

Tendring Infrastructure Delivery Plan

Regulation 19 Tendring Local Plan

Tendring District Council

Final report

Prepared by LUC

August 2026



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Chapter 1

Introduction

1.1 This report represents the Infrastructure Delivery Plan (IDP) to support growth in the Regulation 19 Tendring District Local Plan.

1.2 The report is structured as follows:

- Chapter 1 (this chapter) provides a brief overview of this report and its purpose
- Chapter 2 sets out the policy context and methodology for the IDP, including the development context within the Tendring District area.
- Chapters 3-13 set out the relevant assessment for each infrastructure topic, specifically including the current provision, the infrastructure needs arising from the anticipated growth, the cost of that provision, and how those costs are to be funded.
- Chapter 14 provides a summary.

1.3 This report is accompanied by appendices, as follows:

- Appendix A: Maps showing the Local Plan sites tested
- Appendix B: Infrastructure Schedules

1.4 This IDP covers the area of Tendring District. Tendring sits entirely within the county of Essex in the Southeast of England. The area is a peninsula, separated from Suffolk to the north by the River Stour and Southeast Essex by the Rivers Blackwater and Colne to the south.

1.5 The main settlements are Clacton-on-Sea, Harwich, Frinton-on-Sea, Brightlingsea, Walton-on-the-Naze and Manningtree. The area is shown on **Figure 1.1** below.

Figure 1.1: Settlements in Tendring District

Source: <https://i0.wp.com/tendringwinning.uk/wp-content/uploads/2015/02/TTA-MAP.png?ssl=1>

Chapter 2

Policy Context and Methodology

National policy and guidance

2.1 The current National Planning Policy Framework (NPPF) [\[See reference 1\]](#) sets out the Government's planning policies and how these are expected to be applied.

2.2 Section 2 of the current NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development which has three overarching objectives, economic, social and environmental.

2.3 It goes on to describe (paragraph 11) what this means in terms of plan making, setting out that all plans should "promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects."

2.4 At paragraph 20 the NPPF makes it clear that local planning authorities should include strategic policies which make sufficient provision for:

"b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).

c) community facilities (such as health, education and cultural infrastructure).

d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation".

2.5 Paragraphs 16 and 25 of the NPPF clearly highlight the importance of early and appropriate engagement with infrastructure providers in the development of a local plan. Paragraph 26 recognises the importance of joint working in relation to determining "where additional infrastructure is necessary".

2.6 Paragraph 35 refers to development contributions and states that, "plans should set out the contributions expected from development" which includes setting out the levels and type of affordable housing and the required infrastructure. This infrastructure is likely to include education, transport, health, flood and water management, green and digital infrastructure.

2.7 Paragraph 56 refers to planning conditions and planning obligations. Planning obligations are requirements that councils can place on developers to ensure the developers deliver the required infrastructure and that they seek to mitigate the impact of their development. This is normally undertaken through the use of legal agreements, known as Section 106 and Section 278 Agreements, and through the use of planning conditions which are attached to the planning permission in the planning decision notice.

2.8 Paragraph 58 of the NPPF states that councils can only request and apply these planning obligations where they meet the three legislative tests which are set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010. This states that a planning obligation must be:

- a) Necessary to make a development acceptable in planning terms;
- b) Directly related to the development: and
- c) Fairly and reasonably related in scale and kind to the development.

2.9 Paragraph 77 of the NPPF further states the potential for large scale development to be related to 'existing or planned investment in infrastructure.'

2.10 Section 8 of the NPPF relates to 'promoting healthy and safe communities' including the provision of health facilities and section 9 on 'promoting sustainable transport' further emphasises the importance of providing for infrastructure needed to support sustainable development including walking, cycling and public transport provision.

2.11 Paragraph 98 seeks for provision to be made to provide social, recreational and cultural facilities for the communities. Community facilities include local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship and other local services that enhance the sustainability and cohesion of communities and residential environments.

2.12 The NPPF requires councils to prevent the unnecessary loss of facilities and services and to develop, enhance and modernise facilities whilst ensuring an integrated cohesive approach.

2.13 Paragraph 100 of the NPPF states that there is a need to ensure that there is a sufficient choice of early years, school and post-16 places available to meet the needs of the pupils generated from the existing and new communities. Applicants for development proposals are encouraged to undertake pre-application engagement with the Local Education Authority in order to obtain the current educational position

in terms of existing and required education capacity within the catchment area. Essex County Council is the Local Education Authority for the area.

2.14 Paragraphs 103-105 of the current NPPF relate to open space and recreation. They set out the need to ensure that developments have access to a network of high quality open spaces and opportunities for sport, recreation and physical activity and this includes indoor leisure facilities.

2.15 Section 9 of the NPPF relates to the promotion of sustainable transport which includes walking, cycling, bus and rail. Paragraph 109 states that transport matters should be considered at the earliest stages of development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. Paragraphs 109 to 114 set out the main considerations for transport when assessing development proposals. The local highways authority is Essex County Council.

2.16 Paragraph 115 of the NPPF details the considerations for development proposals which include the following:

- a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users;
- c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.17 Paragraph 117, in relation to transport and sustainable transport, goes onto state that applications for development should:

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

- c) Create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.18 Paragraph 118 states that all developments that will generate significant amounts of movement will be required to provide a travel plan and a planning application will be required to be supported by a transport statement or transport assessment so that the impacts of the proposal can be assessed and monitored.

2.19 Section 10 of the NPPF is entitled 'Supporting high quality communications. Paragraph 119 states "Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Policies should set out how high-quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments."

2.20 Section 14 of the NPPF is entitled 'Meeting the challenge of climate change, flooding and coastal change'. Paragraph 161 states that the planning system should support the transition to net zero by 2050. It should help to contribute to radical reductions in greenhouse gas emissions, and it should support renewable and low carbon energy and associated infrastructure.

2.21 Paragraph 164 of the NPPF encourages measures to minimise climate change including the provision of green infrastructure and consideration of location, orientation and design. Sustainability of buildings should reflect the Government's policy for national technical standards.

2.22 Paragraph 165 of the current NPPF recognises the need to increase the use and supply of renewable and low carbon energy and heat including the provision of suitable areas for renewable and low carbon energy sources including supporting infrastructure.

2.23 In December 2025 the Government published a consultation on proposed updates to the NPPF [\[See reference 2\]](#) This version of the NPPF - with the relevant points summarised below - was subject to consultation until March 2026 and may be subject to change in response to comments received. However, the IDP will be

prepared so that, as far as possible, it is able to reflect the requirements of both the existing and the new NPPF.

Consultation draft NPPF (December 2025)

2.24 The initial chapters of the consultation draft NPPF introduce general procedural policies for plan-making and decision-making. The subsequent chapters contain policies on thematic issues, separated in each case into policies for plan-making and those for decision-making.

2.25 The purpose of the plan-making policies is set out in the consultation draft framework as creating a system which is genuinely plan-led, through plan-making authorities. Policy PM2: 'Local plans' carries forward this approach, requiring that "Local Plans should set out a positive vision and spatial strategy, which supports the delivery of the spatial development strategy for their area, and should set out specific proposals for accommodating development needs and improving the environment at a local level."

2.26 The overarching approach to plan making is set out through Policies PM6: 'General principles for plan-making' which states that plans should "only address matters, and include policies, that are necessary and relevant to the plan being prepared, and which avoid unnecessary duplication of other parts of the development plan". Furthermore, this policy states that policies should not duplicate national decision-making policies and should be informed by environmental assessment.

2.27 The requirement for plans to be appropriately evidenced is set out through Policy PM8: 'Evidence for plan-making.' This policy requires that plans should be supported by the preparation of a baseline understanding of the needs, opportunities, constraints and wider context of the area to which the plan relates. Furthermore, evidence should be proportionate and not unnecessarily exhaustive.

2.28 The approach to how sustainable development should be met through the plan making system is set out through Policy S1: 'Positive plan-making.' This policy requires that plans should seek to meet the development needs of their area as a minimum. New development should be provided in such a way as to promote a sustainable pattern of growth and mitigate climate change and adapt to its effects.

2.29 Policy PM10: 'Maintaining cooperation between plan-making authorities' highlights the importance of proactive and regular engagement with infrastructure providers, neighbouring and other relevant plan-making authorities. Such collaboration is essential where strategic interdependencies extend across boundaries, enabling cross-boundary issues to be identified and addressed through

the plan making process. This includes planning for any additional infrastructure required to support development, as well as considering how development needs that cannot be accommodated within one plan area may be met elsewhere.

2.30 Policy PM12: ‘Developer contributions’ sets out that development plans should ‘at the most appropriate level, set out the contributions expected from development to support the delivery of the plan’, which includes setting out the levels and type of affordable housing and other required infrastructure. This infrastructure is likely to include education, transport, health, flood and water management, green and digital infrastructure.

2.31 The consultation draft NPPF also includes several theme-specific policies that set out the approach Local Plans should adopt in relation to:

- Housing growth (Policies HO1: Assessing the need for homes, HO2: Setting requirement figures for homes, HO3: Providing land for homes, HO4: Land for large scale residential and mixed-use development, HO5: Meeting the needs of different groups and HO6: Planning for a diverse mix of sites).
- Economic growth (Policy E1: Providing the conditions for long term economic growth).
- Town centres (Policy TC1: Planning for town centres).
- Clean water and energy (Policies W1: Planning for energy and water and W2: Securing renewable and low carbon energy, and electricity network infrastructure).
- Promoting the effective use of land (Policy L1: Planning for an effective use of land).
- Green Belt (Policies GB1: Establishing new Green Belts, GB2: Assessing existing Green Belt land, GB3: Altering existing Green Belt boundaries, GB4: Defining Green Belt boundaries and GB5: Beneficial uses of Green Belt Land).
- Well-designed places (Policies DP1: A strategy for design and DP2: Local Design Guides, Local Design Codes and Masterplans).
- Sustainable transport (Policies TR1: Vision-led approach to planning for transport and TR2: Local parking standards).
- Healthy communities (Policies HC1: Planning for healthy communities, HC2: Local Green Space, and HC3: Community facilities and public service infrastructure serving new development).
- Pollution, public protection and security (Policy P1: Planning for clean and safe places).

- Flood risk and coastal change (Policies F1: Assessing flood risk for plan-making, F2: Planning for effective flood risk management and F3: Managing coastal change).
- The natural environment (Policy N1: Identifying environmental opportunities and safeguards)
- The historic environment HE1: Planning for the historic environment HE2: Conservation Areas and World Heritage Sites and HE3: Historic Environment Records).

National guidance

2.32 The Government has published a range of National Planning Practice Guidance (NPPG) documents [\[See reference 3\]](#) which relate to specific subject areas. This documentation sits alongside the National Planning Policy Framework and sets out how the Government envisages the day to day working of the planning system. This documentation is subject to frequent updates and revision.

2.33 Current NPPG documentation places further emphasis on the importance of engaging with key infrastructure providers during the production and consultation stages of the local plan.

2.34 Within the plan making section it requires, “at an early stage in the plan-making process, strategic policy-making authorities to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- Assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and
- Take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas" [\[See reference 4\]](#)

2.35 It should be noted that the Government stated within its Autumn 2024 Budget that it planned to review and update some of the NPPG over the following twelve months. Whilst this didn't happen over the stated period, the commitment was subsequently reinforced through the consultation on revisions to the National Planning Policy Framework (NPPF) published in December 2025, which signalled further changes to national planning policy and guidance.

10-Year National Infrastructure Strategy

2.36 In June 2025, the Treasury published a 10-year National Infrastructure Strategy [See reference 5] which identified a long-term plan for transport, energy and social infrastructure. This is supported by at least £725 billion of Government funding over the 10-year period.

2.37 The 10-Year Strategy will be accompanied by the following:

- an ‘online infrastructure pipeline’ of projects which will inform spatial planning amongst other things;
- a ‘national infrastructure spatial tool’ which will be a single digital platform bringing together strategies, data and tools, including AI, to identify local infrastructure needs and constraints (e.g. energy, water and wastewater, transport, flood risk, digital telecoms) for housing, industrial growth and land use scenarios. It will provide local projections of infrastructure capacity and need for a range of systems and metrics up to 2035 and/or 2050.

2.38 Alongside the Strategy there is a new delivery body which combines the National Infrastructure Commission and the Infrastructure and Projects Authority, called the National Infrastructure and Service Transformation Authority (NISTA). This brings infrastructure strategy and infrastructure delivery together.

2.39 The 10-Year Strategy will be updated every two years.

Local plan policy context

Adopted Tendring Local Plan

2.40 The Tendring District Local Plan comprises of two sections that were adopted in 2021 and 2022, respectively, covering the period to 2033. Section 1 is identical to the first section of Braintree and Colchester’s Local Plans due to strategic cross-boundary policies and allocations.

2.41 A key element of this strategic collaboration is the Tendring Colchester Borders Garden Community (TGBGC). This is a joint project between Tendring District Council, Colchester City Council and Essex County Council which would deliver 7,750 homes as well as green space, schools and other educational facilities, community infrastructure, and transport linkages and improvements. The TCBGC is a planned new settlement with the garden community approach selected due to its deliverability and sustainability. Development on this scale is considered to help meet

local demand whilst overcoming existing infrastructure constraints which exist in many settlements.

2.42 Section 2 of the current Local Plan outlines Tendring-specific policies and allocations. The Local Plan is currently under review and a new Emerging Local Plan [\[See reference 6\]](#) has been prepared with updated housing delivery targets. From 2026, Tendring has a target of 1,063 homes a year, which equates to a total of 18,071 for the 17-year plan period (1st April 2025 – 31st March 2043).

2.43 A number of site allocations were made within the Local Plan. This was accompanied by a 2017 Infrastructure Delivery Plan (IDP) [\[See reference 7\]](#) and 2019 update [\[See reference 8\]](#) which identified what infrastructure was required to support this growth.

2.44 The need for infrastructure is affected by development timescales. Since the adoption of the Local Plan in 2021/22, some of these developments have come forward as planned and some others have not. A summary of the strategic development sites (500+ homes) which are yet to come forward and when they are anticipated to be delivered is set out in **Table 2.1** below, with information taken from the Strategic Housing Land Availability Assessment (SHLAA) [\[See reference 9\]](#). Sites identified in the Emerging Local Plan [\[See reference 10\]](#) are set out in **Table 2.2** on the following page.

Table 2.1: Strategic development sites from the adopted Local Plan yet to come forward

SHLAA site code	Site name / Location	Specific infrastructure needs	Dwellings during plan period	Dwelling delivery 2026/27 – 2030/31	Dwelling delivery 2031/32- 2035/36	Dwelling delivery 2036/37 – 2042/43	Dwelling delivery 2043+ (beyond new plan period)
SAMU1	Tendring/Colchester Borders Garden Community	New schools and Further Education provision, health facilities, community hub, sports facilities, sewerage facilities, relief road, rapid transit scheme	3,750*	450*	625*	875*	1,800*
SAMU2	Hartley Gardens – Land between St. John's Road and Little Clacton Road	Waste water treatment capacity. Financial contributions for health care and education	1,700	120	540	1,040	
SAMU3	Oakwood Park – Land to the South of Holland Road	Primary school, early years and childcare facility and health facilities	900	120	300	480	-

* Total within the Tendring district administrative area. Accounting for the growth in the Colchester City administrative area creates total growth of between 7,000 and 9,000 dwellings.

Emerging Local Plan

2.45 A new series of site options that are being considered for inclusion in the Emerging Local Plan (which covers the period to 2043) are now to be tested through this IDP. The approach taken is to specifically identify the infrastructure needs associated with all employment sites and all residential sites over 100 dwellings. It is considered that below this level of development, few sites create specific infrastructure needs that can be identified. These smaller sites have been aggregated together into clusters, focused around individual settlements. A 'cluster' quantum of growth is therefore assigned to each settlement where growth is proposed on sites of less than 100 dwellings. The sites with 100 dwellings or more in a settlement are individually identified and tested.

2.46 The levels of growth on large sites and at clusters is shown in **Tables 2.2 and 2.3** below. Maps identifying their locations are shown in **Appendix A**.

2.47 In addition to the sites listed in **Table 2.2** below, the Emerging Local Plan includes the potential for the development of the Tendring Colchester Borders Garden Community (discussed above) which would see the delivery of approximately 7,750 homes. The approach taken to addressing an allocation of this scale has been to develop a Development Plan Document (DPD) which was adopted in May 2025 **[See reference 11]**. The evidence base includes a dedicated IDP for the Garden Community. As part of the development of this Regulation 19 IDP, engagement has been carried out with Essex County Council as lead on this aspect of the Garden Community project. The intention is not to undertake an updated assessment of the infrastructure needs of the Garden Community. Instead, the latest position with infrastructure at the Garden Community has been taken into account in the Regulation 19 IDP. This includes consideration of where proposed site allocations could impact on provision of infrastructure related to the Garden Community, either in terms of the additional capacity it creates or the need for the site allocations to contribute towards the funding of new infrastructure at the Garden Community.

Table 2.2: Residential sites for testing in the Emerging Local Plan

Emerging Local Plan reference	Site name / Location	Site or cluster	Dwellings during plan period	Dwelling delivery 2026/27 – 2030/31	Dwelling delivery 2031/32- 2035/36	Dwelling delivery 2036/37 – 2042/43	Dwelling delivery 2043+ (beyond plan period)
SAMU2	Hartley Gardens, Clacton	Site	1,870	120	540	1,210	-
SAMU3	Oakwood Park, Clacton	Site	900	120	300	480	-
SAMU4	Rouses Farm, Clacton	Site	950	230	400	320	-
SAMU5	Land off Deane's Lane and Oakley Road, Dovercourt	Site	1,650	0	450	1,200	-
SAMU6	Weeley Green Garden Village	Site	900	40	300	560	-
SAMU8	Hare Green Garden Village	Site	1,450	0	150	1,300	3,050
SAMU9	Horsley Cross Garden Village	Site	1,450	0	150	1,300	4,550
SAH1	Land at Vicarage Farm, Dovercourt	Site	150	60	90	-	-
SAH2	Land North of Thorpe Road, Kirby Cross	Site	450	80	200	170	-
SAH6	Land East of Cockaynes Lane, Alresford	Site	100	100	-	-	-

Emerging Local Plan reference	Site name / Location	Site or cluster	Dwellings during plan period	Dwelling delivery 2026/27 – 2030/31	Dwelling delivery 2031/32- 2035/36	Dwelling delivery 2036/37 – 2042/43	Dwelling delivery 2043+ (beyond plan period)
SAH7	Land East of Admirals Green and North of Weeley Road, Great Bentley	Site	120	90	30	-	-
SAH9	Land South of Clacton Road, St Osyth	Site	100	100	-	-	-
MSA7	Alresford	Cluster	40	40	-	-	-
MSA8	Beaumont	Cluster	12	12	-	-	-
MSA9, 36, 37	Bradfield	Cluster	75	75	-	-	-
MSA5, 6, 33, 34, 35	Brightlingsea	Cluster	150	150	-	-	-
MSA30	Clacton	Cluster	90	90	-	-	-
MSA1, 31	Dovercourt	Cluster	106	106	-	-	-
MSA2, 13, 14, 17, 32	Frinton, Walton, Holland & Kirby	Cluster	110	110	-	-	-
MSA10, 21	Great Bentley	Cluster	160	160	-	-	-
MSA11, 12	Great Bromley	Cluster	25	25	-	-	-

Emerging Local Plan reference	Site name / Location	Site or cluster	Dwellings during plan period	Dwelling delivery 2026/27 – 2030/31	Dwelling delivery 2031/32- 2035/36	Dwelling delivery 2036/37 – 2042/43	Dwelling delivery 2043+ (beyond plan period)
MSA15, 16	Great Oakley	Cluster	100	100	-	-	-
MSA19	Little Bentley	Cluster	12	12	-	-	-
MSA20	Little Bromley	Cluster	10	10	-	-	-
SAH8	Little Clacton	Cluster	80	80	-	-	-
SAMU7, MSA3, 4	Manningtree & Mistley	Cluster	170	170	-	-	-
MSA22	Tendring Heath	Cluster	10	10	-	-	-
SAH11	Thorpe-le-Soken	Cluster	70	70	-	-	-
MSA23	Thorrington	Cluster	60	60	-	-	-
MSA24, 25, 29	Weeley	Cluster	101	101	-	-	-
MSA26	Wix	Cluster	20	20	-	-	-
MSA28	Wrabness	Cluster	30	30	-	-	-

Table 2.3: Employment sites for testing in the Emerging Local Plan

Site ref	Site name	Proposed uses	Employment land (ha)
PP7-1	Gorse Lane Industrial Estate Extension	Industrial, logistics, R&D	6.8
PP7-2	Stanton Europark	Industrial / storage & distribution	3.3
PP7-3	Harwich Valley (mixed-use)	Industrial / logistics	6.3
PP7-5	Crown Business Centre	Offices, R&D, light industrial	2.3
PP7-6 / SAE3	Collierswood Farm Strategic Business Park	Logistics, industrial, R&D, business park	78.0
PP7-7	Harwich Road site	Industrial / distribution	5.3
PP7-8	Weeley Car Boot Site	Flexible employment	2.0
SAE2	Freeport East / Bathside Bay / A120 Corridor	Port, logistics, green energy, industrial	135.0
SAMU1	Tendring/Colchester Garden Community	Offices, R&D, business park	25.0
SAMU2	Hartley Gardens	Local employment	7.0
SAMU7	Saltings Quarter	Employment via masterplan	3.8
SAMU8	Hare Green Garden Village	Logistics, business park	70.0 – 80.0
SAMU9	Horsley Cross Garden Village	B2, B8, E(g) – industrial, logistics, R&D	50.0 – 60.0
Site assessed but deleted from Local Plan			
PP7-4	Land off Clacton Rd / Dead Lane	Industrial / business uses	2.0

Chapter 3

Water and Drainage

3.1 For the purposes of this assessment, water and drainage matters relate to the following:

- Sewerage and wastewater
- Potable water

Responsible bodies

- Affinity Water
- Anglian Water

Water supply

Current provision

3.2 In the Tendring District area, Anglian Water provides sewerage and wastewater treatment services, whilst Affinity Water is responsible for the potable water supply. Affinity Water provide water to 1.4 million homes across the southeast with Tendring falling within the Brett supply area in their East region in Water Resource Zone (WRZ) 8.

3.3 Affinity Water produces a Water Resources Management Plan every five years in accordance with their statutory responsibilities. The most recent plan is the Water Resources Management Plan 2024 (WRMP24) [\[See reference 12\]](#). The area is classified by the Environment Agency as one of serious water stress, and a supply-demand deficit is projected to occur by 2040, with the deficit increasing to 6 MI/d (Megalitres per day) by 2075. The shortfall is linked to population increase (and therefore increased household consumption) across the service area and a reduction in unsustainable abstraction from chalk aquifers.

3.4 Of further significance is the cap applied to the group licence for the Brett area (relating to the amount of water that can be abstracted), which is required to alleviate pressures on the environment. Implemented after a Water Industry National Environment Programme (WINEP) investigation and subsequent options appraisal, the cap, along with a volume of 2.16 MI/d ring-fenced for river support, equates to a

total reduction of 4.63 Ml/d in Asset Management Period 7 (AMP7), compared with the groundwater deployable output quoted in WRMP19. Affinity Water have stated in WRMP24 that this can be accommodated meaning no additional investment is required in the short-term in the East region.

3.5 Short-term risk (at 2030) has been assessed and the WRMP24 has demonstrated that water available for use is just sufficient to meet demand plus target headroom in that year.

3.6 The Environment Agency classifies water resources by their availability. The four categories include:

- Water available for licensing;
- Restricted water available for licensing;
- No water available for licensing; and
- Discharge rich waterbodies.

3.7 It is summarised in the Tendring Water Cycle Study (WCS) (July 2026) **[See reference 13]** that *‘water bodies within the Stour Operational catchment do not have the capacity to support any new abstraction licences, with no water available for licencing in all flow scenarios. Water bodies within the wider Colne Essex operational catchment have some degree of water available for licencing.’* The limited availability of water available for licencing is generally only when water flows are high, with average and low flows allowing for limited availability from Holland Brook only.

Needs arising from growth

3.8 Affinity Water calculate a supply surplus in the Brett WRZ until 2040 without measures to manage demand or provide additional water supply but factoring in climate change and population growth. This means the majority of the district would have sufficient potable water to meet Affinity Water’s minimum supply standards of service without the implementation of water resource management measures. Only in the last three years of the plan period (2040/41–2042/43) is there the risk of water shortages which may require additional infrastructure to support growth. However, if demand management measures are successful then this is expected to mitigate this risk.

3.9 Affinity Water is unable to provide specific infrastructure requirements at this stage. In the absence of proper modelling, general indications have been provided in regard to the proposed residential and employment sites.

3.10 The large, strategic residential sites, with references beginning with ‘SAMU’, would require reinforcement of existing water infrastructure, as would the majority of the employment sites. However, proper modelling is required in order to fully assess the impact and identify specific needs.

Table 3.1: Potable water infrastructure needs associated with anticipated growth at residential sites

Site Ref	Site name	Infrastructure needs to support growth
SAMU2	Hartley Gardens, Clacton	Possible need for new infrastructure at end of plan period (2040-2043).
SAMU3	Oakwood Park, Clacton	Possible need for new infrastructure at end of plan period (2040-2043).
SAMU4	Rouses Farm, Clacton	Possible need for new infrastructure at end of plan period (2040-2043).
SAMU5	Land off Deane’s Lane and Oakley Road, Dovercourt	Possible need for new infrastructure at end of plan period (2040-2043).
SAMU6	Weeley Green Garden Village	Possible need for new infrastructure at end of plan period (2040-2043).
SAMU8	Hare Green Garden Village	Possible need for new infrastructure at end of plan period (2040-2043) and for growth beyond plan period.
SAMU9	Horsley Cross Garden Village	Possible need for new infrastructure at end of plan period (2040-2043) and for growth beyond plan period.
SAH1	Land at Vicarage Farm, Dovercourt	Detailed modelling required to fully assess
SAH2	Land North of Thorpe Road, Kirby Cross	Possible need for new infrastructure at end of plan period (2040-2043).
SAH6	Land East of Cockaynes Lane, Alresford	No new infrastructure needed
SAH7	Land east of Admirals Green and north of Weeley Road, Great Bentley	No new infrastructure needed
SAH9	Land South of Clacton Road, St Osyth	No new infrastructure needed

Site Ref	Site name	Infrastructure needs to support growth
N/A (cluster)	Alresford	No new infrastructure needed
N/A (cluster)	Beaumont	No new infrastructure needed
N/A (cluster)	Bradfield	No new infrastructure needed
N/A (cluster)	Brightlingsea	No new infrastructure needed
N/A (cluster)	Clacton	No new infrastructure needed
N/A (cluster)	Dovercourt	No new infrastructure needed
N/A (cluster)	Frinton, Walton, Holland & Kirby	No new infrastructure needed
N/A (cluster)	Great Bentley	No new infrastructure needed
N/A (cluster)	Great Bromley	No new infrastructure needed
N/A (cluster)	Great Oakley	No new infrastructure needed
N/A (cluster)	Little Clacton	No new infrastructure needed
N/A (cluster)	Manningtree & Mistley	No new infrastructure needed
N/A (cluster)	Thorpe-le-Soken	No new infrastructure needed
N/A (cluster)	Thorrington	No new infrastructure needed
N/A (cluster)	Weeley	No new infrastructure needed
N/A (cluster)	Wix	No new infrastructure needed
N/A (cluster)	Wrabness	No new infrastructure needed

3.11 Table 3.2 shows the required potable water infrastructure to support employment growth. For a number of sites, mains drains may need diverting and other infrastructure is required. However, this would be addressed as part of the masterplanning of sites and through the detailed engineering scheme associated with development. In this regard, they are likely to be considered as primary costs rather than wider strategic infrastructure needs.

3.12 It should also be noted that the type of employment use on a site can make a significant difference to the water requirements. In particular, data centres require a significant amount of water to support operation. Any proposals to deliver data centres on employment sites would require detailed modelling work.

Table 3.2: Potable water infrastructure needs associated with anticipated growth at employment sites

Site ref	Site name	Infrastructure needs to support growth
PP7-1	Gorse Lane Industrial Estate Extension	Detailed modelling required to assess
PP7-2	Stanton Europark	Potential mains diversions required
PP7-3	Harwich Valley (mixed-use)	On-site fire suppression infrastructure (storage tanks and independent systems)
PP7-4	Proposed Deleted Site - Land off Clacton Rd / Dead Lane	Reinforcement required, detailed modelling required to assess
PP7-5	Crown Business Centre	Reinforcement required, detailed modelling required to assess
PP7-6 / SAE3	Collierswood Farm Strategic Business Park	Mains diversion and other infrastructure (including booster) required.
PP7-7	Harwich Road site	Reinforcement required, detailed modelling required to assess
PP7-8	Weeley Car Boot Site	Reinforcement required, detailed modelling required to assess
SAE2	Freeport East / Bathside Bay / A120 Corridor	Reinforcement and booster required, subject to detailed modelling
SAMU1	Tendring/Colchester Garden Community	Reinforcement and booster required, subject to detailed modelling

Site ref	Site name	Infrastructure needs to support growth
SAMU2	Hartley Gardens	Potential mains diversion and other infrastructure required,
SAMU7	Saltings Quarter	Diversion dependent on masterplan and new infrastructure
SAMU8	Hare Green Garden Village	Possible diversion, reinforcement required subject to detailed modelling
SAMU9	Horsley Cross Garden Village	Possible diversion, reinforcement required subject to detailed modelling

Costs funding and delivery

3.13 It has been indicated by Affinity Water that infrastructure reinforcement is likely to be required to support the projected growth, however, precise needs in specific locations have yet to be identified. It is therefore not possible to determine the cost of provision at this stage. Any future funding sources are all to be provided by Affinity Water.

Wastewater

Current provision

3.14 Anglian Water Services operates all sixteen Water Recycling Centres (WRCs) that serve the Tendring district which process, treat and return wastewater from housing and non-residential sources back to the water environment. Colchester WRC falls outside of the Tendring district area, however, serves a small part of it, and would assist in the growth planned as part of the Tendring Borders Garden Community.

3.15 The Tendring WCS (July 2026) examines the WRCs likely to receive growth. **Table 3.1** identifies the amount of headroom that they have at the present time to receive additional growth:

Table 3.3: Headroom at existing WRCs

WRC	Permitted capacity remaining
Brightlingsea – Church Road	22%
Clacton-Holland Haven	No capacity
Great Bromley	22%
Harwich and Dovercourt	27%
Jaywick	4%
Manningtree	No capacity
St Osyth	17%
Thorrington	22%
Walton on the Naze	36%
Wix	23%

3.16 This shows that the WRCs at Clacton-Holland Haven and Manningtree have no capacity. Growth in these locations would require immediate new permits for discharge and potential upgrades / investment to allow for increased wastewater treatment. There is only 4% at Jaywick which is also likely to be a barrier to any significant growth. Those with greater amounts of headroom are not automatically able to accommodate major growth.

3.17 As part of the long-term planning of wastewater management and to improve drainage whilst minimising environmental impacts, water and sewerage companies compile a Drainage and Wastewater Management Plan (DWMP). The DWMP is a 25-year-plan outlining the approach to extending, improving, and maintaining a robust wastewater network. Anglian Water published their current DWMP in May 2023 which accounts for the Tendring District Council area.

3.18 Anglian Water's current (DWMP) (2023) [\[See reference 14\]](#) outlines risks to planning objectives from wastewater network and treatment capacity. WRC risks were identified at 4 locations; Clacton-Holland Haven WRC (flow (permit) compliance); Manningtree WRC (flow (permit) compliance and pollution risk); Jaywick WRC (flow (permit) compliance); and Walton-on-the-Naze (pollution).

3.19 A target of 25% has been set in the removal of surface water from the Anglian Water network in order to address the risk of escape from sewers. WRCs are described as facing increased pressure from catchment growth resulting in extra loading and tightening river quality standards. The long-term strategy is to increase capacity and apply for new environmental permits. In the medium term, the focus is

on removing surface water from the sewerage system through SuDS and traditional means in order to build in resilience against climate change. An investment of £5 billion over 25 years is anticipated to effectively manage risks. In Tendring specifically, Jaywick New and Walton on the Naze are targeted for 10% reductions in surface water in the network as part of the strategy to 2050.

3.20 Water Resources East (WRE) is a multi-sector alliance, including the four water companies that supply drinking water across East England. WRE published the Regional Water Resources Plan [See reference 15] for Eastern England in December 2023 to ensure that there are resilient water resources available for the environment, growing population and regional economy through to 2050 and beyond, whilst accounting for climate change. The subsequent 2025 WRE Regional Plan Progress Report [See reference 16] indicates Holland-on-Sea Desalination project led by Anglian Water would have an assumed supply of 30MI/d with a target delivery of 2040. Water quality monitoring in the North Sea is commencing ahead of scheme development in AMP9.

Needs arising from growth

3.21 The WCS has assessed the amount of capacity that would be available after taking into consideration the sites tested. This is shown in **Table 3.2**.

Table 3.4: Capacity at WRCs after growth

WRC	Permitted capacity remaining
Brightlingsea – Church Road	19%
Clacton-Holland Haven	-22%
Great Bromley	-123%
Harwich and Dovercourt	15%
Jaywick	-18%
Manningtree	-15%
St Osyth	8%
Thorrington	12%
Walton on the Naze	32%
Wix	19%

3.22 This shows that the WRCS at Great Bromley, Clacton-Holland Haven and Manningtree would all be significantly over-capacity. Solutions to increase the capacity of these facilities would therefore be required to facilitate growth in these areas.

3.23 Anglian Water has also confirmed that Jaywick WRC has limited capacity and would not be able to support the full quantum of development currently proposed for the Rouses Farm (SAMU4) and Hartley Gardens (SAMU2) sites, without a future growth scheme being planned for in subsequent Asset Management Periods.

3.24 Hare Green Garden Village (SAMU8) would be supplied by the Great Bromley WRC. As noted in Section 8.4.1 of the WCS, the WRC does not have the capacity to accommodate this level of growth, having been designed to serve the existing communities and small-scale growth that has historically come forward in this area. Anglian Water has indicated that this would therefore require a significant WRC solution. This could involve expansion of the WRC and also a new permit to discharge further volumes into the Tenpenny Brook. The WCS identified potential issues with this, with modelling demonstrating that it would not be feasible for ammonia to be within the Technical Achievable Limits required. No growth scheme is identified in the Anglian Water DWMP, with a 'wait and see' proposal for the long term solution. There is sufficient capacity at Great Bromley WRC to accommodate the earliest phase of growth at Hare Green between 2033 and 2035/36. However, assuming a solution could be found to ensure the provision of sufficient additional WRC capacity and new permits, this would need to be included in Anglian Water's AMP9 (2030-2035) plan, otherwise development proposed for the final six years of the plan period (2036/37-2042/43) would be delayed. This would then have a knock-on delay to growth beyond the plan period.

3.25 Horsley Cross Garden Village (SAMU9) does not fall within any existing WRC catchment. It would require a wastewater treatment solution specifically for the settlement proposed, given the quantum of development.

3.26 Tables 3.5 and 3.6 summarises the needs.

Table 3.5: Wastewater infrastructure needs for residential sites

Site Ref	Site name	Wastewater infrastructure needs to support growth
SAMU2	Hartley Gardens, Clacton	Expansion of Clacton-Holland Haven WRC capacity

Site Ref	Site name	Wastewater infrastructure needs to support growth
SAMU3	Oakwood Park, Clacton	Expansion of Clacton-Holland Haven WRC capacity
SAMU4	Rouses Farm, Clacton	Expansion of Clacton-Holland Haven WRC capacity
SAMU5	Land off Deane's Lane and Oakley Road, Dovercourt	Conveyance to a sustainable point of connection
SAMU6	Weeley Green Garden Village	Expansion of Clacton-Holland Haven WRC capacity
SAMU8	Hare Green Garden Village	Expansion of Great Bromley WRC capacity
SAMU9	Horsley Cross Garden Village	A new WRC, potentially on-site
SAH1	Land at Vicarage Farm, Dovercourt	Conveyance to a sustainable point of connection
SAH2	Land North of Thorpe Road, Kirby Cross	Network reinforcement scheme to address Combined Sewer Overflow spills at Walton-on-the-Naze and upsize the Terminal Pumping Station
SAH6	Land East of Cockaynes Lane, Alresford	No specific needs
SAH7	Land east of Admirals Green and north of Weeley Road, Great Bentley	Expansion of Clacton-Holland Haven WRC capacity
SAH9	Land South of Clacton Road, St Osyth	No specific needs
N/A (cluster)	Alresford	Conveyance to a sustainable point of connection
N/A (cluster)	Beaumont	No specific needs
N/A (cluster)	Bradfield	Expansion of Clacton-Holland Haven WRC capacity
N/A (cluster)	Brightlingsea	Conveyance to a sustainable point of connection
N/A (cluster)	Clacton	Expansion of Clacton-Holland Haven WRC capacity
N/A (cluster)	Dovercourt	Conveyance to a sustainable point of connection

Site Ref	Site name	Wastewater infrastructure needs to support growth
N/A (cluster)	Frinton, Walton, Holland & Kirby	Network reinforcement scheme
N/A (cluster)	Great Bentley	Conveyance to a sustainable point of connection
N/A (cluster)	Great Bromley	Conveyance to a sustainable point of connection
N/A (cluster)	Great Oakley	Conveyance to a sustainable point of connection
N/A (cluster)	Little Clacton	Expansion of Clacton-Holland Haven WRC capacity
N/A (cluster)	Manningtree & Mistley	A growth scheme for Manningtree WRC is required
N/A (cluster)	Thorpe-le-Soken	Expansion of Clacton-Holland Haven WRC capacity
N/A (cluster)	Thorrington	Conveyance to a sustainable point of connection
N/A (cluster)	Weeley	Expansion of Clacton-Holland Haven WRC capacity
N/A (cluster)	Wix	Conveyance to a sustainable point of connection
N/A (cluster)	Wrabness	Conveyance to a sustainable point of connection

Table 3.6: Wastewater infrastructure needs for employment sites

Site ref	Site name	Wastewater infrastructure likely required
PP7-1	Gorse Lane Industrial Estate Extension	Expansion of Clacton-Holland Haven WRC capacity
PP7-2	Stanton Europark	Conveyance to a sustainable point of connection
PP7-3	Harwich Valley (mixed-use)	Conveyance to a sustainable point of connection

Site ref	Site name	Wastewater infrastructure likely required
PP7-5	Crown Business Centre	Potential on-site package treatment plant – subject to EA discharge permitting
PP7-6 / SAE3	Collierswood Farm Strategic Business Park	Potential on-site wastewater treatment plant – subject to EA discharge permitting
PP7-7	Harwich Road site	Conveyance to a sustainable point of connection
PP7-8	Weeley Car Boot Site	Expansion of Clacton-Holland Haven WRC capacity
SAE2	Freeport East / Bathside Bay / A120 Corridor	Conveyance to a sustainable point of connection
SAMU1	Tendring/Colchester Garden Community	No specific needs raised at this time
SAMU2	Hartley Gardens	Expansion of Clacton-Holland Haven WRC capacity
SAMU7	Saltings Quarter	A growth scheme for Manningtree WRC is required
SAMU8	Hare Green Garden Village	Upgrade of existing WRC or new WRC
SAMU9	Horsley Cross Garden Village	On-site WRC
PP7-4	Proposed Deleted Site - Land off Clacton Rd / Dead Lane	Expansion of Clacton-Holland Haven WRC capacity

Costs, funding and delivery

3.27 The expansion of the Clacton-Holland Haven WRC is identified in Anglian Water's current Asset Management Plan (AMP8) which covers the period 2025-2030. This does not eliminate the possibility that a further growth scheme may need to be implemented in future AMPs. This will not be known until there is more certainty about the delivery of the allocations in the area it serves.

3.28 A new WRC solution is required to address the growth at Horsley Cross Garden Village (SAMU9) . Anglian Water have indicated that a new WRC serving an approximate population of 15,000 could be expected to fall within a broad capital cost

range of £15m-£25m. It is emphasised that this is a high-level 'order of magnitude' estimate only and can vary significantly depending on factors such as land availability, environmental permitting requirements, infrastructure requirements (including off-site requirements such as transfer sewers or pumping stations), planning and delivery risks, and market conditions. Due to the factors listed above, the cost estimates can therefore only be treated as indicative.

3.29 Applying an average household size of 2.17 (taken from 2021 Census), the development of Horsley Cross Garden Village (SAMU9) would generate a population increase of 13,020 . This includes population growth beyond the Local Plan period. No such solution has been identified in the latest Asset Management Plan (AMP8).

3.30 WRC upgrades are funded through customer bills and based on identified investments from Anglian Water's Asset Management Plan agreed with OFWAT every five years. Developer funding is not currently accepted for the provision of WRC infrastructure. If a developer chose to deliver their own solution, the cost of this could not be clawed back from Anglian Water. Following a defects liability period, the developer could apply for Anglian Water to adopt and operate any such facility.

3.31 Anglian Water advised that agreement will always be required for a site-wide strategic Sustainable Point of Connection (SPOC) for foul drainage. The entirety of a development will be served by a single SPOC and will need to connect to this point at a certain time. The on-site foul drainage infrastructure and any off-site conveyance needed to connect to the SPOC must be designed and funded by the developer / landowner. Temporary foul drainage connections can be provided to facilitate construction and upon reaching a certain point of occupation will be decommissioned in favour of the permanent system.

Chapter 4

Energy

4.1 For the purposes of this assessment, energy infrastructure matters relate to the following:

- Electricity
- Gas

Responsible bodies

- UK Power Networks
- National Grid
- Cadent Gas

Electricity

Current provision

4.2 National Grid owns and maintains the electricity transmissions system in England, which is then distributed to regional network operators. In Tendring, the distributor is UK Power Networks (UKPN). UKPN is responsible for the electricity distribution network, which means they manage the local infrastructure (cables, lines, and substations) that delivers electricity from the high-voltage transmission system to homes and business. UKPN cover the whole Tendring District area [\[See reference 17\]](#).

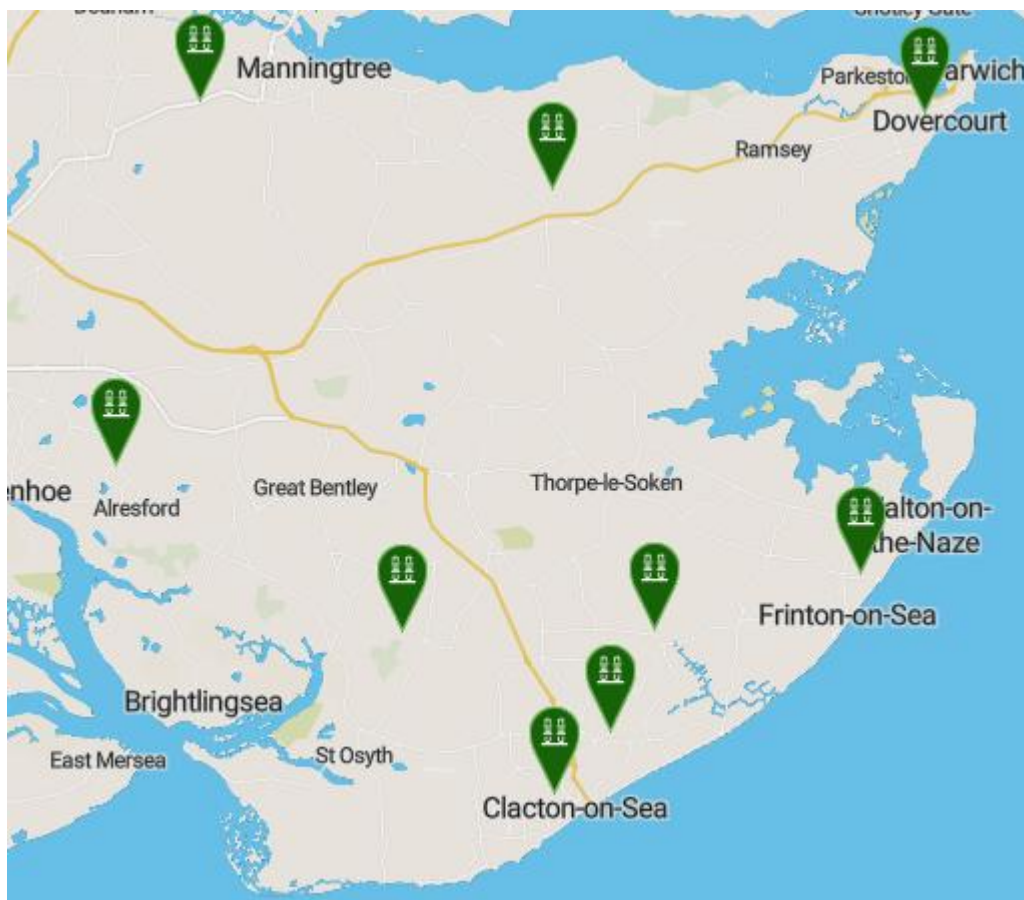
4.3 Tendring is supplied by the Bramford and Braintree Grid Supply Points and Lawford Grid and Clacton Grid 132kV (kilovolt) grid substations (also known as Bulk Supply Points). In accordance with Ofgem requirements, UKPN published a 2026 Network Development Plan (NDP) [\[See reference 18\]](#) in May 2026 to present high-level plans for network interventions and flexibility requirements across the 132kV network down to primary substation level over a ten-year horizon.

4.4 The Network Development Report (2026) [\[See reference 19\]](#), which makes up part of the NDP, indicates that Bramford is projected to be 10.8MW (megawatts) over firm capacity in 2034/35 and is therefore likely to require intervention in the form of upgrade or enhancement within the next 10 years.

4.5 There are nine primary substations within the Tendring area operating at 33kV, namely:

- Alresford
- Chisbon Heath (north-west of Brightlingsea)
- Clacton Grid (west of Frinton-on-Sea)
- Dovercourt
- Foxash (west of Manningtree)
- Frinton
- Old Road (Clacton-on-Sea)
- Valleybridge Road (Clacton-on-Sea/Holland-on-Sea)
- Wix

Figure 4.1: Location of the primary substations serving Tendring District



Source: UKPN Network Operational Data Dashboard

https://ukpowernetworks.opendatasoft.com/pages/nodd_grid/

4.6 The Network Operational Data Dashboard available on the UKPN website [\[See reference 20\]](#) indicates that Frinton, Clacton Grid, Valleybridge Road, Old Road, Chisbon Heath, Wix, Dovercourt, and Foxash are currently operating below capacity and have projected headroom in both winter and summer until 2029/30.

4.7 Whilst currently under capacity, Alresford is projected to exceed its capacity in the winter of 2029/30 meaning intervention may be required.

Needs arising from growth

4.8 No issues or specific infrastructure needs have been raised by UKPN or National Grid at Regulation 19 stage.

Residential

4.9 At Regulation 18 stage, UKPN indicated that for the residential development and growth projected, upgrades to the existing power network would be required. Whilst a slightly different set of growth locations were tested, the response indicates which general areas in the district may require intervention. Sites potentially needing a new primary substation comprised:

- Horsley Cross Garden Village (SAMU9)
- Growth in the north-east of the district (Harwich and Ramsey)
- Growth in the clusters in the centre of the district (Tendring, Thorpe-le-Soken, Weeley, Weeley Heath, Little Clacton, Great Bentley).

4.10 Locations that were potentially requiring extension of an existing primary substation to accommodate the connection to support growth comprised:

- North-west (Lawford, Manningtree, Mistley, Bradfield) – Foxash substation
- East (Frinton, Walton, Kirby Cross) – Clacton-on-Sea/Holland-on-Sea substation
- West (Brightlingsea, Alresford, Thorrington) – Alresford substation.

4.11 Sites in the north (Great Oakley) and south (St Osyth) were considered likely to only require a local connection as the projected capacity at these locations was small.

4.12 Horsley Cross Garden Village (SAMU9) has been tested at both Regulation 18 and Regulation 19 stages. Notwithstanding the lack of confirmation from UKPN at

Regulation 19 stage, as previously raised by UKPN at Regulation 18 its development would potentially require the creation of a new substation.

4.13 The growth in the North East cluster (Harwich and Ramsey) assessed at Regulation 18 stage corresponds broadly to sites SAH1 (land at Vicarage Farm, Dovercourt), the Dovercourt cluster, and SAMU5 (land off Deane's Lane and Oakley Road, Dovercourt) tested at Regulation 19 stage. Despite a lack of confirmation from UKPN at Regulation 19 stage, it is reasonable to assume, given the similar locations and quantum of development (approximately 1,900 dwellings), that the development of these sites would require the creation of a new substation.

4.14 The growth in the Central cluster examined at Regulation 18 consisted of seven small sites with a total growth figure of 1,595 dwellings. The broadly similar corresponding sites at Regulation 19 stage (Weeley Green Garden Village (SAMU6), land east of Admirals Green and north of Weeley Road, Great Bentley (SAH7) and the Great Bentley, Weeley, Little Clacton and Thorpe-le-Soken clusters) would see 1,431 dwellings delivered. Despite the slight reduction in the scale of growth, again it is reasonable to assume that the indication from UKPN at Regulation 18 stage that a new primary substation would be required to support this development would remain relevant at Regulation 19 stage.

4.15 At Regulation 18 stage, UKPN suggested that an extension to the existing primary substation would be required to support the growth in the North West cluster. This cluster of sites at Manningtree, Mistley, Lawford and Bradfield proposed 300 dwellings. At Regulation 19 stage, the equivalent clusters are 'Bradfield' and 'Manningtree and Mistley' and would deliver 245 dwellings. Again, despite the reduction in total, the overall scale of development is not vastly dissimilar, therefore it is reasonable to assume that the extension to the primary substation proposed by UKPN at Regulation 18 stage is relevant to Regulation 19.

4.16 The East cluster (Frinton, Walton and Kirby Cross) assessed at Regulation 18 stage corresponds to sites SAH2 (land north of Thorpe Road, Kirby Cross) and the Frinton, Walton, Holland and Kirby cluster being tested at Regulation 19 stage. At Regulation 18, the East cluster amounted to 660 dwellings whilst at Regulation 19 stage, 560 dwellings are proposed. This decrease of 100 dwellings would not appear to significantly alter the general scale of development proposed and the suggestion that an extension to the primary substation is necessary (raised by UKPN at Regulation 18 stage) likely remains relevant.

4.17 At Regulation 18 stage, the West cluster comprised sites at Brightlingsea, Alresford and Thorrington for a total of 500 dwellings. At Regulation 19 stage, 350 dwellings are proposed at the corresponding sites SAH6 (land east of Cockayne's Lane, Alresford) and the Alresford, Thorrington and Brightlingsea clusters (250

dwellings). Again, this reduction is considered unlikely to alter UKPN's advice at Regulation 18 stage regarding the need for an extension to the Alresford primary substation. This reflects the fact that UKPN considered the existing capacity at the substation would be filled by 2029/30.

4.18 The small sites in the North cluster (Great Oakley – 100 dwellings) and the South cluster (St Osyth – 100 dwellings) were considered likely to only require a local connection by UKPN at Regulation 18 stage. The corresponding sites at Regulation 19 stage are the Great Oakley cluster and SAH9 (land south of Clacton Road, St Osyth). The quantum of development is the same therefore it is reasonable to assume that the previous advice remains relevant.

4.19 There are several sites being tested at Regulation 19 stage of varying scales that do not have a directly comparable site at Regulation 18. These are SAMU2 (Hartley Gardens, Clacton), SAMU3 (Oakwood Park, Clacton), and SAMU4 (Rouses Farm, Clacton). In the absence of a formal response from UKPN at Regulation 19 stage, it is difficult to confidently state what the infrastructure needs of these sites would be. However, these sites are existing allocations in the adopted Tendring District Local Plan and at that time, growth at Hartley Gardens beyond the plan period was likely to require reinforcement of the Chisbon Heath primary substation. All other growth at these sites was considered to be capable of being met by existing infrastructure.

4.20 Smaller sites, namely those in the Wix (40 dwellings), Wrabness (30 dwellings), Beaumont (12 dwellings), and Clacton (90 dwellings) clusters also do not have corresponding sites at Regulation 18. The small scale of these sites suggests that local connections will be sufficient, however, this has not been confirmed by UKPN.

4.21 The Hare Green Garden Village (SAMU8) was assessed at both the Regulation 18 and 19 stages. At Regulation 18 stage 2,000 dwellings were tested, with this figure reducing to 1,450 dwellings during the plan period at Regulation 19 stage. UKPN did not comment specifically from a residential perspective but indicated that the associated employment sites for this location would likely require a new primary substation. It is therefore reasonable to assume that a new primary substation will be required to develop the Hare Green Garden Village (SAMU8), despite a lack of formal confirmation from UKPN at Regulation 19 stage.

4.22 The Tendring Colchester Borders Garden Community (SAMU1) was not previously commented on by UKPN at Regulation 18 stage consultation, nor subsequently at Regulation 19 stage. Specific infrastructure needs are therefore not outlined in this IDP. The needs relating to the Garden Community are being addressed separately.

Summary

4.23 In the absence of a formal response from UKPN at Regulation 19 stage, it is not possible to definitively state what infrastructure is required to support growth. However, many of the sites are directly comparable in location and scale to those from the Regulation 18 stage (to which UKPN did provide a response) meaning a reasonable assumption can be made. This information is summarised in **Table 4.1** below. The sites have been grouped to reflect the groupings examined by UKPN at Regulation 18 stage as closely as possible.

Table 4.1: Likely electricity infrastructure required at residential sites

Site ref.	Site name	Infrastructure likely required
SAMU9	Horsley Cross Garden Village	New primary substation
SAH1 Dovercourt Cluster SAMU5	Land at Vicarage Farm, Dovercourt Dovercourt cluster Land off Deane's Lane and Oakley Road, Dovercourt	New primary substation
SAMU6 SAH7 Great Bentley, Weeley, Little Clacton, Thorpe-le-Soken clusters	Weeley Green Garden Village Land east of Admirals Green and north of Weeley Road, Great Bentley Great Bentley, Weeley, Little Clacton, Thorpe-le-Soken clusters	New primary substation
Bradfield, Manningtree & Mistley Cluster	Bradfield, Manningtree & Mistley clusters	Extension to primary substation
SAH2 Frinton, Walton, Holland & Kirby cluster	Land North of Thorpe Road, Kirby Cross Frinton, Walton, Holland & Kirby cluster	Extension to primary substation
SAH6 Alresford, Thorrington and Brightlingsea clusters	Land east of Cockaynes Lane, Alresford Alresford, Thorrington and Brightlingsea clusters	Extension to primary substation
SAH9	Land South of Clacton Road, St Osyth	Local connection

Site ref.	Site name	Infrastructure likely required
Great Oakley cluster	Great Oakley cluster	Local connection
SAMU2 SAMU3 SAMU4	Hartley Gardens, Clacton Oakwood Park, Clacton Rouses Farm, Clacton	*Potential new primary substations
Wix, Wrabness, Beaumont, and Clacton clusters	Wix, Wrabness, Beaumont, and Clacton clusters	*Potential extensions to primary substations or local connections
Great Bromley Cluster	Great Bromley Cluster	*Potential local connection
SAMU8	Hare Green Garden Village	*Potential new primary substation required
SAMU1	Tendring Colchester Borders Garden Community	*Potential new primary substation required

*Sites that do not have an equivalent location and scale of growth considered at Regulation 18 stage. In the absence of a response from UKPN at Regulation 19 stage, a prediction of likely infrastructure needs has been made using the relative size of the sites.

Employment

4.24 Several comparable employment sites examined at Regulation 18 stage have been carried forward to Regulation 19 stage, namely SAMU7 (Saltings Quarter) and PP7-6 (Collierswood Farm Strategic Business Park, previously named Grovewood Business Park). UKPN previously suggested that the sites that are now SAMU7 and PP7-6 would potentially require a new primary substation. Despite the lack of formal response at Regulation 19 stage, given the sites have remained broadly the same, it is reasonable to assume the previous comments offered at Regulation 18 stage remain relevant.

4.25 Site PP7-7 (formerly 'North of A120') remains similar in scale, however, the addition of PP7-2 (Stanton Europark), PP7-3 (Harwich Valley) and SAE2 (Bathside

Bay) in the general vicinity of the small site significantly increases the scale of areas proposed for employment nearby. The previous recommendation of a local connection from UKPN at Regulation 18 stage may not therefore be relevant at Regulation 19 stage and more substantial interventions may be required.

4.26 The Horsley Cross Garden Village (SAMU9) and Hare Green Garden Village (SAMU8) sites have been discussed above in relation to residential development as they are mixed-use developments. The measures recommended by UKPN previously were for a new primary substation at each site to support the development.

4.27 Some of the sites being tested at Regulation 19 stage do not appear to have a corresponding site examined at Regulation 18 stage. It is therefore not possible to accurately describe what infrastructure may be required as UKPN did not provide a formal response at Regulation 19 stage. The sites concerned would be SAE2, PP7-1, PP7-2, PP7-3, PP7-4 (proposed deleted site), PP7-8.

4.28 Sites SAMU2 (Hartley Gardens, Clacton), SAMU3 (Oakwood Park, Clacton), SAMU4 (Rouses Farm, Clacton), SAMU5 (land off Deane's Lane and Oakley Road, Dovercourt) and SAMU6 (Weeley Green Garden Village) are mixed use sites that have been discussed above in relation their residential element. It is not considered that additional electricity infrastructure will be required for the employment uses on these areas.

4.29 The site referenced as PP7-5 (Crown Business Centre) at Regulation 19 stage (formerly Crown Quarry at Regulation 18 stage) has been significantly reduced in size from 67.38ha to 2.77ha. It is therefore unclear whether UKPN's previous response suggesting an extension of the primary substation may be required is still relevant.

4.30 In the absence of a formal response from UKPN at Regulation 19 stage, it is not possible to definitely state what infrastructure is required at the Regulation 19 sites. Several employment sites are directly comparable in location and scale to those from the Regulation 18 stage (to which UKPN did provide a response) meaning a reasonable assumption can be made. This information is summarised in **Table 4.2** below. The sites have been grouped to reflect the groupings examined by UKPN at Regulation 18 stage as closely as possible. No prediction has been given for new sites that were introduced at the Regulation 19 stage as no indication of required infrastructure has been provided by UKPN.

Table 4.2: Likely infrastructure required at employment sites

Site ref	Site name	Infrastructure likely required
SAMU7	Saltings Quarter	New primary substation
PP7-6	Collierswood Farm Strategic Business Park	New primary substation
PP7-1 PP7-2 PP7-3 PP7-7 PP7-8 SAE2 (PP7-4)	Gorse Lane Industrial Estate Expansion Stanton Europark Harwich Valley (mixed use) Harwich Road Weeley Car Boot Site Freeport East / Bathside Bay / A120 Corridor (Proposed Deleted Site - Land off Clacton Rd / Dead Lane)	Unable to determine at this stage
SAMU8 SAMU9	Hare Green Garden Village Horsley Cross Garden Village	New primary substation
SAMU2	Hartley Gardens	New primary substation
PP7-5	Crown Business Centre	Unable to determine at this stage

Costs, funding and delivery

4.31 Funding for electricity infrastructure comes generally from the commercial operations of the relevant companies and from government funding for major upgrades. Where new development comes forward, the expectation is that the development will provide for the cost of new infrastructure where it is required.

4.32 No costs of provision of new electricity infrastructure have been provided by UKPN.

4.33 Any development requiring a new electricity substation will need this completed and online before development can be commenced.

Gas

Current provision

4.34 National Grid distributes gas around the UK at high pressure. This is distributed on a local basis by eight different distribution networks, some of which are owned by National Grid. Gas is distributed at a local level in Tendring by Cadent Gas. The area falls within Cadent Gas' Eastern network which serves four million homes and businesses.

4.35 Neither Cadent Gas' RIIO-3 Business Plan 2026-2031 nor the Long-Term Development Plan (2025) indicate forthcoming capital investment schemes to increase capacity in the Eastern network. This suggests that no strategic capacity issues are expected and that local capacity may be the limiting factor which would be dealt with on a development-by-development basis on application.

Needs arising from growth

4.36 Current provision is expected to be largely sufficient given current political momentum behind shifting to more sustainable sources of energy and the roll-out of alternative technologies to achieve these aims, for example, heat pumps.

Costs, funding and delivery

4.37 Funding for gas infrastructure comes generally from the commercial operations of the relevant companies and from government funding for major upgrades. Where new development comes forward the expectation is that the development will provide for the cost of new infrastructure.

Chapter 5

Broadband

Responsible bodies

- Openreach
- Digital Essex

Current Provision

5.1 Digital Essex (previously called the Superfast Essex Programme) ensures that new, faster services, delivered by gigabit-capable or 5G technology, reaches everyone in Essex. Digital Essex states that 1% of ‘hard to reach Essex addresses’ cannot access basic superfast broadband and 1 in 5 Essex households is offline [\[See reference 21\]](#). Digital Essex has set up ‘Community DigiHubs’ to help people learn to use the internet and devices. There are hubs in Brentwood, Rochford and Laindon but no hubs within Tendring [\[See reference 22\]](#).

5.2 Currently it is forecast that the commercial rollout of fixed line gigabit-capable broadband will only reach 80% of Essex, with potential for the hardest-to-reach areas to be left behind. Digital Essex is collaborating with the Government through Project Gigabit [\[See reference 23\]](#). This is a national plan with £5 billion funding behind it to deliver fixed line gigabit capable broadband across the country. Through the programme ECC aims to exceed 85% gigabit coverage by 2025 and achieve superfast speeds at all premises in the County. The Project Gigabit programme is now focusing on the hard-to-reach communities. Building of fibre connectivity to these harder to reach premises started in June 2025, with the first installations expected to go live in late-Spring 2026. The programme is expected to be completed by the end of 2030.

5.3 Ofcom report that 99.1% of premises in Tendring have superfast broadband availability and 77% of premises have full fibre and gigabit availability [\[See reference 24\]](#).

5.4 There are several broadband providers in Essex including Gigaclear, Virgin Media, Sky, BT, Plusnet, EE, NOW Broadband, TalkTalk and Vodafone [\[See reference 25\]](#).

Needs arising from growth

5.5 Generally, all new residential, commercial developments and other appropriate developments / uses must be served by a gigabit broadband connection to the premises and 4G / 5G mobile connectivity **[See reference 26]**. Connectivity should include the installation of appropriate cabling within the homes or business units (or other buildings) as well as a fully enabled connection of the developed areas to at least one open access network provider, enabling future occupiers to subscribe to gigabit broadband services without the need for further engineering work. Where connectivity is not currently available suitable ducting that can accept gigabit-cable broadband and/or 5G connectivity should be provided to the public highway or other suitable location.

5.6 Market forces can result in new developments being fitted with broadband but the emerging Local Plan can improve access to gigabit speed broadband by including planning requirements for development proposals. The Essex Design Guide SPD **[See reference 27]** contains guidance on planning for 5G and digital connectivity (focussed on fixed line broadband connections) and states that planning policies should seek to ensure the:

- provision of digital connectivity;
- flexibility to adapt to changing technologies for residential, commercial, leisure, and community properties.

Costs, funding and delivery

5.7 Given the nature of provision, no specific costs have been identified.

Chapter 6

Green Infrastructure/Open Space and Leisure

6.1 For the purposes of this assessment green infrastructure/open space and leisure covers the following:

- Green infrastructure and open space
 - Strategic green and blue infrastructure
 - Natural and semi-natural green space
 - Amenity green spaces
 - Cemeteries and churchyards
 - Allotments
 - Public open spaces – principally parks and recreation grounds
 - Play facilities
- Leisure
 - Indoor sports facilities
 - Outdoor sports pitches and facilities
 - Community halls

Responsible bodies

- Essex County Council
- Tendring District Council
- Sport and Leisure Facility Operators
- Active Essex
- Sport England
- Natural England
- Environment Agency
- Private providers

Green Infrastructure/Open Space

Current Provision

6.2 Green infrastructure contributes to biological diversity and provides climate change resilience in the district. Please note that reference to green infrastructure within this report includes elements which are also known as ‘blue infrastructure’, which are water based natural and semi-natural features such as rivers, streams, lakes, ponds and drainage systems.

6.3 The Essex Local Nature Recovery Strategy aims to have green and blue habitats covering 25% of the county by 2030 and to create networks of better connected habitats [\[See reference 28\]](#). As of 2023 natural and semi-natural greenspace accounted for 61% of open space within Tendring, spread across 45 sites with less than a third of assessed sites rated above the threshold for quality and the majority rated above the threshold for value [\[See reference 29\]](#). Of these sites seven were recognised as Local Nature Reserves, allowing for the district to meet Natural England's Accessible Natural Greenspace Standard (ANGSt) for the provision of one hectare of statutory Local Nature Reserves per thousand population. The Local Nature Reserves are listed below [\[See reference 30\]](#):

- Bobbits Hall (0.53 hectares);
- Burrsville Nature Reserve (7.00 hectares);
- Cockaynes Wood (5.47 hectares);
- Great Holland Pits (13.80 hectares);
- Holland Haven Country Park (209.78 hectares);
- Pickers Ditch Nature Reserve, Great Clacton (3.68 hectares); and
- Wrabness Nature Reserve (97.01 hectares).

6.4 Tendring District Council works alongside 11 other Essex Local Planning Authorities on the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (the “Essex coast RAMS”) to protect designated Habitat sites on the Essex coast, the following four are of relevance to Tendring [\[See reference 31\]](#):

- Essex Estuaries SAC;
- Hamford Water SAC, SPA and Ramsar;
- Stour & Orwell Estuaries SPA and Ramsar; and
- Colne Estuary SPA and Ramsar.

6.5 Tendring District Council undertook an Open Space Assessment in 2023 which established that across the district's 355 open space sites there is a mixed quality of open space across all typologies. Of the sites assessed 56% scored above their set thresholds for quality and 95% were above the threshold for value [\[See reference 32\]](#). **Table 6.1** sets out an overview of the number of sites across all open space typologies within Tendring district.

Table 6.1: Overview of open space provision within Tendring [\[See reference 33\]](#)

Open space typology	Number of sites	Total amount to the nearest whole number (hectares)
Allotments	35	28
Amenity greenspace	138	280
Cemeteries / churchyards	24	38
Natural & semi-natural greenspace	45	579
Parks and gardens	20	16
Provision for children & young people	93	6
Total	355	947

6.6 In the financial year between 2024-2025, Tendring District Council spent £468,381 on open space provision or improvement across the district [\[See reference 34\]](#). This included:

- Dumont Avenue, Play Area, St Osyth – installation of climbing wall;
- Heath Road, Tendring – new basket swing;
- Priory Meadow, St Osyth – children's outside gym equipment and play unit;
- Welfare Park, Parkeston – installation of new play equipment; and
- Bradfield Play Area – new play equipment.

Need arising from growth

6.7 To avoid adverse effects on habitat sites, Tendring Local Plan Policy PPL4 sets out additional guidance for Suitable Alternative Greenspace (SANG) where necessary, in accordance with Natural England's SANG Guidelines 2021. As a guide, provision is normally required in the following circumstances:

- 1 to 9 dwellings: no SANG required;
- 10 to 499 dwellings: SANG required where the site is within 1km of a designated habitat site; and
- 500 or more dwellings: SANG required.

6.8 Six sites of the proposed growth sites contain at least 500 dwellings and are identified as potentially requiring SANG provision These comprise:

- Hartley Gardens, Clacton (SAMU2);
- Oakwood Park, Clacton (SAMU3);
- Rouses Farm, Clacton (SAMU4);
- Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5);
- Weeley Green Garden Village (SAMU6);
- Hare Green Garden Village (SAMU8 - including post-plan provision); and
- Horsley Cross Garden Village (SAMU9 - including post-plan provision).

6.9 While there were no sites or clusters with less than 9 dwellings, a number of sites between 10 and 499 dwellings were identified to be within 1km of a designated habitat site. For the purpose of this assessment, designated habitat sites comprise of National Nature Reserves (NNR), Marine Conservation Zones (MCZ), Sites of Special Scientific Interest (SSSI), Ramsar sites, Local Nature Reserves (LNR), Special Protection Areas (SPA) and Special Areas of Conservation (SAC).

6.10 The identified sites, all between 10 and 499 dwellings, are located in the following clusters:

- Bradfield;
- Brightlingsea;
- Dovercourt;
- Frinton, Walton, Holland & Kirby;
- Little Clacton;
- Manningtree & Mistley;
- Weeley; and
- Wrabness.

6.11 The precise SANG provision requirements for each identified site and cluster have yet to be identified at this stage.

6.12 For other open space provision, Policy HP5 sets out guidance for the overall amount of open space required for developments on sites of three hectares or larger. The minimum percentage requirements include:

- Sites of 3-10 hectares: at least 10% of the gross site area as public open space, which will include play equipment;
- Sites of 10-30 hectares: at least 20% of the gross site area as public open space, which will include play equipment and allotments;
- Sites of 30-70 hectares: at least 30% of the gross site area as public open space, which will include play equipment and allotments, and an element of playing fields and/or built community sports provision; and
- Sites of 70 hectares or more: at least 40% of the gross site area as public open space, which will include play equipment and allotments, and both playing fields and built community sports facilities.

6.13 Using this guidance, all sites were identified as being of sufficient scale to generate their own open space provision. **Table 6.2** overleaf shows the overall public open space requirements identified using Policy HP5, alongside additional open space provision, including allotments, play equipment, playing fields and community centres. The detailed requirements for these additional facilities are assessed and considered later in this chapter. As such, the final amount of public open space required on each site should be considered alongside these other identified provisions, as they may contribute towards meeting the overall open space requirement.

Table 6.2: Need for open space

	Area (ha)	Overall open space needs (ha)	Additional identified open space provision
Hartley Gardens, Clacton (SAMU2)	162.50	65.00	1 LEAP and 1 MUGA 3 community centres 1 adult football pitch, 2 youth football pitches, and 1 mini soccer pitch Allotment provision
Oakwood Park, Clacton (SAMU3)	48.98	14.70	1 LEAP 1 community centres Allotment provision
Rouses Farm, Clacton (SAMU4)	43.02	12.91	2 LEAPs 1 community centre 1 adult football pitch and 1 youth football pitch Allotment provision
Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5)	125.57	50.23	3 LEAPs 2 community centres 1 adult football pitch and 1 youth football pitch Allotment provision.
Weeley Green Garden Village (SAMU6)	52.87	15.86	1 LEAP 1 community centre 1 youth football pitch,

	Area (ha)	Overall open space needs (ha)	Additional identified open space provision
			Allotment provision.
Hare Green Garden Village (SAMU8 – including post-plan period)	496.91	198.76	3 LEAPs and 2 NEAPs 6 community centres 3 adult football pitches, 6 youth football pitches and 1 mini soccer pitch Allotment provision.
Horsley Cross Garden Village (SAMU9 – including post-plan period)	520.40	208.16	3 LEAPs and 2 NEAPs 8 community centres 5 adult football pitch, 5 youth football pitches, 2 mini soccer pitches and 1 cricket pitch Allotment provision.
Land at Vicarage Farm, Dovercourt (SAH1)	4.41	0.44	N/A
Land North of Thorpe Road, Kirby Cross (SAH2)	32.84	9.85	1 LEAP 1 community centre
Land east of Cockaynes Lane, Alresford (SAH6)	6.70	0.67	N/A
Land east of Admirals Green and north of Weeley Road, Great Bentley (SAH7)	10.29	2.06	Allotment provision
Land South of Clacton Road, St Osyth (SAH9)	7.27	0.73	N/A

6.14 Based on the National Allotment Society (NSALG) standard of 0.25 hectares of allotment provision per 1,000 population, and population figures derived from the 2021 Census, the following allotment needs have been calculated as shown in **Table 6.3**. The majority of the sites were identified as too small to justify provision, in accordance with Policy HP5 of the Local Plan.

Table 6.3: Need for and cost of allotment provision

Site	Dwellings	Population	Allotment needs (ha)	Allotment costs
Hartley Gardens, Clacton (SAMU2)	1,870	4,058	1.01	£101,448
Oakwood Park, Clacton (SAMU3)	900	1,953	0.49	£48,825
Rouses Farm, Clacton (SAMU4)	950	2,062	0.52	£51,538
Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5)	1,650	3,581	0.90	£89,513
Weeley Green Garden Village (SAMU6)	900	1,953	0.49	£48,825
Hare Green Garden Village (SAMU8)	1,450	3,147	0.79	£78,663
<i>Hare Green Garden Village (post plan period)</i>	<i>3,050</i>	<i>6,619</i>	<i>1.65</i>	<i>£165,463</i>
Horsley Cross Garden Village (SAMU9)	1,450	3,147	0.79	£78,663
<i>Horsley Cross Garden Village (post plan period)</i>	<i>4,550</i>	<i>9,874</i>	<i>2.47</i>	<i>£246,838</i>

N.B. Sites shown in italics reflect growth beyond the plan period.

6.15 The Fields in Trust standards were also used to calculate the needs for play facilities, which are 0.3ha of space required per 1,000 population against 0.36ha for Local Equipped Area for Play (LEAP), 0.85ha for Neighbourhood Equipped Area for Play (NEAP), and 0.8ha for Multi-Use-Games Area (MUGA). This was calculated against an average household size of 2.17 derived from 2021 Census household figures. For the growth proposed, only sites with over 150 dwellings were of a scale to generate need sufficient to merit provision of new play facilities. The following needs shown in **Table 6.4** overleaf are generated.

Table 6.4: Need for and cost of play facility provision

Site	Dwellings	Population	Play space needs (ha)	LEAPs needed	NEAPs needed	MUGAs needed	Cost of provision
Hartley Gardens, Clacton (SAMU2)	1,870	4,058	1.22	1	0	1	£180,000
Oakwood Park, Clacton (SAMU3)	900	1,953	0.59	1	0	0	£50,000
Rouses Farm, Clacton (SAMU4)	950	2,062	0.62	2	0	0	£100,000
Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5)	1,650	3,581	1.07	3	0	0	£150,000
Weeley Green Garden Village (SAMU6)	900	1,953	0.59	1	0	0	£50,000
Hare Green Garden Village (SAMU8)	1,450	3,147	0.94	0	1	0	£100,000
<i>Hare Green Garden Village (post plan period)</i>	<i>3,050</i>	<i>6,619</i>	<i>1.99</i>	<i>3</i>	<i>1</i>	<i>0</i>	<i>£250,000</i>
Horsley Cross Garden Village (SAMU9)	1,450	3,147	0.94	0	1	0	£100,000
<i>Horsley Cross Garden Village (post plan period)</i>	<i>4,550</i>	<i>9,874</i>	<i>2.96</i>	<i>3</i>	<i>1</i>	<i>0</i>	<i>£250,000</i>
Land North of Thorpe Road, Kirby Cross (SAH2)	450	977	0.29	1	0	0	£50,000

N.B. Sites shown in italics reflect growth beyond the plan period.

Costs, funding and delivery

6.2 The Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) [See reference 35] requires a contribution towards mitigating the impact of disturbance on sensitive and important habitats. The scale of the contribution is index linked and stood at £476 per dwelling in August 2026. All dwellings on the sites assessed would be liable for the charge. **Table 6.5** shows the contributions that would be required.

Table 6.5: Contribution requirements for RAMS

Site	Dwellings	Contribution
Hartley Gardens, Clacton (SAMU2)	1,870	£890,120
Oakwood Park, Clacton (SAMU3)	900	£428,400
Rouses Farm, Clacton (SAMU4)	950	£452,200
Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5)	1,650	£785,400
Weeley Green Garden Village (SAMU6)	900	£428,400
Hare Green Garden Village (SAMU8)	1,450	£690,200
<i>Hare Green Garden Village (post plan period)</i>	<i>3,050</i>	<i>£1,451,800</i>
Horsley Cross Garden Village (SAMU9)	1,450	£690,200
<i>Horsley Cross Garden Village (post plan period)</i>	<i>4,550</i>	<i>£1,451,800</i>
Land at Vicarage Farm, Dovercourt (SAH1)	150	£71,400
Land North of Thorpe Road, Kirby Cross (SAH2)	450	£214,200
Land east of Cockaynes Lane, Alresford (SAH6)	100	£47,600
Land east of Admirals Green and north of Weeley Road, Great Bentley (SAH7)	120	£57,120
Land South of Clacton Road, St Osyth (SAH9)	100	£47,600
Alresford (Cluster)	40	£19,040
Beaumont (Cluster)	12	£5,712
Bradfield (Cluster)	75	£35,700
Brightlingsea (Cluster)	150	£71,400
Clacton (Cluster)	90	£42,840
Dovercourt (Cluster)	106	£50,456
Frinton, Walton, Holland & Kirby (Cluster)	110	£52,360

Site	Dwellings	Contribution
Great Bentley (Cluster)	160	£76,160
Great Bromley (Cluster)	25	£11,900
Great Oakley (Cluster)	100	£47,600
Little Clacton (Cluster)	80	£38,080
Manningtree & Mistley (Cluster)	170	£80,920
Thorpe-le-Soken (Cluster)	70	£33,320
Thorrington (Cluster)	60	£28,560
Weeley (Cluster)	101	£48,076
Wix (Cluster)	40	£19,040
Wrabness (Cluster)	30	£14,280

N.B. Sites shown in italics reflect growth beyond the plan period.

6.3 In addition, Natural England has indicated that all Suitable Alternative Natural Greenspace (SANG) requirements generated by the proposed residential growth should be funded by the developer.

6.4 The precise overall open space costs for each site have not been determined at this stage and will depend on the scale, nature and layout of development proposed.

6.5 The costs of allotment needs were calculated using a delivery cost of £100,000 per hectare, based on provision elsewhere. During the plan period only one site (Harley Gardens, Clacton) required over a hectare of allotment needs, costing £101,448. Beyond the plan period, the proposed growth created over a hectare of allotment needs for both Horsley Cross Garden Village and Hare Green Garden Village, costing £165,463 and £246,838, respectively. The estimated costs of allotment needs by site and cluster are shown in **Table 6.3**.

6.6 The cost of providing formal and informal play space can vary widely and will depend on a number of factors. Along with the play equipment, allowances need to be made for fencing, seats, bins, paths, landscaping, signage and ongoing maintenance. Based on a review of costs applied elsewhere, the following allowance is made:

- LEAP: £50,000
- NEAP: £100,000
- MUGA: £130,000

6.7 The estimated costs of play facility needs by site and cluster are shown in **Table 6.5**.

Leisure

Current provision

6.8 The Indoor and Built Sport Facilities Assessment Report published in 2023 [\[See reference 36\]](#) provides an overview of the existing situation in Tendring district. The provision across the key facility types are summarised in **Table 6.6** below.

Table 6.6: Indoor and built sport facilities within Tendring [\[See reference 37\]](#)

Facility type	Number of facilities
Swimming pools	12
Health and fitness facilities	16
Gymnastics	1 (dedicated gymnastics facility)
Indoor bowls	3
Squash	9
Indoor tennis	1

6.9 There are 12 swimming pools within the District which are predominately located in the north-east and south of the district and are not well located to attract users from areas of higher deprivation. These include:

- Six main pools, of which only the following three were included in the main assessment:
 - Clacton Leisure Centre;
 - Dovercourt Bay Lifestyles; and
 - Walton-On-The-Naze.
- Two learner and teaching pools.
- Four leisure pools.

6.10 There are also eight outdoor lidos which are only open on a seasonal basis. The report identifies that there is insufficient water space in the area and that facilities have insufficient space. While the lidos alleviate the pressure over the summer months, the three main Council pool sites have insufficient space for the community.

The report identified a need to replace the oil heating system for the swimming pool at Clacton Leisure Centre which went ahead earlier this year. Tendring District Council replaced the old gas oil heating system with a modern air source heat pump [\[See reference 38\]](#).

6.11 There are currently 16 health and fitness facilities providing a total of 466 stations plus 11 studios. The largest of these (Anytime Fitness) is a national chain located in Clacton-On-Sea and comprises 36.1% of the district's health and fitness supply. The report indicated that while the private sector is adept at ensuring current demand is catered for, they do not look to service harder to reach groups. This is reflected through the spread of these facilities which are generally located in the more densely populated parts of the district. Some settlements do not have access to any health and fitness centres, including Elmstead Market and Jaywick.

6.12 The majority of the district's residents live within 20 minutes drive of a health and fitness facility, and almost half (47%) live within 20 minutes walk of a facility with 20+ stations. The report states that there is an undersupply of facilities both at present and projected forward to 2030 and 2043.

6.13 Squash is well established in the district and popular with residents. While seven of the nine available courts were rated above average quality, there is a need to continue investment in facilities. Indoor tennis is also only available at one facility of above average quality in the area and requires a membership, however while access is limited no further provision is currently required.

6.14 The Indoor and Built Sport Facilities Assessment Report stated that the district does not have sufficient courts available and accessible to meet current demands, including the growing need for volleyball courts. The Council also has limited influence on sports hall management as it only operates one sports hall facility at Clacton Leisure Centre, with schools managing the majority of the other sports halls. As the population or participation increases there is scope to extend community use at certain existing facilities.

6.15 The findings of the Playing Pitch and Outdoor Sport Strategy published in 2023 indicate that there is a shortfall in regard to the provision for football, rugby, hockey and netball within the district [\[See reference 39\]](#). There are also no dedicated athletics or cycling track facilities within Tendring, with the nearest tracks being located in Colchester City. While the consulted running clubs do not have a waiting list, there is an active demand for cycling in the area and Sport England's Segmentation Tool identifies latent demand of 5,970 people who would like to participate in cycling in Tendring.

6.16 There is a large quantity of netball courts within Tendring, however the majority are of poor quality, lack sports lighting and have limited community access, with only nine courts at three sites available for community use. Tennis courts also have sufficient provision in the area to meet current demand, however many of the courts are of poor quality. A summary of the district's playing pitch and outdoor sport facilities are summarised in **Table 6.7** [See reference 40].

Table 6.7: Playing pitch and outdoor sport facilities in Tendring

Facility type	Total provision in Tendring
Football (grass pitches)	121 pitches
Third Generation turf (3G) pitches	2 full sized and 1 smaller sized
Hockey pitches	1 full sized and 3 smaller sized
Cricket (grass squares)	11 squares
Rugby union (grass pitches)	15 sites
Tennis courts	85 courts
Netball courts	45 courts
Bowling greens	11 flat greens
Golf facilities	6 sites

Need arising from growth

6.17 Based on existing provision, there is a general need for the improvement or expansion of swimming pools and health and fitness facilities within the district. The Indoor and Built Sport Facilities Assessment Report published in 2023 [See reference 41] states that new developments need to contribute towards providing additional capacity for sports halls and swimming pools. The report identifies the following needs:

- Swimming pools: Installation of new plant and filters at all three public swimming pools, notably:
 - Dovercourt Bay Lifestyles: Significant investment required for pool plant which is approaching the end of its anticipated life.
 - Walton-On-The-Naze Lifestyles: The swimming pool is considered to be below average quality and investment is required due to the age of the pool plant, including the provision of new filters to tackle the issue of sand entering the swimming pool.

- Health and fitness facilities: Expanding the scale of health and fitness provision at public leisure centres, notably:
 - Dovercourt Bay Lifestyles: investment to improve overall offer quality.
 - Walton-On-The Naze Lifestyles: there is scope to increase the scale of fitness provision to improve access for local residents.

6.18 Other facilities within the district (such as indoor tennis, squash and indoor bowls) are typically specialist provision. There is no clear justification for the additional provision of these facilities to support the proposed growth.

6.19 A large community hall is assumed to have a floorspace of approximately 500sqm and a small community hall approximately 200sqm is assumed. In practice, such provision may be shared with other uses and one of the most common is indoor sports provision. Based on a review of requirements elsewhere, a reasonable standard is to assume 0.48sqm per dwelling. These calculations did not identify any need of sufficient scale to merit community hall provision from sites with less than 200 dwellings. The needs for sites with over 200 dwellings are shown in Table 6.8.

Table 6.8: Need for community halls

	Dwellings	Floorspace	Large community centres	Small community centres
Hartley Gardens, Clacton (SAMU2)	1,870	898	1	2
Oakwood Park, Clacton (SAMU3)	900	432	1	0
Rouses Farm, Clacton (SAMU4)	950	456	1	0
Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5)	1,650	792	1	1
Weeley Green Garden Village (SAMU6)	900	432	1	0
Hare Green Garden Village (SAMU8)	1,450	696	1	1
<i>Hare Green Garden Village (post plan period)</i>	<i>3,050</i>	<i>1,464</i>	<i>2</i>	<i>2</i>

	Dwellings	Floorspace	Large community centres	Small community centres
Horsley Cross Garden Village (SAMU9)	1,450	696	1	1
<i>Horsley Cross Garden Village (post plan period)</i>	<i>4,550</i>	<i>2,184</i>	3	3
Land North of Thorpe Road, Kirby Cross (SAH2)	450	216	0	1

N.B. Sites shown in italics reflect growth beyond the plan period.

6.20 The Tendring District Council Playing Pitch & Outdoor Sport Strategy Framework 2023 [\[See reference 42\]](#). provided an estimated demand and costs for new pitches based on the scenario of a 17,150 population increase for the Colchester and Tendring Borders Garden Community. This methodology was replicated to calculate the demand and costs for seven types of outdoor pitches across each site and cluster, with average household sizes determined through the 2021 Census. The outdoor pitch types assessed include:

- Adult football
- Youth football
- Mini soccer
- Rugby union
- Cricket
- Sand-based artificial grass pitches (AGPs)
- 3G pitches (astroturf)

6.21 Through these calculations, it was determined that sites with less than 800 dwellings did not generate sufficient need to require provision of any type of pitch, therefore these are not listed. The estimated demands and costs for adult football, youth football, mini soccer and cricket are set out in **Tables 6.10 – 6.13**.

Table 6.9: Requirements for adult football pitches

	Dwellings	No. of pitches required	Capital costs	Lifecycle cost per annum	Cost of changing room provision
Hartley Gardens, Clacton (SAMU2)	1,870	1	£115,000	£22,611	£320,000
Rouses Farm, Clacton (SAMU4)	950	1	£115,000	£22,611	£320,000
Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5)	1,650	1	£115,000	£22,611	£320,000
Hare Green Garden Village (SAMU8)	1,450	1	£115,000	£22,611	£320,000
<i>Hare Green Garden Village (post plan period)</i>	<i>3,050</i>	<i>2</i>	<i>£230,000</i>	<i>£45,223</i>	<i>£320,000</i>
Horsley Cross Garden Village (SAMU9)	1,450	1	£,115000	£22,611	£320,000
<i>Horsley Cross Garden Village (post plan period)</i>	<i>4,550</i>	<i>4</i>	<i>£460,000</i>	<i>£90,445</i>	<i>£835,000</i>

N.B. Sites shown in italics reflect growth beyond the plan period.

6.22 All sites above 800 dwellings were calculated to require at least one youth football pitch, the estimated demands and costs are summarised in **Table 6.10**.

Table 6.10: Requirements for youth football pitches

Site	Dwellings	No. of pitches required	Capital costs	Lifecycle cost per annum	Cost of changing room provision
Hartley Gardens, Clacton (SAMU2)	1,870	2	£190,000	£36,425	£320,000

Site	Dwellings	No. of pitches required	Capital costs	Lifecycle cost per annum	Cost of changing room provision
Oakwood Park, Clacton (SAMU3)	900	1	£95,000.00	£18,213	£320,000
Rouses Farm, Clacton (SAMU4)	950	1	£95,000.00	£18,213	£320,000
Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5)	1,650	1	£95,000.00	£18,213	£320,000
Weeley Green Garden Village (SAMU6)	900	1	£95,000.00	£18,213	£320,000
Hare Green Garden Village (SAMU8)	1,450	1	£95,000.00	£18,213	£320,000
<i>Hare Green Garden Village (post plan period)</i>	<i>3,050</i>	<i>3</i>	<i>£285,000</i>	<i>£54,638</i>	<i>£835,000</i>
Horsley Cross Garden Village (SAMU9)	1,450	1	£95,000	£18,213	£320,000
<i>Horsley Cross Garden Village (post plan period)</i>	<i>4,550</i>	<i>4</i>	<i>£380,000</i>	<i>£72,850</i>	<i>£835,000</i>

N.B. Sites shown in italics reflect growth beyond the plan period.

6.23 Table 6.11 shows that during the plan period, there is a need for one mini soccer pitch, costing £30,000. Beyond the plan period, the proposed growth creates a need for a further three mini soccer pitches, costing £90,000 in total in this period.

Table 6.11: Requirements for mini soccer pitches

Site	Dwellings	No. of pitches required	Capital costs	Lifecycle cost per annum
Hartley Gardens, Clacton (SAMU2)	1,870	1	£30,000	£6,432
<i>Hare Green Garden Village (SAMU8) (post plan period)</i>	<i>3,050</i>	<i>1</i>	<i>£30,000</i>	<i>£6,432</i>
<i>Horsley Cross Garden Village (SAMU9) (post plan period)</i>	<i>4,550</i>	<i>2</i>	<i>£60,000</i>	<i>£12,864</i>

N.B. Sites shown in italics reflect growth beyond the plan period.

6.24 There were no cricket pitch requirements determined for the proposed growth during the plan period, however the proposed growth beyond the plan period for Horsley Cross Garden Village creates a need for one cricket pitch, summarised in **Table 6.12** below.

Table 6.12: Requirements for cricket pitches

	Dwellings	No. of pitches required	Capital costs	Lifecycle cost per annum	Cost of changing room provision
<i>Horsley Cross Garden Village (SAMU9) (post plan period)</i>	<i>4,550</i>	<i>1</i>	<i>£365,000</i>	<i>£68,013</i>	<i>£320,000</i>

N.B. Sites shown in italics reflect growth beyond the plan period.

Costs, funding and delivery

6.25 For the purposes of this assessment, a cost of £1,500/sqm is applied for community halls. This is based on the cost of building such facilities elsewhere and takes into account provision of car parking. Therefore, the cost of a large (500sqm) hall is £750,000 and the cost of a small (200sqm) hall is £300,000.

6.26 Funding of community facilities would be through developer contributions. Where a cluster of sites was contributing towards the cost of provision, this would be proportionate to the scale of residential development allocated.

6.27 Provision of community facilities would normally be delivered by the developer as part of the main construction programme. Occasionally the land is provided along with a financial contribution but more commonly it is provided by the developer as it is more cost efficient to do so. **Table 6.13** shows the combined estimated costs of provision for the identified sites.

Table 6.13: Estimated cost of provision for community halls

Site	Cost of provision
Hartley Gardens, Clacton (SAMU2)	£1,350,000
Oakwood Park, Clacton (SAMU3)	£750,000
Rouses Farm, Clacton (SAMU4)	£750,000
Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5)	£1,050,000
Weeley Green Garden Village (SAMU6)	£750,000
Hare Green Garden Village (SAMU8)	£1,050,000
<i>Hare Green Garden Village (post plan period)</i>	<i>£2,100,000</i>
Horsley Cross Garden Village (SAMU9)	£1,050,000
<i>Horsley Cross Garden Village (post plan period)</i>	<i>£3,150,000</i>
Land North of Thorpe Road, Kirby Cross (SAH2)	£300,000

N.B. Sites shown in italics reflect growth beyond the plan period.

6.28 **Table 6.14** shows the cost of provision of the seven types of outdoor pitches assessed, based on the same approach explained under the needs arising from growth. The proposed growth did not generate a demand for sand-based AGPs or 3G pitches, and for the remaining pitches the total cost can be found in **Tables 6.10 – 6.13**.

Table 6.14: Cost requirements for outdoor pitches

	No. of pitches in scenario	Population	Pop/pitch	Capital cost/pitch	Lifecycle cost in scenario	Lifecycle cost/pitch
Adult football	6.56	17,150	2,614	£115,000	£148,331	£22,611
Youth football	7.44	17,150	2,305	£95,000	£135,501	£18,213
Mini soccer	3.36	17,150	5,104	£30,000	£21,612	£6,432
Rugby union	0.97	17,150	17,680	£185,000	£33,840	£34,887
Cricket	1.53	17,150	11,209	£365,000	£104,060	£68,013
Sand-based AGPs	0.11	17,150	155,909	£945,000	£2,897	£26,336
3G	0.91	17,150	18,846	£1,130,000	£36,361	£39,957

6.29 Estimated costs of changing facilities for each site and cluster was determined through standards set by Sport England Facilities, which are shown in **Tables 6.10, 6.11** and **6.13**. However, the cost of changing facilities has not been included for mini soccer pitches as they do not require changing room facilities.

6.30 It would be expected that provision of facilities would be partly funded through developer contributions. Other contributions could potentially be provided through local sports clubs and specifically their ability to secured grants or loans from national sports bodies. For example, the Football Association has a programme of providing grants for the provision of new AGP football pitches.

6.31 The phasing of provision would depend on whether it was being provided on site and then on the specific requirements of the scheme being brought forward. Provision of facilities on site would be expected to be made as part of the latter phases of development.

6.32 As stated above, there is no clear justification for the provision of specialist facilities, such as indoor tennis and squash, to support the proposed growth. Therefore, no assessment was undertaken for these.

6.33 Further work would be necessary to ascertain the most appropriate mix of provision for indoor sport facilities and therefore no specific costs have been identified for these.

Chapter 7

Education

7.1 For the purposes of this assessment, education infrastructure matters relate to the following:

- Early Years and Childcare
- Primary education
- Secondary education (ages 11-16)
- Post-16 education and training (including sixth form, college and apprenticeships)
- Special Educational Needs and Disabilities (SEND).

Responsible bodies

- Essex County Council
- Academy Trusts
- Post 16 providers
- Private providers (early years and primary)

7.2 Education provision includes preschool, primary, secondary, further, and higher education. The demand for preschool education has meant it is now provided on a partly commercial basis. Primary and secondary education has traditionally been led by Essex County Council, but an increasing number of primary and secondary schools are adopting an “academy model” which releases the school’s budget from local authority control. Further and higher education tends to be provided in major service centres, meaning that students generally travel further to access post-16 education than primary or secondary education.

7.3 Essex County Council produces forecasts of pupil numbers each year to plan the number of school places needed for primary and secondary schools. Higher housing targets are not fully reflected in the forecast data. Essex produces a 10 year Plan for these forecasts but Special Educational Needs and Disability (SEND), early years, sixth form and other forms of education provision are not within the scope of this plan **[See reference 43]**.

7.4 Tendring is served by a mix of types of schools, including Local Authority maintained, Independent, and Academy schools. Academies are centrally funded but

provide capacity for local pupils. Parents have a duty to ensure that their children receive a suitable education and Essex County Council has a statutory duty to make arrangements to facilitate attendance at school for eligible pupils (aged between 4 – 16). The provision is compliant with the duties and powers of local authorities as set out in the Education Act 1996 and the Education and Inspections Act 2006. Eligibility is assessed on a case-by-case basis.

Early years and childcare

Current provision

7.5 Under the Childcare Act 2006, Local Authorities have a statutory duty to ensure there is sufficient and accessible high quality early years and childcare provision to meet demand. Since September 2025, working parents have been eligible for up to 30 hours of funded childcare per week in term time, over 38 weeks, or 1,140 hours a year depending on the age of the child.

7.6 Unlike education, parents can choose to access childcare away from their home area, for example near to a place of work or training. The County Council has statutory duties that must be met regarding Funded Early Education Entitlement and childcare.

7.7 ECC publishes Childcare Sufficiency Assessments, Area Action Plans and the Early Years and Childcare 5-year plan, which details where places are required across the county. These assessments give a snapshot of different providers in an area and the number of places that are filled. It should be noted that unfilled places at one type of provider cannot be taken as evidence that provision in an area is sufficient. The work patterns and incomes of parents are all different and so are their childcare needs.

7.8 In total, there are 6,836 children under the age of five living in Tendring [\[See reference 44\]](#). These children may require early years childcare. In total, there are 133 childcare providers in Tendring, offering a maximum of 3,875 early years childcare places. This compares with 131 providers offering 3,383 places in the same period last year [\[See reference 45\]](#). Tendring has a total of 508 vacancies, at a rate of 13.1% [\[See reference 46\]](#). Sixteen of the 23 Tendring wards have less than 20% available occupancy, with six running at maximum occupancy.

Needs arising from growth

7.9 Taking into account extant site allocations and sites in the planning pipeline, there is a significant need for additional EYCC places in Tendring district.

Unsurprisingly the areas of greatest need are those where the highest levels of growth are required. This reflects the shortage of existing provision.

7.10 The basis for calculating the need for additional EYCC places and the formulas to be used are set out within the Essex County Council Developers' Guide to Infrastructure Contributions (June 2026), section 5.1 [\[See reference 47\]](#). ECC estimates that the child yield from qualifying houses is 12 children per 100 homes (0.12 per dwelling) and from qualifying flats is 6 children per 100 homes (0.06 per dwelling).

7.11 As discussed in more detail in the Primary Education section, the locations where the largest site allocations are proposed will be expected to support the delivery of several primary school settings. Each of these will be expected to be 2FE schools and each will be expected to deliver a 56-place Early Years and Childcare setting as part of this. Therefore the following locations will each provide 56-place settings as part of new primary school provision:

- Hare Green Garden Village (SAMU8): one during the plan period, two beyond plan period.
- The Horsley Cross Garden Village (SAMU9): one during the plan period, three beyond plan period.
- Weeley Green Garden Village (SAMU6) or land south of Thorpe Road (which has planning permission for 277 dwellings): one during plan period.
- Rouses Farm (SAMU4): one during plan period.
- Hartley Gardens (SAMU2): one during plan period.
- Oakwood Park (SAMU3): one during plan period.

7.12 Contributions are likely to be required from most other sites towards additional Early Years and Childcare provision.

Costs, funding and delivery

7.13 All residential developments of 20 or more dwellings will be assessed to see if 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 look at their cumulative impact. 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.

7.14 The financial contributions sought will be used to extend existing facilities wherever possible or provide a new facility. Larger development proposals (upwards of 250 dwellings) are most likely to trigger the need for a new facility and in such circumstances a land contribution will also be required.

7.15 The ECC Developers' Guide to Infrastructure Contributions records the following costs of Early Years and Childcare provision, as at Q1 2026:

- Expansion of an existing facility: £21,014
- Provision of a new setting: £25,089

7.16 The land requirement for a 56-place setting is 0.18 hectares (as explained in the section on Primary Education, when combined provision of a new 2FE primary school and 56-place Early Years and Childcare setting, the total land requirement is 2.18 hectares). Other sizes of setting may be sought ranging from 26 to 72 places, with each requiring different sizes of land contribution

7.17 The cost of each project and, thereby, any appropriate developer contribution must be considered on a case-by-case basis.

Primary Education

Current provision

7.18 Essex County Council has a statutory duty to ensure there are sufficient school places for children between 4 and 16 years old.

7.19 There are 40 primary schools and/or nursery schools within Tendring District [\[See reference 48\]](#).

7.20 It is important to note that, in line with the Audit Commission's recommendation, schools with less than 5% spare capacity are effectively full and may have limited flexibility for mid-year admissions.

Need arising from growth

7.21 ECC has undertaken a scenario test for the growth in the Regulation 19 Local Plan. In the absence of information regarding the unit mix on many sites, most dwellings have been counted by ECC as houses. The figures presented therefore represent a ‘worst case’ scenario. ECC assesses need in each of its primary school planning areas.

North-west (Manningtree)

- A further 0.3 - 1.0 forms of entry (FE) are required to support growth.
- The need created by the sites making up the Manningtree and Mistley cluster can be met through existing schools, with expansion possible if needed.

North (Oakley)

- Up to 0.3FE are required to support growth.
- The need created by the sites making up the Beaumont, Bradfield, Great Oakley and Wix clusters can be accommodated at existing schools.

North-east (Dovercourt and Harwich)

- A further 1.2 – 2.1FE are required to support growth.
- Expansion of St Michael’s CE Primary School in Ramsey is feasible to meet the 2FE demand created by the land off Deane’s Lane and Oakley Road (SAMU5), land at Vicarage Farm, Dovercourt (SAH1) and the Dovercourt and Wrabness clusters.

West (Frating)

- A further 6.8 – 7.8FE are required to support growth.
- The Hare Green Garden Village (SAMU8) creates demand for over 6FE across all growth, i.e. including growth in the post-plan period. This equates to a potential need for three new primary schools, each of 2FE, with the first required within the plan period.
- This school planning area will also be impacted by the Tending Colchester Border Garden Community, which has not been included in this scenario test.

- Brightlingsea Primary School can accommodate the level of growth tested in the Brightlingsea cluster.
- St George's Primary School in Great Bromley can accommodate the level of growth tested in the Great Bromley cluster.
- Development around Great Bentley (land east of Admirals Green and north of Weeley Road, Great Bentley (SAH7) and Great Bentley cluster) may create moderate excess demand in some age groups compared with the capacity of Great Bentley Primary School.
- Growth in Alresford and Thorrington (land east of Cockayne's Lane, Alresford (SAH6) and Alresford and Thorrington clusters) may prove problematic and necessitate some transport to other schools.

Mid (Thorpe)

- A further 10.0 – 10.1FE are required to support growth.
- The Horsley Cross Garden Village (SAMU9) creates demand for over 8FE across all growth, i.e. including growth in the post-plan period. This equates to a potential need for four new primary schools, each of 2FE, with the first required within the plan period.
- There are also over 1,200 homes proposed around Weeley (including at the Weeley, Weeley Heath and Thorpe-le-Soken clusters). ECC has a 2FE primary school land option, secured by s106, on land south of Thorpe Road (which has planning permission for 277 dwellings). However, the proposed growth of 900 dwellings at Weeley Green Garden Village (SAMU6) could provide a better location for a new school to address all the needs, given its garden village aspirations.

East (Frinton and Walton)

- A further 0.2 – 0.5FE are required to support growth.
- More than half of the development in this area (which comprises land north of Thorpe Road, Kirby Cross (SAH2) and the Frinton, Walton, Holland and Kirby cluster) is closest to Kirby Primary School which is at capacity and has limited expansion potential. This is also the case at Frinton-on-Sea Primary School. Hamford Primary School and Walton-on-the-Naze Primary School have sufficient site area for 1FE expansions to meet the needs. However it should be noted that Hamford Primary School has already been expanded to 2FE and Walton-on-the-Naze Primary School is in a flood risk area.

South (Clacton)

- A further 5.8 – 6.0FE are required to support growth.
- The needs here reflect the fact that the three site allocations in Clacton are being carried forward from the adopted Local Plan. Rouses Farm (SAMU4) requires land for a 2FE primary school, with this having been secured through a Section 106 land option. Both Hartley Gardens (SAMU2) and Oakwood Park (SAMU3) also require land for 2FE schools. This will also support the needs arising from the land south of Clacton Road, St Osyth (SAH9) and the Clacton and Little Clacton clusters.

Costs, funding and delivery

7.22 ECC uses a mixture of funding sources to finance additional school places. Funding sources available include Basic Need grant from Central Government, developer contributions, Free School Education and Skills Funding Agency (ESFA) funding, and contributions from schools. New school places must be funded through these means, as ECC has no other grants / funds dedicated to providing school places.

7.23 The ECC Developers' Guide to Infrastructure Contributions records the following costs of primary school provision per place, as at Q1 2026:

- Extending an existing school: £21,014
- Provision of a new school: £25,089

7.24 The land requirement for a 2FE primary school is 2 hectares. Such provision is expected to also incorporate a 56-place Early Years and Childcare setting, increasing the overall requirement to 2.18 hectares.

Secondary Education

Current provision

7.25 There are six secondary schools within the district (including some 'all through' schools). The current capacity for the schools is reported in either the 10 Year Plan [\[See reference 49\]](#) or the Government's 'Get Information About Schools' (GIAS) service [\[See reference 50\]](#). Some schools are grouped with others within their School Planning group which is why data was instead collected from the GIAS service.

7.26 The 10 Year Plan does not identify expansion projects for any schools in Tendring based on existing planned growth.

Need arising from growth

7.27 ECC has undertaken a scenario test for the growth in the Regulation 19 Local Plan. In the absence of information regarding the unit mix on many sites, most dwellings have been counted by ECC as houses. The figures presented therefore represent a 'worst case' scenario. ECC assesses need in each of its secondary school planning areas.

North-west (Manningtree)

- A further 8.5 - 10.3FE are required to support growth.
- The majority of this additional need would be generated by Horsley Cross Garden Village (SAMU9). The allocation of land for secondary school provision to address this need will be necessary. This will most likely be 10.1ha to support an 8FE secondary school and sixth form. This should be co-located with one of the primary schools required in order to facilitate the option of an all-through school.

North-east (Harwich)

- A further 1.4 - 13.7FE are required to support growth.
- Harwich and Dovercourt High School has the site area to expand and be able to accommodate these needs. However, ECC has advised that the cost of the project may increase disproportionately if a large expansion is required.

South-west (Colne)

- A further 5.3 – 7.2FE are required to support growth.
- The growth in this school planning area includes the Hare Green Garden Village (SAMU8). A development of this size (taking into account growth beyond the plan period) should deliver on-site provision, which would be a 6FE school (including sixth form), requiring 7.9ha. This should be co-located with one of the primary schools required in order to facilitate the option of an all-through school. Good walking and cycling links to provision on the Tendring Colchester Border Garden Community would help to facilitate the early phases of development at Hare Green.

- The impact of growth on Colne Community School will need to be considered carefully and viability/timing will depend on wider demand.

South-east (Clacton)

- A further 3.4 – 8.6FE are required to support growth.
- The level of demand for secondary school places in this area has fluctuated and this is reflected in the range of potential need indicated. Lift Clacton has the ability to expand by 2FE. Clacton County High School has reduced its Admission Number for 2026, creating around 1FE capacity which is not reflected in the figures. Any additional need is likely to require changes to existing admission patterns. New school provision on the Garden Villages will alter patterns and free up capacity at existing schools, and this could be essential in ensuring that the Clacton schools have sufficient places.

Costs, funding and delivery

7.28 ECC uses a mixture of funding sources to finance additional school places. Funding sources available include Basic Need grant from Central Government, developer contributions, Free School Education and Skills Funding Agency (ESFA) funding, and contributions from schools. New school places must be funded through these means, as ECC has no other grants / funds dedicated to providing school places.

7.29 The ECC Developers' Guide to Infrastructure Contributions records the following costs of secondary school provision per place, as at Q1 2026:

- Extending an existing school: £28,902
- Provision of a new school: £30,394

7.30 As stated above, the land requirement for an 8FE secondary school is 10.1ha and a 6FE secondary school 7.9ha. This includes space for sixth form provision.

Post-16 (including Sixth Form)

Current provision

7.31 The post-16 provision in Tendring district is part of the secondary school provision (as sixth forms) and consists of:

- Clacton County High School Sixth Form
- Lift Clacton
- Tendring Technology College Sixth Form (Lift Tendring)
- Harwich and Dovercourt High School Sixth Form

7.32 The nearest alternative post-16 provision, including further education, include Colchester Sixth Form College, the Gilbert School and Colchester Institute in Colchester as well as Suffolk One in Ipswich.

7.33 The nearest university (higher education) is the University of Essex, with the main university campus located in Colchester. The University offers both undergraduate and postgraduate courses.

Need arising from growth

7.34 ECC has a duty to secure sufficient and suitable education and training provision for all young people in their area who are over compulsory school age but under 19, or aged 19 to 25 where an Education, Health and Care Plan (EHCP) is maintained.

7.35 Residential developments of 50 dwellings or more, or employment developments providing 2,500 sqm (GIA) or more of floorspace, are required to produce an Employment and Skills Plan (ESP).

7.36 Central and local government both play a key role in identifying opportunities to maximise employment and apprenticeships, and to invest in skills to support both personal and economic growth. As part of preparing an ESP, the Local Planning Authority and ECC (where relevant) will work with developers and landowners to identify strategic employment and skills priorities in the area.

7.37 ECC has calculated the need for post-16 places based on 7,400 dwellings which only include those sites and clusters that are not allocated in the adopted Local Plan. The calculation based on 7,400 dwellings estimates 296 additional post-16 places would be needed.

7.38 Given the wide range of education routes available for 16 to 18-year-olds, learners often travel further afield. As such, the requirement for further education facilities in Essex is assessed on a case-by-case basis, and contributions will only be sought where a need can be justified.

7.39 As noted in the section on Secondary Education, provision of new secondary schools assumes proportionate on-site sixth form provision as well. New schools have been identified to support the following sites:

- Horsley Garden Village (SAMU9): provision of 8FE
- Hare Green Garden Village (SAMU8): provision of 6FE

Costs, funding and delivery

7.40 Based on 7,400 additional dwellings, the need identified has an indicative cost of £8.34m. ECC has not broken this figure down further by individual site. Precise contributions required will be considered at the point of a planning application.

7.41 Due to the funding structure of further education, where colleges are largely funded through the Education and Skills Funding Agency (ESFA), ECC typically approaches provision for those aged 18 and over from an employment and skills perspective. This approach is set out in section 5.6 of the Essex Developer's Guide to Infrastructure Contributions [\[See reference 51\]](#). Financial contributions may then be sought to address these priorities. ECC and the Local Planning Authority can support in identifying local skills and employment needs, as well as calculating appropriate contributions. Further detail is provided in the Essex Developer's Guide to Infrastructure Contributions which records the following costs of sixth form provision per place as part of secondary schools, as at Q1 2026:

- Extending an existing school: £28,902
- Provision of a new school: £30,394.

Special Educational Needs and Disability

Current provision

7.42 Where a child has an identified Special Educational Need and Disability (SEND), all mainstream education settings should use their best endeavours to remove barriers to learning and put in place reasonable adjustments that support access to education. However, for a minority of children and young people, mainstream education may not be suitable, and more specialist provision may be required. These are referred to as special schools.

7.43 The following schools can specifically support children with an Education, Health and Care plan (EHCP) and severe and complex special educational needs:

- Shorefields School. This is a special school in Clacton on Sea for 159 pupils aged 3-19 with a range of complex, severe and profound learning needs, including a high percentage on the autistic spectrum.

- Market Field School and College. This is a special school for children aged 4-19 with moderate learning difficulties, located in Elmstead Market.

7.44 There are also three other special schools within Colchester: Lexden Springs School supports children aged 3–19 with severe learning difficulties. Langham Oaks School is for boys aged 10–16 with social, emotional and mental health needs, and Kingswode Hoe School caters for pupils aged 5–16 with moderate learning difficulties.

7.45 Special schools in Tendring and Colchester districts (particularly Lexden Springs, Market Field and Shorefields) are at and beyond maximum site capacity.

7.46 Enhanced provisions provide additional specialist facilities on mainstream school sites for a small number of pupils (typically less than 30). These children have EHCPs and require higher levels of support than mainstream schools can normally provide, but their needs are not so complex that special school placements are appropriate. The enhanced provisions support specific needs and Essex currently have provisions available for:

- Autism Spectrum Disorder
- Learning Difficulties
- Social, Emotional and Mental Health
- Deaf and hearing loss
- Speech, Language and Communication

7.47 This type of provision might typically consist of:

- Two Rooms – smaller than classrooms
- Accessible toilet
- Office Space
- Intervention/sensory room
- Kitchen – depending on distance from main school building
- Separate entrance/exit and external hard play space

7.48 There are currently two mainstream schools in the Tendring district that host enhanced provision: Hamford Primary School and Tendring Technology College, both of which offer places for pupils with Autism Spectrum Disorder.

7.49 In addition, there are three Social, Emotional and Mental Health (SEMH) partnership provisions in Tendring: White Hall Academy, North East Co-operative Academy (Clacton), and Spring Meadow Primary. These provide time-limited support for children with SEMH needs, while pupils remain on roll at their home school.

Need arising from growth

7.50 ECC have calculated the number of pupils (need) based on dwellings that are not allocated in the existing local plan, which totals 7,400 dwellings. Based on 7,400 dwellings this results in SEN requirements for 78 pupils requiring an EHCP in a mainstream school and a further 48 pupils requiring a special school placement. The additional special school yield of 48 children and young people as a result of the developments within the Regulation 19 Local Plan could not all be accommodated at the current special schools, both due to the pupils' needs and current school capacity.

7.51 Additionally, based on the 7,750 dwellings from the proposed garden community development there are expected to be 132 pupils with an Education, Health and Care Plan (EHCP), including 81 pupils whose needs could be supported within mainstream provision and around 50 pupils requiring specialist placements.

7.52 There is no physical capacity to expand existing schools. The number of children and young people with an EHCP will not in themselves be large enough to warrant a new school but will generate significant growth across the 3-19 cohort typically educated in special schools. Additional pupil yield from neighbouring districts combined with the lack of capacity in existing special schools (either in present buildings or on the site to accommodate an expansion) will mean a site to develop a satellite special school is necessary if ECC is going to be able to meet its statutory duties.

7.53 Any new mainstream school built in Tendring would require dedicated space for its own EHCP cohort drawn from the local population. The overall growth planned would make it necessary for enhanced provision to meet the most prevalent need, i.e. autism, learning difficulties and social, emotional and mental health needs.

Costs, funding and delivery

7.54 In line with the ECC Developers' Guide and Department for Education guidance ('Securing developer contributions for education') [\[See reference 52\]](#), contributions towards SEND provision should reflect the higher cost of delivery, typically calculated at four times the cost of mainstream places.

7.55 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. These costs are likely to increase year on year. These costs include buildings, site works, professional fees plus furniture and equipment.

Chapter 8

Health

8.1 For the purposes of this assessment, health infrastructure matters relate to the following:

- Primary healthcare – general practice (GP) provision, pharmacies, dentists and opticians.
- Secondary healthcare – hospitals (inpatient, outpatient, emergency and diagnostic services) and specialist clinics.
- Tertiary healthcare – specialist care for those with complex, severe or rare health conditions (for infrastructure planning purposes, this is aggregated with secondary healthcare).
- Adult social care – residential care facilities, extra care housing and supported living accommodation.

Responsible bodies

- Essex County Council
- Essex Integrated Care Board (ICB)
- NHS Property Services
- Tendring Primary Care Network
- East Suffolk and North Essex NHS Foundation Trust
- Essex Health and Wellbeing Board

Primary Healthcare

8.2 Primary care focuses on the treatment of minor injuries and illnesses and deals with minor surgery and the on-going management of chronic conditions. It is generally the first point of contact most people have with the NHS, and is delivered by a wide range of professionals, including General Practitioners (GPs), nurses, dentists, pharmacists and opticians.

GP provision

Current Provision

- 8.3** A GP is the main point of contact for general healthcare for NHS patients, they are trained in all aspects of general medicine, where they cannot provide a service themselves, they act as the patient’s advocate to provide the link to further health services.
- 8.4** Clinical Commissioning Groups (CCGs) were historically responsible for the planning and commissioning of health care services for their local area, including GPs with commissioning responsibilities. However, in April 2022, the CCG system ceased to exist and was replaced with an Integrated Care System (ICS) which includes an Integrated Care Board (ICB).
- 8.5** The Essex ICB is now the partnership of organisations that provides healthcare across Tendring District. This replaced NHS Suffolk and North East Essex ICB in April 2026 [See reference 53]. One of the ICB’s partner organisations is the Tendring Primary Care Network (PCN). PCNs are groups of GP surgeries that work together, with other health and care providers to deliver a wider range of services to the local population than might otherwise be possible within an individual practice.
- 8.6** There are currently seven GP practices listed under the Tendring Primary Care Network [See reference 54] and overall there are 14 GP practices within Tendring District. **Table 8.1** summarises the patient capacity at these existing GP practices [See reference 55].
- 8.7** This shows that all surgeries have a deficit in GP provision when assessed against the British Medical Association standard of 1,800 patients per GP. A number of these have a very significant shortage compared with the standard. Furthermore, the GP FTE figures do not include any vacancies at individual practices.

Table 8.1: Capacity of GP practices in Tendring District, May 2026 [See reference 56]

GP Practices	Patient list size	GP full time equivalents (FTEs)	No. of patients per GP (FTE)	Surplus/ deficit (See note 1)
Caradoc Surgery	8,941	4.3	2,079	-1,201

GP Practices	Patient list size	GP full time equivalents (FTEs)	No. of patients per GP (FTE)	Surplus/ deficit (See note 1)
Clacton Community Practices	15,839	7	2,263	-3,239
Colne Medical Centre	10,880	5.9	1,844	-260
East Lynne Medical Centre	8,763	1.1	7,966	-6,783
Fronks Road Family Surgery	5,070	1	5,070	-3,270
Great Bentley Surgery	12,155	5.7	2,132	-1,895
Harewood Surgery	2,917	1.3	2,244	-577
Lawford Surgery	5,366	1.5	3,577	-2,666
Mayflower Medical Centre	17,990	5.5	3,271	-8,090
North Clacton Medical Practice	11,057	3.5	3,159	-4,757
Old Road Surgery	9,611	2.5	3,844	-5,111
Ranworth Surgery	9,284	3.2	2,901	-3,524
St James Surgery	15,854	7.2	2,202	-2,894
The Riverside Health Centre	6554	2.9	2260	-1,334
Thorpe Surgery	7,591	2.6	2920	-2,911
Walton Medical Centre	8,285	2.7	3,069	-3,425

Note 1: This is based on the British Medical Association (BMA) model of 1 full time equivalent GP for every 1,800 patients on a GP surgery's list. This is used as a guide figure.

8.8 A deficit in GP provision against the BMA figure at any given surgery does not automatically mean there is a shortage in infrastructure capacity. Some practices may have difficulty in recruiting GPs despite having sufficient surgery space to accommodate them. Conversely, a theoretical surplus of provision does not mean that a GP surgery has available space to expand in the future, should there be a need to grow the practice.

Pharmacies, dentists and opticians

Current provision

8.9 Pharmacists and chemists play a key role in providing quality healthcare to patients. Under government arrangements the aim is to place greater emphasis on the provision of a wider range of pharmacy by making better use of pharmacists’ expertise and clinical skills. As well as dispensing prescribed medications, many pharmacists can now give confidential advice on a range of minor ailments and suggest non-prescribed medications or a GP visit if necessary.

8.10 The Essex Health and Wellbeing Board Pharmaceutical Needs Assessment published in September 2025 indicated that no gaps in pharmaceutical services have been identified that if provided either now or in the future would secure improvements or better access to relevant services across the Tendring locality [\[See reference 57\]](#).

8.11 The total number of community pharmacies across the Tendring district area in 2024 was 28, along with eight dispensing GP surgeries. Of the 28 pharmacies:

- during weekdays, all community pharmacies are open between the hours of 9:00 to 17:00;
- on Saturdays, 21 pharmacies are open in the morning and 15 of these remain open in the afternoon;
- on Sundays, six pharmacies are open.

8.12 Advanced Services are optional services that pharmacy and dispensing appliance contractors may provide if they meet the required standards set under the NHS Pharmaceutical Services Regulations[\[See reference 58\]](#). Examples of advanced services include seasonal vaccination services (flu), pharmacy contraception service and smoking cessation service. A summary of the number of pharmacies that provide Advanced Services is provided in Table 8.2.

Table 8.2: Percentage of pharmacies signed up to provide Advanced Services[\[See reference 59\]](#)

Advances Services	% of pharmacies within the Tendring locality
New Medicines Service (NMS)	93%
Hypertension case-finding service	79%
Community Pharmacy Influenza service	46%

Advances Services	% of pharmacies within the Tendring locality
Contraception	50%
Lateral Flow	18%
Pharmacy First	93%

8.13 All Tendring residents are within a 20-minute drive of a pharmacy. However, the district has the second largest percentage of households without a car or van (20.1%) in the County, which may limit access to services [\[See reference 60\]](#).

8.14 The provision of dental services in the community plays an important role in the overall health and wellbeing of residents. Everyone should therefore expect to be able to access good quality NHS dental services at reasonable cost.

8.15 Dental care is available from 16 individual practices across the district. Of this total, six practices are currently accepting new NHS patients (adult and child) [\[See reference 61\]](#). In 2025, Tendring East, South and West were identified as areas that needed increased access to primary care dental services [\[See reference 62\]](#).

8.16 Access to eye care services through opticians is more readily available across the area. NHS sight tests are available for eligible people, with some able to get NHS help with the cost of glasses. Optometry services are currently provided in Fryatt Hospital and Clacton Hospital within the Tendring district area, with specialist eye health services also available at neighbouring Colchester Primary Care Centre.

Need arising from growth

8.17 Essex ICB has stated that several of the proposed residential sites in the Regulation 19 Local Plan could have a detrimental impact on the services of GP practices which operate within the vicinity of these areas. It also stated that most GP surgeries in Tendring District do not have capacity for the additional growth resulting from the proposed and cumulative developments. The ICB has identified that several of the proposed and cumulative developments will likely give rise to a need for additional healthcare provision to mitigate the likely impacts arising. They have calculated that the majority of the proposed residential allocations have an existing deficit of floorspace in place, with the highest deficits occurring in Clacton and across Frinton, Walton, Holland and Kirby. The total deficit associated with each site is listed below in **Table 8.3**:

Table 8.3: Primary healthcare floorspace deficits

Site	Total deficit of space (sqm)
Hartley Gardens, Clacton (SAMU2)	501
Oakwood Park, Clacton (SAMU3)	247
Rouses Farm, Clacton (SAMU4)	946
Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5)	470
Weeley Green Garden Village (SAMU6)	624
Hare Green Garden Village (SAMU8)	624
Horsley Cross Garden Village (SAMU9)	540
Land at Vicarage Farm, Dovercourt (SAH1)	470
Land North of Thorpe Road, Kirby Cross (SAH2)	337
Land east of Admirals Green and north of Weeley Road, Great Bentley (SAH7)	624
Alresford (Cluster)	247
Beaumont (Cluster)	49
Bradfield (Cluster)	540
Brightlingsea (Cluster)	247
Clacton (Cluster)	2,191
Dovercourt (Cluster)	470
Frinton, Walton, Holland & Kirby (Cluster)	1,461
Great Bentley (Cluster)	624
Great Bromley (Cluster)	624
Great Oakley (Cluster)	49
Little Clacton (Cluster)	257
Manningtree & Mistley (Cluster)	540
Thorpe-le-Soken (Cluster)	337
Thorrington (Cluster)	247
Weeley (Cluster)	624
Wix (Cluster)	49
Wrabness (Cluster)	49

8.18 Essex ICB has not advised whether surgeries serving the growth identified above are able to meet their needs through internal reconfiguration of space, expansion on their existing sites or whether provision of a new surgery would be a preferable and deliverable solution. Moreover, the precise requirements in terms of expanded provision in each case has not been determined.

Costs, funding and delivery

8.19 Essex ICB has stated that the proposed and cumulative developments will be likely to have an impact on the NHS funding programme for the delivery of primary healthcare provision within the Tendring area and specifically within the health catchment of the developments. The ICB would therefore expect these impacts to be fully assessed and mitigated and that developer contributions would be sought towards increasing capacity in the area(s) of the proposed and cumulative developments.

8.20 For the majority of the residential sites, the ICB has identified an estimated cost for the capital required to create additional floorspace to support the population arising from the proposed development. These are listed below in **Table 8.4**. These needs could be addressed by means of internal reconfiguration, an extension or physical re-location.

Table 8.4: Estimated capital costs for additional healthcare floorspace

Site	Estimated cost
Hartley Gardens, Clacton (SAMU2)	£2,286,138
Oakwood Park, Clacton (SAMU3)	£1,099,713
Rouses Farm, Clacton (SAMU4)	£1,161,303
Land at Vicarage Farm, Dovercourt (SAMU5)	£183,150
Land North of Thorpe Road, Kirby Cross (SAH2)	£549,451
Land east of Admirals Green and north of Weeley Road, Great Bentley (SAH7)	£146,682
Alresford (cluster)	£48,624
Beaumont (cluster)	£14,587
Bradfield (cluster)	£91,575
Brightlingsea (cluster)	£183,150
Clacton (cluster)	£109,404
Dovercourt (cluster)	£128,854

Site	Estimated cost
Frinton, Walton, Holland & Kirby (cluster)	£133,716
Great Bentley (cluster)	£195,306
Great Bromley (cluster)	£29,985
Great Oakley (cluster)	£121,560
Little Clacton (cluster)	£97,248
Manningtree & Mistley (cluster)	£207,462
Thorpe-le-Soken (cluster)	£85,092
Thorrington (cluster)	£72,936
Weeley (cluster)	£123,181
Wix (cluster)	£48,624
Wrabness (cluster)	£36,468

8.21 The remaining four sites were assessed by the ICB to have the other infrastructure needs to support the proposed residential growth, listed alongside their estimated cost in **Table 8.5** below.

Table 8.5: Estimated costs for other infrastructure needs

Site	Infrastructure needs to support growth	Estimated cost
Land off Deane's Lane and Oakley Road, Dovercourt (SAH1)	No new site is required but a financial contribution is needed to increase capacity within existing buildings.	£2,017,086
Weeley Green Garden Village (SAMU6)	Potential Branch Surgery requirement	£1,099,713
Hare Green Garden Village (SAMU8)	Potential Branch Surgery requirement	£1,772,345
Horsley Cross Garden Village (SAMU9)	A PCN solution to be sought in terms of infrastructure across the Riverside Health Centre and Lawford Surgery.	£1,772,345

8.22 All estimated contributions are expected to be paid by the Developer and there should be no financial contribution required from the NHS. The ICB has also stated that none of the proposed residential allocations that have been identified are

included in the ICB's current programme of improvements and there will be a requirement for specific timings to be developed going forward.

Secondary Healthcare

Current provision

8.23 Secondary care covers medical and surgical services, and specialist hospitals are for conditions that cannot be dealt with by secondary care. Secondary care services include a wide range of services that are generally provided via GP referral in the first instance, or as a response to an incident (such as an emergency requiring an ambulance).

8.24 There are no acute hospitals within Tendring, with Colchester General Hospital being the closest, located on the west side of Colchester. Hospital facilities are provided by East Suffolk and North Essex NHS Foundation Trust. The Tendring district area is currently served by two community hospitals, Fryatt Hospital in the north west and Clacton and District Hospital in the south.

8.25 Fryatt Hospital in Harwich provides a range of specialist hospital services including a minor injuries unit and rehabilitation unit. Clacton and District Hospital offers several services including cardio-respiratory services, imaging services, phlebotomy services and an audiology clinic. The hospital also benefits from a newly developed Urgent Treatment Centre and Community Diagnostic Centre which provides diagnostic services such as CT scans, blood testing and lung function tests [See reference 63].

Need arising from growth

8.26 East Suffolk and North Essex NHS Foundation Trust (ESNEFT) has stated that acute healthcare infrastructure and funding will be required to meet the needs arising from planned growth comprising 250 or more residential dwellings. The identified sites include the following:

- Hartley Gardens, Clacton (SAMU2);
- Oakwood Park, Clacton (SAMU3);
- Rouses Farm, Clacton (SAMU4);
- Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5);
- Weeley Green Garden Village (SAMU6);

- Hare Green Garden Village (SAMU8);
- Horsley Cross Garden Village (SAMU9);
- Land at Vicarage Farm, Dovercourt (SAH1); and
- Land North of Thorpe Road, Kirby Cross (SAH2).

Costs, funding and delivery

8.27 Funding for hospitals is allocated on a national basis by the NHS. As stated above, ESNEFT has identified that acute healthcare funding will be required to meet the needs arising from the proposed growth comprising 250 or more residential dwellings, however at this stage it has not been possible to quantify this in relation to specific site allocations for residential development to be included in the Regulation 19 Local Plan.

8.28 No specific issues relating to the phasing of development have been identified in respect of secondary healthcare.

Adult Social Care

Current Provision

8.29 Essex County Council (ECC) is responsible for adult social care across the county, including the Tendring district area. The Care Act 2014 sets out and governs the way in which the Council must meet its adult care and support obligations.

8.30 Under the Care Act, ECC is responsible for assessing an adult's needs for care and support and deciding whether a person is eligible for public care and support. The underpinning principle of the Care Act is to promote people's wellbeing. Wellbeing is a broad concept, described as relating to a number of areas, one of which includes suitability of living accommodation.

8.31 ECC also has responsibility for making specific provision towards built infrastructure for care services such as extra care. City, Borough and District Councils in Essex are responsible for securing contributions from developers towards affordable housing but ECC has responsibilities for housing some vulnerable groups and will work with local authorities on how these responsibilities can best be met. In order to deliver its aims and duties, ECC seeks to develop a range of supported living options and to commission services to support people to remain living independently for as long as possible [\[See reference 64\]](#).

8.32 ECC's Adult Social Care Market Shaping Strategy 2023-2030 [\[See reference 65\]](#) sets out ECC's market shaping responsibilities and the approach to shaping and supporting the care market to meet the needs of Essex residents. The strategy finds that there is an increasing trend for people to be supported at home, in their community and this is expected to continue. There are fewer people choosing residential and nursing care, with those who do move into a care home having higher levels of complexity later in life. Demand for supported living and extra care housing therefore is increasing.

8.33 ECC operates its own in-house adult social care services, including some residential care homes, although these services are limited compared with the full-scale of care needed across the county. The majority of adult social care services in Essex are commissioned from external providers [\[See reference 66\]](#). These include:

- Residential and nursery care homes;
- Supported living arrangements;
- Day opportunities;
- Specialist services for people with mental health needs.

Retirement/sheltered and extra care housing

8.34 ECC commissioned the Housing Learning and Improvement Network (LIN) in 2024, in relation to housing need forecasting research for people who meet the Care Act criteria and those who do not, but may do so in the future. The Supported and Specialist Housing and Accommodation Needs Assessment 2025 (SSHANA) provides insights in relation forward forecasting housing need data by cohort, tenure, and specialist and supported housing type [\[See reference 67\]](#).

8.35 The SSHANA 2025 states that there is the following provision of supported and specialist housing and accommodation in Tendring:

- Retirement/sheltered housing – 2,666 units (16.2% of Essex total)
 - For sale/shared ownership – 1,341 units (50.3% of Tendring district total)
 - Social/affordable rent – 1,325 units (49.7% of Tendring district total)
- Extra care housing – 160 dwellings (17% of Essex total)
 - Social/affordable rent - 100% of Tendring district total

8.36 The SSHANA has used national data to model the estimated additional need for retirement/sheltered housing and extra care housing by 2039 (one year short of the end of the plan period) in Tendring district:

- 1,601 retirement/sheltered housing units (67.1% market housing, 32.86% affordable/social housing).
- 975 extra care housing units (61.9% market housing, 38.1% affordable/social housing).

8.37 For affordable extra care housing, ECC expects individual schemes to deliver between 60 and 100 apartments.

Care homes

8.38 There are two main types of care home, residential care and nursing care. Nursing care homes have at least one registered nurse on site 24/7 and can therefore cater for people with needs that require nursing attention. Residential homes will call in routine and emergency medical support from other agencies (e.g. GPs or district nurses) as required. Some care homes provide both residential and nursing care. All care homes provide accommodation, 24-hour personal care, meals, meaningful social and wellbeing activities. Care homes can be for older adults and/or working age adults.

8.39 Care home provision is market-led and is not run or owned by the public sector. Many care homes do not accept ECC-funded older people. Indeed, care homes with vacancies often draw people from outside the area. The minority of people drawing on adult social care from ECC live in care homes.

8.40 There are currently 44 care homes in Tendring district. Of these, 35 are residential care homes providing 1,316 beds. The other nine are nursing care homes, providing 191 beds. The SSHANA identifies that, as of March 2025, 89% of Tendring district's capacity was filled (recognising that there should always be a 10% allowance to meet fluctuating local needs such as varying hospital discharge rates). ECC's Market Position Statement acknowledges that there is an over-supply of registered residential care homes in the market [\[See reference 68\]](#). Since 2019 a total of 24 care homes have closed in Essex, although none have closed in Tendring district.

8.41 Across Essex, the SSHANA identifies a clear increase in nursing care use and a corresponding decline in residential placements by ECC. The SSHANA expects this increase in the proportion of nursing care beds compared with residential care beds to continue over the plan period. It considered that in Tendring district there will be a need for a further 132 residential care beds and 404 nursing care beds by 2039.

Day centres

8.42 Day centres are an important part of the provision of adult social care in Essex. Day opportunity sessions offer people who need care or assistance the chance to continue to pursue their passions or discover new ones, stay as physically active as they can and engage in meaningful social interactions and activities. Day opportunities can be provided in or use a centre/building as a base for activities as well as in the wider community.

8.43 Essex ICB currently fund the Tendring Frontline who collate local health and wellbeing services in the area and there are currently at least three day opportunity providers/centres in Tendring district, including the ECL Clacton Older People Day Centre [See reference 69].

8.44 Commissioners are at present reviewing day centre provision for adults and older people across Essex, as buildings are having to meet increasingly complex needs. A focus of the work includes opportunities for co-location with other services, be this either refurbishment of existing buildings or new build. Many existing properties are small and potentially not suited to conversion to meet modern needs.

8.45 It would be expected that large scale new development would include provision for new community buildings. This would create the opportunity for co-location of services which could include day opportunities.

Mental health

8.46 Residents of Tendring District are able to access mental health services through a referral from their GP, and the Tendring Specialist Mental Health Team (TSMHT) are in place to provide assessment and treatments for those experiencing a Serious Mental Illness (SMI) [See reference 70]. Local services also include Therapy For You, a free NHS counselling and talking therapy service for people in Tendring, Colchester, Southend, Castle Point and Rochford [See reference 71]. The Essex Partnership University NHS Foundation Trust also provides a range of mental health support services within Tendring District and neighbouring districts, enabling residents to be treated by community and the inpatient mental health team.

Need arising from growth

8.47 ECC has indicated that current data suggests greatest need is in Clacton-on-Sea, related to the following sites:

- Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5);

- Weeley Green Garden Village (SAMU6);
- Hare Green Garden Village (SAMU8); and
- Horsley Cross Garden Village (SAMU9).

8.48 For Hartley Gardens (SAMU2), ECC has stated that this site is not a priority if other sites deliver the extra care requested, otherwise they would seek affordable extra care housing on this site.

8.49 For Oakwood Park (SAMU3), ECC has stated that their preference is that the site includes a mix of affordable extra care housing, with a 60 to 80 unit scheme. ECC has also stated that any Older Persons' accommodation should be delivered in years 11-17 or earlier if all significant infrastructure is in place.

8.50 One of the sites, Rouses Farm (SAMU4), has received outline planning permission which does not include Specialist Supported Housing.

8.51 The remainder of the sites and clusters were assessed by ECC as being too small to merit specific infrastructure needs being identified to support growth.

Costs, funding and delivery

8.52 ECC has stipulated that affordable extra care housing will need to be funded from developer contributions, or through discounted land provided by the developer. In addition, building costs are required to be funded by the registered provider of social housing.

8.53 Developer contributions can be used to deliver specialist and supported housing and grants may also be available through Homes England to support the delivery of specialist and supported housing where these are provided as affordable housing units.

8.54 Where new residential development will generate a need for care and support, ECC's preference is large-scale development to deliver a proportionate provision of supported and specialist housing for predicted care and support needs arising. Where new accommodation cannot be provided on-site, ECC will seek to secure financial contributions that enable capital funding for new supported and specialist housing accommodation on alternative sites. ECC currently has a focus on development of specialist supported living schemes for adults with complex learning disabilities and autism and development of new extra care schemes primarily for older people. Essex Housing LLP, wholly-owned by ECC, has an active development programme and growing pipeline for such schemes [\[See reference 72\]](#).

Chapter 9

Transport and Sustainable Travel

9.1 For the purposes of this assessment, transport and sustainable travel relates to the following:

- Roads
- Rail
- Bus
- Walking and cycling
- Port

Responsible bodies

- Essex County Council (ECC)
- National Highways
- Network Rail
- Great British Railways
- Arriva
- First
- Private providers

9.2 The planning and management of the transport network across Tendring district area is undertaken by a number of different organisations and agencies. The significant number of different stakeholders at different levels demonstrates the benefit that a single infrastructure delivery plan can provide to the local plan process. The current status of transport infrastructure planning in the Tendring district area is set out on a topic-by-topic basis below.

Road

Current Provision

9.3 The road network within the UK has historically been classified as the Strategic Road Network (accounting for 2% of roads and managed by National Highways) and the local road network (accounting for 98% of roads and managed by local authorities). However, in 2018 the government introduced the Major Road Network (MRN), which forms a ‘middle tier’ of the country’s busiest and most economically important ‘A’ roads, sitting between the national Strategic Road Network (SRN) and the rest of the local road network. A specific funding stream was dedicated to the MRN. This network is managed locally by Essex County Council (ECC), who are the Highway Authority for the Tendring district area, however there are no roads under the MRN and SRN under their management within the district.

9.4 Key routes within the district include the A133 and A120 which link Colchester to the districts two largest towns, Clacton-on-Sea and Harwich, respectively. Delays are common on main roads in Tendring, especially in town centres and along the A133 towards Colchester. A new A1331 link road is currently under construction, with funding confirmed in March 2026 for phase two of which will connect the A1333 to the A120, providing access to the Tendring-Colchester Borders Garden Community (TCBGC) [\[See reference 73\]](#). The project is expected to be completed in 2030 and will support the new Rapid Transit System in Colchester [\[See reference 74\]](#).

Need arising from growth

9.5 Transport modelling work was undertaken by ECC’s consultants for the proposed growth in the Regulation 19 Local Plan. The findings of the modelling work have identified 15 highway-related schemes required to support the proposed sites and clusters. These are listed below along with the proposed site or cluster they were identified for:

- Dynamic traffic management (All sites and clusters)
- Lower Harwich Rd and Ipswich Roads (All sites and clusters)
- Wivenhoe Park Corner roundabout (All sites and clusters)
- A12 Junction 29 (SAMU9)
- Harwich Road approach to the A120 (SAMU8)
- A133 / Colchester Road - Frating Roundabout (SAMU6, SAMU3 and SAMU2)

- A137 Wignall St/ B1352 Long Road junction (Manningtree and Mistley cluster)
- A137 Coxs Hill Road/B1352 Station Road junction (Manningtree and Mistley cluster)
- A133 Weeley roundabout (SAMU6, SAMU3 and SAMU2)
- A133/ B1029 Frating crossroads, Great Bentley Road/ Bromley Road (SAMU8)
- B1029 Brightlingsea (Brightlingsea cluster)
- Horsley Cross Roundabout (SAMU9)
- Thorrington B1027/B1029 staggered junction (Brightlingsea cluster)
- Allowance for access to residential sites (All sites and clusters)
- Allowance for access to employment sites (All sites and clusters)
- Allowance for travel planning at residential developments (All sites and clusters)
- Allowance for travel planning at employment developments (All sites and clusters).

9.6 The modelling work also identified need for a Park and Ride/Park and Choose (P&C) facilities scheme in relation to sites SAMU8 and SAMU9. It advised that a review of use of the proposed P&C East (serving East Colchester) take place and that consideration should be given to extra facilities or enhancing access.

9.7 In addition, the modelling work identified that committed developments located in Manningtree contributes towards the need for the following potential schemes (which are also identified above to support growth in the Regulation 19 Local Plan):

- A137 Wignall St/ B1352 Long Road junction
- A137 Coxs Hill Road/B1352 Station Road junction.

Costs, funding and delivery

9.8 The costs of schemes will be determined once detailed designs are brought forward, however the modelling work by ECC's consultants has provided adjusted estimated costs for the identified schemes. This is shown for each proposed site below in **Table 9.1**.

9.9 The estimated costs for the two potential schemes at Manningtree (A137 Wignall St/ B1352 Long Road junction and A137 Coxs Hill Road/B1352 Station Road junction) have been assigned in full by ECC's consultants to the Regulation 19 Local Plan growth in Manningtree. Given they also identify that existing committed

developments in Manningtree are contributing to these needs, further work will be required to assign a more precise proportion of the total cost of these schemes to the Regulation 19 Local Plan growth in Manningtree.

9.10 Costs were not included in **Table 9.1** for the Park and Ride/Park and Choose facilities scheme for site SAMU8 and SAMU9. This will be dependent on the amount of use of P&C East by residents or workers of sites in Tendring district. Whilst an initial estimated cost of £500,000 was indicated by the modelling work, for the reason stated above it has not been possible to assign costs to the sites in Tendring. In addition, while a study and monitoring is needed in this plan period, the spend would be beyond the plan period.

9.11 Funding will come predominantly from developer contributions. Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.

Table 9.1: Needs for highways related schemes

Site	Dwellings	Estimated cost	Schemes
Hartley Gardens, Clacton (SAMU2)	1,870	£18,574,571	Highway - A133/Colchester Road Highway - A133 Weeley roundabout Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Oakwood Park, Clacton (SAMU3)	900	£8,939,633	Highway - A133/Colchester Road – Frating Roundabout Highway - A133 Weeley roundabout Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment"
Rouses Farm, Clacton (SAMU4)	950	£4,518,023	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout

Site	Dwellings	Estimated cost	Schemes
			Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5)	1650	£7,847,093	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Harwich Mobility Hub Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Weeley Green Garden Village (SAMU6)	900	£8,939,633	Highway - A133/Colchester Road Highway - A133 Weeley roundabout Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment

Site	Dwellings	Estimated cost	Schemes
Hare Green Garden Village (SAMU8)	1,450	£19,380,466	Highway - A133/ B1029 Frating crossroads (Gt Bentley Rd/ Bromley Rd) Highway - Harwich Road approach to the A120 Highway - A12 Junction 29 Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Horsley Cross Garden Village (SAMU9)	1,450	£27,380,466	Highway – Horsley Cross Roundabout Highway - A12 Junction 29 Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Horsely Cross Mobility Hub Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment

Site	Dwellings	Estimated cost	Schemes
Land at Vicarage Farm, Dovercourt (SAH1)	150	£713,372	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Land North of Thorpe Road, Kirby Cross (SAH2)	450	£2,140,116	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Land east of Cockaynes Lane, Alresford (SAH6)	100	£475,581	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Land east of Admirals Green and	120	£570,698	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout

Site	Dwellings	Estimated cost	Schemes
north of Weeley Road, Great Bentley (SAH7)			Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Land South of Clacton Road, St Osyth (SAH9)	100	£475,581	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Alresford (Cluster)	40	£313,090	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Beaumont (Cluster)	12	£57,070	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites

Site	Dwellings	Estimated cost	Schemes
			Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Bradfield (Cluster)	75	£356,686	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Brightlingsea (Cluster)	150	£2,713,372	Highway - Thorrington B1027/B1029 staggered junction Highway - B1029 Brightlingsea Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Clacton (Cluster)	90	£428,023	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites

Site	Dwellings	Estimated cost	Schemes
			Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Dovercourt (Cluster)	106	£504,116	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Frinton, Walton, Holland & Kirby (Cluster)	110	£523,140	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Great Bentley (Cluster)	160	£760,930	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents

Site	Dwellings	Estimated cost	Schemes
			Other - Travel planning for employment
Great Bromley (Cluster)	25	£118,895	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Great Oakley (Cluster)	100	£475,581	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Little Clacton (Cluster)	80	£380,465	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment

Site	Dwellings	Estimated cost	Schemes
Manningtree & Mistley (Cluster)	170	£6,808,488	Highway- A137 Wignall St/ B1352 Long Road junction Highway - A137 Cox's Hill Road/B1352 Station Road junction Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Thorpe-le-Soken (Cluster)	70	£332,907	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Thorrington (Cluster)	60	£285,349	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment

Site	Dwellings	Estimated cost	Schemes
Weeley (Cluster)	101	£910,337	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Wix (Cluster)	40	£190,233	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment
Wrabness (Cluster)	30	£142,674	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment

Bus

Current Provision

9.12 The National Bus Strategy for England was launched by the UK Government in March 2021. This outlined that ‘Enhanced Partnership’ arrangements were to be introduced by April 2022, between bus operators and county, district and borough councils. A requirement of the strategy is direct involvement and funding support will be required from district councils.

9.13 The enhanced partnership for Essex County Council was commenced as of March 31st 2022, and comprises a set of commitments made by the Council and those required of Qualifying Bus Operators to deliver the Essex Bus Service Improvement Plan 2021 to 2026. An updated Bus Service Improvement Plan was published by ECC in 2024 [\[See reference 75\]](#) which stated that Tendring District would be the first district in the county to receive a District Based Enhanced Partnership Scheme. Tendring was identified as the initial district as it is the most deprived of Essex's twelve districts and had already been identified as a priority area for bus service improvements in the county's Bus Service Improvement Plan.

9.14 Bus services in Essex are generally provided on a commercial basis by private bus operators, which determine the route and timetables. As such, operators will operate services which are considered commercially viable without external financial support. However, ECC provides revenue subsidies to selected services in order to ensure that communities have access to essential services, subject to the level of funding available

9.15 In addition, Tendring District Council funds the Tendring Community Transport service which provides a door-to-door on-demand service to those people unable to use conventional buses or public transport of all ages. A similar service is also provided in Harwich and its outlying villages by Harwich Connexions for people who live in areas where public transport is limited [\[See reference 76\]](#). The Council also runs a Helping Hands Transport service where local volunteers use their own cars to support those aged 60 and over with transport.

Need arising from growth

9.16 The findings of the transport modelling work have identified 11 bus-related schemes and a requirement for 10 mobility hubs across the proposed sites. The 11

bus-related schemes include improvements to bus routes and capacity (through the provision of subsidy to existing providers), Park and Choose facilities and Rapid Transit Systems (RTS). These are listed below along with their proposed site or cluster:

- Westbound RTS lane – Wivenhoe Park Corner to Knowledge Gateway (All sites and clusters)
- Park and Choose – Clacton-on-Sea (SAMU2, SAMU3 and SAMU4)
- RTS Colchester to Hare Green and Horsley Cross (SAMU8)
- RTS extension Horsley Cross to Harwich (SAMU9)
- Park and Choose facility at Hare Green - feasibility and land safeguarding (SAMU2, SAMU3, SAMU4, SAMU6 and SAMU8)
- Harwich Town Bus Route and Harwich Port Shuttle (SAMU5)
- North Tendring bus route (SAMU9)
- Bus subsidy for residents (All sites and clusters)
- Bus subsidy for employment (All sites and clusters)
- Thorpe-Le-Soken Sustainable Boulevard - along Station Road / incorporated within new development area (Thorpe-le-Soken cluster).

9.17 Mobility hub schemes were also identified to support integrated transport, the quality of interchanges and access to higher quality public transport services. Of the six schemes, the Clacton Mobility hub was identified only for committed development located in Clacton. The remaining five mobility hub schemes are listed below along with their proposed site or cluster:

- Great Bentley Mobility Hub (Great Bentley cluster)
- Hare Green Mobility Hub (SAMU8) Manningtree Mobility Hub (Manningtree and Mistley cluster)
- Weeley Mobility Hub (Weeley cluster) Harwich Mobility Hub (SAMU5, SAH1, Dovercourt cluster)

Costs, funding and delivery

9.18 The costs of schemes will be determined once detailed designs are brought forward, however the modelling work by ECC's consultants has provided adjusted estimated costs for the identified schemes. This is shown for each proposed site below in **Table 9.2**.

9.19 The costs for the Clacton Mobility Hub was not included in the table below, and is estimated to cost £430,000. Funding will come predominantly from developer contributions or from subsidies for bus routes. Many of the proposed requirements, particularly the RTS, will be required either to enable development to come forward or in the early stages of development.

Table 9.2: Needs for mobility hubs, park and choose, and bus-related schemes

Site	Dwellings	Estimated cost	Schemes
Hartley Gardens, Clacton (SAMU2)	1,870	£7,805,548	Bus - Park & Choose, Clacton Bus - Park & Choose facility at Hare Green Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Oakwood Park, Clacton (SAMU3)	900	£3,756,681	Bus - Park & Choose, Clacton Bus - Park & Choose facility at Hare Green Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Rouses Farm, Clacton (SAMU4)	950	£3,965,385	Bus - Park & Choose, Clacton Bus - Park & Choose facility at Hare Green Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5)	1,650	£5,840,674	Bus - Harwich Town Bus Route & Harwich Port Shuttle Bus - Bus subsidy for residents

Site	Dwellings	Estimated cost	Schemes
			Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Other - Harwich Mobility Hub
Weeley Green Garden Village (SAMU6)	900	£2,909,907	Bus - Park & Choose facility at Hare Green Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Hare Green Garden Village (SAMU8)	1,450	£20,738,183	Bus - Colchester to Hare Green and Horsley Cross Bus - Extension Horsley Cross to Harwich Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Bus - Park & Choose facility at Hare Green Other - Hare Green Mobility Hub
Horsley Cross Garden Village (SAMU9)	1,450	£21,642,104	Bus - Colchester to Hare Green and Horsley Cross Bus - Extension Horsley Cross to Harwich Bus - North Tendring bus route Bus - Bus subsidy for residents Bus - Bus subsidy for employment

Site	Dwellings	Estimated cost	Schemes
			Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Land at Vicarage Farm, Dovercourt (SAH1)	150	£432,334	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Other - Harwich Mobility Hub
Land North of Thorpe Road, Kirby Cross (SAH2)	450	£1,195,480	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Land east of Cockaynes Lane, Alresford (SAH6)	100	£265,662	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Land east of Admirals Green and north of Weeley Road, Great Bentley (SAH7)	120	£318,794	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Land South of Clacton Road, St Osyth (SAH9)	100	£265,662	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Alresford (Cluster)	40	£106,265	Bus - Bus subsidy for residents

Site	Dwellings	Estimated cost	Schemes
			Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Beaumont (Cluster)	12	£31,879	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Bradfield (Cluster)	75	£199,246	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Brightlingsea (Cluster)	150	£398,493	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Clacton (Cluster)	90	£239,096	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Dovercourt (Cluster)	106	£305,516	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Other - Harwich Mobility Hub

Site	Dwellings	Estimated cost	Schemes
Frinton, Walton, Holland & Kirby (Cluster)	110	£292,228	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Great Bentley (Cluster)	160	£562,324	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Other - Great Bentley Mobility Hub
Great Bromley (Cluster)	25	£66,415	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Great Oakley (Cluster)	100	£265,662	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Little Clacton (Cluster)	80	£212,529	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Manningtree & Mistley (Cluster)	170	£881,626	Bus - Bus subsidy for residents Bus - Bus subsidy for employment

Site	Dwellings	Estimated cost	Schemes
			Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Other - Manningtree Mobility Hub
Thorpe-le-Soken (Cluster)	70	£185,963	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Thorrington (Cluster)	60	£159,397	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Weeley (Cluster)	101	£268,319	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Other - Weeley Mobility Hub
Wix (Cluster)	40	£106,265	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway
Wrabness (Cluster)	30	£79,698	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway

Rail

Current provision

9.20 In May 2020 the Government announced that the railway network would be taken into state control. Great British Railways will be a state-owned public body that by the end of 2027 will take over from Network Rail as the operator of rail infrastructure and will also control the contracting of train operations, the setting of fares and timetables and the collection of fare revenue. Greater Anglia operate the services in the Tendring district area and have transitioned to public ownership under the Great British Railways in October 2025.

9.21 The Great Eastern Main Line runs from Colchester to Tendring's largest town Clacton-on-Sea. However, only 1-2% of all journeys along this Clacton-Colchester corridor are made by rail and Transport East has published the Colchester-Clacton: Shorter-Term Opportunities Report in 2025 which identified the need for enhanced rail services as a priority for the area to improve connectivity. This includes the need to increase service frequency [\[See reference 77\]](#).

Need arising from growth

9.22 The transport modelling work identified the Sunshine Coast Rail Frequency Upgrade scheme as needed to support the proposed growth. The scheme proposes increasing frequency along the rail route between Colchester and Clacton-on-Sea and Walton-on-the-Naze. The schemes aims to provide:

- a competitive alternative to long distance driving to Colchester;
- greater opportunity for bus route timetables to align with rail services;
- improved access to employment and education opportunities for Clacton residents; and
- support for wider economic activity in Clacton.

9.23 The scheme was identified for the following sites and clusters:

- Hartley Gardens, Clacton (SAMU2)
- Oakwood Park, Clacton (SAMU3)
- Rouses Farm, Clacton (SAMU4)

- Land North of Thorpe Road, Kirby Cross (SAH2)
- Frinton, Walton, Holland & Kirby (cluster)

9.24 Network Rail has identified infrastructure needs for the following residential sites:

- Oakwood Park, Clacton (SAMU3):
 - Provision of secure fencing to prevent trespass onto the adjoining land to the east, which benefits from private rights over the Giles Accommodation Level Crossing.
- Weeley Green Garden Village (SAMU6) and Weeley (Cluster)
 - Funding is required to enhance and improve station facilities at Weeley Station. This is necessary to ensure the station is appropriately mitigated to accommodate the anticipated increase in users arising from development. Further discussions are required between Tendring District Council, Network Rail and Great British Railways to establish the precise needs.
- Land North of Thorpe Road, Kirby Cross (SAH2) and Frinton, Walton, Holland & Kirby (cluster)
 - Potential need for mitigation of impacts on the Public Station footpath or Barrow Crossing, which provides access between the platforms at Kirby Cross Station.
- Manningtree & Mistley (Cluster)
 - There are currently limited bus turning facilities at Manningtree Station which may need to be improved.

9.25 Network Rail has not identified any significant infrastructure requirements related to any of the employment sites.

9.26 Network Rail has also indicated that larger development schemes located along the Colchester–Clacton railway line could potentially align with the aspiration to increase the off-peak service frequency to two trains per hour. The introduction of a second service would likely result in higher operating costs and an increased subsidy requirement; as such, funding may need to be explored through third-party or business development mechanisms. Network Rail has stated that while there is currently no clear demand-led justification for this enhancement, it remains an aspiration primarily promoted by Transport East, with the aim of supporting sustainable travel and enhancing social connectivity.

Costs, funding and delivery

9.27 Network Rail has indicated that developer contributions are expected for the below identified needs at the following sites:

- Weeley Green Garden Village (SAMU6)
- Horsley Cross Garden Village (SAMU9)
- Land North of Thorpe Road, Kirby Cross (SAH2)
- Frinton, Walton, Holland & Kirby (cluster)
- Weeley (cluster).

9.28 At this stage, the cost of addressing these needs and the levels of contribution sought are not known.

9.29 Funding will come predominantly from developer contributions or from subsidies. None of the proposed requirements will be required before development can come forward.

Walking and Cycling

Current provision

9.30 Providing the opportunity for people to walk or cycle as part of everyday journeys to work, shops or school is an important part of promoting sustainable forms of transport and reducing congestion levels within the district. Walking and cycling has positive benefits in promoting healthy lifestyles and creating opportunities to use the area's green infrastructure which may lead to enhancements to the network.

9.31 The district has two National Cycle Network (NCN) routes. NCN Route 150 between Jaywick and Frinton-on-Sea, and NCN Route 51 which bisects the district from Colchester to Harwich **[See reference 78]**. Essex Highways prepared a Cycling Action Plan for the district in 2018 which identified the following as obstacles to cycling in the area **[See reference 79]**:

- The A120 trunk road which is a dual carriageway and restricts safe crossing points.
- Two branches of the Great Eastern Mainline, the Sunshine Coast and the Mayflower.

9.32 There are currently 6,300km of footpaths, bridleways and restricted byways within the county. ECC introduced the Essex Footway Network in 2019 which organises the footways in the county into three tiers. High footfall footways are included in Primary Footway 1 and 2 which, when combined, comprise the County Route Footway Network. All low-footfall footways are located on Primary Footway 3 which is the Local Route Footway Network [\[See reference 80\]](#).

9.33 The England Coast Path is a new national trail that is currently being implemented by Natural England. Stage 5 of the route is not yet open for public use however this proposed section will run along the coast of Tendring district. ECC is a delivery partner on the national trail and will maintain the route once completed [\[See reference 81\]](#). The route is split into three sections [\[See reference 82\]](#)

- Salcott to Jaywick (81km)
- Jaywick to Harwich (60km)
- Harwich to Shotley Gate (39km).

Need arising from growth

9.34 The findings of the transport modelling work have identified five walking and cycling related schemes across the proposed sites, however most of these measures relate to cycling only. The five schemes are listed below along with their proposed site or cluster:

- Kirby Cross Cycle Connectivity to the Coast (SAH2, Thorpe-le-Soken cluster and Frinton cluster)
- Horsley Cross - Manningtree Greenway (SAMU9)
- Horsley Cross to Hare Green Greenway (SAMU8 and SAMU9)
- Implement LCWIP Harwich and Dovercourt routes (SAMU5)
- Hare Green to Great Bentley Station cycle route (SAMU8)

9.35 In addition, the previously identified mobility hubs will also benefit the walking and cycling needs from the proposed growth.

Costs, funding and delivery

9.36 The costs of schemes will be determined once detailed designs are brought forward, however the modelling work by ECC's consultants provided adjusted

estimated costs for the identified schemes. This is shown for each proposed site below in **Table 9.3**.

Table 9.3: Needs for walking and cycling schemes

Site	Dwellings	Estimated cost	Schemes
Land off Deane's Lane and Oakley Road, Dovercourt (SAMU5)	1,650	£11,515,000.00	Cycle - Implement LCWIP Harwich & Dovercourt routes
Hare Green Garden Village (SAMU8)	1,450	£3,948,000	Cycle - Horsley Cross to Hare Green Greenway Cycle - Hare Green to Great Bentley Station
Horsley Cross Garden Village (SAMU9)	1,450	£8,883,000	Cycle - Horsley Cross to Hare Green Greenway Cycle - Horsley Cross - Manningtree Greenway
Land North of Thorpe Road, Kirby Cross (SAH2)	450	£2,820,000.0	Cycle - Kirby Cross Cycle Connectivity to the Coast
Thorpe-le-Soken (Cluster)	70	£438,666.7	Cycle - Kirby Cross Cycle Connectivity to the Coast
Frinton, Walton, Holland & Kirby (Cluster)	110	£689,333.3	Cycle - Kirby Cross Cycle Connectivity to the Coast

Port

Current provision

9.37 Tendring District contains Harwich International, a multi-purpose port with 24 hour services. The port serves approximately 650,000 passengers per year, providing regular links to Europe. [\[See reference 83\]](#). This includes the services of two ‘superferries’, Stena Britannica and Stena Hollandica, which provide daily ferry service between Hook of Holland and Harwich on the Stena Line [\[See reference 84\]](#).

9.38 A local ferry service is also operated by the Harbour Ferry, providing links between the three coastal towns of Harwich, Felixstowe and Shotley [\[See reference 85\]](#). The ferry runs from spring to autumn, with regular service from Harwich, taking 7 minutes to get to Shotley and 15 minutes to Felixstowe.

Need arising from growth

9.39 In the absence of a formal response from Harwich International, it is not possible to definitely state what infrastructure is required at the Regulation 19 sites for the international port.

9.40 In relation to the local ferry services, Harbour Ferry has identified that two residential allocations (SAMU5 and SAH1) will have a direct impact on Harbour Ferry operations. Harbour Ferry has indicated that these sites have existing ferry infrastructure constraints which include limited cycle storage, lack of passenger shelters, limited wayfinding, dependence on third-party owned infrastructure at Harwich, and tidal access constraints. The following needs were identified at these sites:

- Secure covered cycle storage;
- Improved signage;
- Passenger shelters;
- Improved parking arrangements;
- Long-term safeguarding agreements for Harwich infrastructure;
- Ongoing dredging at Shotley;
- Pontoon improvements enabling access from both sides;
- Dedicated ferry infrastructure at Felixstowe; and

- Funding for expanded commuter-focused ferry services and a year-round vessel.

9.41 A further three residential sites (SAMU6, SAMU8 and SAMU9) were also identified to lead to a potential increase in commuter and leisure demand. Harbour Ferry has indicated that these three garden village sites have limited integration between ferry services and wider transport network, and a lack of passenger shelters and cycle facilities. The following needs were identified at these sites:

- Improved signage;
- Cycle storage;
- Shelters;
- Better integration with rail/bus services; and
- Future timetable enhancements as development builds out.

9.42 For the remaining residential allocations, no other site-specific ferry infrastructure was identified by Harbour Ferry at this time. However, they have stated that wider network improvements such as year-round operation, wayfinding and active travel integration would benefit residents across Tendring.

9.43 Harbour Ferry identified limited direct ferry-related infrastructure deficits for the majority of the employment sites. For these sites they indicated a need to monitor employment growth impacts, and that general ferry network improvements and improved transport integration may be beneficial. However, three employment sites were indicated as high relevance to Harbour Ferry, these comprise:

- Stanton Europark (PP7-2)
- Harwich Valley (mixed-use – PP7-3)
- Harwich Road site (PP7-7)

9.44 Existing ferry facilities are not configured to support significant commuter demand associated with employment growth at these three sites, therefore Harbour Ferry has identified the following needs required:

- Expanded commuter timetable;
- Year-round vessel;
- Cycle storage;
- Passenger shelters;
- Wayfinding improvements;

- Ferry infrastructure safeguarding; and
- Improved interchange with rail, bus and active travel routes.

9.45 Harbour Ferry has also stated that the ferry service could play a significant role in these developments but shelter, bicycle storage, and dredging are crucial, and that in addition an all year round ferry with a suitable vessel and a suitable commuter timetable will keep the communities connected.

Costs, funding and delivery

9.46 The cost of addressing the identified infrastructure needs are not possible to determine at this time. However, Harbour Ferry has indicated that funding would be sought from developer contributions, transport grants, local authority funding and private investment. The identified infrastructure would also be expected to be phased alongside development growth and demonstrated demand.

Chapter 10

Emergency Services

10.1 For the purposes of this assessment, emergency services infrastructure matters relate to the following:

- Police
- Fire and rescue
- Ambulance.

10.2 These are responsive organisations with a duty to serve the population within their area, and so the deployment of resources is based on response times.

10.3 These services are not considered a significant driver or barrier to growth and will deploy their resources to service the scale and location of new development. However, increasingly across the emergency services (and particularly in the case of the ambulance service), a development strategy based on a limited number of large, consolidated sites around the larger settlements in the district is being seen as more efficient to service and resource than a more dispersed development pattern.

Responsible bodies

- Police - Essex Police
- Ambulance - Essex Integrated Care Board (ICB), (formerly the Suffolk and North East Essex ICB)
- Fire - Essex County Fire and Rescue Service.

Police

Current provision

10.4 Essex Police operate a Local Policing Area (LPA) model. Each of the three LPAs in Tendring (north, south and west) is resourced by a dedicated team of warranted officers (including specialists such as Criminal Investigation Department (CID), non-warranted Police Community Support Officers (PCSO) and support functions). This structure ensures an appropriate level of response to meet the community's needs. The LPAs are divided further into fourteen districts.

10.5 The Tendring Local Plan area is covered by the Tendring District Policing Area.

10.6 There is a single designated Essex Police station in Tendring district, located in Clacton. There are also four Neighbourhood Policing Teams in Brightlingsea and St Osyth; Clacton; Frinton, Thorpe-le-Soken and Walton; and Harwich and Manningtree.

Needs arising from growth

10.7 Essex Police has stated that the baseline police resources within the area are operating at capacity and would be significantly impacted by the planned housing and population growth.

10.8 Both the construction and operation phases of development within the Tendring Local Plan Area are expected to result in increased demand for police resources with specific needs changing during the development lifespan.

10.9 No specific needs were identified by Essex Police. However, a general indication of the infrastructure likely required to support some of the anticipated development was given along with cost estimates.

10.10 A diverse range of needs to expand the operating capacity are likely to include additional station floorspace and refurbishment, custody facilities, mobile police stations, communications / ICT, speed camera and automatic number plate recognition technology, police vehicles, tasking of PCSOs during construction phases, and funding for the set up (recruitment, training and equipping) of additional local and neighbourhood policing resources at the occupational phase. These have been highlighted as necessary for the sites:

- Hartley Gardens (SAMU2)
- Weeley Green Garden Village (SAMU6)
- Hare Green Garden Village (SAMU8)
- Horsley Cross Garden Village (SAMU9)
- SAH2 (Land North of Thorpe Road)

10.11 Precise infrastructure requirements would not be known until development is mostly completed and occupied.

Costs, funding and delivery

10.12 Given the uncertainty about the precise needs arising from growth, it is not possible to determine the cost of provision or whether it is appropriate to require developer contributions towards such provision (or the extent of any contributions).

10.13 Essex Police have provided estimates for the cost of infrastructure delivery in line with the anticipated growth for the sites below. These are shown in Table 10.1 below and account for the infrastructure listed above. It is noted that these are estimated figures for general indications of the type of infrastructure required. It will only be possible to identify more accurate figures once specific development proposals are brought forward in the future, to which specific, evidence-backed requests for infrastructure can be made.

Table 10.1: Estimated cost of new policing infrastructure for development sites identified in the updated Local Plan

Site ref	Site name	Estimated Cost
SAMU2	Hartley Gardens, Clacton	£1,258,406
SAMU3	Oakwood Park, Clacton	£636,240
SAMU4	Rouses Farm, Clacton	£643,565
SAMU5	Land off Deane's Lane and Oakley Road, Dovercourt	£1,119,660
SAMU6	Weeley Green Garden Village	£636,240
SAMU8	Hare Green Garden Village	£1,179,996
SAMU9	Horsley Cross Garden Village	£1,179,996
SAH2	Land North of Thorpe Road, Kirby Cross	£86,847

10.14 Additional police infrastructure would only be required once development has been built and is occupied. Funding would come from a combination of police budgets and developer contributions.

Ambulance

Current provision

10.15 The East of England Ambulance Service (EEAST) operates three ambulance stations in the Tendring District area, in Clacton, Weeley and Harwich. Call handlers in Regional Emergency Operations Centres in Norwich, Chelmsford and Bedford coordinate emergency responses by triaging emergency calls. The area is also covered by the Essex and Herts Air Ambulance. Non-emergency patient transport services are also provided for patients requiring transport to hospital and treatment centres. Two hazardous response teams (HART) are specially trained to work in hazardous areas (e.g. chemical incidents).

10.16 As of January 2025, the fleet consisted of:

- 521 frontline vehicles
- 67 rapid response vehicles
- 180 non-emergency ambulances (Patient Transport Service) vehicles
- 37 Hazardous Area Response Team (HART), major incidents and resilience vehicles.

10.17 Information from EEAST indicates that the current Vehicle Off Road (VOR) target is 20% of the 500 vehicles in the fleet, leaving 400 available for operations daily, whilst the remaining 100 undergo repairs and inspections. Since January 2025, the Suffolk and North East Essex ICB has received 22 new Ford Transit and 39 new MAN Dual Staff Ambulances (DSA). A further 22 MAN DSAs are to be delivered as replacements before the end of February 2027.

10.18 Since 2023, 10 additional mobile mechanic units, increased stock holding of slow-moving parts and higher salaries for technicians have been secured. EEAST has 11 fixed location workshops with managers and technicians, supported by a team of drivers to undertake necessary maintenance and repairs. None of these workshops are located in Tendring, with the nearest being in Ipswich and Chelmsford.

10.19 The response to the IDP from NHS Essex ICB included a response from EEAST that outlined how Colchester Ambulance Hub is already in need of enlargement from 33 ambulances to 41 in order to meet the expected population growth the Hub would serve under the new Central Reporting model (this is unrelated to the proposed growth in the Regulation 19 Local Plan). The space needed for

parking of these additional vehicles would have to take provided off-site due to space constraints at the Colchester Hub.

Needs arising from growth

10.20 The main ambulance hub for the Tendring District area is Colchester. This facility already requires expansion as outlined above. In order to meet the needs of the expected population growth in Tendring District specifically, EEAST suggested that three more Dual Staffed Ambulances would be required. This is calculated using a population rate of 2.2 people per dwelling (13,259 new dwellings representing an increase of 29,249 additional residents). Three additional ambulances would require a 210sqm enlargement of the Hub. As stated above, space constraints mean that this may have to be provided off-site. It should be noted that this assessment includes the growth related to the Tendring Colchester Borders Garden Community.

10.21 In the previous Regulation 18 response, EEAST highlighted the need to expand two regional Emergency Operation Centres to increase the “Hear and Treat” volume. Whilst the centres are in Norwich and Chelmsford, their coverage area includes Tendring District. This need remains.

Costs, funding and delivery

10.22 The cost of addressing the infrastructure needs identified above that relate to the ambulance service is not possible to determine at this time. However, proportionate developer contributions towards the provision of the additional ambulances and vehicle parking space are likely to be required. The apportionment of costs and therefore the extent of developer contributions will be determined when sites comes forward.

10.23 Additional ambulance infrastructure would only be required once development has been built and is occupied.

Fire and Rescue

Current provision

10.24 Essex County Fire and Rescue Service (ECFRS) works closely with communities to undertake prevention, protection and response activities in line with its Community Risk Management Plan 2025-2030 [\[See reference 86\]](#) to support the creation of safe, strong, healthy, resilient and sustainable new communities.

10.25 A total of six fire stations (five on-call and one wholetime and on-call) serve the Tendring District Area. Wholetime fire stations are staffed by full-time, salaried firefighters on duty 24 hours a day, whereas on-call stations rely on firefighters to travel from home (or work) when paged. The five on-call stations are located in Dovercourt, Manningtree, Weeley, Frinton, Brightlingsea. The wholetime and on-call station is located in Clacton.

Needs arising from growth

10.26 Current baseline resources are operating at capacity and the development envisioned would result in housing and population growth that would impact service provision significantly.

10.27 No specific needs were provided by ECFRS. However, a general indication of the infrastructure likely required to support some of the anticipated development was given along with cost estimates.

10.28 Additional demand arises through an increase in prevention, protection and response activities, including increased numbers of incidents, attendance times, fire safety audits, and monitoring / evaluation of risk and changes in the incident profile. Appropriate levels of community engagement are required to develop risk awareness in order to prevent fires and other emergency incidents.

10.29 An increase in the number of employment sites generates additional demand on ECFRS as the 'enforcing authority' undertaking audits / inspections, increased risk requiring monitoring and evaluation to coordinate emergency response infrastructure, and additional facilities in the form of training facilities, equipment, recruitment and buildings / floorspace.

10.30 ECFRS has indicated that the housing, population and employment growth envisioned in all of the sites in the Regulation 19 Local Plan would require the following:

- Additional / enhanced fire station and training floorspace including fit out, refurbishment and extensions.
- Communications, including ICT and provision of digital infrastructure, hardware and software.
- Fire service plant and equipment, including hydrants, fire suppression systems, specialist pump/hose appliances, aerial ladder platform applications, cutters, spreaders, rams, stretchers, lifting air bags, tools, winches, ventilation fans, operational lighting equipment, thermal imaging cameras, ladders, dry suits,

uniforms, breathing apparatus, defibrillators, first aid kit and personal protective equipment.

- Fire and rescue vehicles, inflatable boats, rescue paths, drones and electric vehicle charging points.
- Funding for additional staff resources, incorporating the recruitment, training, equipping and tasking of Community Safety, Community Wellbeing and Fire Safety Officers, and recruitment, training and equipping of firefighters.

Costs, funding and delivery

10.31 Whilst an indication of the type of infrastructure likely to be required from the projected growth is outlined above, precise needs in specific locations have yet to be identified. It is therefore not possible to determine the exact cost of provision or whether it is appropriate to require developer contributions towards such provision. This will depend on the nature of the requirement and whether it constitutes infrastructure.

10.32 ECFRS has provided a budget estimate for the provision of the above infrastructure to accompany the development proposed in the Local Plan. Total estimates have been provided for the residential sites listed below and ECFRS has reported that provision would likely require developer contributions towards their funding. These figures are rough estimates and more accurate figures will be obtained once specific development proposals are brought forward in the future, to which specific, evidence-backed requests for infrastructure can be made.

Site ref	Site name	Estimated Cost (£)
SAMU2	Hartley Gardens, Clacton	£654,500
SAMU3	Oakwood Park, Clacton	£315,000
SAMU4	Rouses Farm, Clacton	£332,500
SAMU5	Land off Deane's Lane and Oakley Road, Dovercourt	£577,500
SAMU6	Weeley Green Garden Village	£315,000
SAMU8	Hare Green Garden Village	£507,500
SAMU9	Horsley Cross Garden Village	£507,500
SAH1	Land at Vicarage Farm, Dovercourt	£52,500
SAH2	Land North of Thorpe Road, Kirby Cross	£157,500

Site ref	Site name	Estimated Cost (£)
SAH6	Land East of Cockaynes Lane	Not known
SAH7	Land east of Admirals Green and north of Weeley Road, Great Bentley	£42,000
SAH9	Land South of Clacton Road, St Osyth	Not known
N/A (cluster)	Alresford	£14,000
N/A (cluster)	Beaumont	£4,200
N/A (cluster)	Bradfield	£26,250
N/A (cluster)	Brightlingsea	£52,500
N/A (cluster)	Clacton	£31,500
N/A (cluster)	Dovercourt	£37,100
N/A (cluster)	Frinton, Walton, Holand & Kirby	£38,500
N/A (cluster)	Great Bentley	£56,000
N/A (cluster)	Great Bromley	£8,750
N/A (cluster)	Great Oakley	£35,000
N/A (cluster)	Little Clacton	£28,000
N/A (cluster)	Manningtree & Mistley	£59,500
N/A (cluster)	Thorpe-le-Soken	£24,500
N/A (cluster)	Thorrington	£21,000
N/A (cluster)	Weeley	£35,350
N/A (cluster)	Wix	£14,000
N/A (cluster)	Wrabness	£10,500

10.33 The same infrastructure has been indicated as necessary for all of the employment sites. However, cost estimates cannot be provided at this stage as floor area values are required in order to do so. The rate, once floor areas are known, would be £24psm.

Chapter 11

Waste

11.1 For the purposes of this assessment, waste management infrastructure covers household waste recycling centres and waste processing.

Responsible bodies

- Essex County Council as Waste Planning Authority and Waste Disposal Authority
- Tendring District Council as Waste Collection Authority.

Current Provision

11.2 A Waste Management Strategy was prepared in 2024 by the Essex Waste Partnership [See reference 87] and proposes to limit landfill solutions. The Essex Waste Partnership is made up of 12 district, city and borough councils in Essex and Essex County Council who look at sustainable waste management across the county.

11.3 Essex County Council (ECC) runs Recycling Centres for Household Waste (RCHWs) in Tendring. It promotes kerbside collection and has a dry mixed recycling service alongside kerbside glass recycling but accepts up to 21 types of materials at RCHWs.

11.4 There are four RCHWs in Tendring:

- Lawford Recycling Centre, Greensmill (Manningtree)
- Dovercourt Recycling Centre, West End Lane
- Kirby Le Soken Recycling Centre, Malting Lane
- Clacton Recycling Centre, Rush Green Road

11.5 In addition, Colchester also has an RCHW located in the south-west of the city which may serve residents in the west of Tendring district.

11.6 These are adapted infrastructure facilities which do not meet the modern standards for a RCHW. These facilities therefore have limited scope to accommodate increased demand without significant investment.

11.7 In Tendring, households with wheelie bins have fortnightly rubbish collections while those properties which have 'black sack' waste collection receive a weekly service. There are weekly food waste collections for some properties. As of April 2026 Tendring's Waste and Recycling system has been delivered by Veolia under a three-year contract, with an option to extend for an additional two years **[See reference 88]**.

11.8 As new legislation designed to increase recycling rates comes into effect, ECC will be required to accommodate greater material segregation, thus significantly limiting the capacity of existing infrastructure to handle growth. ECC will plan for this across the infrastructure estate. Where appropriate, purpose built, modernised and larger facilities will be explored to better handle growing volumes of waste and ensure the efficiency and effectiveness of future waste services to meet increased demand.

11.9 In order to meet the additional pressure on waste infrastructure arising from future housing growth, ECC will require a mix of new, enhanced and extended Waste Transfer Station facilities.

Need arising from growth

11.10 No specific needs arising from growth were identified. However, as explained in the ECC Developers' Guide to Infrastructure Contributions, any development of 10+ dwellings or a site size of 0.5ha+ will be assessed to determine whether contributions towards infrastructure provision are required. The requirement for contributions will be assessed on a case-by-case basis and will take into account the cumulative effect of a number of sites clustered in close proximity to one another.

Costs, funding and delivery

11.11 As stated in the ECC Developers' Guide to Infrastructure Contributions, a contribution of £52.22 per dwelling will be sought to improve and expand Waste Transfer Station capacity where needed. For RCHWs the equivalent contribution sought is £150.59 for improvement/expansion of an RCHW and £213.34 for provision of a new build RCHW.

11.12 In the preparation of this IDP, the locations of Waste Transfer Stations have not been assigned so the need is not known. For the RCHW, every site is above the threshold of 10+ dwellings to be assessed for contribution. The infrastructure schedule (Appendix B) presents the potential contribution for each site for the

improvement/expansion of RCHWs (potential minimum contribution) and the provision of a new build RCHW (potential maximum contribution).

11.13 The cost contributions for employment sites are not known, but only sites above the threshold of 0.5ha+ will be assessed to determine whether contributions towards infrastructure provision are required.

Chapter 12

Social and Community Services

12.1 For the purposes of this assessment, social and community service infrastructure matters relate to libraries.

Libraries

Responsible bodies

- Essex County Council Libraries
- Community Libraries coordinators in partnership with Essex County Council

Current provision

12.2 Essex County Council (ECC) has committed to delivering libraries that are free for everyone offering a space to gather, take part in community events and activities and access resources for learning and personal development [\[See reference 89\]](#). Essex has a statutory duty under the Public Libraries and Museums Act 1964 [\[See reference 90\]](#) to provide a comprehensive and efficient library service for everyone working, living, or studying in the area.

12.3 In Tendring, library services are delivered through public libraries, a home library service and a mobile library service.

12.4 The eight public libraries within Tendring are:

- Brightlingsea Library
- Clacton Library
- Frinton Library
- Harwich Library
- Holland Library
- Manningtree Library
- Walton Library
- West Clacton Library

12.5 In addition, libraries in Colchester City Centre as well as Greenstead and Wivenhoe in the wider Colchester City area may serve the library needs of some residents in the western part of Tendring.

12.6 The public libraries offer a range of facilities and services such as Wi-Fi, Computers, Printing, Scanning, Battery and Small Electrical Recycling, Study Space and books and resources to improve reading skills. The libraries opening hours are varied. Clacton Library has the longest opening hours at 52 hours across 6 days per week. Broomfield Library has the shortest opening hours at 15.5 hours across 3 days per week.

12.7 A community library is a library run by the local community in partnership with ECC. There are two community libraries within Tendring:

- Great Bromley Community Library
- Jaywick Community Library

12.8 If an individual cannot get to the library owing to age, disability or caring responsibilities, they are able to use the Home Library Service through volunteers or a Friends and Family card. Library items can then be collected on behalf of the person wishing to use the Home Library Service.

12.9 The Mobile Library Service visits villages and communities around Essex on a three-weekly basis. There are 20 stops for the Mobile Library Service within Tendring [\[See reference 91\]](#).

Needs arising from growth

12.10 No specific needs arising from growth were identified. However, as explained in the ECC Developers' Guide to Infrastructure Contributions, contributions will be sought on a case-by-case basis towards the provision of additional book stock, plus shelving, furniture, technology and equipment to enable more intensive use of existing library space.

Costs, funding and delivery

12.11 As stated in the ECC Developers' Guide to Infrastructure Contributions, a contribution of £110.29 per dwelling will be sought to address the need for stock, shelving and furniture and other equipment. Where a library building is able to accommodate the extra demand created by a new development, but it is known that

the stock levels are only adequate to meet the needs of the existing catchment population, a 'stock only' contribution of £73.53 per dwelling will be sought.

12.12 It is therefore assumed that all sites will be contributing between £73.53 and £110.29 per dwelling. The minimum and maximum contributions per site are shown in the infrastructure schedule.

Chapter 13

Flood Defences

13.1 For the purposes of this assessment, flood defence matters relate to the following:

- Defences from surface water, groundwater and ordinary watercourse flooding
- Defences from main river and coastal flooding
- Defences from flooding from the sewerage system

Responsible bodies

- Environment Agency
- Essex County Council
- Anglian Water

Current provision

13.2 The responsibility for flood risk management is shared between Essex County Council (ECC), the Environment Agency, and wastewater treatment companies. As Lead Local Flood Authority (LLFA), ECC is responsible for coordinating the management of flood risk across Tendring from flood sources arising from surface water, ground water and ordinary watercourses (watercourses which do not form part of a main river). The Environment Agency has a responsibility for the main rivers that are situated within the district, as well as responsibility for maintaining and managing flooding from these rivers and the sea. Anglian Water is responsible for addressing flooding impacts from the sewerage system.

13.3 Tendring falls within the Essex Combined management catchment area which is subdivided into the Stour Operational Catchment (OC) and Colne Essex OC. Approximately two thirds of the Tendring District area, including Clacton-on-Sea, falls within the Colne Essex operational catchment. Prominent internal watercourses running through this catchment area include Salary Brook, which flows south from Ardleigh Reservoir to the River Colne, Holland Brook, which flows south-eastwards from Little Bromley to where it meets the sea between Frinton-on-Sea and Clacton-on-Sea, and Sixpenny Brook which flows south from Elmstead Market to join the River Colne. St Osyth Drain also flows southwest from St Osyth Heath to St Osyth where it meets the Flag Creek.

13.4 In the Stour OC, Ramsey River runs north-east from Goose Green to Parkeston and Wrabness Brook runs north-east from Goose Green to Wrabness.

13.5 The northern, southern and eastern boundaries of the Tendring District area all feature estuaries / major channels in the form of the River Stour, River Colne and Walton Channel respectively.

13.6 Tendring District falls within the North Essex Catchment Flood Management Plan (in sub-area 8). The preferred policy for this area is Policy 3 (of the 6 policies detailing the preferred approach to managing flood risk). Policy 3 includes ‘areas of low to moderate flood risk where Risk Management Authorities are already managing existing flood risk effectively. [\[See reference 92\]](#)’

13.7 The Strategic Flood Risk Assessment published in support of the Emerging Local Plan in April 2026 identifies the key flood risk constraints within the development area for the 62 preferred options sites [\[See reference 93\]](#).

13.8 The document indicates that the majority of sites (39) are within Flood Zone 1. There are sites at medium (11) and high (12) risk associated with fluvial floodplains, surface water flow paths, or groundwater emergence. The 12 high risk sites have been subject to the Sequential Test and the Exception Test.

13.9 Five of the sites categorised as high risk have been carried forward into the Regulation 19 Local Plan:

- SAMU2 – Hartley Gardens Land Between St. John’s and Little Clacton Road
- SAMU5 – Land South of Oakley Rd, Harwich, Dovercourt
- SAMU7 – Riverside Avenue East (Saltings Quarter)
- SAE2 – Freeport East, Bathside Bay and A120 Corridor (employment site)
- PP7-2 – Stanton Europark (employment site)

13.10 Masterplanning, site-specific flood risk assessments and proportionate mitigation will be required for these sites. Areas adjacent to the River Stour and River Colne remain at risk of tidal and coastal flooding with long-term sea-level rise. Shoreline Management Plan policies highlight the importance of adaptive planning, ongoing monitoring and alignment with coastal management strategies.

13.11 The existing fluvial flood defences present in Tendring are outlined in the Strategic Flood Risk Assessment. Tidal defences are prevalent within the tidal extents of the rivers Stour and Colne. Many of the tributaries of these rivers are largely undefended given the lack of built development around them. Measures such as sluices, weirs and gates are present as protection from fluvial flooding. Other

defences include levees, embankments and storage features, such as Ardleigh Reservoir in the north-west of the district. General protection across the area meets the 1 in 100-year return standard, though the areas at greatest risk (those in the tidal extents) exceed this, meaning realistic fluvial events are protected against.

13.12 The Strategic Flood Risk Assessment demonstrates that flood risk is expected to intensify across the area in the future. Fluvial climate change allowances (the anticipated rise in volume of water in rivers) are expected to increase by 25%, 38%, and 72% in the Anglian region over the next 50-100 years for central, higher, and upper end scenarios, respectively.

13.13 Similarly, coastal erosion is expected to intensify in response to sea level rise. The Tendring district area is covered by Areas A-D of the Essex and South Suffolk Shoreline Management Plan (SMP8) [\[See reference 94\]](#). Management strategies are categorised into 4 policy labels; hold the line, advance the line, managed realignment, and an active intervention. These approaches vary in the location and kind of defences employed with regard to preventing coastal erosion. For example, large sections of the River Stour on the district's northern boundary have a 'no intervention' approach whereas the more coastal areas along the eastern boundary have a more interventionist approach.

13.14 Surface Water Management Plans (SWMP), prepared by the LLFA, outline the preferred management strategy and establish long-term planning for surface water. SWMPs are undertaken to understand the causes and effects of surface water flooding. Critical Drainage Areas are distinct areas within the SWMP study area where multiple or interlinked sources of flood risk cause flooding during severe rainfall events [\[See reference 95\]](#).

13.15 In Tendring there is the Clacton-on-Sea SWMP and is ranked ninth in the county in terms of properties at risk of surface water flooding. Three Critical Drainage Areas have been identified within the Clacton-on-Sea SWMP and around 250 residential properties identified as being at risk of surface water flooding during a 1 in 100 year storm, or 1% Annual Exceedance Probability. This has the potential to increase to around 580 residential properties should the upper limit of 40% be considered to account for future climate change [\[See reference 96\]](#).

Needs arising from growth

13.16 As outlined above, significant areas within Tendring district benefit from existing flood protection measures. There is a need to maintain and improve these interventions, particularly within the context of worsening flood risk. Whilst no response describing specific infrastructure needs was provided by the Environment

Agency at Regulation 19 stage, at Regulation 18 stage their advice outlined that new development in the Coastal Protection Belt or flood risk areas that benefit from existing flood risk management assets will likely need to incorporate enhancements through contributions to an infrastructure fund.

13.17 Specifically, development of the land off Deane's Lane and Oakley Road, Dovercourt (SAMU5) will require the safeguarding of land for the provision of new or raised tidal flood defences. Development will need to be prevented in areas close to flood defences (any area within 16 metres). As above, developer contributions will be required for the replacement or heightening of tidal defences.

13.18 Similarly, the redevelopment of Saltings Quarter in the Manningtree cluster will require the safeguarding of land to facilitate the provision of new or raised tidal flood defences. Development will need to be prevented in areas close to flood defences (any area within 16 metres).

13.19 With regard to surface water flooding, the LLFA has indicated that well-designed Sustainable Drainage Systems (SuDS), integrated with existing blue infrastructure where necessary, would be sufficient for the majority of sites (as outlined in **Tables 13.1** and **13.2** below). The predominant source of flood risk in the Tendring district area is surface water, with the LLFA indicating that fluvial flooding is a less significant issue.

Table 13.1: Flood defence infrastructure required for residential sites

Site Ref:	Site name	Flood Risk	Flood defence infrastructure needs to support growth
SAMU2	Hartley Gardens, Clacton	Surface Water – Clacton CDA	SuDS
SAMU3	Oakwood Park, Clacton	Low for Surface Water	SuDS
SAMU4	Rouses Farm, Clacton	Low for Surface Water	SuDS
SAMU5	Land off Deane's Lane and Oakley Road, Dovercourt	Low to High for Surface Water Very Low for Tidal Flooding	Ponds and watercourses need to be integrated into SuDS drainage plan. Safeguarding of land for the provision of new or raised tidal flood defences.

Site Ref:	Site name	Flood Risk	Flood defence infrastructure needs to support growth
SAMU6	Weeley Green Garden Village	Low to High for Surface Water	SuDS
SAMU8	Hare Green Garden Village	Low to High for Surface Water	SuDS
SAMU9	Horsley Cross Garden Village	Low to High for Surface Water	SuDS
SAH1	Land at Vicarage Farm, Dovercourt	Not in Essex SWMP	SuDS
SAH2	Land North of Thorpe Road, Kirby Cross	Mostly low for Surface Water	SuDS
SAH6	Land East of Cockaynes Lane	Low	SuDS
SAH7	Land east of Admirals Green and north of Weeley Road, Great Bentley	Not in ESWMP	SuDS
SAH9	Land South of Clacton Road	Low	SuDS
N/A (cluster)	Alresford	Low	SuDS
N/A (cluster)	Beaumont	Low	SuDS
N/A (cluster)	Bradfield	Low	SuDS
N/A (cluster)	Brightlingsea	Low	SuDS
N/A (cluster)	Clacton	Surface Water – Clacton CDA	SuDS
N/A (cluster)	Dovercourt	Low	SuDS
N/A (cluster)	Frinton, Walton, Holland & Kirby	Low	SuDS

Site Ref:	Site name	Flood Risk	Flood defence infrastructure needs to support growth
N/A (cluster)	Great Bentley	Low	SuDS
N/A (cluster)	Great Bromley	Low	SuDS
N/A (cluster)	Great Oakley	Low	SuDS
N/A (cluster)	Little Clacton	Low	SuDS
N/A (cluster)	Manningtree & Mistley	Low	SuDS
N/A (cluster)	Thorpe-le-Soken	Low	SuDS
N/A (cluster)	Thorrington	Low	SuDS
N/A (cluster)	Weeley	Low	SuDS
N/A (cluster)	Wix	Low	SuDS
N/A (cluster)	Wrabness	Low	SuDS

Table 13.2: Flood defence infrastructure required for employment sites

Site ref	Site name	Flood Risk	Flood defence infrastructure likely required
PP7-1	Gorse Lane Industrial Estate Extension	Low	SuDS
PP7-2	Stanton Europark	Low to High for Surface Water	SuDS
PP7-3	Harwich Valley (mixed-use)	Low to High for Surface Water	SuDS

Site ref	Site name	Flood Risk	Flood defence infrastructure likely required
PP7-5	Crown Business Centre	Low	SuDS
PP7-6 / SAE3	Collierswood Farm Strategic Business Park	Low to High for Surface Water	SuDS
PP7-7	Harwich Road site	Low	SuDS
PP7-8	Weeley Car Boot Site	Low	SuDS
SAE2	Freeport East / Bathside Bay / A120 Corridor	Low to High for Surface Water	SuDS
SAMU2	Hartley Gardens	Surface Water – Clacton CDA	Sustainable Drainage Systems (SuDS)
SAMU7	Saltings Quarter	Low to High for Surface Water	SuDS Safeguarding of land for the provision of new or raised tidal flood defences.
SAMU8	Hare Green Garden Village	Low to High for Surface Water	SuDS
SAMU9	Horsley Cross Garden Village	Low to High for Surface Water	SuDS
PP7-4	Proposed Deleted Site - Land off Clacton Rd / Dead Lane	Low	SuDS

Costs, funding and delivery

13.20 At the Regulation 18 Local Plan stage, the Environment Agency stated that new development in the Coastal Protection Belt or flood risk areas that benefit from existing flood risk management assets will likely need to incorporate enhancements through contributions to an infrastructure fund. Across the Tendring district area more

widely, developer contributions will be required for the replacement / heightening of tidal defences. The implementation of SuDS incorporated into designs will be at the developer's expense.

Chapter 14

Summary

14.1 Tendring District Council commissioned LUC to prepare an IDP to support the Council's Emerging Local Plan, which has reached Regulation 19 stage. The new Local Plan will set out the amount of housing and employment development and supporting infrastructure required. It will identify the main locations where the Council consider this development should take place.

14.2 The IDP is a living document, set at a point in time and will be subject to change. This report provides a description of the existing infrastructure provision in Tendring District and identifies the infrastructure needs arising from the proposed site allocations and clusters of growth. It is part of the evidence base which supports the Regulation 19 Local Plan.

14.3 It is important to note that planning for infrastructure across all topic areas is dynamic – the context changes constantly due to new evidence, changing priorities and changes to available funding streams. This report should be seen as a 'snapshot in time' and future iterations of this report will be necessary to take account of any updated information from infrastructure providers and new evidence bases. It will also be necessary to engage with those stakeholders who did not feed into this stage of work and with those for whom further work was necessary in order to determine infrastructure needs.

14.4 Of particular note is the issue of phasing of development and associated infrastructure. Often for more significant pieces of what is often described as 'critical' infrastructure, there is a requirement for this to be delivered ahead of development, either at the start or before certain phases have come forward. For example, if a development requires a new wastewater treatment plant, then it can't come forward before that new plant has been delivered. Similarly, it is preferable for new school provision to come forward before children are having to travel long distances to go to school. The IDP seeks to capture this as best it can, reflecting the inputs of the infrastructure providers. However, it is necessary for this to be balanced with the viability of development. A more detailed understanding of phasing can only be achieved once masterplanning work has been undertaken on sites. For example, individual sites may be able to take advantage of co-locating different pieces of infrastructure, e.g. education and community facilities, to best achieve placemaking principles and this could impact the overall phasing of infrastructure provision. As stated above, the IDP represents a snapshot in time and the information provided at that time.

Appendix A

Local Plan sites tested

 Tendring District boundary

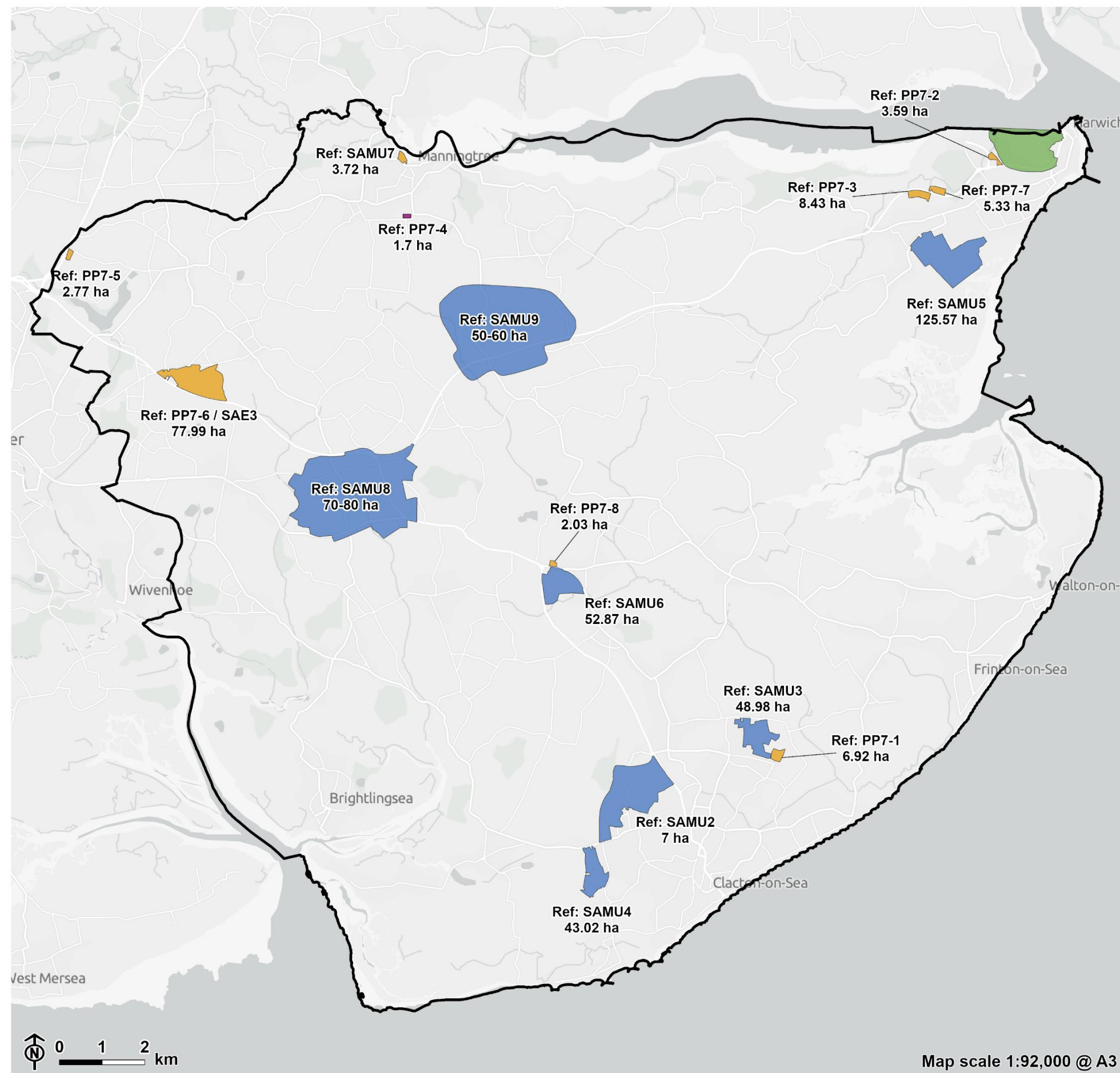
Residential site cluster locations

-  10
-  50
-  100
-  500
-  1,000

 Residential site with over 100 dwellings

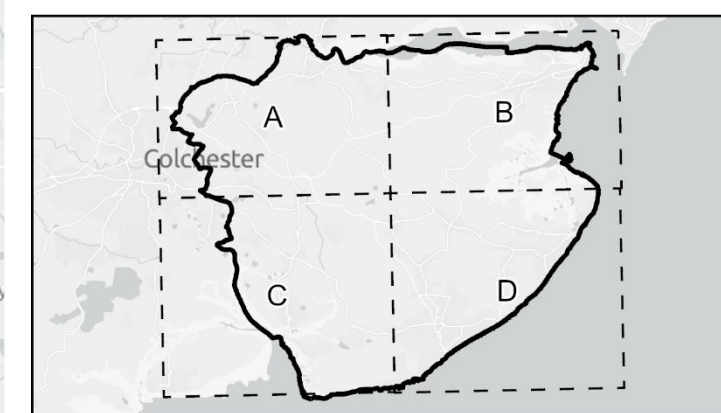
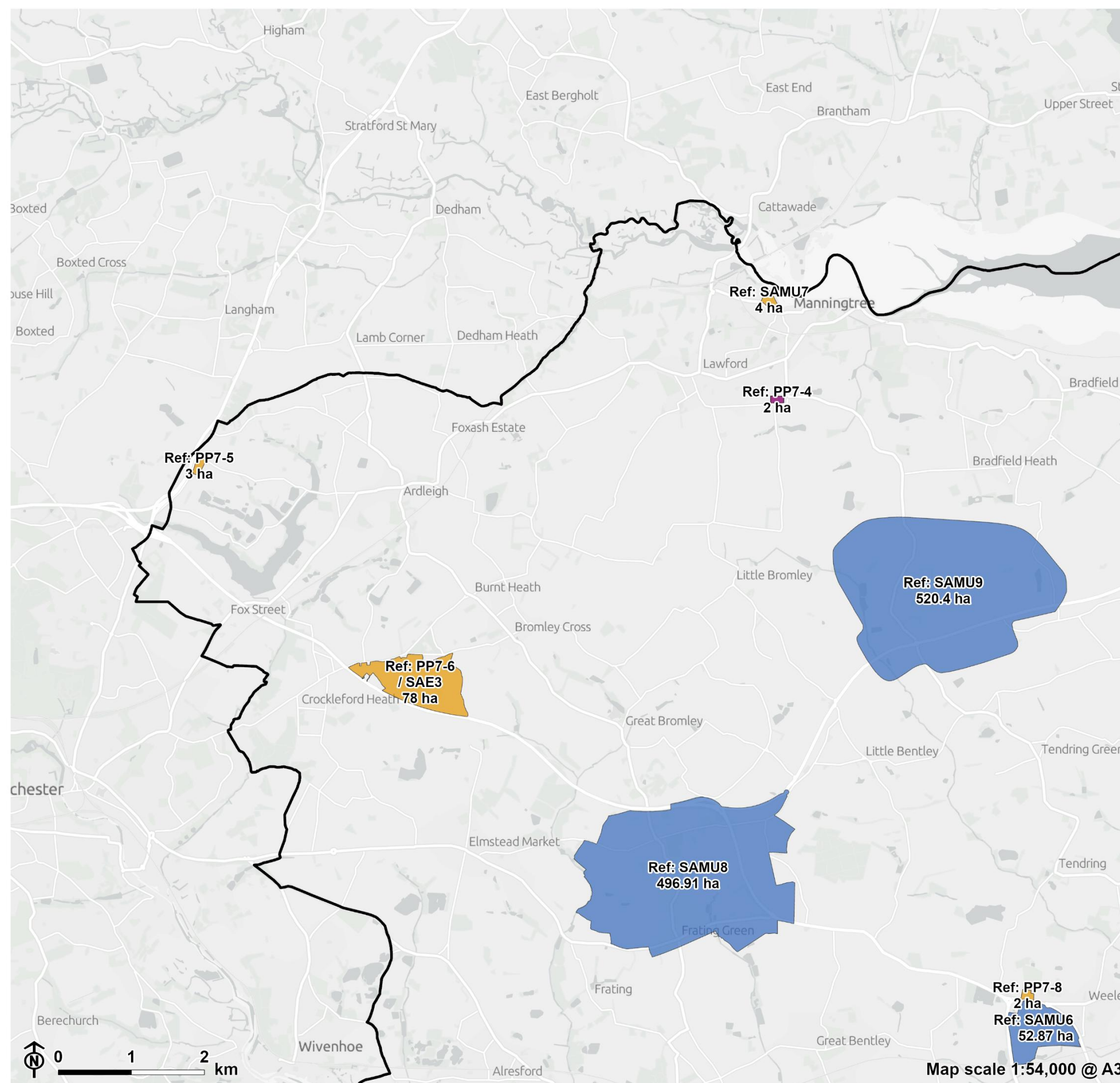


Figure 2: Employment sites



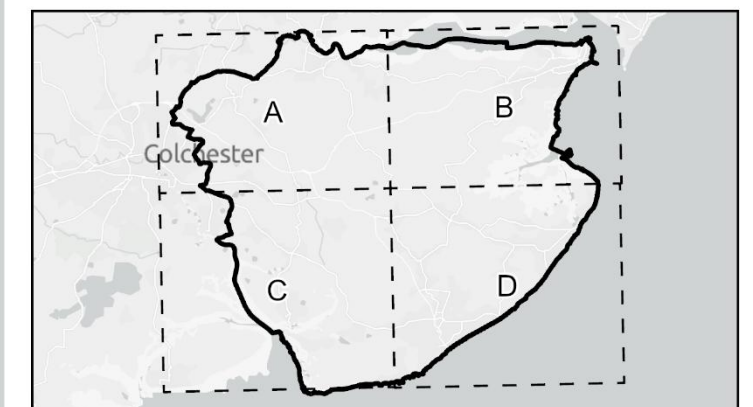
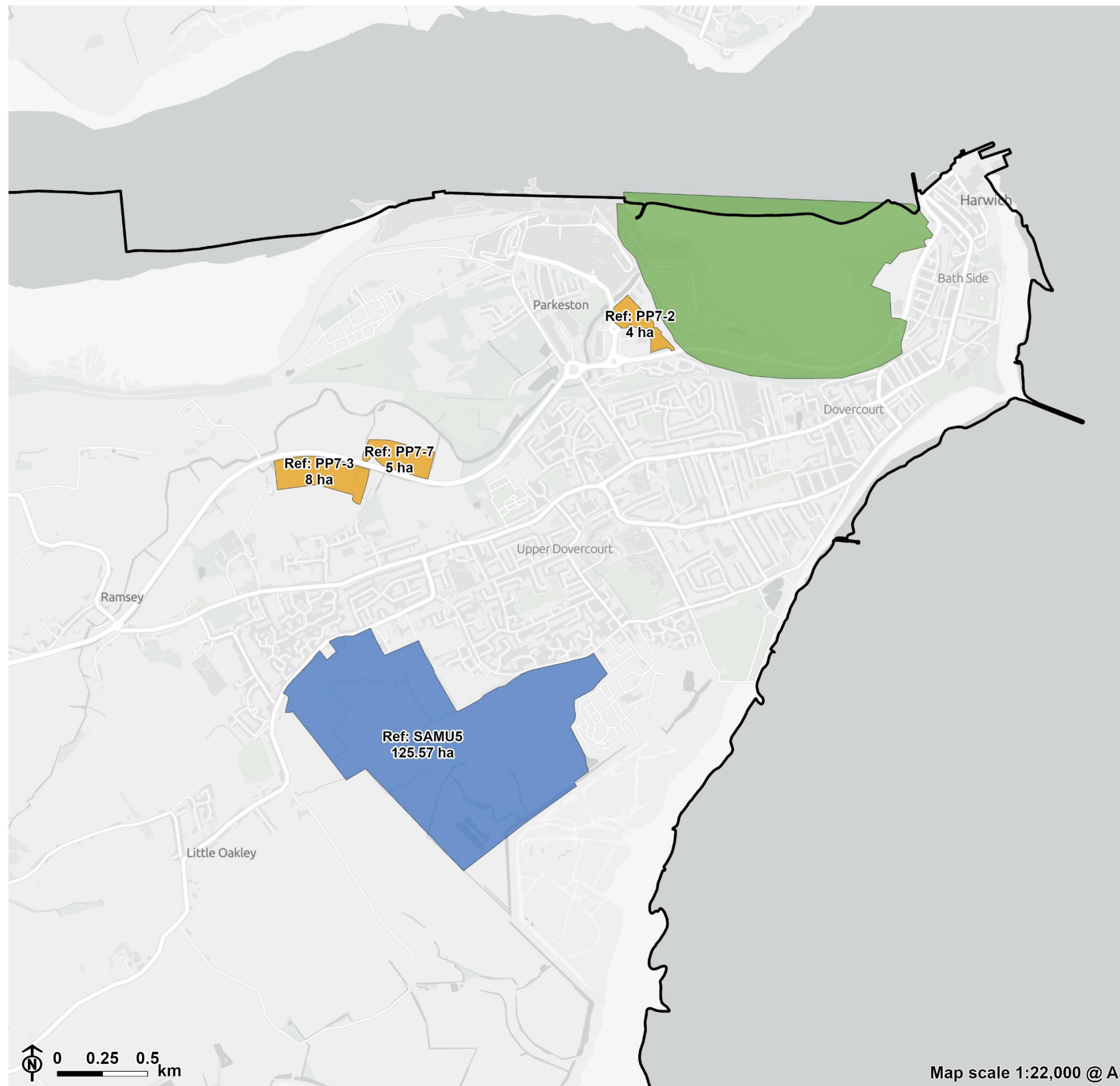
Map of employment sites - A

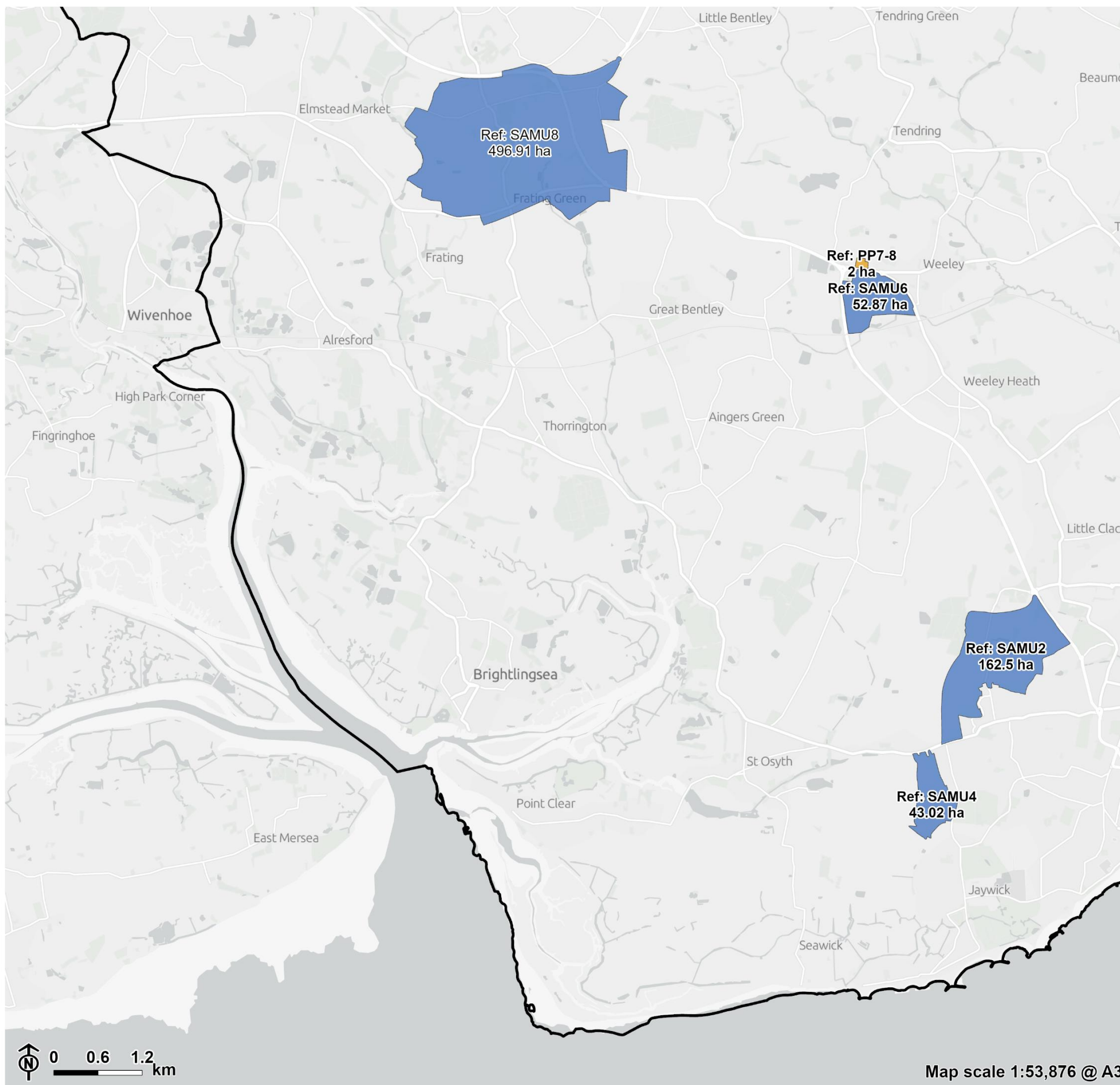
- Tendring District boundary
- Employment site
- Proposed deleted employment site
- Mixed use employment site



Map of employment sites - B

- Tendring District boundary
- Employment sites
- Mixed use employment sites
- Bathside Bay



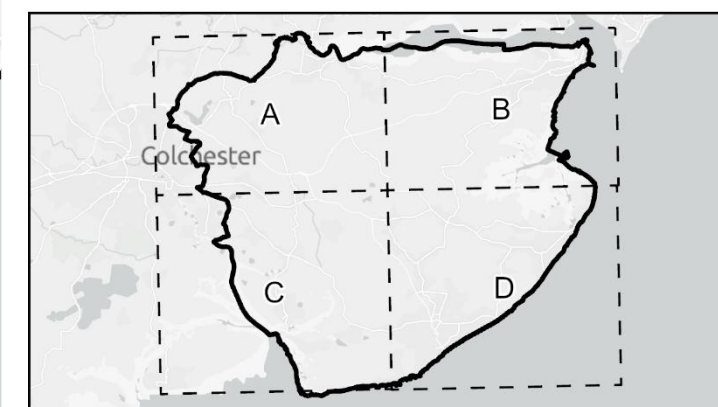


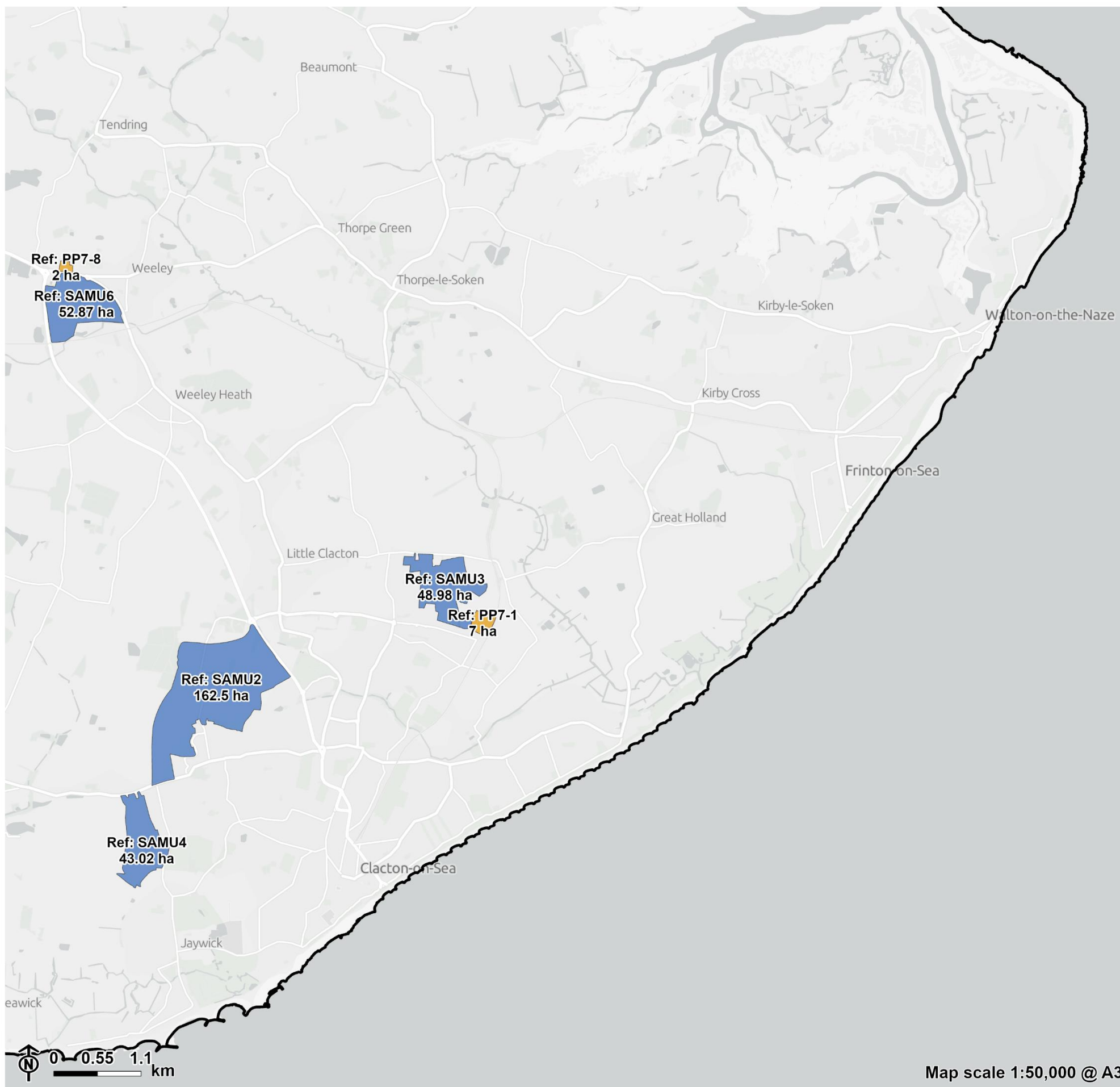
Tendring - IDP
Tendring District Council



Map of employment sites - C

- Tendring District boundary
- Employment sites
- Mixed use employment sites



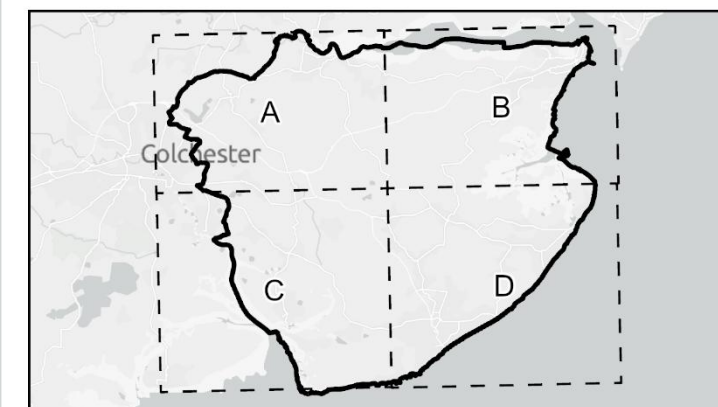


Tendring - IDP
Tendring District Council

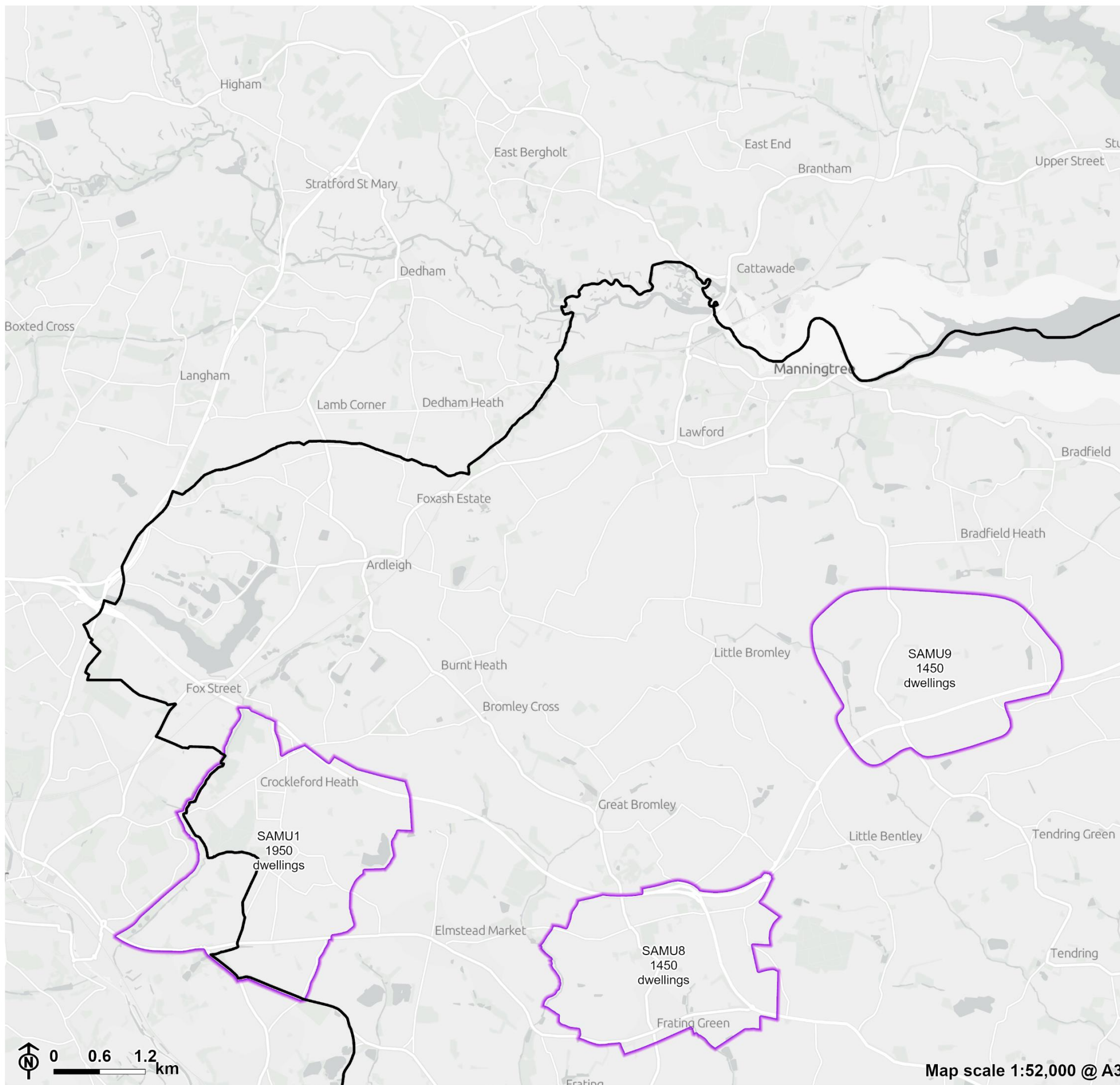


Map of employment sites - D

- Tendring District boundary
- Employment sites
- Mixed use employment sites

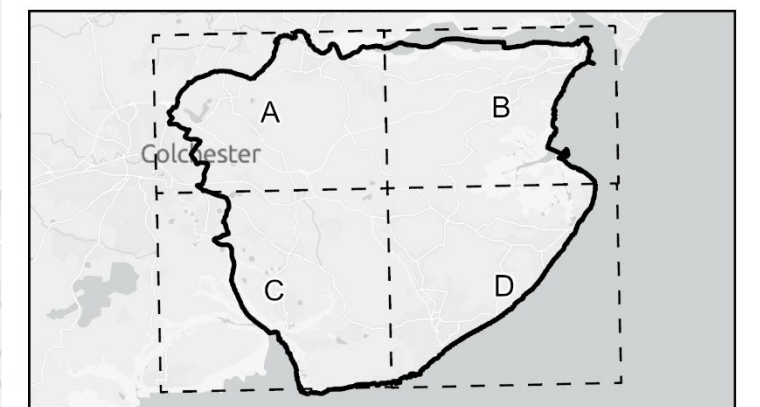


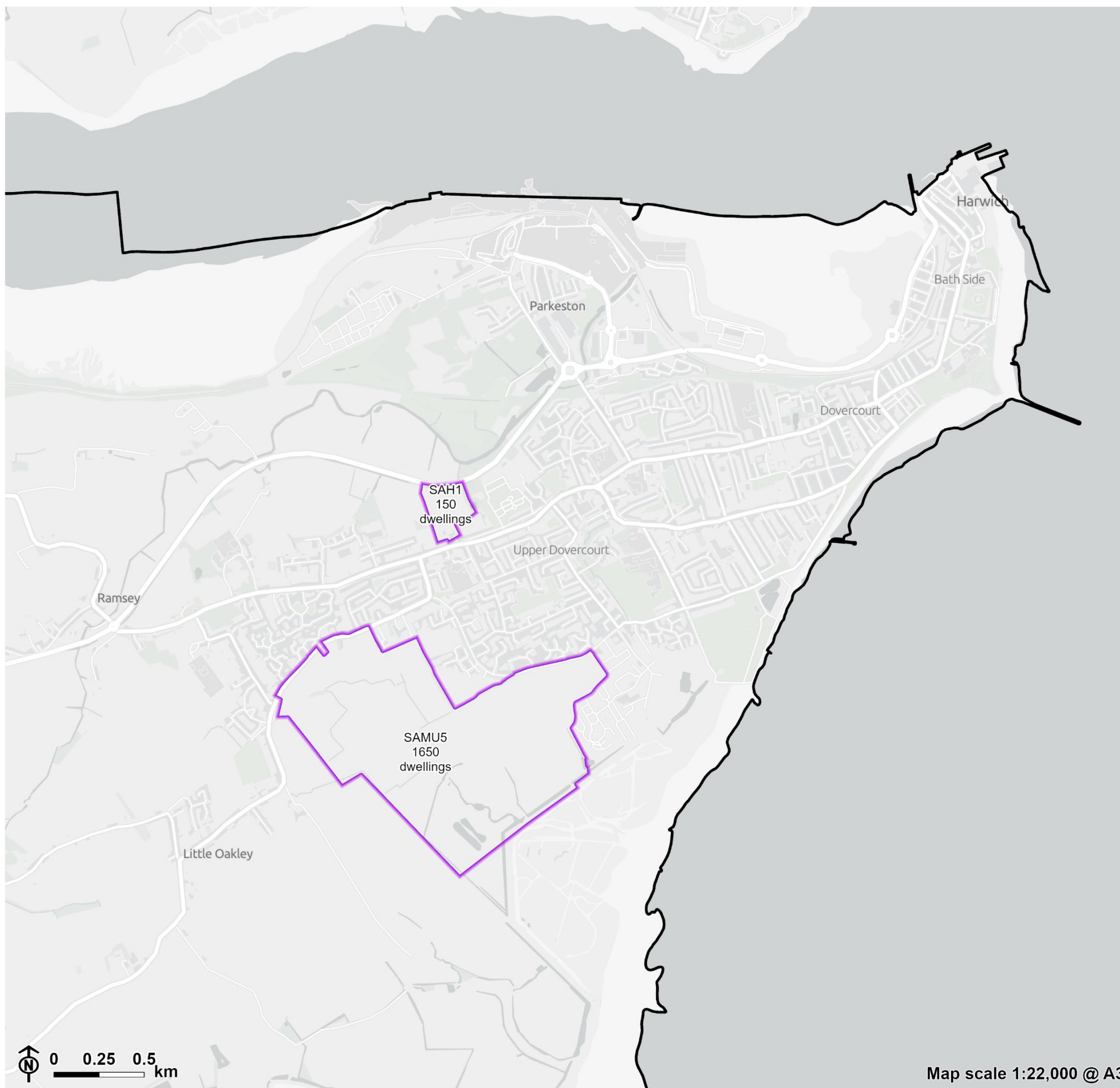
Map scale 1:50,000 @ A3



Map of residential sites - A

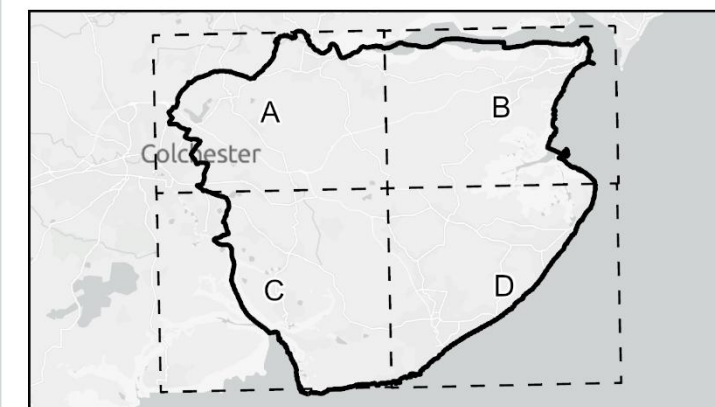
- Tendring District boundary
- Residential sites over 100 dwellings

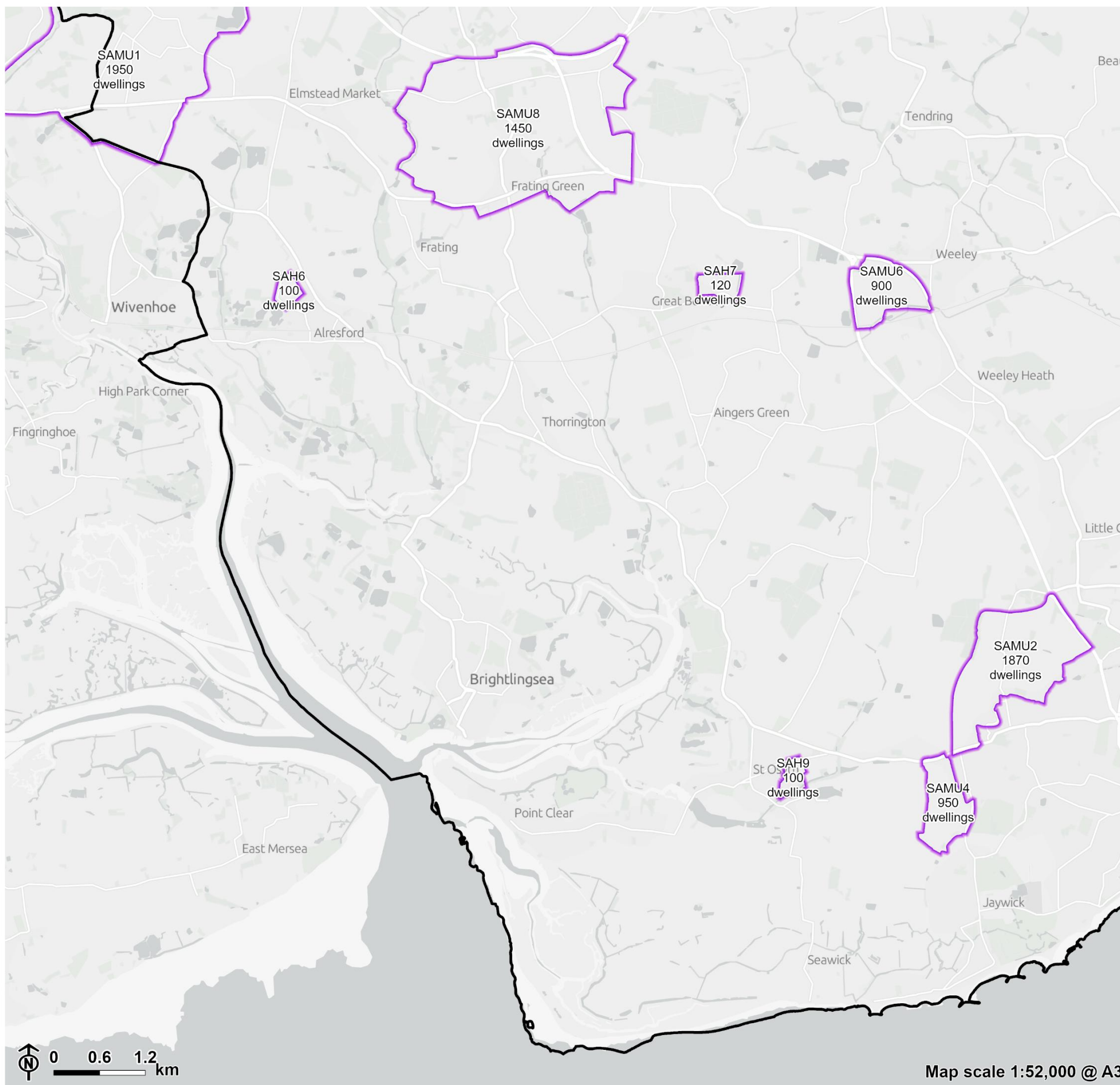




Map of residential sites - B

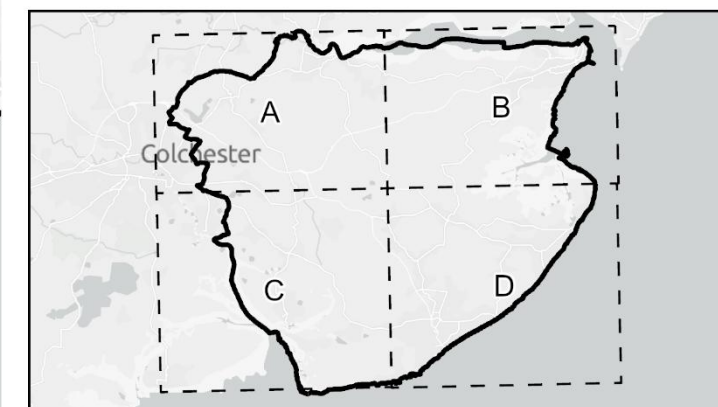
- Tendring District boundary
- Residential sites over 100 dwellings

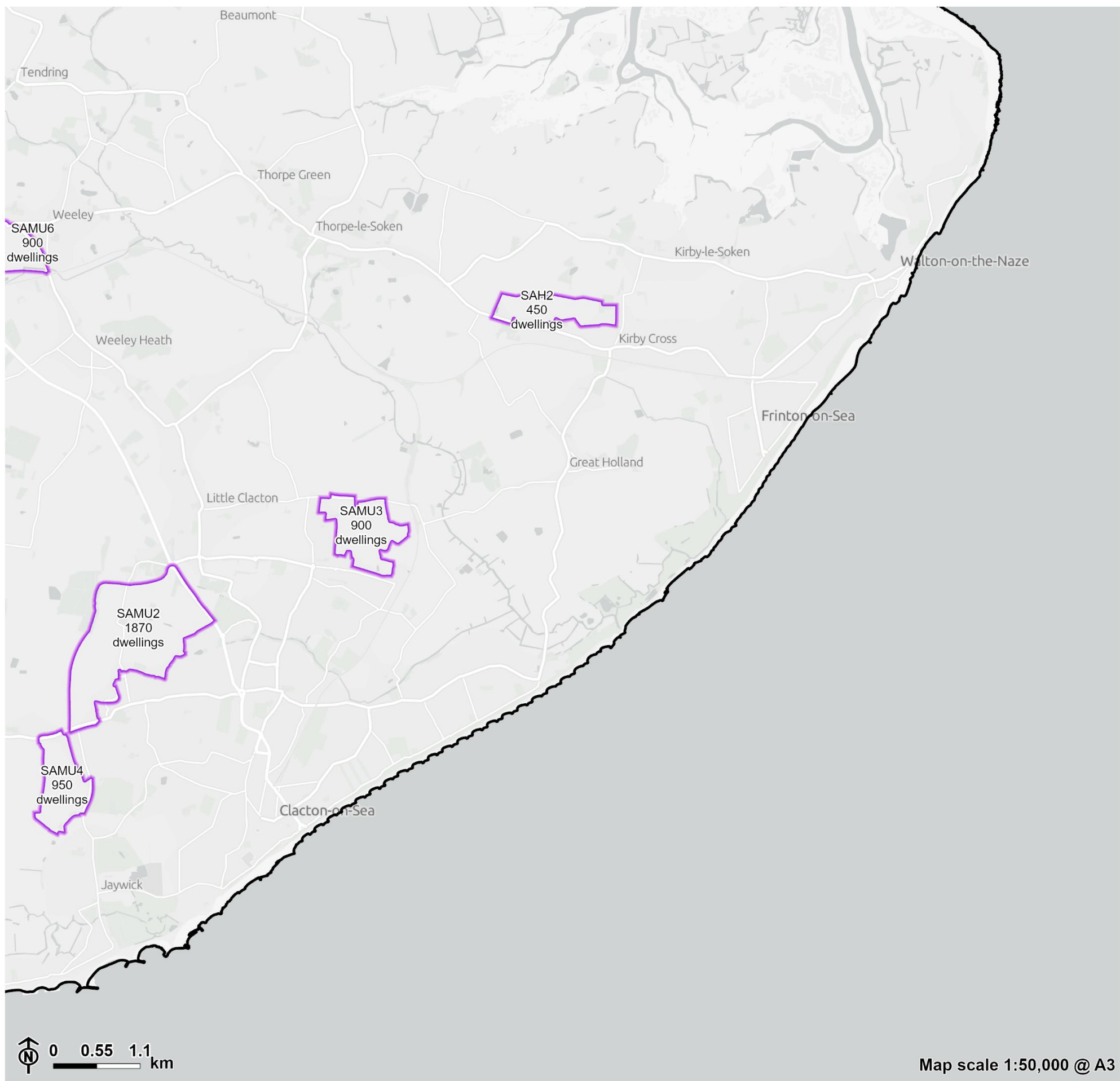




Map of residential sites - C

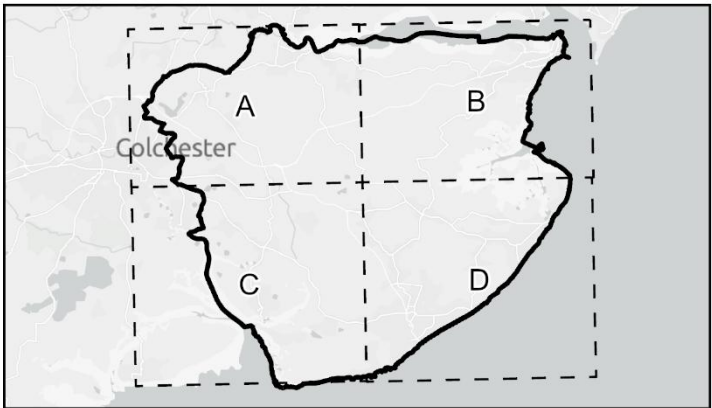
- Tendring District boundary
- Residential sites over 100 dwellings





Map of residential sites - D

- Tendring District boundary
- Residential sites over 100 dwellings



Map scale 1:50,000 @ A3

Appendix B

Infrastructure schedules

Table B.1: Alresford cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	40	n/a	Alresford	Great Bentley	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	40	n/a	Alresford	Alresford	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	40	n/a	Alresford	Alresford	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£2,941 - £4,412	Developer	N/a	N
Cluster	R	40	n/a	Alresford	Alresford	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£6,024 - £8,534	Developer	N/a	N
Cluster	R	40	n/a	Alresford	Alresford	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	40	n/a	Alresford	Alresford	Primary Education	Contributions towards expansion of primary school provision totalling between 6.8-7.8FE in the West (Frating) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	40	n/a	Alresford	Alresford	Secondary Education	Contributions towards expansion of secondary school provision totalling between 5.3-7.2 FE in the South-west (Colne) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	40	n/a	Alresford	Alresford	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£48,624	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	40	n/a	Alresford	Alresford	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	40	n/a	Alresford	Alresford	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	40	n/a	Alresford	Alresford	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£106,265	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	40	n/a	Alresford	Alresford	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£313,090	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	40	-	Alresford	Alresford	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	40	-	Alresford	Alresford	Waste Water	Conveyance to sustainable point of connection	N/A	N/k	Developer	-	Y
Cluster	R	40	-	Alresford	Alresford	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	40	-	Alresford	Alresford	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £14,000	Developer	-	N
Cluster	R	40	-	Alresford	Alresford	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	40	-	Alresford	Alresford	Electricity	Extension to primary substation	UKPN	N/k	UKPN	-	Y
Cluster	R	40	-	Alresford	Alresford	Flood Defence	SuDS	N/A	N/k	Developer	-	N
Cluster	R	40	-	Alresford	Alresford	Green infrastructure	RAMS contribution	N/A	£19,040	Developer	N/k	N

Table B.2: Beaumont cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	12	n/a	Beaumont	St Osyth	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	12	n/a	Beaumont	Beaumont	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£883 - £1,323	Developer	N/a	N
Cluster	R	12	n/a	Beaumont	Beaumont	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£1,807 - £2,560	Developer	N/a	N
Cluster	R	12	n/a	Beaumont	Beaumont	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	12	n/a	Beaumont	Beaumont	Primary Education	Contributions towards expansion of primary school provision totalling between 0.3FE in the North (Oakley) Primary School Planning Area	ECC	N/k	Developer	N/a	Y
Cluster	R	12	n/a	Beaumont	Beaumont	Secondary Education	Contributions towards expansion of secondary school provision totalling between 3.4-8.6FE in the South-east (Clacton) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	12	n/a	Beaumont	Beaumont	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£14,587	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	12	n/a	Beaumont	Beaumont	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	12	n/a	Beaumont	Beaumont	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
Cluster	R	12	n/a	Beaumont	Beaumont	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane	ECC	£31,879	Developer, ECC (bus subsidy)	N/k	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
							Wivenhoe Park Corner to Knowledge Gateway					
Cluster	R	12	n/a	Beaumont	Beaumont	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£57,070	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	12	-	Beaumont	Beaumont	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	12	-	Beaumont	Beaumont	Waste Water	None raised	N/A	N/k	Developer	-	Y
Cluster	R	12	-	Beaumont	Beaumont	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	12	-	Beaumont	Beaumont	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £4200	Developer	-	N
Cluster	R	12	-	Beaumont	Beaumont	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	12	-	Beaumont	Beaumont	Electricity	Potential extension to primary substation or local connection	UKPN	N/k	UKPN	-	Y
Cluster	R	12	-	Beaumont	Beaumont	Flood Defence	SuDS	N/A	N/k	Developer	-	N
Cluster	R	12	-	Beaumont	Beaumont	Green infrastructure	RAMS contribution	N/A	£5,712	Developer	N/k	N

Table B.3: Bradfield cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	75	n/a	Bradfield	Bradfield	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	75	n/a	Bradfield	Bradfield	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	75	n/a	Bradfield	Bradfield	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£5,515 - £8,272	Developer	N/a	N
Cluster	R	75	n/a	Bradfield	Bradfield	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£11,294 - £16,001	Developer	N/a	N
Cluster	R	75	n/a	Bradfield	Bradfield	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	75	n/a	Bradfield	Bradfield	Primary Education	Contributions towards expansion of primary school provision totalling between 0.3FE in the North (Oakley) Primary School Planning Area	ECC	N/k	Developer	N/a	Y
Cluster	R	75	n/a	Bradfield	Bradfield	Secondary Education	Contributions towards expansion of secondary school provision totalling between 8.5-10.3FE in the North-west (Manningtree) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	75	n/a	Bradfield	Bradfield	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£91,575	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	75	n/a	Bradfield	Bradfield	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	75	n/a	Bradfield	Bradfield	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
Cluster	R	75	n/a	Bradfield	Bradfield	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane	ECC	£199,246	Developer, ECC (bus subsidy)	N/k	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
							Wivenhoe Park Corner to Knowledge Gateway					
Cluster	R	75	n/a	Bradfield	Bradfield	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£356,686	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	75	-	Bradfield	Bradfield	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	75	-	Bradfield	Bradfield	Waste Water	Increasing of local water treatment capacity required - Clacton-Holland Haven WRC	N/A	N/k	Developer	-	Y
Cluster	R	75	-	Bradfield	Bradfield	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	75	-	Bradfield	Bradfield	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £26,250	Developer	-	N
Cluster	R	75	-	Bradfield	Bradfield	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	75	-	Bradfield	Bradfield	Electricity	Extension to primary substation	UKPN	N/k	UKPN	-	Y
Cluster	R	75	-	Bradfield	Bradfield	Flood Defence	SuDS	N/A	N/k	Developer	-	N
Cluster	R	75	n/a	Bradfield	Bradfield	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
Cluster	R	75	n/a	Bradfield	Bradfield	Green Infrastructure	RAMS contribution	N/A	£35,700	Developer	N/k	N

Table B.4: Brightlingsea cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	Libraries	Libraries stock/shelving/furniture/ other equipment	ECC	£11,030 - £16,544	Developer	N/a	N
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£22,589 - £32,001	Developer	N/a	N
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	Primary Education	Contributions towards expansion of primary school provision totalling between 6.8-7.8FE in the West (Frating) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	Secondary Education	Contributions towards expansion of secondary school provision totalling between 5.3-7.2 FE in the South-west (Colne) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£183,150	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding,	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
										private investment.		
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£398,493	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	Road	Highway - Thorrington B1027/B1029 staggered junction Highway - B1029 Brightlingsea Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£2,713,372	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	150	-	Brightlingsea	Brightlingsea	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	150	-	Brightlingsea	Brightlingsea	Waste Water	Conveyance to sustainable point of connection	N/A	N/k	Developer	-	Y
Cluster	R	150	-	Brightlingsea	Brightlingsea	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	150	-	Brightlingsea	Brightlingsea	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £52,500	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	150	-	Brightlingsea	Brightlingsea	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	150	-	Brightlingsea	Brightlingsea	Electricity	Extension to primary substation	UKPN	N/k	UKPN	-	Y
Cluster	R	150	-	Brightlingsea	Brightlingsea	Flood Defence	SuDS	N/A	N/k	Developer	-	N
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
Cluster	R	150	n/a	Brightlingsea	Brightlingsea	Green Infrastructure	RAMS contribution	N/A	£71,400	Developer	N/k	N

Table B.5: Clacton cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	90	n/a	Clacton	Clacton	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	90	n/a	Clacton	Clacton	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	90	n/a	Clacton	Clacton	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£6,618 - £9,926	Developer	N/a	N
Cluster	R	90	n/a	Clacton	Clacton	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£13,553 - £19,201	Developer	N/a	N
Cluster	R	90	n/a	Clacton	Clacton	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	90	n/a	Clacton	Clacton	Primary Education	Contributions towards expansion of primary school provision totalling between 5.8-6.0FE in the South (Clacton) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	90	n/a	Clacton	Clacton	Secondary Education	Contributions towards expansion of secondary school provision totalling between 3.4-8.6FE in the South-east (Clacton) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	90	n/a	Clacton	Clacton	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£109,404	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	90	n/a	Clacton	Clacton	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	90	n/a	Clacton	Clacton	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
Cluster	R	90	n/a	Clacton	Clacton	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane	ECC	£239,096	Developer, ECC (bus subsidy)	N/k	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
							Wivenhoe Park Corner to Knowledge Gateway					
Cluster	R	90	n/a	Clacton	Clacton	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£428,023	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	90	-	Clacton	Clacton	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	90	-	Clacton	Clacton	Waste Water	Increasing of local water treatment capacity required - Clacton-Holland Haven WRC	N/A	N/k	Developer	-	Y
Cluster	R	90	-	Clacton	Clacton	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	90	-	Clacton	Clacton	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £31,500	Developer	-	N
Cluster	R	90	-	Clacton	Clacton	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	90	-	Clacton	Clacton	Electricity	Potential extension to primary substation or local connection	UKPN	N/k	UKPN	-	Y
Cluster	R	90	-	Clacton	Clacton	Flood Defence	SuDS	N/A	N/k	Developer	-	N
Cluster	R	90	n/a	Clacton	Clacton	Green Infrastructure	RAMS contribution	N/A	£42,840	Developer	N/k	N

Table B.6: Collierswood Farm Strategic Business Park (PP7-6 / SAE3)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
PP7-6 / SAE3	E	78 ha	n/a	Collierswood Farm Strategic Business Park	-	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	N/k	Developer	N/a	N
PP7-6 / SAE3	E	78ha	n/a	Collierswood Farm Strategic Business Park	-	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	Delivery of mitigation ahead of loss/disturbance to any FLL as far as possible.	N
PP7-6 / SAE3	E	78ha	n/a	Collierswood Farm Strategic Business Park	-	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
PP7-6 / SAE3	E	78ha	-	Collierswood Farm Strategic Business Park	-	Potable Water	Considerable diversion and infrastructure. Boosters required after boosters service modelling.	Affinity Water	N/k	Affinity Water	-	Y
PP7-6 / SAE3	E	78ha	-	Collierswood Farm Strategic Business Park	-	Waste Water	Potential on-site wastewater treatment plant - subject to EA discharge permitting	N/A	N/k	Developer	-	Y
PP7-6 / SAE3	E	78ha	-	Collierswood Farm Strategic Business Park	-	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
PP7-6 / SAE3	E	78ha	-	Collierswood Farm Strategic Business Park	-	Electricity	New primary substation	UKPN	N/k	UKPN	-	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
PP7-6 / SAE3	E	78ha	-	Collierswood Farm Strategic Business Park	-	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Table B.7: Crown Business Centre (PP7-5)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
PP7-5	E	2.3 ha	n/a	Crown Business Centre	-	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	N/k	Developer	N/a	N
PP7-5	E	2.3ha	n/a	Crown Business Centre	-	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	Delivery of mitigation ahead of loss/disturbance to any FLL as far as possible.	N
PP7-5	E	2.3ha	n/a	Crown Business Centre	-	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
PP7-5	E	2.3ha	-	Crown Business Centre	-	Potable Water	Reinforcement required, detailed modelling required to assess	Affinity Water	N/k	Affinity Water	-	Y
PP7-5	E	2.3ha	-	Crown Business Centre	-	Waste Water	Potential on-site package treatment plant - subject to EA discharge permitting	N/A	N/k	Developer	-	Y
PP7-5	E	2.3ha	-	Crown Business Centre	-	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
PP7-5	E	2.3ha	-	Crown Business Centre	-	Electricity	Unable to determine at this stage	UKPN	N/k	UKPN	-	Y
PP7-5	E	2.3ha	-	Crown Business Centre	-	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Table B.8: Dovercourt cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	106	n/a	Dovercourt	Dovercourt	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	106	n/a	Dovercourt	Dovercourt	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	106	n/a	Dovercourt	Dovercourt	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£7,794 - £11,691	Developer	N/a	N
Cluster	R	106	n/a	Dovercourt	Dovercourt	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£15,963 - £22,614	Developer	N/a	N
Cluster	R	106	n/a	Dovercourt	Dovercourt	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	106	n/a	Dovercourt	Dovercourt	Primary Education	Contributions towards expansion of primary school provision totalling between 1.2 and 2.1FE in the North-east (Dovercourt and Harwich) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	106	n/a	Dovercourt	Dovercourt	Secondary Education	Contributions towards expansion of secondary school provision totalling between 1.4-13.7 FE in the North-east (Harwich) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	106	n/a	Dovercourt	Dovercourt	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£128,854	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	106	n/a	Dovercourt	Dovercourt	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	106	n/a	Dovercourt	Dovercourt	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding,	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
										private investment.		
Cluster	R	106	n/a	Dovercourt	Dovercourt	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Other - Harwich Mobility Hub	ECC	£305,516	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	106	n/a	Dovercourt	Dovercourt	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£504,116	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	106	-	Dovercourt	Dovercourt	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	106	-	Dovercourt	Dovercourt	Waste Water	Conveyance to sustainable point of connection	N/A	N/k	Developer	-	Y
Cluster	R	106	-	Dovercourt	Dovercourt	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	106	-	Dovercourt	Dovercourt	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £37,100	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	106	-	Dovercourt	Dovercourt	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	106	-	Dovercourt	Dovercourt	Electricity	Contribution towards new primary substation	UKPN	N/k	UKPN	-	Y
Cluster	R	106	-	Dovercourt	Dovercourt	Flood Defence	SuDS	N/A	N/k	Developer	-	N
Cluster	R	106	n/a	Dovercourt	Dovercourt	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
Cluster	R	106	n/a	Dovercourt	Dovercourt	Green Infrastructure	RAMS contribution	N/A	£50,456	Developer	N/k	N

Table B.9: Freeport East / Bathside Bay / A120 Corridor (SAE2)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAE2	E	135 ha	n/a	Freeport East / Bathside Bay / A120 Corridor	-	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	N/k	Developer	N/a	N
SAE2 (site shaded green on maps)	E	135ha	n/a	Freeport East / Bathside Bay / A120 Corridor	-	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	Delivery of mitigation ahead of loss/disturbance to any FLL as far as possible.	N
SAE2 (site shaded green on maps)	E	135ha	n/a	Freeport East / Bathside Bay / A120 Corridor	-	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
SAE2	E	135ha	-	Freeport East / Bathside Bay / A120 Corridor	-	Potable Water	Reinforcement and booster required, subject to detailed modelling	Affinity Water	N/k	Affinity Water	-	Y
SAE2	E	135ha	-	Freeport East / Bathside Bay / A120 Corridor	-	Waste Water	Conveyance to a sustainable point of connection	N/A	N/k	Developer	-	Y
SAE2	E	135ha	-	Freeport East / Bathside Bay / A120 Corridor	-	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAE2	E	135ha	-	Freeport East / Bathside Bay / A120 Corridor	-	Electricity	Unable to determine at this stage	UKPN	N/k	UKPN	-	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAE2	E	135ha	-	Freeport East / Bathside Bay / A120 Corridor	-	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Table B.10: Frinton, Walton, Holland & Kirby cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£8,088 - £12,132	Developer	N/a	N
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£16,565 - £23,467	Developer	N/a	N
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Primary Education	Contributions towards expansion of primary school provision totalling between 0.2 and 0.5FE in the East (Frinton and Walton) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Secondary Education	Contributions towards expansion of secondary school provision totalling between 3.4-8.6FE in the South-east (Clacton) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£133,716	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Rail	Improved access between platforms at Kirby Cross Station.	Network Rail	N/k	Developer	N/k	Y
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Rail	Sunshine Coast Rail Frequency Upgrade	ECC	£0	Network Rail, Central Government	N/k	Y
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Walking and Cycling	Cycle - Kirby Cross Cycle Connectivity to the Coast	ECC	£438,667	ECC	N/k	Y
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£292,228	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£523,140	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	110	-	Frinton, Walton, Holland and Kirby	Frinton, Walton, Holland and Kirby	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	110	-	Frinton, Walton, Holland and Kirby	Frinton, Walton, Holland and Kirby	Waste Water	Network reinforcement scheme	N/A	N/k	Developer	-	Y
Cluster	R	110	-	Frinton, Walton, Holland and Kirby	Frinton, Walton, Holland and Kirby	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	110	-	Frinton, Walton, Holland and Kirby	Frinton, Walton, Holland and Kirby	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £38,500	Developer	-	N
Cluster	R	110	-	Frinton, Walton, Holland and Kirby	Frinton, Walton, Holland and Kirby	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	110	-	Frinton, Walton, Holland and Kirby	Frinton, Walton, Holland and Kirby	Electricity	Extension to primary substation	UKPN	N/k	UKPN	-	Y
Cluster	R	110	-	Frinton, Walton, Holland and Kirby	Frinton, Walton, Holland and Kirby	Flood Defence	SuDS	N/A	N/k	Developer	-	N
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	110	n/a	Frinton, Walton, Holland & Kirby	Frinton, Walton, Holland & Kirby	Green Infrastructure	RAMS contribution	N/A	£52,360	Developer	N/k	N

Table B.11: Gorse Lane Industrial Estate Extension (PP7-1)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
PP7-1	E	6.8 ha	n/a	Gorse Lane Industrial Estate Extension	-	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	N/k	Developer	N/a	N
PP7-1	E	6.8ha	n/a	Gorse Lane Industrial Estate Extension	-	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	Delivery of mitigation ahead of loss/disturbance to any FLL as far as possible.	N
PP7-1	E	6.8ha	-	Gorse Lane Industrial Estate Extension	-	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
PP7-1	E	6.8ha	-	Gorse Lane Industrial Estate Extension	-	Waste Water	Expansion of Clacton-Holland Haven WRC capacity	N/A	N/k	Developer	-	Y
PP7-1	E	6.8ha	-	Gorse Lane Industrial Estate Extension	-	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
PP7-1	E	6.8ha	-	Gorse Lane Industrial Estate Extension	-	Electricity	Unable to determine at this stage	UKPN	N/k	UKPN	-	Y
PP7-1	E	6.8ha	-	Gorse Lane Industrial Estate Extension	-	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Table B.12: Great Bentley cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	160	n/a	Great Bentley	Great Bentley	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	160	n/a	Great Bentley	Great Bentley	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	160	n/a	Great Bentley	Great Bentley	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£11,765 - £17,646	Developer	N/a	N
Cluster	R	160	n/a	Great Bentley	Great Bentley	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£24,094 - £34,134	Developer	N/a	N
Cluster	R	160	n/a	Great Bentley	Great Bentley	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	160	n/a	Great Bentley	Great Bentley	Primary Education	Contributions towards expansion of primary school provision totalling between 6.8-7.8FE in the West (Frating) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	160	n/a	Great Bentley	Great Bentley	Secondary Education	Contributions towards expansion of secondary school provision totalling between 5.3-7.2 FE in the South-west (Colne) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	160	n/a	Great Bentley	Great Bentley	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£195,306	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	160	n/a	Great Bentley	Great Bentley	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	160	n/a	Great Bentley	Great Bentley	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	160	n/a	Great Bentley	Great Bentley	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Other - Great Bentley Mobility Hub	ECC	£562,324	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	160	n/a	Great Bentley	Great Bentley	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£760,930	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	160	-	Great Bentley	Great Bentley	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	160	-	Great Bentley	Great Bentley	Waste Water	Conveyance to sustainable point of connection	N/A	N/k	Developer	-	Y
Cluster	R	160	-	Great Bentley	Great Bentley	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	160	-	Great Bentley	Great Bentley	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £56,000	Developer	-	N
Cluster	R	160	-	Great Bentley	Great Bentley	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	160	-	Great Bentley	Great Bentley	Electricity	Contribution towards new primary substation	UKPN	N/k	UKPN	-	Y
Cluster	R	160	-	Great Bentley	Great Bentley	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	40	n/a	Alresford	Great Bentley	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
Cluster	R	160	n/a	Great Bentley	Great Bentley	Green Infrastructure	RAMS contribution	N/A	£76,160	Developer	N/k	N

Table B.13: Great Bromley cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	25	n/a	Great Bromley	Great Bromley	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	25	n/a	Great Bromley	Great Bromley	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	25	n/a	Great Bromley	Great Bromley	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£1,838 - £2,757	Developer	N/a	N
Cluster	R	25	n/a	Great Bromley	Great Bromley	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£3,765 - £5,334	Developer	N/a	N
Cluster	R	25	n/a	Great Bromley	Great Bromley	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	25	n/a	Great Bromley	Great Bromley	Primary Education	Contributions towards expansion of primary school provision totalling between 6.8-7.8FE in the West (Frating) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	25	n/a	Great Bromley	Great Bromley	Secondary Education	Contributions towards expansion of secondary school provision totalling between 5.3-7.2 FE in the South-west (Colne) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	25	n/a	Great Bromley	Great Bromley	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£29,985	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	25	n/a	Great Bromley	Great Bromley	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	25	n/a	Great Bromley	Great Bromley	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	25	n/a	Great Bromley	Great Bromley	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£66,415	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	25	n/a	Great Bromley	Great Bromley	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£118,895	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	25	-	Great Bromley	Great Bromley	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	25	-	Great Bromley	Great Bromley	Waste Water	Conveyance to sustainable point of connection	N/A	N/k	Developer	-	Y
Cluster	R	25	-	Great Bromley	Great Bromley	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	25	-	Great Bromley	Great Bromley	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £8750	Developer	-	N
Cluster	R	25	-	Great Bromley	Great Bromley	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	25	-	Great Bromley	Great Bromley	Electricity	Potential local connection	UKPN	N/k	UKPN	-	Y
Cluster	R	25	-	Great Bromley	Great Bromley	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	25	n/a	Great Bromley	Great Bromley	Green Infrastructure	RAMS contribution	N/A	£11,900	Developer	N/k	N

Table B.14: Great Oakley cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	100	n/a	Great Oakley	Great Oakley	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	100	n/a	Great Oakley	Great Oakley	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	100	n/a	Great Oakley	Great Oakley	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£7,353 - £11,029	Developer	N/a	N
Cluster	R	100	n/a	Great Oakley	Great Oakley	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£15,059 - £21,334	Developer	N/a	N
Cluster	R	100	n/a	Great Oakley	Great Oakley	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	100	n/a	Great Oakley	Great Oakley	Primary Education	Contributions towards expansion of primary school provision totalling between 0.3FE in the North (Oakley) Primary School Planning Area	ECC	N/k	Developer	N/a	Y
Cluster	R	100	n/a	Great Oakley	Great Oakley	Secondary Education	Contributions towards expansion of secondary school provision totalling between 3.4-8.6FE in the South-east (Clacton) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	100	n/a	Great Oakley	Great Oakley	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£121,560	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	100	n/a	Great Oakley	Great Oakley	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	100	n/a	Great Oakley	Great Oakley	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	100	n/a	Great Oakley	Great Oakley	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£265,662	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	100	n/a	Great Oakley	Great Oakley	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£475,581	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	100	-	Great Oakley	Great Oakley	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	100	-	Great Oakley	Great Oakley	Waste Water	Conveyance to sustainable point of connection	N/A	N/k	Developer	-	Y
Cluster	R	100	-	Great Oakley	Great Oakley	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	100	-	Great Oakley	Great Oakley	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £35,000	Developer	-	N
Cluster	R	100	-	Great Oakley	Great Oakley	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	100	-	Great Oakley	Great Oakley	Electricity	Local Connection	UKPN	N/k	UKPN	-	Y
Cluster	R	100	-	Great Oakley	Great Oakley	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	100	n/a	Great Oakley	Great Oakley	Green Infrastructure	RAMS contribution	N/A	£47,600	Developer	N/k	N

Table B.15: Hare Green Garden Village (SAMU8)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU8	R	1,450	n/a	Hare Green Garden Village	Frating, Great Bromley	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
SAMU8	R	1,450	n/a	Hare Green Garden Village	Frating, Great Bromley	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	-	-	-	-	-	-	-
SAMU8	R	1,450	n/a	Hare Green Garden Village	Frating, Great Bromley	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£106,619 - £59,921	Developer	N/a	N
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	-	Libraries stock/shelving/furniture/other equipment	ECC	£336,385 - £224,267	Developer	N/a	N
SAMU8	R	1,450	n/a	Hare Green Garden Village	Frating, Great Bromley	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£218,356 - £309,343	Developer	N/a	N
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£459,300 - £650,687	Developer	N/a	N
SAMU8	E	70-80 ha	n/a	Hare Green Garden Village	Clacton	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	N/k	Developer	N/a	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU8	R	1,450	n/a	Hare Green Garden Village		EYCC	56 place setting within 2FE Primary School	ECC	£1,404,984	Developer	N/a	Y
SAMU8	R	n/a	3,050	Hare Green Garden Village		EYCC	56 place settings within each of the 2 no. 2FE Primary Schools	ECC	£2,809,968	Developer	N/a	
SAMU8	R	1,450	n/a	Hare Green Garden Village	Frating, Great Bromley	Primary Education	1 (2FE) Primary school (Part of the expansion of primary school provision totalling between 6.8-78FE in the Dovercourt and Harwich Primary School Planning Area.)	ECC	£10,537,380	Developer	N/a	Y
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	Primary Education	2 (2FE) Primary schools (Part of the expansion of primary school provision totalling between 6.8-78FE in the Dovercourt and Harwich Primary School Planning Area.)	ECC	£21,074,760	Developer	N/a	Y
SAMU8	R	1,450	n/a	Hare Green Garden Village	Frating, Great Bromley	Secondary Education	Land and contributions towards expansion of secondary school provision (1 x 6FE school) totalling between 5.3-7.2 FE in the South-west (Colne) Secondary School Planning Area.	ECC	£8,814,260	Developer	N/a	Y
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	Secondary Education	Land and contributions towards expansion of secondary school provision (1 x 6FE school) totalling between 5.3-7.2 FE in the South-west (Colne) Secondary School Planning Area.	ECC	£18,540,340	Developer	N/a	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU8	R	1,450	3,050	Hare Green Garden Village	Frating, Great Bromley	Primary healthcare	Potential Branch Surgery requirement	ICB	£1,772,345	Developer	As part of spatial planning for the Garden Villages, it will be important to consider the infrastructure and health impact assessment requirements. Will require infrastructure committed during Phase 1.	N
SAMU8	E	70-80ha	n/a	Hare Green Garden Village		Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	Delivery of mitigation ahead of loss/disturbance to any FLL as far as possible.	N
SAMU8	R	1,450	3,050	Hare Green Garden Village	Frating, Great Bromley	Environment	Minimum of 86.40ha of SANG to mitigate impacts on Essex Coast Habitats Sites. Mitigation of disturbance to functionally linked land (FLL). Contributions towards Essex RAMS.	Natural England	N/k	Developer	SANG must be provided before first occupation.	N
SAMU8	R	1,450	3,050	Hare Green Garden Village	Frating, Great Bromley	Secondary healthcare	N/k - NHS Foundation Trust has identified that contributions will be sought	East Suffolk and North Essex NHS Foundation Trust	N/k	NHS	No specific issues identified relating to the phasing of development	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU8	E	70-80ha	n/a	Hare Green Garden Village	Frating, Great Bromley	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
SAMU8	R	1,450	3,050	Hare Green Garden Village	Frating, Great Bromley	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
SAMU8	R	1,450	3,050	Hare Green Garden Village	Frating, Great Bromley	Walking and Cycling	Cycle - Horsley Cross to Hare Green Greenway Cycle - Hare Green to Great Bentley Station	ECC	£3,948,000	ECC	N/k	Y
SAMU8	R	1,450	3,050	Hare Green Garden Village	Frating, Great Bromley	Bus	Bus - Colchester to Hare Green and Horsley Cross Bus - Extension Horsley Cross to Harwich Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Bus - Park & Choose facility at Hare Green Other - Hare Green Mobility Hub	ECC	£20,738,183	Developer, ECC (bus subsidy)	N/k	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU8	R	1,450	3,050	Hare Green Garden Village	Frating, Great Bromley	Road	Highway - A133/ B1029 Frating crossroads (Gt Bentley Rd/ Bromley Rd) Highway - Harwich Road approach to the A120 Highway - A12 Junction 29 Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£19,380,466	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
SAMU8	M	1,450	N/A	Hare Green Garden Village	Frating, Great Bromley	Potable Water	Reinforcement of drinking water mains, pipelines and other assets with proper modelling. Additional capacity required 2040-43.	Affinity Water	N/k	Affinity Water	-	Y
SAMU8	M	N/A	3,050	Hare Green Garden Village	Frating, Great Bromley	Potable Water	Reinforcement of drinking water mains, pipelines and other assets with proper modelling. Additional capacity required.	Affinity Water	N/k	Affinity Water	-	Y
SAMU8	M	1,450	N/A	Hare Green Garden Village	Frating, Great Bromley	Waste Water	Upgrade of existing WRC capacity – Great Bromley WRC	N/A	N/k	Developer	-	Y
SAMU8	M	N/A	3,050	Hare Green Garden Village	Frating, Great Bromley	Waste Water	Upgrade of existing WRC capacity – Great Bromley WRC	N/A	N/k	Developer	-	Y
SAMU8	M	1,450	N/A	Hare Green	Frating, Great Bromley	Police	Various capital items related to floorspace and police activities.	N/A	Est. £1,179,996	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
				Garden Village								
SAMU8	M	N/A	3,050	Hare Green Garden Village	Frating, Great Bromley	Police	Various capital items related to floorspace and police activities.	N/A	Est. £1,179,996	Developer	-	N
SAMU8	M	1,450	N/A	Hare Green Garden Village	Frating, Great Bromley	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £507,500	Developer	-	N
SAMU8	M	N/A	3,050	Hare Green Garden Village	Frating, Great Bromley	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £507,500	Developer	-	N
SAMU8	M	1,450	N/A	Hare Green Garden Village	Frating, Great Bromley	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAMU8	M	N/A	3,050	Hare Green Garden Village	Frating, Great Bromley	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAMU8	M	1,450	N/A	Hare Green Garden Village	Frating, Great Bromley	Electricity	Potential new primary substations	UKPN	N/k	UKPN	-	Y
SAMU8	M	N/A	3,050	Hare Green Garden Village	Frating, Great Bromley	Electricity	Potential new primary substations	UKPN	N/k	UKPN	-	Y
SAMU8	M	1,450	N/A	Hare Green Garden Village	Frating, Great Bromley	Flood Defence	SuDS	N/A	N/k	Developer	-	N
SAMU8	M	N/A	3,050	Hare Green Garden Village	Frating, Great Bromley	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU8	R	1,450	n/a	Hare Green Garden Village	Frating, Great Bromley	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
SAMU8	R	1,450	n/a	Hare Green Garden Village	Frating, Great Bromley	Open Space	0.79ha allotment provision	N/A	£78,663	Developer	N/k	N
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	Open Space	1.65ha allotment provision		£165,463			
SAMU8	R	1,450	n/a	Hare Green Garden Village	Frating, Great Bromley	Green Infrastructure	RAMS contribution	N/A	£690,200	Developer	N/k	N
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	Green Infrastructure	RAMS contribution	N/A	£1,451,800	Developer	N/k	N
SAMU8	R	1,450	n/a	Hare Green Garden Village	Frating, Great Bromley	Open Space	1 NEAP	N/A	£100,000	Developer	N/k	N
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	Open Space	3 LEAPs and 1 NEAP	N/A	£250,000	Developer	N/k	N
SAMU8	R	1,450	n/a	Hare Green Garden Village	Frating, Great Bromley	Leisure	1 large community centre and 1 small community centre	N/A	£1,050,000	Developer	N/k	N
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	Leisure	2 large community centre and 2 small community centres	N/A	£2,100,000	Developer	N/k	N
SAMU8	R	1,450	n/a	Hare Green Garden Village	Frating, Great Bromley	Leisure	1 adult football pitch and changing room provision	N/A	£457,611	Developer	N/k	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	Leisure	2 adult football pitches and changing room provision	N/A	£595,223	Developer	N/k	N
SAMU8	R	1,450	n/a	Hare Green Garden Village	Frating, Great Bromley	Leisure	1 youth football pitch and changing room provision	N/A	£433,213	Developer	N/k	N
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	Leisure	3 youth football pitches and changing room provision	N/A	£433,213	Developer	N/k	N
SAMU8	R	n/a	3,050	Hare Green Garden Village	Frating, Great Bromley	Leisure	1 mini soccer pitch	N/A	£36,432	Developer	N/k	N

Table B.16: Hartley Gardens, Clacton (SAMU2)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£137,501 - £206,242	Developer	N/a	N
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£281,603 - £398,946	Developer	N/a	N
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton		EYCC	56 place setting within 2FE Primary School	ECC	£1,404,984	Developer	N/a	Y
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Primary Education	Contributions towards expansion of primary school provision totalling between 5.8-6.0FE in the South (Clacton) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Secondary Education	Contributions towards expansion of secondary school provision totalling between 3.4-8.6FE in the South-east (Clacton) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£2,286,138	Developer	Years 11-17 is 2036/37 to 2042/43. Community hub (a flexible space that can accommodate health facilities). The ICB would like to see the	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
											wording health in the plan replaced with community hub in any future publications.	
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Environment	Minimum of 32.64ha of SANG to mitigate impacts on Essex Coast Habitats Sites. Mitigation of disturbance to functionally linked land (FLL). Contributions towards Essex RAMS.	Natural England	N/k	Developer	SANG must be provided before first occupation.	N
SAMU2	R	1,870	-	Hartley Gardens, Clacton	Clacton	Secondary healthcare	N/k - NHS Foundation Trust has identified that contributions will be sought	East Suffolk and North Essex NHS Foundation Trust	N/k	NHS	No specific issues identified relating to the phasing of development	N
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Rail	Sunshine Coast Rail Frequency Upgrade	ECC	£0	Network Rail, Central Government	N/k	Y
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Bus	Bus - Park & Choose, Clacton Bus - Park & Choose facility at Hare Green Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£7,805,548	Developer, ECC (bus subsidy)	N/k	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Road	Highway - A133/Colchester Road Highway - A133 Weeley roundabout Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£18,574,571	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
SAMU2	E	7 ha	n/a	Hartley Gardens, Clacton	Clacton	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	N/k	Developer	N/a	N
SAMU2	E	7ha	n/a	Hartley Gardens, Clacton	Clacton	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	Delivery of mitigation ahead of loss/disturbance to any FLL as far as possible.	N
SAMU2	E	7ha	n/a	Hartley Gardens, Clacton	Clacton	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU2	M	1,870	-	Hartley Gardens, Clacton	Clacton	Electricity	Potential new primary substation	UKPN	N/k	UKPN	-	Y
SAMU2	M	1,870	-	Hartley Gardens, Clacton	Clacton	Flood Defence	SuDS	N/A	N/k	Developer	-	N
SAMU2	M	1,870	N/A	Hatley Gardens	Clacton	Potable Water	Reinforcement of drinking water mains, pipelines and other assets. Additional capacity required 2040-43.	Affinity Water	N/k	Affinity Water	-	Y
SAMU2	M	1,870	-	Hatley Gardens	Clacton	Waste Water	Increasing of local water treatment capacity required - Clacton-Holland Haven WRC	N/A	N/k	Developer	-	Y
SAMU2	M	1,870	-	Hatley Gardens	Clacton	Police	Various capital items related to floorspace and police activities.	N/A	Est. £1,258,406	Developer	-	N
SAMU2	M	1,870	-	Hatley Gardens	Clacton	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £654,500	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU2	M	1,870	-	Hatley Gardens	Clacton	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Open Space	1.01ha allotment provision	N/A	£101,448	Developer	N/k	N
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Green Infrastructure	RAMS contribution	N/A	£890,120	Developer	N/k	N
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Open Space	1 LEAP and 1 MUGA	N/A	£180,000	Developer	N/k	N
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Leisure	1 large community centre and 2 small community centres	N/A	£1,350,000	Developer	N/k	N
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Leisure	1 adult football pitch and changing room provision	N/A	£457,611	Developer	N/k	N
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Leisure	2 youth football pitches and changing room provision	N/A	£546,425	Developer	N/k	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU2	R	1,870	n/a	Hartley Gardens, Clacton	Clacton	Leisure	1 mini soccer pitch	N/A	£36,432	Developer	N/k	N

Table B.17: Harwich Road Site (PP7-7)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
PP7-7	E	5.3 ha	n/a	Harwich Road site	-	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	N/k	Developer	N/a	N
PP7-7	E	5.3ha	n/a	Harwich Road site	-	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	Delivery of mitigation ahead of loss/disturbance to any FLL as far as possible.	N
PP7-7	E	5.3ha	n/a	Harwich Road site	-	Port	Various items to expand Harbour Ferry capacity and interchange (rail, bus, active travel)	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
PP7-7	E	5.3ha	-	Harwich Road site	-	Potable Water	Reinforcement required, detailed modelling required to assess	Affinity Water	N/k	Affinity Water	-	Y
PP7-7	E	5.3ha	-	Harwich Road site	-	Waste Water	Conveyance to a sustainable point of connection	N/A	N/k	Developer	-	Y
PP7-7	E	5.3ha	-	Harwich Road site	-	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
PP7-7	E	5.3ha	-	Harwich Road site	-	Electricity	Unable to determine at this stage	UKPN	N/k	UKPN	-	Y
PP7-7	E	5.3ha	-	Harwich Road site	-	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Table B.18: Harwich Valley (mixed-use) (PP7-3)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
PP7-3	E	6.3 ha	n/a	Harwich Valley (mixed-use)	-	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	N/k	Developer	N/a	N
PP7-3	E	6.3ha	n/a	Harwich Valley (mixed-use)	-	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	Delivery of mitigation ahead of loss/disturbance to any FLL as far as possible.	N
PP7-3	E	6.3ha	-	Harwich Valley (mixed-use)	-	Potable Water	On-site fire suppression infrastructure (storage tanks and independent systems)	Affinity Water	N/k	Affinity Water	-	Y
PP7-3	E	6.3ha	-	Harwich Valley (mixed-use)	-	Waste Water	Conveyance to a sustainable point of connection	N/A	N/k	Developer	-	Y
PP7-3	E	6.3ha	-	Harwich Valley (mixed-use)	-	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
PP7-3	E	6.3ha	-	Harwich Valley (mixed-use)	-	Electricity	Unable to determine at this stage	UKPN	N/k	UKPN	-	Y
PP7-3	E	6.3ha	-	Harwich Valley (mixed-use)	-	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Table B.19: Horsley Cross Garden Village (SAMU9)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU9	R	1,450	n/a	Horsley Cross Garden Village	-	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
SAMU9	R	n/a	4,550	Horsley Cross Garden Village	-	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
SAMU9	R	1,450	n/a	Horsley Cross Garden Village	-	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
SAMU9	R	n/a	4,550	Horsley Cross Garden Village	-	-	-	-	-	-	-	-
SAMU9	R	1,450	n/a	Horsley Cross Garden Village	-	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£106,619 - £59,921	Developer	N/a	N
SAMU9	R	n/a	4,550	Horsley Cross Garden Village	-	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£501,820 - £334,562	Developer	N/a	N
SAMU9	R	1,450	n/a	Horsley Cross Garden Village	-	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£218,356 - £309,343	Developer	N/a	N
SAMU9	R	n/a	4,550	Horsley Cross Garden Village	-	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£685,185 - £970,697	Developer	N/a	N
SAMU9	E	50-60 ha	n/a	Horsley Cross Garden Village	Dovercourt	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	N/k	Developer	N/a	N
SAMU9	R	1,450	n/a	Horsley Cross Garden Village	-	EYCC	56 place setting within 2FE Primary School	ECC	£1,404,984	Developer	N/a	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU9	R	n/a	4,550	Horsley Cross Garden Village	-	EYCC	56 place settings within each of the 3 no. 2FE Primary Schools	ECC	£4,214,952	Developer	N/a	-
SAMU9	R	1,450	n/a	Horsley Cross Garden Village	-	Primary Education	1 (2FE) Primary School (Part of the expansion of primary school provision totalling between 10.0-10.1FE in the Mid (Thorpe) Primary School Planning Area.)	ECC	£10,537,380	Developer	N/a	Y
SAMU9	R	n/a	4,550	Horsley Cross Garden Village	-	Primary Education	3 (2FE) Primary Schools (Part of the expansion of primary school provision totalling between 10.0-10.1FE in the Mid (Thorpe) Primary School Planning Area.)	ECC	£31,612,140	Developer	N/a	Y
SAMU9	R	1,450	n/a	Horsley Cross Garden Village	-	Secondary Education	Land and contributions towards expansion of secondary school provision (1 x 8FE school) totalling between 8.5-10.3FE in the North-west (Manningtree) Secondary School Planning Area.	ECC	£8,814,260	Developer	N/a	Y
SAMU9	R	n/a	4,550	Horsley Cross Garden Village	-	Secondary Education	Land and contributions towards expansion of secondary school provision (1 x 8FE school) totalling between 8.5-10.3FE in the North-west (Manningtree) Secondary School Planning Area.	ECC	£27,658,540	Developer	N/a	Y
SAMU9	R	1,450	4,550	Horsley Cross Garden Village	-	Primary healthcare	PCN solution to be sought across the two local GP surgeries.	ICB	£1,772,345	Developer	As part of spatial planning for the Garden Villages, it will be important to consider the infrastructure and health impact assessment requirements.	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
											Will require infrastructure committed during Phase 1.	
SAMU9	E	50-60ha	n/a	Horsley Cross Garden Village	-	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	Delivery of mitigation ahead of loss/disturbance to any FLL as far as possible.	N
SAMU9	R	1,450	4,550	Horsley Cross Garden Village	-	Environment	Minimum of 115.20ha of SANG to mitigate impacts on Essex Coast Habitats Sites. Mitigation of disturbance to functionally linked land (FLL). Contributions towards Essex RAMS.	Natural England	N/k	Developer	SANG must be provided before first occupation.	N
SAMU9	R	1,450	4,550	Horsley Cross Garden Village	-	Secondary healthcare	N/k - NHS Foundation Trust has identified that contributions will be sought	East Suffolk and North Essex NHS Foundation Trust	N/k	NHS	No specific issues identified relating to the phasing of development	N
SAMU9	R	1,450	4,550	Horsley Cross Garden Village	-	Rail	Improvement to bus turning facilities at Manningtree Station	Network Rail	N/k	Developer	N/k	Y
SAMU9	E	50-60ha	n/a	Horsley Cross Garden Village	-	Rail	Improvement to bus turning facilities at Manningtree Station	Network Rail	N/k	Developer	N/k	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU9	E	50-60ha	n/a	Horsley Cross Garden Village	-	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
SAMU9	R	1,450	4,550	Horsley Cross Garden Village	-	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
SAMU9	R	1,450	4,550	Horsley Cross Garden Village	-	Walking and Cycling	Cycle - Horsley Cross to Hare Green Greenway Cycle - Horsley Cross - Manningtree Greenway	ECC	£8,883,000	ECC	N/k	Y
SAMU9	R	1,450	4,550	Horsley Cross Garden Village	-	Bus	Bus - Colchester to Hare Green and Horsley Cross Bus - Extension Horsley Cross to Harwich Bus - North Tendring bus route Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£21,642,104	Developer, ECC (bus subsidy)	N/k	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU9	R	1,450	4,550	Horsley Cross Garden Village	-	Road	Highway – Horsley Cross Roundabout Highway- A137 Wignall St/ B1352 Long Road junction Highway - A137 Coks Hill Road/B1352 Station Road junction Highway - A12 Junction 29 Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Horsely Cross Mobility Hub Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£27,380,466	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
SAMU9	M	1,450	N/A	Horsley Cross Garden Village	-	Potable Water	Reinforcement of drinking water mains, pipelines and other assets with proper modelling. Additional capacity required 2040-43.	Affinity Water	N/k	Affinity Water	-	Y
SAMU9	M	N/A	4,550	Horsley Cross Garden Village	-	Potable Water	Reinforcement of drinking water mains, pipelines and other assets with proper modelling. Additional capacity required.	Affinity Water	N/k	Affinity Water	-	Y
SAMU9	M	1,450	N/A	Horsley Cross Garden Village	-	Waste Water	An on-site WRC	N/A	Est. £15,000,000-£25,000,000	Developer	-	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU9	M	N/A	4,550	Horsley Cross Garden Village	-	Waste Water	An on-site WRC	N/A	Est. £15,000,000-£25,000,000	Developer	-	Y
SAMU9	M	1,450	-	Horsley Cross Garden Village	-	Police	Various capital items related to floorspace and police activities.	N/A	Est. £1,179,996	Developer	-	N
SAMU9	M	N/A	4,550	Horsley Cross Garden Village	-	Police	Various capital items related to floorspace and police activities.	N/A	Est. £1,179,996	Developer	-	N
SAMU9	M	1,450	N/A	Horsley Cross Garden Village	-	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £507,500	Developer	-	N
SAMU9	M	N/A	4,550	Horsley Cross Garden Village	-	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £507,500	Developer	-	N
SAMU9	M	1,450	N/A	Horsley Cross Garden Village	-	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAMU9	M	N/A	4,550	Horsley Cross Garden Village	-	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAMU9	M	1,450	N/A	Horsley Cross Garden Village	-	Electricity	New primary substation	UKPN	N/k	UKPN	-	Y
SAMU9	M	1,450	N/A	Horsley Cross Garden Village	-	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU9	R	1,450	n/a	Horsley Cross Garden Village		Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
SAMU9	R	n/a	4,550	Horsley Cross Garden Village		Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
SAMU9	R	1,450	n/a	Horsley Cross Garden Village		Open Space	0.79ha allotment provision	N/A	£78,663	Developer	N/k	N
SAMU9	R	n/a	4,550	Horsley Cross Garden Village		Open Space	2.47ha allotment provision	N/a	£246,838	Developer	N/k	N
SAMU9	R	1,450	n/a	Horsley Cross Garden Village		Green Infrastructure	RAMS contribution	N/A	£690,200	Developer	N/k	N
SAMU9	R	n/a	4,550	Horsley Cross Garden Village		Green Infrastructure	RAMS contribution	N/A	£1,451,800	Developer	N/k	N
SAMU9	R	1,450	n/a	Horsley Cross Garden Village		Open Space	1 NEAP	N/A	£100,000	Developer	N/k	N
SAMU9	R	n/a	4,550	Horsley Cross Garden Village		Open Space	3 LEAPs and 1 NEAP	N/A	£250,000	Developer	N/k	N
SAMU9	R	1,450	n/a	Horsley Cross Garden Village		Leisure	1 large community centre and 1 small community centre	N/A	£1,050,000	Developer	N/k	N
SAMU9	R	n/a	4,550	Horsley Cross Garden Village		Leisure	3 large community centres and 3 small community centres	N/A	£3,150,000	Developer	N/k	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU9	R	1,450	n/a	Horsley Cross Garden Village		Leisure	1 adult football pitch and changing room provision	N/A	£457,611	Developer	N/k	N
SAMU9	R	n/a	4,550	Horsley Cross Garden Village		Leisure	4 adult football pitches and changing room provision	N/A	£1,385,445	Developer	N/k	N
SAMU9	R	1,450	n/a	Horsley Cross Garden Village		Leisure	1 youth football pitch and changing room provision	N/A	£1,174,638	Developer	N/k	N
SAMU9	R	n/a	4,550	Horsley Cross Garden Village		Leisure	4 youth football pitches and changing room provision	N/A	£433,213	Developer	N/k	N
SAMU9	R	n/a	4,550	Horsley Cross Garden Village		Leisure	2 mini soccer pitches	N/A	£72,864	Developer	N/k	N
SAMU9	R	n/a	4,550	Horsley Cross Garden Village		Leisure	1 cricket pitch and changing room provision	N/A	£753,013	Developer	N/k	N

Table B.20: Land at Vicarage Farm (SAH1)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH1	R	150	n/a	Land at Vicarage Farm, Dovercourt	Dovercourt	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
SAH1	R	150	n/a	Land at Vicarage Farm, Dovercourt	Dovercourt	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
SAH1	R	150	n/a	Land at Vicarage Farm, Dovercourt	Dovercourt	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£11,030 - £6,544	Developer	N/a	N
SAH1	R	150	n/a	Land at Vicarage Farm, Dovercourt	Dovercourt	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£22,589 - £32,001	Developer	N/a	N
SAH1	R	150	n/a	Land at Vicarage Farm, Dovercourt	Dovercourt	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
SAH1	R	150	n/a	Land at Vicarage Farm, Dovercourt	Dovercourt	Primary Education	Contributions towards expansion of primary school provision totalling between 1.2 and 2.1FE in the North-east (Dovercourt and Harwich) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
SAH1	R	150	n/a	Land at Vicarage Farm, Dovercourt	Dovercourt	Secondary Education	Contributions towards expansion of secondary school provision totalling between 1.4-13.7 FE in the North-east (Harwich) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
SAH1	R	150	n/a	Land at Vicarage Farm, Dovercourt	Dovercourt	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£183,150	Developer	Not in ICB's current programme of improvements.	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH1	R	150	n/a	Land at Vicarage Farm, Dovercourt	Dovercourt	Environment	Contributions towards Essex RAMS.	Natural England	N/k	Developer	N/k	N
SAH1	R	150		Land at Vicarage Farm, Dovercourt	Dovercourt	Secondary healthcare	N/k - NHS Foundation Trust has identified that contributions will be sought	East Suffolk and North Essex NHS Foundation Trust	N/k	NHS	No specific issues identified relating to the phasing of development	N
SAH1	R	150	n/a	Land at Vicarage Farm, Dovercourt	Dovercourt	Port	Various items to expand Harbour Ferry capacity and interchange (rail, bus, active travel)	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
SAH1	R	150	n/a	Land at Vicarage Farm, Dovercourt	Dovercourt	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Other - Harwich Mobility Hub	ECC	£432,334	Developer, ECC (bus subsidy)	N/k	Y
SAH1	R	150	n/a	Land at Vicarage Farm, Dovercourt	Dovercourt	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£713,372	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH1	R	150	-	Land at Vicarage Farm, Dovercourt	Dovercourt	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
SAH1	R	150	-	Land at Vicarage Farm, Dovercourt	Dovercourt	Waste Water	Conveyance to sustainable point of connection	N/A	N/k	Developer	-	Y
SAH1	R	150	-	Land at Vicarage Farm, Dovercourt	Dovercourt	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
SAH1	R	150	-	Land at Vicarage Farm, Dovercourt	Dovercourt	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £52,500	Developer	-	N
SAH1	R	150	-	Land at Vicarage Farm, Dovercourt	Dovercourt	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAH1	R	150	-	Land at Vicarage Farm, Dovercourt	Dovercourt	Electricity	Contribution towards new primary substation	UKPN	N/k	UKPN	-	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH1	R	150	-	Land at Vicarage Farm, Dovercourt	Dovercourt	Flood Defence	SuDS	N/A	N/k	Developer	-	N
SAH1	R	150	n/a	Land at Vicarage Farm, Dovercourt	Dovercourt	Green Infrastructure	RAMS contribution	N/A	£71,400	Developer	N/k	N

Table B.21: Land east of Admirals Green and north of Weeley Road, Great Bentley (SAH7)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH7	R	120	n/a	Land east of Admirals Green and north of Weeley Road, Great Bentley	Alresford	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
SAH7	R	120	n/a	Land east of Admirals Green and north of Weeley Road, Great Bentley	Great Bentley	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
SAH7	R	120	n/a	Land east of Admirals Green and north of Weeley Road, Great Bentley	Great Bentley	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£8,824 - £13,235	Developer	N/a	N
SAH7	R	120	n/a	Land east of Admirals Green and north of Weeley Road, Great Bentley	Great Bentley	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£18,071 - £25,601	Developer	N/a	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH7	R	120	n/a	Land east of Admirals Green and north of Weeley Road, Great Bentley	Great Bentley	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
SAH7	R	120	n/a	Land east of Admirals Green and north of Weeley Road, Great Bentley	Great Bentley	Primary Education	Contributions towards expansion of primary school provision totalling between 6.8-7.8FE in the West (Frating) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
SAH7	R	120	n/a	Land east of Admirals Green and north of Weeley Road, Great Bentley	-	Secondary Education	Contributions towards expansion of secondary school provision totalling between 5.3-7.2 FE in the South-west (Colne) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
SAH7	R	120	n/a	Land east of Admirals Green and north of Weeley Road, Great Bentley	-	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£146,682	Developer	Not in ICB's current programme of improvements.	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH7	R	120	n/a	Land east of Admirals Green and north of Weeley Road, Great Bentley	-	Environment	Minimum of 115.20ha of SANG to mitigate impacts on Essex Coast Habitats Sites. Mitigation of disturbance to functionally linked land (FLL). Contributions towards Essex RAMS.	Natural England	N/k	Developer	N/k	N
SAH7	R	120	n/a	Land east of Admirals Green and north of Weeley Road, Great Bentley	-	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
SAH7	R	120	n/a	Land east of Admirals Green and north of Weeley Road, Great Bentley	-	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£318,794	Developer, ECC (bus subsidy)	N/k	Y
SAH7	R	120	n/a	Land east of Admirals Green and north of Weeley Road, Great Bentley	-	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£570,698	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
											stages of development.	
SAH7	R	120	-	Land east of Admirals Green and north of Weeley Road, Great Bentley	Great Bentley	Potable Water	Infrastructure need to be provided subject to a modelling assessment	Affinity Water	N/k	Affinity Water	-	Y
SAH7	R	120	-	Land east of Admirals Green and north of Weeley Road, Great Bentley	Great Bentley	Waste Water	Increasing of local water treatment capacity required - Clacton-Holland Haven WRC	N/A	N/k	Developer	-	Y
SAH7	R	120	-	Land east of Admirals Green and north of Weeley Road, Great Bentley	Great Bentley	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
SAH7	R	120	-	Land east of Admirals Green and north of Weeley	Great Bentley	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £42,000	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
				Road, Great Bentley								
SAH7	R	120	-	Land east of Admirals Green and north of Weeley Road, Great Bentley	Great Bentley	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAH7	R	120	-	Land east of Admirals Green and north of Weeley Road, Great Bentley	Great Bentley	Electricity	Contribution towards new primary substation	UKPN	N/k	UKPN	-	Y
SAH7	R	120	-	Land east of Admirals Green and north of Weeley Road, Great Bentley	Great Bentley	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH7	R	120	n/a	Land east of Admirals Green and north of Weeley Road, Great Bentley		Green Infrastructure	RAMS contribution	N/A	£57,120	Developer	N/k	N

Table B.22: Land east of Cockaynes Lane, Alresford (SAH6)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH6	R	100	n/a	Land east of Cockaynes Lane, Alresford	-	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£265,662	Developer, ECC (bus subsidy)	N/k	Y
SAH6	R	100	n/a	Land east of Cockaynes Lane, Alresford	-	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£475,581	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH6	R	100	-	Land east of Cockaynes Lane, Alresford	Alresford	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
SAH6	R	100	-	Land east of Cockaynes Lane, Alresford	Alresford	Waste Water	No specific needs identified.	N/A	N/k	Developer	-	Y
SAH6	R	100	-	Land east of Cockaynes Lane, Alresford	Alresford	-	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
SAH6	R	100	-	Land east of Cockaynes Lane, Alresford	Alresford	-	Various capital items related to floorspace and fire service activities.	-	-	-	-	

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH6	R	100	-	Land east of Cockaynes Lane, Alresford	Alresford	-	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAH6	R	100	-	Land east of Cockaynes Lane, Alresford	Alresford	Electricity	Extension to primary substation	UKPN	N/k	UKPN	-	Y
SAH6	R	100	-	Land east of Cockaynes Lane, Alresford	Alresford	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Table B.23: Land North of Thorpe Road (SAH2)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£33,089 - £49,631	Developer	N/a	N
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£67,766 - £96,003	Developer	N/a	N
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Primary Education	Contributions towards expansion of primary school provision totalling between 0.2 and 0.5FE in the East (Frinton and Walton) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Secondary Education	Contributions towards expansion of secondary school provision totalling between 3.4-8.6FE in the South-east (Clacton) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£549,451	Developer	Not in ICB's current programme of improvements.	N
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Environment	Minimum of 8.10ha of SANG to mitigate impacts on Essex Coast Habitats Sites. Mitigation of disturbance to functionally linked land (FLL). Contributions towards Essex RAMS.	Natural England	N/k	Developer	SANG must be provided before first occupation.	N
SAH2	R	450	-	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Secondary healthcare	N/k - NHS Foundation Trust has identified that contributions will be sought	East Suffolk and North Essex NHS Foundation Trust	N/k	NHS	No specific issues identified relating to the phasing of development	N
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Rail	Improved access between platforms at Kirby Cross Station.	Network Rail	N/k	Developer	N/k	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	-	Rail	Sunshine Coast Rail Frequency Upgrade	ECC	£0	Network Rail, Central Government	N/k	Y
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	-	Walking and Cycling	Cycle - Kirby Cross Cycle Connectivity to the Coast	ECC	£2,820,000	ECC	N/k	Y
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£1,195,480	Developer, ECC (bus subsidy)	N/k	Y
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£2,140,116	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH2	R	450	-	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
SAH2	R	450	-	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Waste Water	Network reinforcement to address Combined Sewer Overflow spills at Walton-on-the-Naze and upsize the Terminal Pumping Station	N/A	N/k	Developer	-	Y
SAH2	R	450	-	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Police	Various capital items related to floorspace and police activities.	N/A	Est. £86,847	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH2	R	450	-	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £157,500	Developer	-	N
SAH2	R	450	-	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAH2	R	450	-	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Electricity	Extension to primary substation	UKPN	N/k	UKPN	-	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH2	R	450	-	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Flood Defence	SuDS	N/A	N/k	Developer	-	N
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Green Infrastructure	RAMS contribution	N/A	£214,200	Developer	N/k	N
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Open Space	1 NEAP	N/A	£50,000	Developer	N/k	N
SAH2	R	450	n/a	Land North of Thorpe Road, Kirby Cross	Kirby Cross	Leisure	1 small community centre	N/A	£300,000	Developer	N/k	N

Table B.24: Land off Deane’s Lane and Oakley Road, Dovercourt (SAMU5)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU5	R	1,650	n/a	Land off Deane’s Lane and Oakley Road, Dovercourt	Dovercourt	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
SAMU5	R	1,650	n/a	Land off Deane’s Lane and Oakley Road, Dovercourt	Dovercourt	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
SAMU5	R	1,650	n/a	Land off Deane’s Lane and Oakley Road, Dovercourt	Dovercourt	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£121,325 - £181,979	Developer	N/a	N
SAMU5	R	1,650	n/a	Land off Deane’s Lane and Oakley Road, Dovercourt	Dovercourt	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£248,474 - £352,011	Developer	N/a	N
SAMU5	R	1,650	n/a	Land off Deane’s Lane and Oakley Road, Dovercourt	-	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
SAMU5	R	1,650	n/a	Land off Deane’s Lane and Oakley Road, Dovercourt	Dovercourt	Primary Education	Contributions towards expansion of primary school provision totalling between 1.2 and 2.1FE in the North-east (Dovercourt and Harwich) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt	Dovercourt	Secondary Education	Contributions towards expansion of secondary school provision totalling between 1.4-13.7 FE in the North-east (Harwich) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt	Dovercourt	Primary healthcare	Contribution required to increase capacity within existing buildings.	ICB	£2,017,086	Developer	No time constraint. As Fryatt Hospital / Mayflower Medical Centre has been identified in the National Neighbourhood Health Centre Programme, Capital should be provided to support the additional population - therefore, no concerns.	N
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt	Dovercourt	Environment	Minimum of 31.68ha of SANG to mitigate impacts on Essex Coast Habitats Sites. Mitigation of disturbance to functionally linked land (FLL). Contributions towards Essex RAMS.	Natural England	N/k	Developer	SANG must be provided before first occupation.	N
SAMU5	R	1,650	-	Land off Deane's Lane and Oakley Road, Dovercourt	Dovercourt	Secondary healthcare	N/k - NHS Foundation Trust has identified that contributions will be sought	East Suffolk and North Essex NHS Foundation Trust	N/k	NHS	No specific issues identified relating to the phasing of development	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt	-	Port	Various items to expand Harbour Ferry capacity and interchange (rail, bus, active travel)	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt	-	Walking and Cycling	Cycle - Implement LCWIP Harwich & Dovercourt routes	ECC	£11,515,000	ECC	N/k	Y
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt	-	Bus	Bus - Harwich Town Bus Route & Harwich Port Shuttle Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Other - Harwich Mobility Hub	ECC	£5,840,674	Developer, ECC (bus subsidy)	N/k	Y
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt	-	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Harwich Mobility Hub Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£7,847,093	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU5	R	1650	N/A	Land off Deane's Lane and Oakley Road, Dovercourt	Dovercourt	Potable Water	Reinforcement of drinking water mains, pipelines and other assets with proper modelling. Additional capacity required 2040-43.	Affinity Water	N/k	Affinity Water	-	Y
SAMU5	R	1650	-	Land off Deane's Lane and Oakley Road, Dovercourt	Dovercourt	Waste Water	Conveyance to sustainable point of connection	N/A	N/k	Developer	-	Y
SAMU5	R	1650	-	Land off Deane's Lane and Oakley Road, Dovercourt	Dovercourt	Police	Various capital items related to floorspace and police activities.	N/A	Est. £1,119,660	Developer	-	N
SAMU5	R	1650	-	Land off Deane's Lane and Oakley Road, Dovercourt	Dovercourt	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £577,500	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU5	R	1650	-	Land off Deane's Lane and Oakley Road, Dovercourt	Dovercourt	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAMU5	R	1650	-	Land off Deane's Lane and Oakley Road, Dovercourt	Dovercourt	Electricity	Contribution towards new primary substation	UKPN	N/k	UKPN	-	Y
SAMU5	R	1650	-	Land off Deane's Lane and Oakley Road, Dovercourt	Dovercourt	Flood Defence	SuDS integrated into ponds and watercourses	N/A	N/k	Developer	-	N
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt	Dovercourt	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt		Open Space	0.9ha allotment provision	N/A	£89,513	Developer	N/k	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt		Green Infrastructure	RAMS contribution	N/A	£785,400	Developer	N/k	N
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt		Open Space	3 LEAPs	N/A	£150,000	Developer	N/k	N
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt		Leisure	1 large community centre and 1 small community centre	N/A	£1,050,000	Developer	N/k	N
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt		Leisure	1 adult football pitch and changing room provision	N/A	£457,611	Developer	N/k	N
SAMU5	R	1,650	n/a	Land off Deane's Lane and Oakley Road, Dovercourt		Leisure	1 youth football pitch and changing room provision	N/A	£433,213	Developer	N/k	N

Table B.25: Land South of Clacton Road, St Osyth (SAH9)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH9	R	100	n/a	Land South of Clacton Road, St Osyth	-	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£265,662	Developer, ECC (bus subsidy)	N/k	Y
SAH9	R	100	n/a	Land South of Clacton Road, St Osyth	-	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£475,581	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH9	R	100	-	Land South of Clacton Road, St Osyth	St Osyth	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
SAH9	R	100	-	Land South of Clacton Road, St Osyth	St Osyth	Waste Water	No specific needs identified.	N/A	N/k	Developer	-	Y
SAH9	R	100	-	Land South of Clacton Road, St Osyth	St Osyth	-	-	N/A	N/k	Developer	-	N
SAH9	R	100	-	Land South of Clacton Road, St Osyth	St Osyth	-	Various capital items related to floorspace and fire service activities.	-	-	-	-	

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAH9	R	100	-	Land South of Clacton Road, St Osyth	St Osyth	-	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAH9	R	100	-	Land South of Clacton Road, St Osyth	St Osyth	Electricity	Local Connection	UKPN	N/k	UKPN	-	Y
SAH9	R	100	-	Land South of Clacton Road, St Osyth	St Osyth	Flood Defence	SuDS	N/A	N/k	Developer	-	N
SAH9	R	100	n/a	Land South of Clacton Road, St Osyth		Green Infrastructure	RAMS contribution	N/A	£47,600	Developer	N/k	N

Table B.26: Little Clacton cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	80	n/a	Little Clacton	Little Clacton	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	80	n/a	Little Clacton	Little Clacton	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	80	n/a	Little Clacton	Little Clacton	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£5,882 - £8,823	Developer	N/a	N
Cluster	R	80	n/a	Little Clacton	Little Clacton	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£12,047 - £17,067	Developer	N/a	N
Cluster	R	80	n/a	Little Clacton	Little Clacton	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	80	n/a	Little Clacton	Little Clacton	Primary Education	Contributions towards expansion of primary school provision totalling between 5.8-6.0FE in the South (Clacton) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	80	n/a	Little Clacton	Little Clacton	Secondary Education	Contributions towards expansion of secondary school provision totalling between 3.4-8.6FE in the South-east (Clacton) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	80	n/a	Little Clacton	Little Clacton	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£97,248	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	80	n/a	Little Clacton	Little Clacton	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	80	n/a	Little Clacton	Little Clacton	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	80	n/a	Little Clacton	Little Clacton	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£212,529	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	80	n/a	Little Clacton	Little Clacton	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£380,465	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	80	-	Little Clacton	Little Clacton	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	80	-	Little Clacton	Little Clacton	Waste Water	Increasing of local water treatment capacity required - Clacton-Holland Haven WRC	N/A	N/k	Developer	-	Y
Cluster	R	80	-	Little Clacton	Little Clacton	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	80	-	Little Clacton	Little Clacton	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £28,000	Developer	-	N
Cluster	R	80	-	Little Clacton	Little Clacton	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	80	-	Little Clacton	Little Clacton	Electricity	Contribution towards new primary substation	UKPN	N/k	UKPN	-	Y
Cluster	R	80	-	Little Clacton	Little Clacton	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	80	n/a	Little Clacton	Little Clacton	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
Cluster	R	80	n/a	Little Clacton	Little Clacton	Green Infrastructure	RAMS contribution	N/A	£38,080	Developer	N/k	N

Table B.27: Manningtree & Mistley cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£12,500 - £18,749	Developer	N/a	N
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£25,600 - £36,268	Developer	N/a	N
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	Primary Education	Contributions towards expansion of primary school provision totalling between 0.3-1.0 in the North-west (Manningtree) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	Secondary Education	Contributions towards expansion of secondary school provision totalling between 8.5-10.3FE in the North-west (Manningtree) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£207,462	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Other - Manningtree Mobility Hub	ECC	£881,626	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£6,808,488	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	170	-	Manningtree & Mistley	Manningtree & Mistley	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	170	-	Manningtree & Mistley	Manningtree & Mistley	Waste Water	Increasing of local water treatment capacity required - Clacton-Holland Haven WRC	N/A	N/k	Developer	-	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	170	-	Manningtree & Mistley	Manningtree & Mistley	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	170	-	Manningtree & Mistley	Manningtree & Mistley	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £59,500	Developer	-	N
Cluster	R	170	-	Manningtree & Mistley	Manningtree & Mistley	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	170	-	Manningtree & Mistley	Manningtree & Mistley	Electricity	Extension to primary substation	UKPN	N/k	UKPN	-	Y
Cluster	R	170	-	Manningtree & Mistley	Manningtree & Mistley	Flood Defence	SuDS	N/A	N/k	Developer	-	N
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
Cluster	R	170	n/a	Manningtree & Mistley	Manningtree & Mistley	Green Infrastructure	RAMS contribution	N/A	£80,920	Developer	N/k	N

Table B.28: Oakwood Park, Clacton (SAMU3)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£1,099,713	Developer	Years 11-17 is 2036/37 to 2042/43. Community hub (a flexible space that can accommodate health facilities). The ICB would like to see the wording health in the plan replaced with community hub in any future publications.	N
SAMU3	R	900	-	Oakwood Park, Clacton	Clacton	Secondary healthcare	N/k - NHS Foundation Trust has identified that contributions will be sought	East Suffolk and North Essex NHS Foundation Trust	N/k	NHS	No specific issues identified relating to the phasing of development	N
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Bus	Bus - Park & Choose, Clacton Bus - Park & Choose facility at Hare Green Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£3,756,681	Developer, ECC (bus subsidy)	N/k	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU3	R	900	N/A	Oakwood Park, Clacton	Clacton	Potable Water	Reinforcement of drinking water mains, pipelines and other assets with proper modelling. Additional capacity required 2040-43.	Affinity Water	N/k	Affinity Water	-	Y
SAMU3	R	900	-	Oakwood Park, Clacton	Clacton	Waste Water	Increasing of local water treatment capacity required - Clacton-Holland Haven WRC	N/A	N/k	Developer	-	Y
SAMU3	R	900	-	Oakwood Park, Clacton	Clacton	Police	Various capital items related to floorspace and police activities.	N/A	Est. £636,240	Developer	-	N
SAMU3	R	900	-	Oakwood Park, Clacton	Clacton	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £315,000	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU3	R	900	-	Oakwood Park, Clacton	Clacton	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAMU3	R	900	-	Oakwood Park, Clacton	Clacton	Electricity	Potential new primary substation	UKPN	N/k	UKPN	-	Y
SAMU3	R	900	-	Oakwood Park, Clacton	Clacton	Flood Defence	SuDS	N/A	N/k	Developer	-	N
SAMU3	R	900	N/A	Oakwood Park, Clacton	Clacton	Potable Water	Reinforcement of drinking water mains, pipelines and other assets with proper modelling	Affinity Water	N/k	Affinity Water	-	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£66,177 - £99,261	Developer	N/a	N
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£135,531 - £192,006	Developer	N/a	N
SAMU3	R	900	n/a	Oakwood Park, Clacton	Frating, Great Bromley	EYCC	56 place setting within 2FE Primary School	ECC	£1,404,984	Developer	N/a	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Primary Education	Contributions towards expansion of primary school provision totalling between 5.8-6.0FE in the South (Clacton) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Secondary Education	Contributions towards expansion of secondary school provision totalling between 3.4-8.6FE in the South-east (Clacton) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Environment	Minimum of 17.28ha of SANG to mitigate impacts on Essex Coast Habitats Sites. Mitigation of disturbance to functionally linked land (FLL). Contributions towards Essex RAMS.	Natural England	N/k	Developer	SANG must be provided before first occupation.	N
SAMU3	R	900	n/a	Oakwood Park, Clacton	-	Rail	Secure fencing at Giles Accommodation Level Crossing.	Network Rail	N/A	Network Rail	N/A	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU3	R	900	n/a	Oakwood Park, Clacton	-	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Rail	Sunshine Coast Rail Frequency Upgrade	ECC	£0	Network Rail, Central Government	N/k	Y
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Open Space	0.49ha allotment provision	N/A	£48,825	Developer	N/k	N
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Green Infrastructure	RAMS contribution	N/A	£428,400	Developer	N/k	N
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Open Space	1 LEAP	N/A	£50,000	Developer	N/k	N
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Leisure	1 large community centre	N/A	£750,000	Developer	N/k	N
SAMU3	R	900	n/a	Oakwood Park, Clacton	Clacton	Leisure	1 youth football pitch and changing room provision	N/A	£433,213	Developer	N/k	N

Table B.29: Rouses Farm, Clacton (SAMU4)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£1,161,303	Developer	Years 11-17 is 2036/37 to 2042/43. Community hub (a flexible space that can accommodate health facilities). The ICB would like to see the wording health in the plan replaced with community hub in any future publications.	N
SAMU4	R	950	-	Rouses Farm, Clacton	Clacton	Secondary healthcare	N/k - NHS Foundation Trust has identified that contributions will be sought	East Suffolk and North Essex NHS Foundation Trust	N/k	NHS	No specific issues identified relating to the phasing of development	N
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Bus	Bus - Park & Choose, Clacton Bus - Park & Choose facility at Hare Green Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£3,965,385	Developer, ECC (bus subsidy)	N/k	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£4,518,023	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
SAMU4	R	950	N/A	Rouses Farm, Clacton	Clacton	Potable Water	Reinforcement of drinking water mains, pipelines and other assets with proper modelling. Additional capacity required 2040-43.	Affinity Water	N/k	Affinity Water	-	Y
SAMU4	R	950	-	Rouses Farm, Clacton	Clacton	Waste Water	Increasing of local water treatment capacity required - Clacton-Holland Haven WRC	N/A	N/k	Developer	-	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU4	R	950	-	Rouses Farm, Clacton	Clacton	Police	Various capital items related to floorspace and police activities.	N/A	Est. £ 643,565	Developer	-	N
SAMU4	R	950	-	Rouses Farm, Clacton	Clacton	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £332,500	Developer	-	N
SAMU4	R	950	-	Rouses Farm, Clacton	Clacton	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAMU4	R	950	-	Rouses Farm, Clacton	Clacton	Electricity	Potential new primary substation	UKPN	N/k	UKPN	-	Y
SAMU4	R	950	-	Rouses Farm, Clacton	Clacton	Flood Defence	SuDS	N/A	N/k	Developer	-	N
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£69,854 - £104,776	Developer	N/a	N
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£143,061 - £202,673	Developer	N/a	N
SAMU4	R	950	n/a	Rouses Farm, Clacton	Frating, Great Bromley	EYCC	56 place setting within 2FE Primary School	ECC	£1,404,984	Developer	N/a	Y
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Primary Education	Contributions towards expansion of primary school provision totalling between 5.8-6.0FE in the South (Clacton) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Secondary Education	Contributions towards expansion of secondary school provision totalling between 3.4-8.6FE in the South-east (Clacton) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Environment	Minimum of 18.24ha of SANG to mitigate impacts on Essex Coast Habitats Sites. Mitigation of disturbance to functionally linked land (FLL). Contributions towards Essex RAMS.	Natural England	N/k	Developer	SANG must be provided before first occupation.	N
SAMU4	R	950	n/a	Rouses Farm, Clacton	-	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Rail	Sunshine Coast Rail Frequency Upgrade	ECC	£0	Network Rail, Central Government	N/k	Y
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Open Space	0.52ha allotment provision	N/A	£51,538	Developer	N/k	N
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Green Infrastructure	RAMS contribution	N/A	£452,200	Developer	N/k	N
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Open Space	2 LEAPs	N/A	£100,000	Developer	N/k	N
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Leisure	1 large community centre	N/A	£750,000	Developer	N/k	N
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Leisure	1 adult football pitch and changing room provision	N/A	£457,611	Developer	N/k	N
SAMU4	R	950	n/a	Rouses Farm, Clacton	Clacton	Leisure	1 youth football pitch and changing room provision	N/A	£433,213	Developer	N/k	N

Table B.30: Saltings Quarter (SAMU7)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU7	E	3.8 ha	n/a	Saltings Quarter	Clacton	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	N/k	Developer	N/a	N
SAMU7	E	3.8ha	n/a	Saltings Quarter	-	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	Delivery of mitigation ahead of loss/disturbance to any FLL as far as possible.	N
SAMU7	E	3.8ha	n/a	Saltings Quarter	-	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
SAMU7	E	3.8ha	-	Saltings Quarter	-	Potable Water	Diversion dependent on masterplan and new infrastructure	Affinity Water	N/k	Affinity Water	-	Y
SAMU7	E	3.8ha	-	Saltings Quarter	-	Waste Water	A growth scheme for Manningtree WRC is required	N/A	N/k	Developer	-	Y
SAMU7	E	3.8ha	-	Saltings Quarter	-	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAMU7	E	3.8ha	-	Saltings Quarter	-	Electricity	New primary substation	UKPN	N/k	UKPN	-	Y
SAMU7	E	3.8ha	-	Saltings Quarter	-	Flood Defence	SuDS. Safeguarding of land for the provision of new or raised tidal flood defences.	N/A	N/k	Developer	-	N

Table B.31: Stanton Europark (PP7-2)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
PP7-2	E	3.3 ha	n/a	Stanton Europark	-	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	N/k	Developer	N/a	N
PP7-2	E	3.3ha	n/a	Stanton Europark	-	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	Delivery of mitigation ahead of loss/disturbance to any FLL as far as possible.	N
PP7-2	E	3.3ha	-	Stanton Europark	-	Potable Water	Potential mains diversions	Affinity Water	N/k	Affinity Water	-	Y
PP7-2	E	3.3ha	-	Stanton Europark	-	Waste Water	Conveyance to a sustainable point of connection	N/A	N/k	Developer	-	Y
PP7-2	E	3.3ha	-	Stanton Europark	-	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
PP7-2	E	3.3ha	-	Stanton Europark	-	Electricity	Unable to determine at this stage	UKPN	N/k	UKPN	-	Y
PP7-2	E	3.3ha	-	Stanton Europark	-	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Table B.32: Thorpe-le-Soken cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£5,147 - £7,720	Developer	N/a	N
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£10,541 - £14,934	Developer	N/a	N
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	Primary Education	Contributions towards expansion of primary school provision totalling between 10.0-10.1FE in the Mid (Thorpe) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	Secondary Education	Contributions towards expansion of secondary school provision totalling between 3.4-8.6FE in the South-east (Clacton) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£85,092	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	Walking and Cycling	Cycle - Kirby Cross Cycle Connectivity to the Coast	ECC	£689,333	ECC	N/k	Y
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£185,963	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£332,907	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	70		Thorpe-le-Soken	Thorpe-le-Soken	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water		Y
Cluster	R	70		Thorpe-le-Soken	Thorpe-le-Soken	Waste Water	Increasing of local water treatment capacity required - Clacton-Holland Haven WRC	N/A	N/k	Developer		Y
Cluster	R	70		Thorpe-le-Soken	Thorpe-le-Soken	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer		N
Cluster	R	70		Thorpe-le-Soken	Thorpe-le-Soken	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £24,500	Developer		N
Cluster	R	70		Thorpe-le-Soken	Thorpe-le-Soken	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer		N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	70		Thorpe-le-Soken	Thorpe-le-Soken	Electricity	Contribution towards new primary substation	UKPN	N/k	UKPN		Y
Cluster	R	70		Thorpe-le-Soken	Thorpe-le-Soken	Flood Defence	SuDS	N/A	N/k	Developer		N
Cluster	R	70	n/a	Thorpe-le-Soken	Thorpe-le-Soken	Green Infrastructure	RAMS contribution	N/A	£33,320	Developer	N/k	N

Table B.33: Thorrington cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	60	n/a	Thorrington	Thorrington	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	60	n/a	Thorrington	Thorrington	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	60	n/a	Thorrington	Thorrington	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£4,412 - £4,412	Developer	N/a	N
Cluster	R	60	n/a	Thorrington	Thorrington	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£9,035 - £12,800	Developer	N/a	N
Cluster	R	60	n/a	Thorrington	Thorrington	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	60	n/a	Thorrington	Thorrington	Primary Education	Contributions towards expansion of primary school provision totalling between 6.8-7.8FE in the West (Frating) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	60	n/a	Thorrington	Thorrington	Secondary Education	Contributions towards expansion of secondary school provision totalling between 5.3-7.2 FE in the South-west (Colne) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	60	n/a	Thorrington	Thorrington	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£72,936	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	60	n/a	Thorrington	Thorrington	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	60	n/a	Thorrington	Thorrington	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	60	n/a	Thorrington	Thorrington	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£159,397	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	60	n/a	Thorrington	Thorrington	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£285,349	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	60	-	Thorrington	Thorrington	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	60	-	Thorrington	Thorrington	Waste Water	Conveyance to sustainable point of connection	N/A	N/k	Developer	-	Y
Cluster	R	60	-	Thorrington	Thorrington	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	60	-	Thorrington	Thorrington	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £21,000	Developer	-	N
Cluster	R	60	-	Thorrington	Thorrington	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	60	-	Thorrington	Thorrington	Electricity	Extension to primary substation	UKPN	N/k	UKPN	-	Y
Cluster	R	60	-	Thorrington	Thorrington	Flood Defence	SuDS	N/A	N/k	Developer	-	N
Cluster	R	60	n/a	Thorrington	Thorrington	Green Infrastructure	RAMS contribution	N/A	£28,560	Developer	N/k	N

Table B.34: Weeley cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	101	n/a	Weeley	Weeley	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	101	n/a	Weeley	Weeley	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	101	n/a	Weeley	Weeley	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£7,427 - £11,139	Developer	N/a	N
Cluster	R	101	n/a	Weeley	Weeley	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£15,210 - £21,547	Developer	N/a	N
Cluster	R	101	n/a	Weeley	Weeley	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	101	n/a	Weeley	Weeley	Primary Education	Contributions towards expansion of primary school provision totalling between 10.0-10.1FE in the Mid (Thorpe) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	101	n/a	Weeley	Weeley	Secondary Education	Contributions towards expansion of secondary school provision totalling between 3.4-8.6FE in the South-east (Clacton) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	101	n/a	Weeley	Weeley	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£123,181	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	101	n/a	Weeley	Weeley	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	101	n/a	Weeley	Weeley	Rail	Weeley Station – improvement of station facilities.	Network Rail	N/k	Developer	N/k	Y
Cluster	R	101	n/a	Weeley	Weeley	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	101	n/a	Weeley	Weeley	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway Other - Weeley Mobility Hub	ECC	£268,319	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	101	n/a	Weeley	Weeley	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£910,337	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	101	-	Weeley	Weeley	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	101	-	Weeley	Weeley	Waste Water	Increasing of local water treatment capacity required - Clacton-Holland Haven WRC	N/A	N/k	Developer	-	Y
Cluster	R	101	-	Weeley	Weeley	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	101	-	Weeley	Weeley	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £35,350	Developer	-	N
Cluster	R	101	-	Weeley	Weeley	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	101	-	Weeley	Weeley	Electricity	Contribution towards new primary substation	UKPN	N/k	UKPN	-	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	101	-	Weeley	Weeley	Flood Defence	SuDS	N/A	N/k	Developer	-	N
Cluster	R	101	n/a	Weeley	Weeley	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
Cluster	R	101	n/a	Weeley	Weeley	Green Infrastructure	RAMS contribution	N/A	£48,076	Developer	N/k	N

Table B.35: Weeley Car Boot Site (PP7-8)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
PP7-8	E	2 ha	n/a	Weeley Car Boot Site	-	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	N/k	Developer	N/a	N
PP7-8	E	2ha	n/a	Weeley Car Boot Site	-	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	Delivery of mitigation ahead of loss/disturbance to any FLL as far as possible.	N
PP7-8	E	2ha	n/a	Weeley Car Boot Site	-	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
PP7-8	E	2ha	-	Weeley Car Boot Site	-	Potable Water	Reinforcement required, detailed modelling required to assess	Affinity Water	N/k	Affinity Water	-	Y
PP7-8	E	2ha	-	Weeley Car Boot Site	-	Waste Water	Expansion of Clacton-Holland Haven WRC capacity	N/A	N/k	Developer	-	Y
PP7-8	E	2ha	-	Weeley Car Boot Site	-	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
PP7-8	E	2ha	-	Weeley Car Boot Site	-	Electricity	Unable to determine at this stage	UKPN	N/k	UKPN	-	Y
PP7-8	E	2ha	-	Weeley Car Boot Site	-	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Table B.36: Weeley Green Garden Village (SAMU6)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU6	R	900	n/a	Weeley Green Garden Village	-	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
SAMU6	R	900	n/a	Weeley Green Garden Village	-	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
SAMU6	R	900	n/a	Weeley Green Garden Village	-	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£66,177 - £99,261	Developer	N/a	N
SAMU6	R	900	n/a	Weeley Green Garden Village	-	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£135,531 - £192,006	Developer	N/a	N
SAMU6	R	900	n/a	Weeley Green Garden Village	-	EYCC	56 place setting within 2FE Primary School	ECC	£1,404,984	Developer	N/a	Y
SAMU6	R	900	n/a	Weeley Green Garden Village	-	Primary Education	Contributions towards expansion of primary school provision totalling between 10.0-10.1FE in the Mid (Thorpe) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
SAMU6	R	900	n/a	Weeley Green Garden Village	-	Secondary Education	Contributions towards expansion of secondary school provision totalling between 3.4-8.6FE in the South-east (Clacton) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU6	R	900	n/a	Weeley Green Garden Village	-	Primary healthcare	Potential Branch Surgery requirement	ICB	£1,099,713	Developer	As part of spatial planning for the Garden Villages, it will be important to consider the infrastructure and health impact assessment requirements. Will require infrastructure committed during Phase 1.	N
SAMU6	R	900	n/a	Weeley Green Garden Village	-	Environment	Minimum of 17.28ha of SANG to mitigate impacts on Essex Coast Habitats Sites. Mitigation of disturbance to functionally linked land (FLL). Contributions towards Essex RAMS.	Natural England	N/k	Developer	SANG must be provided before first occupation.	N
SAMU6	R	900	-	Weeley Green Garden Village	-	Secondary healthcare	N/k - NHS Foundation Trust has identified that contributions will be sought	East Suffolk and North Essex NHS Foundation Trust	N/k	NHS	No specific issues identified relating to the phasing of development	N
SAMU6	R	900	n/a	Weeley Green Garden Village	-	Rail	Weeley Station – improvement of station facilities.	Network Rail	N/k	Developer	N/k	Y
SAMU6	R	900	n/a	Weeley Green Garden Village	-	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU6	R	900	n/a	Weeley Green Garden Village	-	Bus	Bus - Park & Choose facility at Hare Green Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£2,909,907	Developer, ECC (bus subsidy)	N/k	Y
SAMU6	R	900	n/a	Weeley Green Garden Village	-	Road	Highway - A133/Colchester Road Highway - A133 Weeley roundabout Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£8,939,633	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
SAMU6	R	900	N/A	Weeley Green Garden Village	-	Potable Water	Reinforcement of drinking water mains, pipelines and other assets with proper modelling. Additional capacity required 2040-43.	Affinity Water	N/k	Affinity Water	-	Y
SAMU6	R	900	-	Weeley Green Garden Village	-	Waste Water	Increasing of local water treatment capacity required - Clacton-Holland Haven WRC	N/A	N/k	Developer	-	Y
SAMU6	R	900	-	Weeley Green Garden Village	-	Police	Various capital items related to floorspace and police activities.	N/A	Est. £636,240	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
SAMU6	R	900	-	Weeley Green Garden Village	-	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £315,000	Developer	-	N
SAMU6	R	900	-	Weeley Green Garden Village	-	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
SAMU6	R	900	-	Weeley Green Garden Village	-	Electricity	Contribution towards new primary substation	UKPN	N/k	UKPN	-	Y
SAMU6	R	900	-	Weeley Green Garden Village	-	Flood Defence	SuDS	N/A	N/k	Developer	-	N
SAMU6	R	900	n/a	Weeley Green Garden Village		Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
SAMU6	R	900	n/a	Weeley Green Garden Village		Open Space	0.49ha allotment provision	N/A	£48,825	Developer	N/k	N
SAMU6	R	900	n/a	Weeley Green Garden Village		Green Infrastructure	RAMS contribution	N/A	£428,400	Developer	N/k	N
SAMU6	R	900	n/a	Weeley Green Garden Village		Open Space	1 LEAP	N/A	£50,000	Developer	N/k	N
SAMU6	R	900	n/a	Weeley Green Garden Village		Leisure	1 large community centre	N/A	£750,000	Developer	N/k	N

Table B.37: Wix cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	40	n/a	Wix	Wix	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	40	n/a	Wix	Wix	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	40	n/a	Wix	Wix	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£2,941 - £4,412	Developer	N/a	N
Cluster	R	40	n/a	Wix	Wix	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£6,024 - £8,534	Developer	N/a	N
Cluster	R	40	n/a	Wix	Wix	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	40	n/a	Wix	Wix	Primary Education	Contributions towards expansion of primary school provision totalling between 0.3FE in the North (Oakley) Primary School Planning Area	ECC	N/k	Developer	N/a	Y
Cluster	R	40	n/a	Wix	Wix	Secondary Education	Contributions towards expansion of secondary school provision totalling between 3.4-8.6FE in the South-east (Clacton) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	40	n/a	Wix	Wix	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£48,624	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	40	n/a	Wix	Wix	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	40	n/a	Wix	Wix	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	40	n/a	Wix	Wix	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£106,265	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	40	n/a	Wix	Wix	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£190,233	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	40	-	Wix	Wix	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water	-	Y
Cluster	R	40	-	Wix	Wix	Waste Water	Conveyance to sustainable point of connection	N/A	N/k	Developer	-	Y
Cluster	R	40	-	Wix	Wix	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer	-	N
Cluster	R	40	-	Wix	Wix	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £14,000	Developer	-	N
Cluster	R	40	-	Wix	Wix	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
Cluster	R	40	-	Wix	Wix	Electricity	Potential extension to primary substation or local connection	UKPN	N/k	UKPN	-	Y
Cluster	R	40	-	Wix	Wix	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	40	n/a	Wix	Wix	Green Infrastructure	RAMS contribution	N/A	£19,040	Developer	N/k	N

Table B.38: Wrabness cluster

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	30	n/a	Wrabness	Wrabness	Post-16 Education	Post-16 Contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	30	n/a	Wrabness	Wrabness	SEND	SEND provision contribution	ECC	N/k	Developer	N/a	Y
Cluster	R	30	n/a	Wrabness	Wrabness	Libraries	Libraries stock/shelving/furniture/other equipment	ECC	£2,206 - £3,309	Developer	N/a	N
Cluster	R	30	n/a	Wrabness	Wrabness	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	£4,518 - £6,400	Developer	N/a	N
Cluster	R	30	n/a	Wrabness	Wrabness	EYCC	Contributions to EYCC provision	ECC	N/k	Developer	N/a	Y
Cluster	R	30	n/a	Wrabness	Wrabness	Primary Education	Contributions towards expansion of primary school provision totalling between 1.2 and 2.1FE in the North-east (Dovercourt and Harwich) Primary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	30	n/a	Wrabness	Wrabness	Secondary Education	Contributions towards expansion of secondary school provision totalling between 1.4-13.7 FE in the North-east (Harwich) Secondary School Planning Area.	ECC	N/k	Developer	N/a	Y
Cluster	R	30	n/a	Wrabness	Wrabness	Primary healthcare	Additional floorspace - internal reconfiguration, extension or physical re-location.	ICB	£36,468	Developer	Not in ICB's current programme of improvements.	N
Cluster	R	30	n/a	Wrabness	Wrabness	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	N/k	N
Cluster	R	30	n/a	Wrabness	Wrabness	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	30	n/a	Wrabness	Wrabness	Bus	Bus - Bus subsidy for residents Bus - Bus subsidy for employment Bus - Westbound RTS lane Wivenhoe Park Corner to Knowledge Gateway	ECC	£79,698	Developer, ECC (bus subsidy)	N/k	Y
Cluster	R	30	n/a	Wrabness	Wrabness	Road	Highway - Lower Harwich Rd and Ipswich Roads Highway - Wivenhoe Park Corner roundabout Highway - Access to residential sites Highway - Access to employment sites Other - Dynamic traffic management Other - Travel planning for residents Other - Travel planning for employment	ECC	£142,674	Developer	Many of the proposed requirements, particularly those requiring specific improvements, will be required either to enable development to come forward or in the early stages of development.	Y
Cluster	R	30		Wrabness	Wrabness	Potable Water	Potential infrastructure need identified - Detailed modelling required to fully assess	Affinity Water	N/k	Affinity Water		Y
Cluster	R	30		Wrabness	Wrabness	Waste Water	Conveyance to sustainable point of connection	N/A	N/k	Developer		Y
Cluster	R	30		Wrabness	Wrabness	Police	Various capital items related to floorspace and police activities.	N/A	N/k	Developer		N
Cluster	R	30		Wrabness	Wrabness	Fire	Various capital items related to floorspace and fire service activities.	N/A	Est. £10,500	Developer		N
Cluster	R	30		Wrabness	Wrabness	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer		N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
Cluster	R	30		Wrabness	Wrabness	Electricity	Potential extension to primary substation or local connection	UKPN	N/k	UKPN		Y
Cluster	R	30		Wrabness	Wrabness	Flood Defence	SuDS	N/A	N/k	Developer		N
Cluster	R	30	n/a	Wrabness	Wrabness	Green Infrastructure	SANG provision	N/A	N/k	Developer	N/k	N
Cluster	R	30	n/a	Wrabness	Wrabness	Green Infrastructure	RAMS contribution	N/A	£14,280	Developer	N/k	N

Proposed Deleted Site

Table B.39: Land off Clacton Rd / Dead Lane (PP7-4)

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
PP7-4	E	2 ha	n/a	Land off Clacton Rd / Dead Lane	-	Waste	Recycling Centres for Household Waste (and Waste Transfer Station if required)	ECC	N/k	Developer	N/a	N
PP7-4	E	2ha	n/a	Land off Clacton Rd / Dead Lane	-	Environment	Mitigation of disturbance to functionally linked land (FLL).	Natural England	N/k	Developer	Delivery of mitigation ahead of loss/disturbance to any FLL as far as possible.	N
PP7-4	E	2ha	n/a	Land off Clacton Rd / Dead Lane	-	Port	General ferry network improvements and improved transport integration	Harbour Ferry	N/k	Developer, grants, local authority funding, private investment.	Phased alongside development growth and demonstrated demand.	Y
PP7-4	E	2ha	-	Land off Clacton Rd / Dead Lane	-	Potable Water	Reinforcement required, detailed modelling required to assess	Affinity Water	N/k	Affinity Water	-	Y
PP7-4	E	2ha	-	Land off Clacton Rd / Dead Lane	-	Waste Water	Expansion of Clacton-Holland Haven WRC capacity	N/A	N/k	Developer	-	Y
PP7-4	E	2ha	-	Land off Clacton Rd / Dead Lane	-	Ambulance	Contributions towards 3 Dual Staffed Ambulances and 210sq.m to house them in the central Hub.	Unknown	N/k	Developer	-	N
PP7-4	E	2ha	-	Land off Clacton Rd / Dead Lane	-	Electricity	Unable to determine at this stage	UKPN	N/k	UKPN	-	Y
PP7-4	E	2ha	-	Land off Clacton	-	Flood Defence	SuDS	N/A	N/k	Developer	-	N

Site ref	Residential (R) Employment (E) Mixed Use (M)	Dwgs in plan period / Amount of empl. land (hectares)	Dwgs beyond plan period	Site name	Cluster location	Infrastructure type	Infrastructure item	Delivery lead	Cost (£)	Funding sources	Phasing	Critical infrastructure (Y/N)
				Rd / Dead Lane								

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