CIL; ATE funding	TBC	Station operation, rail stakeholder agreement and Braintree Mobility Hub. Cost apportionment outside Local Plan Site Contribution — committed development: £1,750,000.	Highway and station land constraints to be confirmed.	Operational constraints, stakeholder agreement and funding.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH33	Transport and Highways Infrastructure	Multi Modal	Braintree	N/A	Braintree-area allocations including LPR19 Hayeswood; LPR20 Land East of Broad Road; LPR21 Former Towerlands Park; LPR22 Panfield Lane; LPR23 East of Braintree	Braintree Mobility Hub	Feasibility study into mobility / integrated transport hub to improve interchange between bus, rail, walking, cycling and other sustainable modes.	Off-site	ECC; BDC; developers / transport operators	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Feasibility / station access scheme / funding.	Full estimated cost: £750,000 Local Plan Site Contribution to 2043: £337,500	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CIL	TBC	Braintree Station access proposals and suitable location. Cost apportionment outside Local Plan Site Contribution — committed development: £337,500; external funding: £75,000.	Site / location to be confirmed through feasibility work.	Location, specification, funding and operational arrangements.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH34	Transport and Highways Infrastructure	Highways	Halstead / High Garrett	N/A	LPR24 Land South and North-East of Halstead; relevant High Garrett / Bocking North allocations	A131 Corridor – including Halstead / High Garrett	Corridor improvements to improve journey times and network performance, including potential signal or junction-layout changes at identified pinch points.	Off-site	ECC; developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Further design / testing and development phasing.	Full estimated cost: £4,500,000 Local Plan Site Contribution to 2043: £2,250,000	ECC Reg 19 mitigation shortlist cost model, 2026.	Developer; S106; CIL; BSIP funding	TBC	Further scheme testing and relationship with Halstead growth. Cost apportionment outside Local Plan Site Contribution — committed development: £2,250,000.	Primarily existing highway corridor; additional land may be required subject to design.	Detailed design, land and funding remain to be confirmed.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026

Infrastructure Category			Location		Project Details										Project Financing					Site Specifics		Project Categorisation (Critical (Red), Necessary (Yellow), Important (Blue))	Source/Evidence
Reference	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies	Land Details (Land secured for delivery, location, key constraints)	Project Risks				
TH35	Transport and Highways Infrastructure	Active Travel	Braintree / Bocking North	N/A	Relevant Bocking North allocations (BOCN2023, BOCN2028 and BOCN2031); LPR20 Land East of Broad Road where applicable	Braintree LCWIP Route 7	Extension / improvement of LCWIP Route 7 to connect planned development with Braintree and the wider active travel network.	On-site / Off-site	ECC; BDC; developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Relevant development / detailed feasibility / S106.	Full estimated cost: £14,000,000 Local Plan Site Contribution to 2043: £5,600,000	ECC Reg 19 mitigation shortlist cost model, 2026.	ATE funding; S106; developer; CIL	TBC	Wider Braintree LCWIP network. Cost apportionment outside Local Plan Site Contribution — committed development: £1,400,000; external funding: £7,000,000.	Route and land requirements to be confirmed.	Feasibility, route, funding and phasing.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026		
TH36	Transport and Highways Infrastructure	Active Travel	Braintree / Panfield / Bocking	N/A	LPR21 Former Towerlands Park; LPR22 Panfield Lane; Land North West of Towerlands / Panfield Road (PANF2604); Bocking North allocation BOCN2032	Braintree LCWIP Route 6	Extension / improvement of LCWIP Route 6 to connect planned development with Braintree and other sustainable transport routes.	On-site / Off-site	ECC; BDC; developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Relevant development / feasibility / S106.	Full estimated cost: £14,000,000 Local Plan Site Contribution to 2043: £5,600,000	ECC Reg 19 mitigation shortlist cost model, 2026.	ATE funding; S106; developer; CIL	TBC	Wider LCWIP network and adjoining developments. Cost apportionment outside Local Plan Site Contribution — committed development: £1,400,000; external funding: £7,000,000.	Route and land requirements to be confirmed.	Feasibility, route, funding and phasing.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026		
TH37	Transport and Highways Infrastructure	Multi Modal	Coggeshall	Coggeshall	Land South Colchester Road, Coggeshall; Land south of West Street, Coggeshall; LPR26 Kings Dene as wider corridor interface	Coggeshall Mobility Hub	Sustainable transport hub within Coggeshall to enable interchange between bus, active travel and other sustainable modes.	Off-site	ECC; BDC; developers	Phase 1: 2028–2032	Identified Regulation 19 mitigation project	Development growth / location and feasibility work.	Full estimated cost: £500,000 Local Plan Site Contribution to 2043: £250,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CIL	TBC	Suitable location and integration with bus routes. Cost apportionment outside Local Plan Site Contribution — committed development: £250,000.	Site to be identified.	Location, land and operational arrangements remain to be confirmed.	Important	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026		
TH38	Transport and Highways Infrastructure	Active Travel	Halstead	Halstead St Andrews / Gosfield & Greenstead Green	LPR24 Land South and North-East of Halstead; relevant Halstead / Bluebridge allocations	Countywide Cycle Route – A1124 Greenstead Hall Road to Hospital	Local section of the wider countywide active travel network, providing sustainable connections through Halstead and to planned growth.	On-site / Off-site	ECC; BDC; developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Halstead development phasing / S106 / wider cycle programme.	Full estimated cost: £4,000,000 Local Plan Site Contribution to 2043: £2,400,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CIL; ATE funding	TBC	Integration with Halstead local cycle routes and wider network. Cost apportionment outside Local Plan Site Contribution — committed development: £800,000; external funding: £800,000.	Route and land requirements to be confirmed.	Detailed alignment and delivery funding.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026		
TH39	Transport and Highways Infrastructure	Active Travel	Halstead	Halstead St Andrews / Gosfield & Greenstead Green	LPR24 Land South and North-East of Halstead; relevant Halstead allocations	Halstead Local Cycle Routes	Local cycling connections linking existing and new residential areas to the countywide cycle route, schools, town centre and other destinations.	On-site / Off-site	ECC; BDC; developers	Phase 1: 2028–2032	Identified Regulation 19 mitigation project	Development phasing / S106 / masterplanning.	Full estimated cost: £5,300,000 Local Plan Site Contribution to 2043: £3,180,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CIL; ATE funding	TBC	Integration with the countywide cycle route and SGL masterplanning. Cost apportionment outside Local Plan Site Contribution — committed development: £1,060,000; external funding: £1,060,000.	Routes to be identified and safeguarded.	Alignment, land and implementation programme to be confirmed.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026		
TH40	Transport and Highways Infrastructure	Bus	Halstead	Halstead St Andrews / Gosfield & Greenstead Green	LPR24 Land South and North-East of Halstead; other Halstead allocations	Halstead Town Network – New Route	New or revised town bus network serving areas currently poorly served, including planned development and Halstead town centre.	On-site / Off-site	ECC; bus operator(s); developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Early development occupation / operator agreement / S106.	Full estimated cost: £2,200,000 Local Plan Site Contribution to 2043: £1,100,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CIL	TBC	Development phasing, patronage and operator agreement. Cost apportionment outside Local Plan Site Contribution — committed development: £1,100,000.	Internal development routes and stops required where relevant.	Long-term service viability.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026		
TH41	Transport and Highways Infrastructure	Multi Modal	Halstead	Halstead St Andrews / Gosfield & Greenstead Green	LPR24 Land South and North-East of Halstead; other Halstead allocations	Halstead Mobility Hubs	Sustainable transport hubs across Halstead to support interchange between bus, walking, cycling and other sustainable modes.	On-site / Off-site	ECC; BDC; developers	Phase 1: 2028–2032	Identified Regulation 19 mitigation project	Development / masterplanning and identification of suitable locations.	Full estimated cost: £2,000,000 Local Plan Site Contribution to 2043: £1,000,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CIL	TBC	Halstead bus network and active travel routes. Cost apportionment outside Local Plan Site Contribution — committed development: £1,000,000.	Locations and land requirements to be confirmed.	Location, operation and funding arrangements to be confirmed.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026		
TH42	Transport and Highways Infrastructure	Multi Modal	Hatfield Peverel	Hatfield Peverel & Terling	LPR28 Land North of the A12, Hatfield Peverel	Hatfield Peverel Station Turning Point, Mobility Hub and Accessibility Upgrades	Station improvements including bus turning provision, mobility hub facilities and accessibility enhancements to support sustainable access to the station.	Off-site	ECC; BDC; rail stakeholders; developer(s)	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	LPR28 development / feasibility / stakeholder agreement.	Full estimated cost: £10,000,000 Local Plan Site Contribution to 2043: £5,000,000	ECC Reg 19 mitigation shortlist cost model, 2026.	BSIP; S106; CIL	TBC	Station layout and routing of bus services. Cost apportionment outside Local Plan Site Contribution — committed development: £5,000,000.	Land required for turning / mobility-hub provision to be confirmed.	Land, rail stakeholder agreement, design and funding.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026		

Reference	Infrastructure Category		Location		Project Details							Project Financing				Site Specifics		Project Categorisation (Critical (Red), Necessary (Yellow), Important (Blue))	Source/Evidence		
	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies			Land Details (Land secured for delivery, location, key constraints)	Project Risks
TH43	Transport and Highways Infrastructure	Bus	Hatfield Peverel	Hatfield Peverel & Terling	LPR28 Land North of the A12, Hatfield Peverel	Route Existing Bus Services via Hatfield Peverel Station	Alteration of existing bus routes to provide direct access to Hatfield Peverel Station once suitable turning provision is available.	Off-site	ECC; bus operator(s)	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	Delivery of station turning provision and operator agreement	Full estimated cost: £45,000 Local Plan Site Contribution to 2043: £22,500	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CIL; BSIP; ECC	TBC	Hatfield Peverel Station turning-point scheme. Cost apportionment outside Local Plan Site Contribution — committed development: £22,500.	No additional land beyond the associated station scheme anticipated.	Operator agreement and service viability.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH44	Transport and Highways Infrastructure	Multi Modal	Kelvedon / Witham / Hatfield Peverel	N/A	LPR26 Kings Dene; LPR27 Wood End Farm, Witham; LPR28 Land North of the A12, Hatfield Peverel; relevant Kelvedon allocations	Kelvedon Mobility Hub	Mobility hub to encourage interchange between rail, bus, walking, cycling and other sustainable modes serving Kelvedon and the wider corridor.	On-site / Off-site	ECC; BDC; developers; rail stakeholders	Phase 1: 2028–2032	Identified Regulation 19 mitigation project	Relevant development / station-access strategy / S106.	Full estimated cost: £1,300,000 Local Plan Site Contribution to 2043: £585,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CIL	TBC	Kelvedon Station improvements and wider corridor sustainable transport strategy. Cost apportionment outside Local Plan Site Contribution — committed development: £585,000; external funding: £130,000.	Location and land requirements to be confirmed.	Location, specification and funding arrangements to be confirmed.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH45	Transport and Highways Infrastructure	Multi Modal / Rail	Kelvedon	Kelvedon & Feering	LPR26 Kings Dene; West St / Dominics / London Road, Land North East of Cranes Lane and Railway Garage / Station Road allocations, Kelvedon	Kelvedon Station Improvements	Station improvements potentially including accessibility, additional parking, active travel facilities, bus turnaround / drop-off provision and improved cycle connectivity from Kings Dene.	On-site / Off-site	Network Rail; Greater Anglia; ECC; developer(s); BDC	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	LPR26 phasing / masterplanning / rail stakeholder agreement.	Full estimated cost: £2,600,000 Local Plan Site Contribution to 2043: £2,600,000	ECC Reg 19 mitigation shortlist cost model, 2026. Full estimated cost is included in the Local Plan Site Contribution to 2043.	Developer; S106; CIL	TBC	Kings Dene delivery, station capacity and rail approvals.	Station / rail land and operational requirements to be confirmed.	Funding, technical approvals, land and delivery phasing.	Critical	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH46	Transport and Highways Infrastructure	Multi Modal	Witham	Witham South / Witham Central	LPR27 Wood End Farm, Witham; LPR35 Cut Throat Lane Car Park; other Witham allocations	Witham Mobility Hub	Sustainable transport hub(s) supporting interchange between rail, bus, walking, cycling and other sustainable modes in Witham.	Off-site	ECC; BDC; developers	Phase 1: 2028–2032	Identified Regulation 19 mitigation project	Feasibility / location study and relevant development.	Full estimated cost: £1,900,000 Local Plan Site Contribution to 2043: £855,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CIL	TBC	Wider Witham station and transport network. Cost apportionment outside Local Plan Site Contribution — committed development: £855,000; external funding: £190,000.	Location(s) to be identified.	Land, specification and delivery arrangements to be confirmed.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH47	Transport and Highways Infrastructure	Highways	Witham	Witham South / Witham Central	LPR27 Wood End Farm, Witham; LPR35 Cut Throat Lane Car Park; Witham; other Witham allocations	Witham Town Centre Improvements	Town-centre highway and traffic-management improvements to address congestion and support movement through Witham.	Off-site	ECC; BDC; developers	Phase 2: 2033–2037	Identified Regulation 19 mitigation project / feasibility required	Completion of feasibility work and identification of preferred measures.	Full estimated cost: £3,000,000 Local Plan Site Contribution to 2043: £1,500,000	ECC Reg 19 mitigation shortlist cost model, 2026.	S106; CIL	TBC	Feasibility and interaction with the wider Witham transport package. Cost apportionment outside Local Plan Site Contribution — committed development: £1,500,000.	Primarily existing highway, additional land to be confirmed.	Scheme scope and preferred design not yet confirmed.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH48	Transport and Highways Infrastructure	Highways	Braintree / A120 corridor	N/A	Braintree, Witham, Coggeshall, Halstead and Kelvedon allocations, including LPR19–LPR24 and LPR26–LPR27	Galley's Corner Roundabout Improvements	Junction improvements at Galley's Corner to mitigate Local Plan growth impacts, improve network operation and accommodate active-travel requirements while safeguarding the strategic A120 interface.	Off-site	ECC; National Highways; developers	Phase 3: 2038–2043	Identified Regulation 19 mitigation project	Detailed transport assessment / design / relevant development phasing.	Full estimated cost: £26,000,000 Local Plan Site Contribution to 2043: £7,800,000	ECC Reg 19 mitigation shortlist cost model, 2026.	National Housing Delivery Fund; DfT; National Highways; developer; S106	TBC	Relationship with Marks Farm, Millennium Way Slips and the wider A120 strategy. Cost apportionment outside Local Plan Site Contribution — committed development: £5,200,000; external funding: £13,000,000.	Highway land requirements to be established through design.	Major scheme with funding, design and strategic-highway dependencies.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH49	Transport and Highways Infrastructure	Highways	Braintree / A120 corridor	N/A	Braintree, Witham, Coggeshall, Halstead and Kelvedon allocations, including LPR19–LPR24 and LPR26–LPR27	Marks Farm Roundabout Improvements	Junction improvements at Marks Farm to mitigate Local Plan growth impacts and improve network operation on the A131 / A120 approaches to Braintree.	Off-site	ECC; National Highways where relevant; developers	Phase 3: 2038–2043	Identified Regulation 19 mitigation project	Detailed transport assessment / design / relevant development phasing.	Full estimated cost: £18,000,000 Local Plan Site Contribution to 2043: £5,400,000	ECC Reg 19 mitigation shortlist cost model, 2026.	National Housing Delivery Fund; DfT; National Highways; developer; S106	TBC	Relationship with Galley's Corner and the wider Braintree transport package. Cost apportionment outside Local Plan Site Contribution — committed development: £3,600,000; external funding: £9,000,000.	Highway land requirements to be confirmed.	Major scheme with design, funding and delivery dependencies.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH50	Transport and Highways Infrastructure	Highways	Kings Dene / Kelvedon	Kelvedon & Feering	LPR26 Kings Dene	Kings Dene A12 Access Options	New access to the A12 to serve Kings Dene, based on options identified through developer and transport work and subject to agreement with National Highways.	On-site / Off-site	Developer; ECC; National Highways	Phase 3: 2038–2043 / linked to LPR26 phasing	Identified Regulation 19 mitigation project	LPR26 masterplanning / Transport Assessment / National Highways agreement / development phasing.	Full estimated cost: £47,000,000 Local Plan Site Contribution to 2043: £23,500,000	ECC Reg 19 mitigation shortlist cost model, 2026.	National Housing Delivery Fund; DfT; National Highways; developer; S106	TBC	National Highways agreement, wider A12 strategy and Kings Dene phasing. Cost apportionment outside Local Plan Site Contribution — external funding: £23,500,000.	Significant land requirement to be safeguarded through masterplanning.	Strategic-highway approval, design, land, phasing and funding.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026

Reference	Infrastructure Category		Location		Project Details								Project Financing					Site Specifics		Project	
	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies	Land Details (Land secured for delivery, location, key constraints)	Project Risks	Project Categorisation (Critical (Red), Necessary (Yellow), Important (Blue))	Source/Evidence
TH51	Transport and Highways Infrastructure	Highways	Kings Dene / Kelvedon	Kelvedon & Feering	LPR26 Kings Dene	Coggeshall Road / Oak Road Link	New link between Coggeshall Road and Oak Road through Kings Dene, connecting with the internal road network and proposed A12 access.	On-site	Developer; ECC	Phase 3: 2038–2043 / linked to LPR26 phasing	Identified Regulation 19 mitigation project	LPR26 masterplanning / planning application / phased occupation	Full estimated cost: £31,000,000 Local Plan Site Contribution to 2043: £15,500,000	ECC Reg 19 mitigation shortlist cost model, 2026.	National Housing Delivery Fund; DfT; National Highways; developer; S106	TBC	Kings Dene masterplan and A12 access strategy. Cost apportionment outside Local Plan Site Contribution — external funding: £15,500,000.	Land to be incorporated within the LPR26 masterplan.	Delivery depends on phasing and final access strategy.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH52	Transport and Highways Infrastructure	Bus	Kelvedon / Kings Dene / Coggeshall	Kelvedon & Feering / Coggeshall	LPR26 Kings Dene; relevant Kelvedon allocations; Land South Colchester Road and Land south of West Street, Coggeshall	New Bus Route serving Kelvedon, Kings Dene and Coggeshall	New bus provision serving Kings Dene, Kelvedon Station, local amenities and Coggeshall, with the detailed route and service specification to be developed with operators and ECC.	On-site / Off-site	ECC; developer(s); bus operator(s)	Phase 2: 2033–2037	Identified Regulation 19 mitigation project	LPR26 development phasing / occupation / operator agreement.	Full estimated cost: £2,200,000 Local Plan Site Contribution to 2043: £2,200,000	ECC Reg 19 mitigation shortlist cost model, 2026. Full estimated cost is included in the Local Plan Site Contribution to 2043.	Developer; S106; CIL; BSIP funding	TBC	Kings Dene internal road network, Kelvedon Station and operator agreement.	Bus-compatible routes and stops required within development.	Long-term service viability and final route.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH53	Transport and Highways Infrastructure	Bus	East of Braintree	Silver End & Cressing	LPR23 East of Braintree	Five-Year Bus / BRT Subsidy	Five-year bus / BRT subsidy associated with East of Braintree to establish sustainable public transport provision during early phases of development.	On-site / Off-site	Developer; ECC; bus operator(s)	Phase 2: 2033–2037 / early LPR23 phases	Identified site-specific mitigation	LPR23 occupation / Travel Plan / S106.	Full estimated cost: £3,000,000 Local Plan Site Contribution to 2043: £3,000,000	ECC Reg 19 mitigation shortlist cost model, 2026. Full estimated cost is included in the Local Plan Site Contribution to 2043.	Developer funding	TBC	LPR23 phasing and operator agreement.	Internal bus routes and stops required.	Long-term service viability after subsidy period.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH54	Transport and Highways Infrastructure	Active Travel	East of Braintree	Silver End & Cressing	LPR23 East of Braintree	E-bike Hire Scheme	E-bike hire provision to support sustainable movement within East of Braintree and connections to surrounding destinations.	On-site	Developer	Phase 2: 2033–2037 / linked to LPR23 phasing	Identified site-specific mitigation	Travel Plan / relevant occupation trigger.	Full estimated cost: £500,000 Local Plan Site Contribution to 2043: £500,000	ECC Reg 19 mitigation shortlist cost model, 2026. Full estimated cost is included in the Local Plan Site Contribution to 2043.	Developer funding	TBC	Integration with the active travel network and mobility hubs.	Space for docking / parking facilities within development.	Long-term operation and management arrangements.	Important	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH55	Transport and Highways Infrastructure	Multi Modal	East of Braintree	Silver End & Cressing	LPR23 East of Braintree	Car Club	Car-club provision within East of Braintree to reduce reliance on private car ownership and support sustainable travel behaviour.	On-site	Developer / car-club operator	Phase 2: 2033–2037 / linked to LPR23 phasing	Identified site-specific mitigation	Travel Plan / occupation trigger.	Full estimated cost: £1,800,000 Local Plan Site Contribution to 2043: £1,800,000	ECC Reg 19 mitigation shortlist cost model, 2026. Full estimated cost is included in the Local Plan Site Contribution to 2043.	Developer funding	TBC	Operator agreement and Travel Plan.	Dedicated parking / charging spaces within development.	Long-term operator viability and take-up.	Important	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH56	Transport and Highways Infrastructure	Multi Modal	East of Braintree	Silver End & Cressing	LPR23 East of Braintree	Travel Plan Fund	Dedicated funding to implement and monitor Travel Plan measures for East of Braintree and encourage sustainable travel throughout the development build-out.	On-site / Off-site	Developer; ECC	Phase 1: 2028–2032 / linked to LPR23 phasing	Identified site-specific mitigation	Planning permission / S106 / approved Travel Plan.	Full estimated cost: £3,000,000 Local Plan Site Contribution to 2043: £3,000,000	ECC Reg 19 mitigation shortlist cost model, 2026. Full estimated cost is included in the Local Plan Site Contribution to 2043.	Developer funding	TBC	Approved Travel Plan and monitoring framework.	No specific land requirement.	Effectiveness depends on implementation and monitoring.	Necessary	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH57	Transport and Highways Infrastructure	Highways	Halstead	Halstead St Andrews / Gosfield & Greenstead Green	LPR24 Land South and North-East of Halstead; other Halstead allocations	A131 Halstead Relief Road / Link Road	Safeguarded longer-term route around Halstead connecting the A131 south and north of the town and Hedingham Road.	On-site / Off-site	ECC; developers; BDC	Post-2043 / Longer term	Longer-term strategic interface	Future strategic case, feasibility, funding and development requirements.	Full estimated cost: £39,000,000 Local Plan Site Contribution to 2043: £0	ECC Reg 19 mitigation shortlist cost model, 2026. No Local Plan Site Contribution to 2043 in the current cost model.	Developer; S106; S278; National Housing Delivery Fund	TBC	Future growth, feasibility and funding.	Safeguarded corridor / detailed land requirements to be confirmed.	Long-term scheme; no confirmed delivery programme.	Important	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH58	Transport and Highways Infrastructure	Highways	Hatfield Peverel	Hatfield Peverel & Terling	LPR28 Land North of the A12, Hatfield Peverel	New A12 Junction 21 and B1019 Link Road	Longer-term strategic highway interface involving a potential new A12 Junction 21 and B1019 link road, previously associated with the A12 widening DCO.	Off-site	National Highways; ECC; developers	Post-2043 / Longer term	Potential strategic project	Further National Highways work / feasibility / strategic funding.	Full estimated cost: £85,000,000 Local Plan Site Contribution to 2043: £0	ECC Reg 19 mitigation shortlist cost model, 2026. No Local Plan Site Contribution to 2043; £85,000,000 identified beyond 2043.	S106; National Housing Delivery Fund; National Highways	TBC	National Highways strategy and A12 corridor planning.	Significant land and Highway requirements to be confirmed.	No committed delivery programme; major funding and technical dependencies.	Important	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH59	Transport and Highways Infrastructure	Highways	A120 Braintree–Marks Tey corridor	N/A	Braintree, Witham, Coggeshall, Halstead and Kelvedon allocations, including LPR19–LPR24 and LPR26–LPR27	A120 Braintree to A12 / Marks Tey Route Option D	Safeguarded longer-term strategic A120 corridor between Braintree and the A12 / Marks Tey, relevant to future network capacity and strategic growth.	Off-site	National Highways; ECC; DfT	Post-2043 / Longer term	Safeguarded strategic interface	Future Government / National Highways investment decision.	Full estimated cost: £2,600,000,000 Local Plan Site Contribution to 2043: £0	ECC Reg 19 mitigation shortlist cost model, 2026. No Local Plan Site Contribution to 2043; £2,600,000,000 identified beyond 2043.	National Housing Delivery Fund; DfT; National Highways; developer; S106	TBC	National roads programme, safeguarded route and future growth.	Safeguarded route corridor.	No committed funding or delivery programme.	Important	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026
TH60	Transport and Highways Infrastructure	Public Transport	Braintree / Coggeshall / wider North Essex	N/A	Braintree-area allocations including LPR19–LPR23; Land South Colchester Road and Land south of West Street, Coggeshall; other relevant Coggeshall allocations	North Essex Rapid Transit	Longer-term rapid-transit concept connecting Braintree with the wider North Essex corridor, potentially including Coggeshall, Marks Tey and Colchester.	Off-site	ECC; adjoining LPAs; transport providers	Post-2043 / Longer term	Aspirational strategic project	Strategic feasibility; cross-boundary agreement and funding.	Full estimated cost: £420,000,000 Local Plan Site Contribution to 2043: £0	ECC Reg 19 mitigation shortlist cost model, 2026. No Local Plan Site Contribution to 2043; £420,000,000 identified beyond 2043.	BSIP funding; S106; CIL; Housing Delivery Fund; ECC; Local Planning Authorities	TBC	Coordination with Colchester, Uttlesford and wider North Essex transport strategy.	Route and land requirements to be confirmed.	Aspirational scheme with no confirmed route, funding or programme.	Important	ECC Highways Reg 19 Mitigation Shortlist & Cost Model, Aug 2026

Reference	Infrastructure Category		Location		Project Details							Project Financing						Site Specifics		Project Categorisation (Critical (Red), Necessary (Yellow), Important (Blue))	Source/Evidence
	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies	Land Details (Land secured for delivery, location, key constraints)	Project Risks		
ES1	Emergency Services	Ambulance	District Wide	N/A	All qualifying residential and care home development	EEAST development-wide ambulance infrastructure contribution	Contribution towards ambulance estate capacity, emergency ambulance fleet and equipment required to mitigate additional demand from Local Plan growth.	Off-site	EEAST; developers; BDC	Plan period	New provision	Planning application / S106 for qualifying residential development and care home provision where justified.	£340 per 2.2-person dwelling, adjusted pro-rata; approx. £371 per 2.4-person dwelling; £155 per care home room	EEAST, July 2026; pro-rata adjustment based on occupancy	Developer contributions / S106	TBC	Developer contributions	N/A	None identified	Necessary	EEAST ; ICB/EEAST engagement ; EEAST July 2026
ES2	Emergency Services	Ambulance	District Wide	N/A		Chelmsford ambulance hub capacity and EV charging infrastructure	Contribution towards hub capacity, estate improvements, fleet electrification, EV charging and power infrastructure serving Braintree growth from the Chelmsford hub.	Off-site	EEAST; developers; NHS England where relevant;	Plan period	New provision / working position	Where major development generates additional ambulance demand and EEAST confirms a contribution requirement.	New ambulance hub benchmark £15m-£22m; Braintree growth-related contribution TBC	EEAST CDEL context and hub cost benchmark, July 2026	Developer contributions / S106 where justified; NHS capital funding where available	TBC	EEAST estate strategy; Chelmsford hub capacity; EV charging requirements; power network capacity; growth phasing	Chelmsford hub outside Braintree District but serving the Braintree operational area.	None identified	Important	EEAST ; ICB/EEAST engagement ; EEAST July 2026
ES3	Emergency Services	Ambulance	District Wide	N/A		Public access defibrillator provision	Provision of AED devices, outdoor-rated heated cabinets, consumables and 10-year maintenance in high-footfall locations.	On-site / Off-site	Developers; EEAST; BDC	Plan period	New provision	Planning application / S106 for major development, local centres, community hubs, care homes and other high-footfall locations.	Approx. £5,000 per device including 10-year consumables and maintenance	EEAST, July 2026	Developer provision / S106	TBC	Power supply; location strategy; long-term maintenance responsibility; parish council / EEAST agreement	Locations should be close to power and in high-footfall areas; maximum effective retrieval distance of 800m.	Risk that devices are installed without clear long-term maintenance responsibility.	Important	EEAST ; ICB/EEAST engagement ; EEAST July 2026
ES4	Emergency Services	Police	Great Notley	Great Notley & Black Notley	Policy LPR19	Police infrastructure / facilities	Contribution towards police infrastructure/facilities required to add capacity and mitigate growth.	Off-site	Essex Police	Plan period	New provision	To be determined at planning application / S106 negotiation	£1,114,482	Essex Police, 31 July 2026	Developers	£1,114,482	Essex Police evidence; pre-application scoping; final site phasing	N/A	None identified	Necessary	Essex Police July 2026
ES5	Emergency Services	Police	Halstead	Gosfield and Greenstead Green, AND The Colnes	Policy LPR24	Police infrastructure / facilities	Contribution towards police infrastructure/facilities required to add capacity and mitigate growth.	Off-site	Essex Police	Plan period	New provision	To be determined at planning application / S106 negotiation	£1,818,841	Essex Police, 31 July 2026	Developers	£1,818,841	Essex Police evidence; pre-application scoping; final site phasing	N/A	None identified	Necessary	Essex Police July 2026
ES6	Emergency Services	Police	Kelvedon & Feering	Kelvedon & Feering	Policies LPR25 & LPR26	Police infrastructure / facilities	Contribution towards police infrastructure/facilities required to add capacity and mitigate growth.	Off-site	Essex Police	Plan period	New provision	To be determined at planning application / S106 negotiation	£3,571,320	Essex Police, 31 July 2026	Developers	£3,571,320	Essex Police evidence; pre-application scoping; final site phasing	N/A	None identified	Necessary	Essex Police July 2026
ES7	Emergency Services	Police	Witham	Witham Central	Policy LPR27	Police infrastructure / facilities	Contribution towards police infrastructure/facilities required to add capacity and mitigate growth.	Off-site	Essex Police	Plan period	New provision	To be determined at planning application / S106 negotiation	£67,550	Essex Police, 31 July 2026	Developers	£67,550	Essex Police evidence; pre-application scoping; final site phasing	N/A	None identified	Necessary	Essex Police July 2026
ES8	Emergency Services	Police	Braintree	N/A	Policies LPR20, LPR21, LPR22 & LPR23	Police infrastructure / facilities	Contribution towards police infrastructure/facilities required to add capacity and mitigate growth.	Off-site	Essex Police	Plan period	New provision	To be determined at planning application / S106 negotiation	£3,265,379	Essex Police, 31 July 2026	Developers	£3,265,379	Essex Police evidence; pre-application scoping; final site phasing	N/A	None identified	Necessary	Essex Police July 2026
ES9	Emergency Services	Police	Hatfield Peverel	Hatfield Peverel & Terling	Policy LPR28	Police infrastructure / facilities	Contribution towards police infrastructure/facilities required to add capacity and mitigate growth.	Off-site	Essex Police	Plan period	New provision	To be determined at planning application / S106 negotiation	£732,078	Essex Police, 31 July 2026	Developers	£732,078	Essex Police evidence; pre-application scoping; final site phasing	N/A	None identified	Necessary	Essex Police July 2026
ES10	Emergency Services	Fire and Rescue	Great Notley	Great Notley & Black Notley	Policy LPR19	Fire & Rescue infrastructure / facilities	Contribution towards additional fire and rescue infrastructure/facilities required to add capacity and mitigate growth.	Off-site	ECFRS	Plan period	New provision	To be determined at planning application / S106 negotiation	£612,500	ECFRS 31 July 2026; broad budget for strategic growth location infrastructure/facilities	Developers	£612,500	ECFRS evidence; pre-application scoping; final site phasing	N/A	None identified	Necessary	ECFRS July 2026
ES11	Emergency Services	Fire and Rescue	Halstead	Gosfield and Greenstead Green, AND The Colnes	Policy LPR24	Fire & Rescue infrastructure / facilities	Contribution towards additional fire and rescue infrastructure/facilities required to add capacity and mitigate growth.	Off-site	ECFRS	Plan period	New provision	To be determined at planning application / S106 negotiation	£997,500	ECFRS 31 July 2026; broad budget for strategic growth location infrastructure/facilities	Developers	£997,500	ECFRS evidence; pre-application scoping; final site phasing	N/A	None identified	Necessary	ECFRS July 2026
ES12	Emergency Services	Fire and Rescue	Kelvedon & Feering	Kelvedon & Feering	Policies LPR25 & LPR26	Fire & Rescue infrastructure / facilities	Contribution towards additional fire and rescue infrastructure/facilities required to add capacity and mitigate growth.	Off-site	ECFRS	Plan period	New provision	To be determined at planning application / S106 negotiation	£2,252,250	ECFRS 31 July 2026; broad budget for strategic growth location infrastructure/facilities	Developers	£2,252,250	ECFRS evidence; pre-application scoping; final site phasing	N/A	None identified	Necessary	ECFRS July 2026
ES13	Emergency Services	Fire and Rescue	Witham	Witham Central	Policy LPR27	Fire & Rescue infrastructure / facilities	Contribution towards additional fire and rescue infrastructure/facilities required to add capacity and mitigate growth.	Off-site	ECFRS	Plan period	New provision	To be determined at planning application / S106 negotiation	£140,000	ECFRS 31 July 2026; broad budget for strategic growth location infrastructure/facilities	Developers	£140,000	ECFRS evidence; pre-application scoping; final site phasing	N/A	None identified	Necessary	ECFRS July 2026
ES14	Emergency Services	Fire and Rescue	Braintree	N/A	Policies LPR20, LPR21, LPR22 & LPR23	Fire & Rescue infrastructure / facilities	Contribution towards additional fire and rescue infrastructure/facilities required to add capacity and mitigate growth.	Off-site	ECFRS	Plan period	New provision	To be determined at planning application / S106 negotiation	£1,771,000	ECFRS 31 July 2026; broad budget for strategic growth location infrastructure/facilities	Developers	£1,771,000	ECFRS evidence; pre-application scoping; final site phasing	N/A	None identified	Necessary	ECFRS July 2026

Reference	Infrastructure Category		Location		Project Details							Project Financing						Site Specifics		Project	
	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies	Land Details (Land secured for delivery, location, key constraints)	Project Risks	Project Categorisation (Critical (Red), Necessary (Yellow), Important (Blue))	Source/Evidence
ES15	Emergency Services	Fire and Rescue	Hatfield Peverel	Hatfield Peverel & Terling	Policy LPR28	Fire & Rescue infrastructure / facilities	Contribution towards additional fire and rescue infrastructure/facilities required to add capacity and mitigate growth.	Off-site	ECFRS	Plan period	New provision	To be determined at planning application / S106 negotiation	£402,500	ECFRS 31 July 2026; broad budget for strategic growth location infrastructure/facilities	Developers	£402,500	ECFRS evidence; pre-application scoping; final site phasing	N/A	None identified	Necessary	ECFRS July 2026
ES16	Emergency Services	Fire and Rescue	Kelvedon & Feering	Kelvedon & Feering	Policy LPR26	Kelvedon Park ECFRS HQ access / egress safeguarding	Site-specific safeguarding and design measures to ensure unrestricted operational access and egress to/from ECFRS Headquarters at Kelvedon Park during and after Kings Dene delivery.	On-site / adjacent	ECFRS; developer; BDC; ECC Highways	Linked to Kings Dene phasing	Site-specific requirement	Kings Dene masterplanning, pre-application and planning application stage before any access/egress changes affect Kelvedon Park.	TBC / site-specific	ECFRS 31 July 2026; broad budget for strategic growth location infrastructure/facilities	Developer provision / S106 / S178 where justified	TBC	Kings Dene masterplanning; Highway/access design; ECFRS operational requirements; construction phasing	Kelvedon Park HQ access must remain unrestricted at all times; land/access arrangements to be confirmed through masterplanning.	None identified	Necessary	ECFRS July 2026
ED1	Education	Primary education / EYCC	Great Notley	Great Notley and Black Notley	Policy LPR19 Hayeswood	LPR19 Hayeswood education	New primary school with co-located 72-place EYCC nursery plus two 56-place stand-alone EYCC nurseries to serve Hayeswood and cumulative local demand.	On-site	ECC; developer; BDC; EYCC provider(s);	Linked to SGL phasing	New Project	Masterplanning / pre-application; land and contributions to be secured before relevant phases are occupied.	£15,153,756 420(2fe) x 25,089 + 72 x 25,089 112 x 25,089	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	Developer land provision and S106 contributions; Basic Need / DfE funding only where applicable	TBC	Land compliance; statutory school process; ECC approval; site phasing; final housing mix; EYCC provider agreement.	2.22ha suitable land for primary/EYCC plus two 0.18ha nursery sites to be identified and secured through masterplanning.	Risk that education land is not safeguarded.	Critical	August 2026 Regulation 19 ECC assessment
ED2	Education	Primary education / EYCC	Braintree	Bocking North / Bocking South / Three Fields	Policy LPR20 Land East of Broad Road	LPR20 Broad Road / Straits Mill education	New primary school with co-located EYCC nursery on 2.2ha plus a 56-place stand-alone EYCC nursery on 0.13ha, as secured through planning permission/S106.	On-site	ECC; developer; BDC; EYCC provider(s)	Plan period / linked to development phasing / trigger to be agreed at planning stage	Committed / S106 secured	Delivery trigger as set out in planning permission/S106; review through site phasing.	£13,347,348 420(2fe) x 25,089 + 56 x 25,089 56 x 25,089	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	Developer land provision and S106 contributions; DfE / Basic Need funding where applicable	None identified if S106 remains deliverable	Existing S106; delivery phasing; land compliance; provider agreement.	2.2ha education land and 0.13ha stand-alone EYCC land secured by S106.	Risk if consented delivery timing changes or S106 land is not implemented as assumed.	Critical	August 2026 Regulation 19 ECC assessment
ED3	Education	EYCC	Braintree	Bocking North / Bocking South / Three Fields	Policy LPR21 Former Towerlands Park	LPR21 Towerlands stand-alone EYCC nursery	56-place stand-alone EYCC nursery to serve demand from the Towerlands allocation, as secured through planning permission/S106.	On-site	ECC; developer; BDC; EYCC provider(s)	Plan period / linked to S106 phasing	Committed / S106 secured	Delivery trigger as set out in planning permission/S106.	£1,404,984 56 x 25,089	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	Developer land provision and S106 contributions; DfE / Basic Need funding where applicable	None identified if S106 remains deliverable	Existing S106; provider agreement.	0.13ha suitable land secured by S106.	Risk if consented delivery timing changes or provider not secured.	Necessary	August 2026 Regulation 19 ECC assessment
ED4	Education	Primary education / EYCC	Braintree	Bocking North / Bocking South / Three Fields	Policy LPR22 Panfield Lane	LPR22 Panfield Lane primary school and EYCC nursery	New primary school with co-located 56-place EYCC nursery on up to 2ha of suitable education land, as secured through planning permission/S106.	On-site	ECC; developer; BDC; EYCC provider(s)	Plan period / linked to SGL phasing	Committed / S106 secured	Delivery trigger as set out in planning permission/S106.	£11,942,364 420(2fe) x 25,089 + 56 x 25,089	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	Developer land provision and S106 contributions; DfE / Basic Need funding where applicable	None identified if S106 remains deliverable	Existing S106; land compliance; statutory process.	Up to 2ha suitable education land secured by S106.	Risk if consented delivery timing changes or local capacity assumptions change.	Critical	August 2026 Regulation 19 ECC assessment
ED5	Education	Secondary education / Primary education / EYCC	East of Braintree / Silver End and Cressing	Silver End and Cressing	Policy LPR23 East of Braintree	LPR23 East of Braintree education campus and EYCC package	New secondary school on 10.1ha co-located with primary/EYCC provision on 3.09ha, plus one 72-place and two 56-place stand-alone EYCC nurseries.	On-site	ECC; developer; BDC; DfE / where relevant; EYCC provider(s)	Linked to SGL phasing	New Project	Triggers to be agreed at relevant stage of planning application.	£55,054,374 900(6fe) x 30,394 + 630 x 25,089 + 72 x 25,089 (+20% sixth form allowance) 184 x 25,089	Indicative: 6FE secondary plus 20% sixth-form allowance; 3FE primary plus 72-place nursery; stand-alone EYCC cost per place. ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	Developer land provision and S106 contributions; DfE / Basic Need funding where applicable	TBC	Statutory process; detailed masterplanning; phasing; sixth-form requirement.	10.1ha secondary land plus 3.09ha primary/EYCC land, 0.22ha for 72-place nursery and two 0.18ha nursery sites.	Risk that Silver End / Cressing primary demand cannot be met locally without sustainable school transport issues.	Critical	August 2026 Regulation 19 ECC assessment
ED6	Education	Primary education / EYCC	Halstead	Halstead St Andrews / Gosfield and Greenstead Green	Policy LPR24 Land South and North-East of Halstead	LPR24 Halstead primary school and EYCC package	New primary school with co-located 72-place EYCC nursery on 3.09ha plus four 56-place stand-alone EYCC nurseries.	On-site / adjacent	ECC; developer; BDC; EYCC provider(s)	Linked to SGL phasing	New Project	Triggers to be agreed at relevant stage of planning application.	£23,232,414 630(3fe) x 25,089 + 72 x 25,089 224 x 25,089	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	Developer land provision and S106 contributions; potential use/integration of ECC land; Basic Need where applicable	TBC	Review of Ravens Avenue land; landowner/developer agreement; statutory process; site phasing; EYCC provider agreement.	3.09ha primary/EYCC land to be identified; four 0.18ha stand-alone nursery sites; ECC owns c.1.74ha at Ravens Avenue but this is below typical 3FE school site size.	Risk that 1.74ha safeguarded land is insufficient unless integrated through masterplanning; risk of secondary pressure at Ramsey Academy.	Critical	August 2026 Regulation 19 ECC assessment
ED7	Education	Secondary education	Halstead / Northeast Braintree	Halstead St Andrews / wider Northeast planning group	Policy LPR24	Ramsey Academy secondary expansion option	Potential secondary expansion at Ramsey Academy to help meet demand from Halstead growth; ECC indicates around 3FE may be feasible but may still be around 1FE short of long-term need.	Off-site	ECC; school / academy trust; developer(s); BDC; DfE where relevant	Plan period / linked to Halstead growth phasing	Potential Project	Further feasibility and pre-application / S106 discussions for Halstead growth.	£13,005,900 indicative for 3FE expansion; sixth form and abnormals TBC	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	S106 contributions; Basic Need / DfE funding where applicable	TBC	School site feasibility; academy trust agreement; DfE approval; admission patterns; demand monitoring.	Existing Ramsey Academy site; detailed feasibility required.	Potential remaining 1FE shortfall.	Necessary	August 2026 Regulation 19 ECC assessment

Reference	Infrastructure Category		Location		Project Details				Project Financing							Site Specifics		Project Risks	Project Categorisation (Critical (Red), Necessary (Yellow), Important (Blue))	Source/Evidence	
	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies				Land Details (Land secured for delivery, location, key constraints)
ED8	Education	Primary education / EYCC	South East Feering	Kelvedon and Feering	Policy LPR25 South East Feering;	LPR25 South East Feering primary school and EYCC nursery	New primary school with co-located 56-place EYCC nursery on 2.22ha of suitable land; precise EYCC requirement to be confirmed once housing mix is provided.	On-site	ECC; developer; BDC; EYCC provider(s)	Linked to SGL phasing / planning application 26/00119/OUT	New Project / live application	Triggers to be agreed at relevant stage of planning application.	£11,942,364 plus any further EYCC contribution TBC	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	Developer land provision and S106 contributions	TBC	Housing mix; live application; land compliance; Feering / Kelvedon capacity; statutory process.	2.22ha suitable education land.	None identified.	Critical	August 2026 Regulation 19 ECC assessment
ED9	Education	Secondary education / Primary education / EYCC	Kelvedon and Feering	Kelvedon and Feering	Policy LPR26 Kings Dene	LPR26 Kings Dene education campus and EYCC package	New secondary school on 10.1ha co-located with a 3.09ha primary/EYCC site, two further 2.22ha primary/EYCC sites and seven 56-place stand-alone EYCC nurseries.	On-site	ECC; developer; BDC; DfE / where relevant; EYCC provider(s)	Linked to SGL and post-plan phasing	New Project	Triggers to be agreed at relevant stage of planning application.	£95,902,302 1200(8fe) x 30,394 + 630(3fe) x25,089 + 72 x 25,089 (20% sixth form allowance) 420(2fe) x25,089 + 72 x25,089 x 2 56 x 25,089 x 7	Indicative: 8FE secondary plus 20% sixth-form allowance; one 3FE and two 2FE primary/EYCC sites; seven stand-alone nurseries. ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	Developer land provision and S106 contributions; DfE / Basic Need funding where applicable	TBC	Statutory process; all-through option; land compliance; final phasing; active travel access; site capacity; cross-boundary implications.	10.1ha secondary land; one 3.09ha primary/EYCC site; two 2.22ha primary/EYCC sites; seven 0.18ha stand-alone nursery sites.	Very significant land, cost and phasing requirement.	Critical	August 2026 Regulation 19 ECC assessment
ED10	Education	EYCC	Witham	Witham Central	Policy LPR27 Wood End Farm, Witham	LPR27 Wood End Farm stand-alone EYCC nursery	30-place stand-alone EYCC nursery secured through S106 at Wood End Farm; ECC notes current guide would seek 0.11ha but S106 secures 0.0765ha/0.07ha.	On-site	ECC; developer; BDC; EYCC provider(s)	Linked to S106 phasing	Committed / S106 secured	Delivery trigger as set out in planning permission/S106.	£752,670 30 x 25,089	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	Developer land provision and S106 contributions; DfE / Basic Need funding where applicable	None identified if S106 remains deliverable	Existing S106; provider agreement.	0.0765ha / 0.07ha secured by S106 for 30-place nursery.	Risk if consented delivery timing changes or facility cannot meet current ECC site-size preference.	Necessary	August 2026 Regulation 19 ECC assessment
ED11	Education	EYCC	Hatfield Peverel	Hatfield Peverel and Terling	Policy LPR28 Land North of the A12, Hatfield Peverel	LPR28 Hatfield Peverel EYCC nurseries	One 72-place EYCC nursery on 0.22ha and one 56-place stand-alone EYCC nursery on 0.18ha to meet Hatfield Peverel and Terling demand.	On-site	ECC; developer; BDC; EYCC provider(s)	Linked to SGL phasing	New Project	Triggers to be agreed at relevant stage of planning application.	£3,211,392 128 x 25,089	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	Developer land provision and S106 contributions; DfE / Basic Need funding where applicable	TBC	Final housing mix; Lodge Farm education position; EYCC provider agreement; land compliance.	0.22ha for 72-place nursery and 0.18ha for 56-place nursery.	Risk that final mix or delivery phasing alters childcare demand; ensure provision from outset.	Necessary	August 2026 Regulation 19 ECC assessment
ED12	Education	EYCC	Great Notley / Black Notley	Great Notley and Black Notley		Friars Farm stand-alone EYCC nursery	56-place stand-alone EYCC nursery on 0.18ha to serve demand from Friars Farm and cumulative local childcare need.	On-site	ECC; developer; BDC; EYCC provider(s)	Plan period / planning application	New Project	Planning application / S106 where the site is progressed.	£1,404,984 56 x 25,089	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment. 56 x £25,089	Developer land provision and S106 contributions; DfE / Basic Need funding where applicable	TBC	Provider agreement; land compliance.	0.18ha land to be secured within/serving Friars Farm.	Risk that no specific Local Plan policy reference leads to less clear safeguarding of the facility.	Necessary	August 2026 Regulation 19 ECC assessment
ED13	Education	EYCC	Coggeshall	Coggeshall	Land South Colchester Road / Land south of West Street	Coggeshall stand-alone EYCC nursery and contributions	30-place stand-alone EYCC nursery on 0.11ha, with proportionate contributions from Land South Colchester Road and Land south of West Street.	On-site / Off-site	ECC; developers; BDC; EYCC provider(s)	Plan period / planning application	New Project	Planning application / S106 for Coggeshall allocations; provision and contributions to be apportioned by child yield.	£752,670 30 x 25,089	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment. 30 x £25,089	Developer land provision and S106 contributions; DfE / Basic Need funding where applicable	TBC	Site policy/obligation mechanism; St Peter's Primary expansion; childcare provider agreement.	0.11ha land sought at South of Colchester Road or appropriate alternative.	Existing EYCC provision in Coggeshall is stretched and lacks year-round provision; risk if facility not secured.	Necessary	August 2026 Regulation 19 ECC assessment
ED14	Education	EYCC	Silver End / Cressing	Silver End and Cressing	Land North of Western Road, Silver End	Land North of Western Road Silver End EYCC nursery	30-place stand-alone EYCC nursery on 0.11ha to mitigate demand from Land North of Western Road and local Silver End / Cressing growth.	On-site	ECC; developer; BDC; EYCC provider(s)	Plan period / planning application 26/00592/OUT	New Project / live application	Planning application / S106 for Land North of Western Road.	£752,670 30 x 25,089	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment. 30 x £25,089	Developer land provision and S106 contributions; DfE	TBC	Planning application outcome; local capacity; provider agreement.	0.11ha suitable land to be secured.	Risk that wider Silver End / Cressing primary and childcare pressures remain unresolved.	Necessary	August 2026 Regulation 19 ECC assessment
ED15	Education	Primary education / EYCC / SEND	Witham	Witham South / Witham Central	Lodge Farm BTE/15/430	Lodge Farm primary school, EYCC and SEND provision	Retain allocated / S106-secured land for a 420-place primary school co-located with 56-place EYCC nursery and SEND provision to serve Lodge Farm and South Witham demand.	On-site	ECC; developer; BDC; DfE where relevant; EYCC provider(s)	Planned 2027/28 but subject to funding position	Committed land / funding risk	DfE funding decision, S106 delivery triggers and updated capacity monitoring.	£11,942,364 plus SEND provision TBC 420 x 25,089 + 56 x 25,089	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment. SEND cost basis £102,697 per place where applicable.	Developer contributions/S106 where justified; DfE/Adult Skills Fund/provider funding as applicable	TBC	DfE funding decision; S106 land; provider/operator agreement.	School site option secured through S106 at Lodge Farm.	Government notified ECC of planned decision to cancel funding; delivery risk needs monitoring.	Necessary	August 2026 Regulation 19 ECC assessment

Reference	Infrastructure Category		Location		Project Details							Project Financing					Site Specifics		Project Risks	Project Categorisation (Critical (Red), Necessary (Yellow), Important (Blue))	Source/Evidence
	Infrastructure Topic	Sub-Topic	Settlement	Ward	Relevant Local Plan Allocation Policy / Site Reference	Project Name	Description and detail of Proposed Infrastructure	On-Site or Off-Site provision	Infrastructure Provider	Delivery Period	Project Status	Key Delivery Trigger Point(s)	Cost Estimate (£)	Cost Basis / Indexation Date	Funding Source(s)	Funding Gap	Dependencies	Land Details (Land secured for delivery, location, key constraints)			
ED16	Education	Primary education	Coggeshall	Coggeshall	St Peter's CE Primary	St Peter's CE Primary expansion	0.5FE expansion of St Peter's CE Primary, Coggeshall, to accommodate local growth, including Coggeshall demand.	Off-site	ECC; school / academy trust; developer(s); BDC	Planned 2027/28	Planned / capital programme	ECC capital programme and relevant planning obligations where local development contributes to need.	£2,206,470 indicative for 0.5FE expansion	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	ECC capital programme; developer contributions where justified	TBC	School site constraints; local admissions; developer contributions; feasibility.	Existing St Peter's CE Primary site.	Expansion potential beyond 2FE is limited.	Necessary	August 2026 Regulation 19 ECC assessment
ED17	Education	Primary education	Cressing	Silver End and Cressing	Cressing Primary	Cressing Primary expansion	0.5FE expansion in ECC capital programme with a further 0.5FE expansion potentially feasible to address Cressing / Silver End demand.	Off-site	ECC; school / academy trust; developer(s); BDC	2026/27 and further plan-period if required	Planned / potential expansion	ECC capital programme; further expansion trigger subject to capacity monitoring and development phasing.	£2,206,470 per 0.5FE expansion; further 0.5FE would be additional	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	ECC capital programme; developer contributions where justified	TBC	Feasibility; school site capacity; Silver End demand; safe routes; developer contributions.	Existing Cressing Primary site; further expansion feasibility to be confirmed.	ECC position on insufficient local capacity and expansion limitations at Silver End Academy.	Necessary	August 2026 Regulation 19 ECC assessment
ED18	Education	Secondary education	Braintree / Great Notley	Braintree Secondary Group B	Policy LPR19 Hayeswood; Notley High School	Notley High secondary expansion	Expansion of Notley High by at least 2FE to meet secondary demand generated by Hayeswood / East of Great Notley growth.	Off-site	ECC; school / academy trust; developer(s); BDC	Linked to Hayeswood phasing	Potential Project	Pre-application / S106 for Hayeswood and wider Braintree growth; feasibility and statutory process.	£8,670,600 indicative for 2FE expansion	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	Developer contributions / S106; Basic Need / DfE funding where applicable	TBC	Feasibility; academy trust agreement; DfE approval; final growth phasing.	Existing Notley High site; expansion capacity to be confirmed through feasibility.	Need to ensure secondary capacity is delivered in line with housing trajectory.	Necessary	August 2026 Regulation 19 ECC assessment
ED19	Education	Secondary education	Witham	Braintree Secondary Group C	Maltings Academy	Maltings Academy 2FE expansion	2FE expansion of Maltings Academy in ECC capital programme to support Witham-area secondary demand.	Off-site	ECC; school / academy trust; developer(s); BDC	Planned 2027/28	Planned / capital programme	ECC capital programme; development contributions where local plan growth contributes to need.	£8,670,600 indicative for 2FE expansion	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	ECC capital programme; developer contributions where justified	TBC	Academy trust agreement; DfE approval; delivery programme; Witham growth phasing.	Existing Maltings Academy site.	Risk if expansion does not align with growth trajectory or school organisation approvals.	Necessary	August 2026 Regulation 19 ECC assessment
ED20	Education	Secondary education	Witham	Braintree Secondary Group C	New Rickstones Academy	New Rickstones secondary expansion option	Potential further 2FE expansion of New Rickstones Academy if required to support Witham-area demand and reserve site scenarios.	Off-site	ECC; school / academy trust; developer(s); BDC	Plan period / if required	Potential Project	Capacity monitoring; further feasibility; S106 where development contributes to need.	£8,670,600 indicative for 2FE expansion	ECC Developers' Guide to Infrastructure Contributions / DfE National Scorecard Q1 2026; costs index-linked and subject to case-by-case assessment.	Developer contributions / S106; Basic Need / DfE funding where applicable	TBC	Demand monitoring; school site feasibility; DfE approval; reserve site decisions.	Existing New Rickstones site; stated to have a large site and potential space.	Potential project only; avoid committing unless demand and feasibility are confirmed.	Important	August 2026 Regulation 19 ECC assessment
ED21	Education	SEND	District Wide / cross-boundary	N/A	All developments of 20+ dwellings	SEND provision	SEND contributions for provision arising from cumulative growth in Braintree and neighbouring authorities. Need for 363 SEND places identified by ECC.	On-site / Off-site	ECC; developers;	Plan period	No specific project identified	Qualifying residential development; final SEND assessment; cross-boundary planning and site identification.	£102,697 per SEND place; indicative total £37,279,011	ECC cost per SEND place; August 2026 / IDP assessment	Developer contributions / S106; DfE / Basic Need where applicable	TBC	None identified	Former Edith Borthwick School site identified and reserved by ECC	SEND infrastructure already at capacity;	Necessary	August 2026 Regulation 19 ECC assessment
ED22	Education	Post-16 / Adult education and skills	District Wide	N/A		Employment and Skills Plans / adult learning access	Employment and Skills Plans for qualifying residential/employment development and access to flexible community learning space for ACL where required.	On-site / Off-site	Developers; BDC; ECC; ACL Essex; training providers	Plan period	Development management requirement	Residential sites of 50+ dwellings or employment sites of 2,500sqm GVA+; case-by-case need for contributions or learning space.	TBC / case-specific;	ECC / DfE National Scorecard Q1 2026; case-by-case ESP assessment	Developer contributions/S106 where justified; DfE/Adult Skills Fund/provider funding as applicable	TBC	Access to community buildings and digital learning facilities.	No dedicated land identified; assumes use of community halls/neighbourhood centres where suitable.	Risk that community buildings are delivered without suitable flexible learning space or digital infrastructure.	Important	August 2026 Regulation 19 ECC assessment
GT1	Social and Community Infrastructure	Gypsy and Traveller	Great Notley	Great Notley and Black Notley	LPR19	Gypsy and Traveller Pitch Provision	Provision of, or contribution towards, a Gypsy and Traveller site to meet identified Local Plan need. Quantum to be confirmed.	On-site / Off-site	Developer; Braintree District Council;	Plan period	N/A	Trigger to be agreed through S106/ masterplanning.	TBC	Site-specific	Developer contributions / S106	TBC	Suitable land, access, servicing, drainage, tenure and management arrangements	Land to be secured	Land requirements	Necessary	R19 Local Plan
GT2	Social and Community Infrastructure	Gypsy and Traveller	Braintree	Bocking North / Bocking South / Three Fields	LPR20	Gypsy and Traveller Pitch Provision	Provision of, or contribution towards, a Gypsy and Traveller site to meet identified Local Plan need. Quantum to be confirmed.	On-site / Off-site	Developer; Braintree District Council;	Plan period	N/A	Trigger to be agreed through S106/ masterplanning.	TBC	Site-specific	Developer contributions / S106	TBC	Suitable land, access, servicing, drainage, tenure and management arrangements	Land to be secured	Land requirements	Necessary	R19 Local Plan
GT3	Social and Community Infrastructure	Gypsy and Traveller	Braintree	Silver End and Cressing	LPR23	Gypsy and Traveller Pitch Provision	Provision of a 10 pitch/plot Gypsy and Traveller site(s).	On-site	Developer; Braintree District Council;	Plan period	N/A	Trigger to be agreed through S106/ masterplanning.	£1.0m	10 x £100,000 per pitch/plot; working viability assumption - Braintree District Council assumption.	Developer contributions / S106	TBC	Suitable land, access, servicing, drainage, tenure and management arrangements	Land to be secured	Land requirements	Necessary	R19 Local Plan
GT4	Social and Community Infrastructure	Gypsy and Traveller	Halstead	Halstead St Andrews / Gosfield and Greenstead Green	LPR24	Gypsy and Traveller Pitch Provision	Provision of an 11 pitch/plot Gypsy and Traveller site(s).	On-site	Developer; Braintree District Council;	Plan period	N/A	Trigger to be agreed through S106/ masterplanning.	£1.1m	11 x £100,000 per pitch/plot; working viability assumption - Braintree District Council assumption.	Developer contributions / S106	TBC	Suitable land, access, servicing, drainage, tenure and management arrangements	Land to be secured	Land requirements	Necessary	R19 Local Plan

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GT5	Social and Community Infrastructure	Gypsy and Traveller	Kelvedon & Feering	Kelvedon & Feering	LPR25	Gypsy and Traveller Pitch Provision	Provision of, or contribution towards, a Gypsy and Traveller site to meet identified Local Plan need. Quantum to be confirmed.	On-site / Off-site	Developer; Braintree District Council;	Plan period	N/A	Trigger to be agreed through S106/ masterplanning.	TBC	Site-specific	Developer contributions / S106	TBC	Suitable land, access, servicing, drainage, tenure and management arrangements	Land to be secured	Land requirements	Necessary	R19 Local Plan
GT6	Social and Community Infrastructure	Gypsy and Traveller	Kelvedon & Feering	Kelvedon & Feering	LPR26	Gypsy and Traveller Pitch Provision	Provision of a 22 pitch/plot Gypsy and Traveller site(s) with serviced plots.	On-site	Developer; Braintree District Council;	Plan period	N/A	Trigger to be agreed through S106/ masterplanning.	£2.2m	22 x £100,000 per pitch/plot; working viability assumption - Braintree District Council assumption.	Developer contributions / S106	TBC	Suitable land, access, servicing, drainage, tenure and management arrangements	Land to be secured	Land requirements	Necessary	R19 Local Plan
GT7	Social and Community Infrastructure	Gypsy and Traveller	Hatfield Peverel	Hatfield Peverel & Terling	LPR28	Gypsy and Traveller Pitch Provision	Provision of a 4 pitch/plot Gypsy and Traveller site with serviced plots.	On-site	Developer; Braintree District Council;	Plan period	N/A	Trigger to be agreed through S106/ masterplanning.	£400,000.00	4 x £100,000 per pitch/plot; working viability assumption - Braintree District Council assumption.	Developer contributions / S106	TBC	Suitable land, access, servicing, drainage, tenure and management arrangements	Land to be secured	Land requirements	Necessary	R19 Local Plan

Transport cost note: Full estimated cost = the Adjusted Estimated Cost in the ECC Regulation 19 mitigation shortlist. Local Plan Site contribution to 2043 = the Total estimated LP IDP transport contribution 2043 excluding committed development. These are strategic 2026 plan-