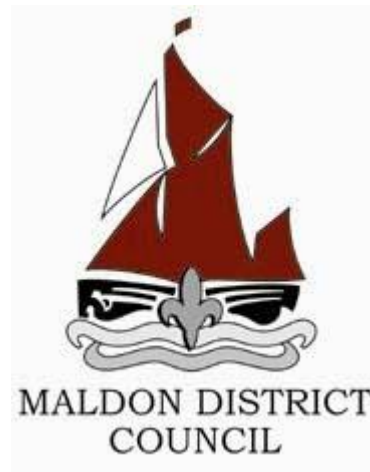


# **Maldon District Local Development Plan**

## **Infrastructure Delivery Plan Update**

Maldon District Council  
Council Offices  
Princes Road

December 2013



## Contents

	<b>Page No.</b>
<b>Chapter 1: Introduction</b>	
<b>1. Introduction</b>	<b>5</b>
i) What is Infrastructure	6
ii) Purpose of the IDP	7
iii) National Planning Policy Framework	7
iv) Potential Delivery Mechanisms	8
v) The Community Infrastructure Levy	9
vi) Methodology	10
<b>2. Related Documents</b>	<b>12</b>
<b>Chapter 2: Infrastructure Assessment</b>	
<b>3. Education</b>	<b>14</b>
i) Pre-School	14
ii) Primary School	18
iii) Secondary School	23
iv) Sixth Form	26
v) Adult Community Learning	28
<b>4. Health</b>	<b>30</b>
i) GP Provision	30
ii) Maldon Community Hospital	25
iii) Dentist	38
<b>5. Emergency Services</b>	<b>38</b>
i) Ambulance	38
ii) Fire Services	42
iii) Police	44
<b>6. Sports Provision</b>	<b>47</b>
<b>7. Public Facilities</b>	<b>52</b>
i) Libraries	52
ii) Waste Management	53
iii) Cemeteries and Burial Provision	56
<b>8. Green Infrastructure</b>	<b>58</b>
i) Green Infrastructure	58
ii) Youth and Children's Facilities	61
<b>9. Transport</b>	<b>63</b>
i) Highways	63
ii) Rail Networks	67

iii)	Bus Networks	69
iv)	Footpaths, Cycle routes and Bridleways	71
v)	Inland Waterways	73
<b>10.</b>	<b>Utilities</b>	<b>75</b>
i)	Water Supply	75
ii)	Wastewater Treatment and Sewerage	77
iii)	Flood Defence	82
<b>11.</b>	<b>Energy Supply</b>	<b>86</b>
i)	National Grid – Electricity	86
ii)	National Grid – Gas	88
<b>12.</b>	<b>Telecommunications</b>	<b>90</b>
i)	Telecommunications (Landline)	90
ii)	Telecommunications (Broadband)	90
iii)	Telecommunications (Mobile)	92

### Chapter 3: Infrastructure Delivery

<b>13.</b>	<b>List of infrastructure required to deliver growth, potential funding sources and funding gap</b>	<b>95</b>
<b>14.</b>	<b>Overall Funding Gap</b>	<b>107</b>
<b>15.</b>	<b>Regulation 123 list and Section 106 items</b>	<b>107</b>
i)	Pooling of Section 106 items	109
ii)	Regulation 123 list	121
<b>16.</b>	<b>Potential CIL Income</b>	<b>123</b>

### Appendices

1.	Parish / Town Council Questionnaire	127
----	-------------------------------------	-----

### List of tables

Table No.	Title	Page No.
1	Strategic sites allocated in the LDP	6
2	Summary of childcare provision in the District	15
3	Summary of pre-school infrastructure requirements	17
4	Primary school infrastructure requirements	20
5	Existing capacity at primary schools in rural locations	21
6	Secondary school infrastructure requirement	24
7	Capacity of medical centres in the District, and additional	32

	capacity required to meet proposed growth in the LDP	
8	Medical centre infrastructure requirements	33
9	Existing sports provision in the District	48
10	Gaps in sports provision identified in the Green Infrastructure Study, and estimated costs to meet recommended standards	50
11	Sports infrastructure requirements associated with growth in the LDP	51
12	District-wide green infrastructure provision	59
13	Additional green infrastructure requirements by 2026	59
14	Required highways infrastructure improvements to support growth in the LDP	65
15	Existing treatment works capacity in the District	78
16	Predicted capital scheme costs and required works to support growth at strategic sites allocated in the LDP	79
17	Estimate actual sewerage connection costs for strategic sites allocated in the LDP	79
18	Existing mobile telecommunications base station sites in the District	92
19	Planned mobile base station sites in the District	94
20	List of infrastructure items, funding source and funding gap	95
21	Pooling of section 106 contributions	110
22	Average per dwelling contribution from pooled section 106	113
23	Apportionment of infrastructure funding gap costs based on a pooled S106 approach, by strategic site and item – Scenario 1	115
24	Apportionment of infrastructure funding gap costs based on a pooled S106 approach, by strategic site and item – Scenario 2	118
25	Site specific section 106 items	121
26	Draft Regulation 123 List	122
27	Locations for housing growth	123
28	Potential levels of CIL that could be raised from residential development – Scenarios 1 and 2	125
29	Parish / Town Council Questionnaire Results	127

## Chapter 1: Introduction

### 1. Introduction

- 1.1 The Infrastructure Delivery Plan (IDP) forms part of the evidence base of the Maldon District Local Development Plan (LDP), which will set the planning policy framework in which to deliver of the District's vision for the next 15 years. The IDP also forms part of the evidence base supporting the production of a Maldon District Community Infrastructure Levy (CIL) Charging Schedule.
- 1.2 Part 1 of the IDP was produced in June 2012 to assess the baseline infrastructure capacity and needs in the District, and identify the lead organisations to deliver and manage infrastructure. Part 1 was used to inform the production of the LDP Preferred Options consultation document (July 2012). The IDP Schedule Update was produced in June 2013 to provide updated information on key infrastructure related to proposed growth areas in the LDP. The Schedule Update was used to inform the production of the Draft LDP consultation document (August 2013).
- 1.3 This document provides a full update on all information provided in the previous versions of the IDP. The updates within this IDP are based on information provided to the Council through regular meetings and workshops with infrastructure providers, Essex County Council, and developers associated with proposed LDP growth areas from June 2013 to November 2013, representations provided to the Council during two rounds of consultation on the LDP in 2012 and 2013, and the results of questionnaires completed by infrastructure providers, developers, Essex County Council, and parish / town councils in Maldon District. As the LDP is now at a more advanced stage of preparation, and following more detailed assessments of proposed strategic growth areas within the LDP produced by infrastructure providers, Essex County Council, and developers, this version of the IDP provides greater detail on infrastructure requirements, costs, and existing and potential funding sources.
- 1.4 Maldon District Council has been assisted by Peter Brett Associates (PBA) in the production of a CIL Preliminary Draft Charging Schedule and associated evidence base work. To support the development of CIL, this IDP also includes recommendations from PBA on the pooling of Section 106 funding associated with proposed strategic growth areas in the LDP, an assessment of the potential future income available to the Council through CIL, and a draft Regulation 123 list to be further refined through the CIL process.
- 1.5 In response to representations provided through the Draft LDP consultation, the Council is considering an alternative distribution of growth within the proposed Maldon and Heybridge Garden Suburbs. The table below outlines the growth options being considered, Scenario 1 is based on the distribution of growth outlined in the Draft LDP and Scenario 2 provides the alternative distribution of growth. Unless stated otherwise, the assessment of infrastructure within Chapter 2 of this Plan is based on Scenario 1. If the Council decides to take forward the Scenario 2 distribution of growth in the pre-submission LDP, any required amendments to the assessment of infrastructure will be consider through the consultation responses. The impact of the Scenario 2 distribution of growth on the potential pooling of S106 contributions is considered within Chapter 2.

**Table 1: Strategic sites allocated in the LDP**

Sites	Number of dwellings	
	Scenario 1	Scenario 2
Site S2 (a) - South Maldon – South of Limebrook Way	1,140	1,000
Site S2 (b) - South Maldon – Wycke Hill North	450	300
Site S2 (c) - South Maldon – Wycke Hill South	120	75
Site S2 (d) - North Heybridge – North of Heybridge	800	1,035
Site S2 (e) - North Heybridge – North of Holloway Road	100	100
Site S2 (f) - South Maldon – Park Drive	120	120
Site S2 (g) - North Heybridge – Heybridge Swifts	100	100
Additional site - North Heybridge – Broad Street Green West	0	100
Site S2 (h) - Burnham on Crouch – West	180	180
Sites S2 (i) – Burnham on Crouch - North West	180	180
Sites S2 (j) - Burnham on Crouch – North East	90	90

(i) What is Infrastructure?

- 1.6 For the purposes of the Infrastructure Delivery Plan, ‘infrastructure’ is the physical, social and green capital required to enable sustainable development. An holistic IDP will take account of the three principles of sustainability, society, economy and environment, and integrate the requirements of each to ensure we can meet *“the needs of the present without compromising the ability of future generations to meet their own needs”*. The following is a list of important infrastructure areas that will impact upon Maldon District over the next 15-years. This list is not exhaustive.

Social	<ul style="list-style-type: none"> <li>▪ Education – pre-School, primary, secondary, further education, adult education</li> <li>▪ GP Surgeries and Hospitals</li> <li>▪ Emergency Services - police, fire, ambulance</li> <li>▪ Community Services - community centres and centres for: children, young people, elderly and those with special needs. Cemeteries and crematoria, courts, hostels, places of worship, libraries, post offices</li> <li>▪ Culture and Leisure</li> </ul>
Green	<ul style="list-style-type: none"> <li>▪ Open Space - parks and country parks, children’s play areas, sport pitches and grounds, allotments, green public realm</li> </ul>

	<ul style="list-style-type: none"> <li>▪ Biodiversity - local wildlife sites, local nature reserves, private nature reserves, SSSIs</li> <li>▪ Geology Sites</li> </ul>
Physical	<ul style="list-style-type: none"> <li>▪ Transport - highway, rail and bus networks, footpaths, cycle routes, bridleways and waterways, car parking</li> <li>▪ Energy - gas and electricity generation and distribution. Renewable energy projects</li> <li>▪ Water - water supply, water treatment, drainage, flood defences</li> <li>▪ Telecommunications, Broadband and Wireless Connections</li> <li>▪ Waste Collection and Disposal, Recycling</li> </ul>

## (ii) Purpose of the Infrastructure Delivery Plan (IDP)

- 1.7 Maldon District Council is required to demonstrate that the policies and proposals contained within the Local Development Plan will be delivered in accordance with the principle of sustainable development. Consequently, it is essential that as part of the LDP process, the infrastructure requirements necessary to support the anticipated development and growth across the District are identified. Therefore, the purpose of the IDP is to identify infrastructure which is required to support the delivery of the proposals in the LDP, and to consider how to address funding and affordability of the infrastructure needs identified.
- 1.8 The IDP considers the infrastructure requirements and costs arising as a result of development allocated in the LDP, and where feasible aligns the implementation of the LDP with the aims and objectives of other local and sub-regional strategies. The IDP provides evidence for the assessment of an aggregate funding gap over the plan period, and provides the base information required to carry out a viability analysis of the LDP and to support the production of a Community Infrastructure Levy (CIL) Charging Schedule. The IDP is therefore a key evidence base document required to demonstrate the deliverability of the LDP as a whole, and to inform the viability analysis for the setting of CIL rates for the District.
- 1.9 Although the IDP identifies key infrastructure requirements to support the LDP, the IDP will not prioritise what infrastructure elements should be delivered and what funds should be allocated to the delivery of infrastructure. These decisions will be taken jointly by infrastructure providers, developers, Maldon District Council, and Essex County Council through the progression of the LDP and associated development proposals. Furthermore, the inclusion and consideration of infrastructure within the IDP provides no guarantee that it will be delivered within the timeframes identified, or at all.

## (iii) National Planning Policy Framework

- 1.10 The National Planning Policy Framework (NPPF) sets out the Government's aims and principles for promoting sustainable development.
- 1.11 The NPPF highlights that one of the overarching roles of the planning system is to proactively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local places. With specific regard

to infrastructure it is stated that planning policies should recognise and seek to address potential barriers to investment, including any lack of infrastructure.

- 1.12 Through the economic role of sustainable development, paragraph 7 of the NPPF requires the identification and coordination of infrastructure provision to support development requirements. Paragraph 21 of the NPPF states that local planning authorities should recognise and seek to address any lack of infrastructure which could act as a potential barrier to investment, and through the production of the Local Plan local authorities should identify priority areas for infrastructure provision. In addition, to ensure planned infrastructure is deliverable in a timely fashion, paragraph 177 of the NPPF requires local planning authorities to understand district-wide development costs at the time Local Plans are drawn up. The IDP has been produced to consider the need, location, costs, and delivery of infrastructure to support the production of the LDP and meet the requirements of the NPPF.
- 1.13 The NPPF requires each local planning authority to produce a Local Plan for its area. Local Plans are required to plan positively for the development and infrastructure required in the area to meet the objectives, principles, and policies of the NPPF. With regard to infrastructure planning, local planning authorities are required to work with other authorities and infrastructure providers to:
- Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
  - Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.
- 1.14 Local Plans must be deliverable and as such careful attention to viability and costs is required within plan-making and decision-taking. The IDP has been produced to inform the production of the LDP and associated viability assessments to meet the requirements of the NPPF.

#### (iv) Potential Delivery Mechanisms

- 1.15 Where appropriate and in accordance with the relevant regulations, new developments should meet their own infrastructure needs, from on-site provision of utilities to new roads and junctions. Where new development puts pressure on social or green infrastructure, or creates a need for new community facilities or open space for example, provision should also be made for these. It is recognised that there are financing constraints on developers. However, innovative solutions which incorporate good management strategies and better use of existing resources are necessary to ensure the required infrastructure is there to support growth and benefit the local communities affected by development. There are a number of potential infrastructure funding sources:
- Section 106 contributions from developers to deliver the required infrastructure to support development – The CIL Regulations have significantly restricted the use of Section contributions, Regulation 122(2) states that contributions must be necessary



to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related to the scale and kind of development. The ability to pool Section 106 contributions across a number of developments is also limited within the Regulations, this is considered further in section 15 below.

- Community Infrastructure Levy - The Council is currently producing a CIL Charging Schedule. The introduction of CIL would be to bridge an aggregate funding gap and provide local infrastructure to those communities most affected by development. Section 14 has identified an estimated overall funding gap for the District of £78,733,452.
  - New Homes Bonus - Designed to create a fiscal incentive to encourage local authorities to facilitate housing growth, it provides funding to the Council by matching the council tax raised on increases in effective housing stock.
  - Public sector funding from national, strategic and local grants as well as the normal capital and revenue funding streams for public service and statutory infrastructure providers that may be available.
  - The statutory agencies will also be responsible for meeting their statutory obligations and responding to growth through their own funding sources.
- 1.15 Unless funding has already been obtained for the provision of infrastructure, no certainty can be provided at this stage on appropriate funding sources for infrastructure required to support growth in the District. The individual infrastructure sections outlined later in this document and the Regulation 123 list provided in section 15 offers an indication of anticipated funding sources which could support the delivery of infrastructure.

#### (v) The Community Infrastructure Levy

- 1.16 The Community Infrastructure Levy was introduced in the Planning Act 2008 and defined in the CIL regulations 2010 (as amended). This legislation also restricts the use of Planning obligations, sometimes known as 'Section 106 agreements'.
- 1.17 It is a locally set charge on new development that authorities can choose to introduce across their area. It is based on the size and type of development and once set in an area is mandatory to pay and non-negotiable. The funds raised must be used to provide infrastructure which is required to support new development across the area.
- 1.18 The requirements which a local authority, or 'charging authority', setting a CIL charging schedule has to meet are set out in:
- The Planning Act 2008 (as amended by the Localism Act 2011)
  - The CIL Regulations 2010, as amended in 2011 and 2012 and 2013
  - The CIL Guidance issued under S221 of the Planning Act 2008, which is statutory guidance

- 1.18 CIL provides a simpler and more transparent process than the collection of funds and provision of infrastructure under the Section 106 procedures. The Government suggests there are a range of benefits when local authorities introduce the levy. These include:
- CIL collects contributions from a wider range of developments, providing additional funding to allow local authorities to carry out a range of infrastructure projects that not only support growth but benefit the local community
  - CIL gives authorities greater flexibility to set their own priorities on projects benefitting the wider community effected by development, unlike Section 106 funds which require a direct link between a contributing development and an infrastructure project
  - CIL provides developers with clarity about the level of contributions which are required from any development and provides transparency for local people
  - CIL is non-negotiable and therefore should save time by removing the need for negotiations between the local authority and developers as occurs on S106
  - CIL is fair as it relates the contribution to the size of the development in terms of new floorspace
  - Parishes where development takes place will receive their own portion of the CIL to spend on the infrastructure they want. In areas where there is no neighbourhood plan this will be 15%, capped at £100 per existing dwelling. Where a neighbourhood plan is in place the portion is an uncapped 25%. The District Council will be working with parish and town councils to identify appropriate projects to receive CIL funding.
- 1.19 The Council is proposing to publish a CIL Preliminary Draft Charging Schedule for consultation in January 2014. Throughout 2014 the Council will also be developing an implementation plan for CIL, which will consider how CIL revenue will be allocated to relevant authorities.

(vi) Methodology

- 1.19 The IDP has been produced by Maldon District Council, with support provided by Peter Brett Associates (PBA). The IDP Part 1 Baseline report (2012) included a desktop study of existing strategies and plans, and extensive consultation with infrastructure providers, Essex County Council, and parish / town councils through interviews, meetings, and questionnaires. The Infrastructure Schedule Update (June 2013) provided an update to the 2012 IDP through information received during meetings and on-going consultation with infrastructure providers, developers, and Essex County Council.
- 1.20 To review and update the information within both the 2012 IDP and the 2013 IDP Schedule Update, a desktop study has been undertaken to identify and review any updated strategies and plans previously referred to in the IDP, and identify and review any new relevant strategies and plans for consideration within the IDP update. To update information within the IDP on infrastructure managed by parish / town councils, a

questionnaire was sent to all parish / town councils in the District. Responses from 19 parish / town councils were received, which have been collated within appendix 1.

- 1.21 A workshop was undertaken on the 5<sup>th</sup> November 2013 with representatives from infrastructure providers, Essex County Council, and all developers associated with strategic growth areas allocated in the draft LDP. The purpose of the workshop was to present all infrastructure information currently held by Maldon District Council, and request assistance in ensuring that all information is accurate and up to date. Questionnaires were circulated to all attendees of the workshop, providing the opportunity to update infrastructure based information within the previous versions of the IDP, the draft LDP, and the Local Plan and Community Infrastructure Levy Viability Study (August 2013). 14 questionnaires were returned to the Council, and the information provided has been used to update, amend, and refine infrastructure details within the IDP.
- 1.22 Alongside updates to infrastructure based information within the IDP, PBA has also assisted the Council in producing sections of the IDP which will directly support the production of a Maldon District CIL Preliminary Draft Charging Schedule. Based on updated information provided to support updates to the IDP and LDP Viability Study, PBA has produced an assessment of all infrastructure required to deliver growth allocated in the emerging LDP, a draft Regulation 123 list, an assessment of options for pooling Section 106 contributions, and an assessment of potential future income which could be available from CIL. The conclusions of this work are provided within chapter 3.
- 1.23 Throughout the production of the LDP there has been varying levels of engagement from infrastructure providers. Engagement is on-going and further work will need to be carried out to ensure that providers are better able to predict their requirements and work in partnership to address those needs. It is also recognised that different agencies work to different timescales and that budgeting priorities may be commercially sensitive. The IDP is a 'live' document and will consequently be updated throughout the life of the plan period to accurately reflect current and future infrastructure requirements. Reviews of the IDP will be programmed in accordance with reviews of the CIL and annual funding allocation processes.

## 2. Related Documents

### **Maldon District Local Development Plan**

- 2.1 The Local Development Plan (LDP) is being produced to replace the Maldon District Replacement Local Plan (2005), and will set out the planning strategy for future growth in District over the next 15 years. The LDP will be the means by which Maldon District Council will deliver sustainable development across the District and outline a spatial strategy for the future delivery of employment, homes, retail, community facilities and infrastructure provision. The LDP will have a number of component parts which sit alongside the spatial strategy, which include development management policies and strategic site allocations.
- 2.2 The Preferred Options LDP was published for consultation in 2012. The Draft LDP consultation document (August 2013) included a number of amendments to policies within the Plan, and in particular proposed an increase to the overall level of growth to meet the District objectively assessed need for housing of 4,410 dwellings between 2014 to 2029, 294 dwellings per annum. The Pre-Submission LDP will be published in January 2014 alongside the IDP.

### **Infrastructure Delivery Plan Part 1: Baseline Report (MDC, 2012)**

- 2.3 The Infrastructure Delivery Plan (IDP) Baseline report was produced by Maldon District Council in June 2012 to assess the baseline infrastructure capacity and needs in the District, and to identify the lead organisations to deliver and manage infrastructure. The production of the IDP Baseline report was based on a desktop study of infrastructure based plans and strategies and the results of a questionnaire circulated to all relevant infrastructure providers, Essex County Council, and all parish / town councils in the District. The IDP Baseline report was used to inform the production of the LDP Preferred Options consultation document.

### **Infrastructure Delivery Plan Schedule Update (MDC, 2013)**

- 2.4 The Schedule Update was produced by Maldon District Council in 2013 to provide an update to the information within the 2012 IDP to inform the production of the 2013 Draft LDP. The Schedule Update was based on information provided to the Council through meetings, representations provided on the 2012 LDP consultation, and on-going consultation with Essex County Council and key infrastructure providers which has taken place during June 2012 and May 2013.

### **Local Plan and Community Infrastructure Levy Viability Study (HDH, August, 2013)**

- 2.5 The Maldon District Council Local Plan and CIL Viability Study was produced by HDH Planning and Development in August 2013 to assess the impact of affordable housing targets and other policy requirements in the draft LDP, to consider the viability of strategic development sites proposed for allocation in the draft LDP, and to consider appropriate CIL rates in the District and the effect that the introduction of CIL could have on development viability. Importantly, the Viability Study should ensure that policy requirements in the

LDP do not render development in the District unviable, and that strategic development being proposed can be viably delivered.

- 2.6 The 2013 Viability Study replaced the 2010 Viability Study, and supported the production of the Draft LDP. The Study also provided an initial evidence base to support preliminary consideration of a Maldon District Community Infrastructure Levy. Assessments within the August 2013 Viability Study were based on growth scenarios being considered by Council in June / July 2013 and information available on infrastructure costs at that time, and therefore did not assess the final strategic growth areas identified within the Draft LDP consultation document.

**Local Plan and Community Infrastructure Levy Viability Study Post Consultation Update (HDH, November 2013)**

- 2.7 An update to the Viability Study has been produced alongside the production of the IDP Update to support the Pre-Submission version of the LDP. The Study will take into account the agreed strategic growth areas in the Draft LDP, an alternative distribution of growth being considered for inclusion in the LDP following consultation responses, any further emerging policy changes to the LDP following consultation, and updated information on infrastructure requirements and costs provided to the Council through the update to the IDP.

## Chapter 2: Infrastructure Assessment

Please note that Essex County Council have considered the impact of both scenario 1 and scenario 2 on pre-school, primary, secondary, and sixth form provision. Therefore, where there is a difference between the two scenarios this is identified within the text. The two scenarios are outlined in table 1 above.

### 3. Education

#### (i) Pre-School Provision

##### Lead Agency

- Multi-Agency County Childcare Sufficiency Strategy Group led by Essex County Council
- Maldon District Council

##### Evidence Base

- Maldon District Childcare Sufficiency Action Plan – Spring Term 2012 (ECC, 2012)
- Developers' Guide to Infrastructure Contributions 2010 Edition (ECC, 2010)

##### Strategic Issues

- 3.1 Childcare facilities include a range of part time and full time activities, including pre-school; childminders; after school clubs; breakfast clubs; holiday clubs and day nurseries.
- 3.2 The 'Childcare Act 2006' places a range of duties on local authorities regarding the provision of sufficient, sustainable and flexible childcare that is responsive to parents' needs. Every three years the local authority is required to publish a full Childcare Sufficiency Assessment which gives a picture of the supply and demand for childcare and identifies any barriers to families accessing the childcare they need.
- 3.3 In September 2013, statutory guidance for local authorities has placed additional responsibilities on the County Council to provide early learning for two-year-olds. From 1<sup>st</sup> September 2013, local authorities have a duty to secure early education for two-year-olds of 15 hours a week. The government anticipates that around 130,000 two-year-olds in England will be able to take up a place. From September 2014, the number of early learning places for 2-year-olds will be extended further, to around 260,000 children, and the County Council will be seeking to introduce early learning places for the 20% most disadvantaged 2-year-olds from September 2013, and 40% of all 2-year-olds from September 2014.

##### Existing Provision

- 3.4 Within Essex, a multi-agency County Childcare Sufficiency Strategy Group meets to consider the information and issues affecting childcare sufficiency, and to make action plans as appropriate. The Essex Childcare Sufficiency Assessment and Maldon District

Childcare Sufficiency Action Plan sets out the existing early years provision within Maldon District and highlights areas of constraint.

3.5 The Essex Childcare Sufficiency Assessment has informed the County Childcare Sufficiency Strategy Group based on data from childcare providers on the supply and take-up of childcare places in the District, and also from consultation with local parents. It has been further enhanced by information from those working in the local early years' sector and demographic data.

3.6 A summary of childcare provision in the District is set out below:

**Table 2: Summary of childcare provision in the District**

	Full Day Care Nurseries	Maintained Nursery Schools or Classes	Term-Time Only Pre-Schools	Child-minders	Breakfast Clubs	After School Clubs	Holiday Clubs
Number of settings	6	0	28	53	6	8	4
Number of places*	259	0	762	256	129	190	110

\* refers to Ofsted registered places except for breakfast clubs where Ofsted registration is not required

### Gaps in Provision

3.7 Local access to early years and childcare provision in Maldon District is generally well served through current provision and recent expansions and developments. The Mid Essex Childcare Action Plan identifies the following key conclusions highlighted by Essex County Council:

- Heybridge: The Mid Essex Childcare Sufficiency Action Plan identifies serious concerns (red RAG rating) regarding current provision in Heybridge West and East wards. There will need to be additional provision provided in at least one of these wards. The summer 2013 occupancy data showed that Heybridge Primary pre-school was full. There are presently 10 child-minders across these wards, although three of these are not actively minding at present. The Local Sufficiency Group has also identified a lack of community space in the Heybridge area.
- Maldon South: The Mid Essex Childcare Sufficiency Action Plan identifies some concerns (amber RAG rating) regarding current provision in south Maldon. There is need for more provision in South Maldon. The summer 2013 occupancy data indicated that the pre-school in Maldon South was full. The six child-minders are all presently nearly full, and one is not actively minding at present.
- Maldon North: The Mid Essex Childcare Sufficiency Action Plan identifies serious concerns (red RAG rating) regarding current provision in Maldon North ward. The summer 2013 occupancy data highlights that both pre-schools are full, and any additional development would require childcare provision to be provided.
- Burnham on Crouch: The Mid Essex Childcare Sufficiency Action Plan identifies some concerns (amber RAG rating) regarding current provision in Burnham on Crouch

South and North Wards. The summer 2013 occupancy data highlights the capacity at the following pre-schools at Close to Home (Full); Treetops (Full) and Burnham (77% Full). Close to Home is planning an expansion to the upper floor to provide an additional 12 childcare places.

- North Fambridge: The Mid Essex Childcare Sufficiency Action Plan identifies no current concerns (green RAG rating) regarding current provision in Purleigh ward. The summer 2013 occupancy data highlights the settings to be 100%, 93% and 90% full, with 7 available childcare places. The facility in North Fambridge has recently closed.
- Tollesbury: The Mid Essex Childcare Sufficiency Action Plan identifies no concerns (green RAG rating) regarding current provision in Tollesbury ward. The summer 2013 occupancy data highlights that the pre-school is full, and any additional development would require childcare provision to be provided.
- Southminster: The Mid Essex Childcare Sufficiency Action Plan identifies no concerns (green RAG rating) regarding current provision in Southminster ward. The Summer 2013 occupancy data highlights the two settings are 80% and 96% full with 13 available places.
- Rural areas: The Local Sufficiency Group is aware of certain areas where provision is of concern in the more rural locations in the District. The Mid Essex Childcare Sufficiency Action Plan identifies some concerns (amber RAG rating) regarding current provision in Althorne ward. The Summer 2013 occupancy data highlights the current three settings are full. The single child-minder has available spaces. Any additional development in the area would require additional childcare to be provided.

- 3.8 Many of the above childcare options (e.g. breakfast clubs, holiday clubs etc) can be undertaken in flexible space within community halls/rooms etc.

#### **Infrastructure Requirements Associated with Growth Proposed in the LDP**

- 3.9 In relation to the proposed distribution and levels of growth for both scenarios, there will be a need for two additional 56 place (0.13ha) sites for early years and childcare provision in Maldon. ECC have identified that there could be an opportunity to co-locate a facility within a new primary school within the South Maldon Garden Suburb.
- 3.10 The proposed level of growth in Heybridge will generate a demand for approximately 80 Early Years and Childcare spaces under scenario 1, and 100 Early Years and Childcare spaces under scenario 2. Given the pressures identified above, one new 56 place Early Years and Childcare facilities will be required in Heybridge under scenario 1. Under scenario 2, two new 56 place Early Years and Childcare facilities will be required, with one facility potentially co-located with any new primary school provided. However, the provision of one larger facility may be considered by Essex County Council.
- 3.11 A minimum of 0.13 hectares of land is required for a 56 place Early Years and Childcare centre. The level of growth in Burnham will create a need for 34 early years and childcare



places. A facility of this size would meet the requirements for growth in Burnham on Crouch. Essex County Council requires both the land and contributions for a new facility to be provided by developers to meet their generated need.

- 3.12 The level of growth allocated in North Fambridge would not require the development of a new early years and childcare facility in the village. Demand from growth can be accommodate at existing facilities within the Purleigh ward.
- 3.13 Any existing services outside of North Heybridge, South Maldon, Burnham on Crouch and North Fambridge will need to consider the impact of the rural allocation on existing services. Existing facilities may need to be expanded when precise allocations are identified.

**Table 3: Summary of pre-school infrastructure requirements**

Area	Infrastructure requirement	Estimated costs
Maldon	Scenario 1 & 2: 1 additional 56 place 0.13ha site for early years and childcare provision (a second 56-place facility can be included as part of a primary school development)	£1,100,000
Heybridge	Scenario 1: 80 additional early years and childcare places  Scenario 2: 102 additional early years and childcare places, provided through two 56 place early years and childcare facilities. One facility can be included as part of a primary school development	£1,100,000
Burnham-on-Crouch	34 additional early years and childcare places, to be provided through a new 0.13ha facility	£1,100,000

### **Funding Mechanisms**

- 3.14 In Garden Suburbs and Strategic Allocations allocated in the LDP, funding for early years facilities will be provided through pooled S106 contributions as outlined in section 15 below.
- 3.15 For other development in the District, currently the 'Developers' Guide to Infrastructure Contributions 2010 Edition' is used to obtain financial contributions towards infrastructure, which Essex County Council may seek from developers through Section 106 agreements in order to make development acceptable in planning terms.

Following the adoption of a Maldon District CIL Charging Schedule, early years and childcare funding will be secured through CIL payments. Further funding may also be available through grants from Government such as basic needs funding, and grants from other education related agencies.

**(ii) Primary School Provision****Lead Agency**

- Essex County Council
- The District's primary schools

**Evidence Base**

- Commissioning School Places in Essex 2013 – 2018 (ECC, 2012)
- Consultation with Essex County Council

**Strategic Issues**

- 3.16 Local authorities are under a statutory duty to secure sufficient education provision within their areas and to promote higher standards of attainment. Primary school provision covers the ages 4 to 11.
- 3.17 The 'Commissioning School Places in Essex 2013 – 2018' sets out the requirements for places in Essex County Council maintained early years facilities, and primary and secondary schools. The document provides information on the current organisation of school places, the existing capacities and number of pupils attending those schools, opportunities for expansion to meet demand, and forecasts of pupil numbers and future accommodation options.

**Existing Provision**

- 3.18 There are 18 existing primary schools in Maldon District. The 'Commissioning School Places in Essex 2013 – 2018' indicates that in May 2013 there was a District-wide surplus of primary school places with approximately 4,090 children on the education 'Roll' compared with the existing primary school capacity of approximately 4,800 spaces. This amounted to a surplus of 710 primary school places or a 15% capacity.
- 3.19 The 'Commissioning School Places in Essex 2013-2018' identifies the following schools as having a deficit in terms of capacity (known as being oversubscribed):
- Cold Norton Primary School
  - St Francis Catholic Primary School, Maldon
  - Purleigh Community Primary School
- 3.20 There are an additional 5 schools that are at capacity or have spare capacity of less than 10 pupils. These are:
- Tollesbury School
  - Wentworth Primary School
  - Woodham Walter Church of England (Voluntary Controlled) Primary School, Burnham on Crouch
  - Great Totham Primary School

- All Saints Church of England (Voluntary Controlled) Primary School, Maldon

3.21 The following schools however, have spare capacity in excess of 50 places:

- Tolleshunt D’Arcy St Nicholas Church of England (Voluntary Aided) Primary School
- Heybridge Primary School
- Maldon Primary School
- Burnham on Crouch Primary School
- Southminster Church of England (Voluntary Controlled) Primary School
- Latchingdon Church of England (Voluntary Controlled) Primary School

3.22 The ‘Commissioning School Places in Essex 2013-2018’ outlines that the numbers of primary school pupils has declined in the District from 4,462 in 2007 to 4,088 in 2013.

#### **Gaps in Provision**

3.23 Essex County Council have made a number of pupil forecasts for future pupil number forecasts that make use of information about historic births, current GP registrations, historic admissions, current numbers on roll and new housing trajectories.

3.24 The ‘Commissioning School Places in Essex 2013-2018’ outlines that the number of pupils in the District’s primary schools would reduce by 1.5% between 2013 and 2018 if no further houses are constructed. If the currently identified housing in the forecasts is met, then the number of pupils would increase to 4,078.

3.25 The following primary schools are identified as either being in deficit in terms of capacity or being at capacity if housing growth proposed in the LDP is delivered:

- All Saints Church of England (Voluntary Controlled) Primary School, Maldon
- St Francis Catholic Primary School, Maldon
- Cold Norton Primary School
- Purleigh Community Primary School

#### **Infrastructure Requirements Associated with Growth Proposed in the LDP**

3.26 There is no existing planned provision for increased primary school capacity. Future school provision in the District will be planned alongside growth in the Local Development Plan.

#### North Heybridge

3.27 There are two primary schools in the vicinity of proposed growth in North Heybridge. Great Totham Primary School is a popular school that presently has no spare capacity. The primary pupil product arising from proposed LDP growth at North Heybridge is 256 additional pupils under scenario 1, and 341 pupils under scenario 2. Heybridge Primary School, which has Academy status, has indicated its willingness to expand beyond its current capacity, and has some surplus accommodation that can be brought back into use to accommodate some of the demand for additional pupil places. The location of the

major allocation and the need for additional places require that a new 1 form entry primary school should be planned on the strategic site for both scenarios. There will be potential to co-locate a new primary school with an Early Years and Childcare facility.

#### South Maldon

- 3.28 There are 4 primary schools in the vicinity of the proposed growth at South Maldon, All Saints CE (V/C) Primary School, Wentworth Primary School, Maldon Primary School, and St Francis Catholic Primary School. There is limited capacity at these schools to accommodate the pupil product that will be generated by the level of growth. Wentworth Primary School has indicated its willingness to expand beyond its current capacity.
- 3.29 The pupil product from proposed LDP growth at South Maldon is 467 pupils under scenario 1, and 382 pupils under scenario 2. To accommodate these pupils a new 420 place (2fe) primary school will be required within the Garden Suburb under scenario 1, and a new 315 place (1.5fe) primary school will be required under scenario 2. Both scenarios also require a minor expansion (30 place class base) to an existing primary school. The precise balance between new build and expansion may be altered to facilitate development until the new school site is made available. There will be potential to co-locate any new primary school with an Early Years and Childcare facility and the community hub.

#### Burnham on Crouch

- 3.30 Proposed LDP growth at Burnham on Crouch will generate the need for just over half a form of entry of primary school places. Both existing primary schools are on restricted sites with expansion not considered as feasible. Most of the planned growth can be accommodated at the existing primary school sites. The temporary class-base at St Mary's should be replaced so that it can operate as a 210 place school in permanent accommodation.

**Table 4: Primary school infrastructure requirements**

Area	Infrastructure requirement	Estimated costs
Maldon	Scenario 1: 420 place (2fe) primary school and combined 56 place early years and childcare facility	£7,000,000
	Scenario 2: 315 place (1.5fe) primary school and combined 56 place early years and childcare facility	£5,900,000
	Both scenarios: One class base expansion of existing primary school	£280,000
Heybridge	Scenario 1: 210 place (1fe) primary school	£3,600,000
	Scenario 2: 210 place (1fe) primary school and combined 56 place early years and childcare facility	£4,600,000

Burnham-on-Crouch	Additional 115 primary school places through replacement of temporary class-base at St Mary's School to provide for additional 0.5fe.	£280,000
-------------------	---	----------

### Rural Allocations

- 3.31 There is no primary school in North Fambridge. To manage proposed LDP growth, pupils will need to be accommodated at either Purleigh or Latchingdon Primary school.
- 3.32 Primary school capacity will be an important consideration as part of the allocation of growth in Rural Allocations as outlined in Policy S7 of the emerging LDP. Without further detail on the precise location of growth in rural allocations, Essex County Council is unable to indicate whether the planned growth can be accommodated within existing primary schools. Depending on the precise unit mix of rural allocations there will be a small balance of demand that will need to be accommodated. It is likely that this growth can be accommodated at existing schools, except Great Totham Primary which has no spare capacity. If a significant allocation is made in a single location then there may be an impact on the local school. The table below indicates the number of dwellings that could be accommodated within existing capacity at rural locations.

**Table 5: Existing capacity at primary schools in rural locations**

<b>Settlement</b>	<b>Forecast number on roll for primary schools, 2017-2018</b>	<b>Approximate no of homes that could be accommodated within existing capacity</b>
Tolleshunt D'Arcy	97	<b>370</b>
Southminster	206	<b>360</b>
Latchingdon	104	<b>230</b>
Maylandsea	246	<b>23</b>
Bradwell	180	<b>50</b>
Tillingham	89	<b>145</b>

### **Funding Mechanisms**

- 3.33 Developer contributions are relied upon to fund new schools and provide the land for the development. Developer contributions will remain a major source of funding but will be competing with funding for other social and community provision. In Garden Suburbs and Strategic Allocations allocated in the LDP, funding for primary schools will be provided through pooled S106 contributions as outlined in section 15 below.
- 3.34 Under the Planning Act 2008, primary school provision is included as a type of infrastructure that could be funded through the CIL. As outlined in section 13 below,

development which forms part of the rural allocations will contribute towards primary school provision and school transport through CIL payments.

- 3.35 For other development in the District, currently the 'Developers' Guide to Infrastructure Contributions 2010 Edition' is used to obtain financial contributions towards infrastructure, which Essex County Council may seek from developers through Section 106 agreements in order to make development acceptable in planning terms.
- 3.36 Following the adoption of a Maldon District CIL Charging Schedule, schools funding will be secured through CIL payments. Further funding may also be available through grants from Government such as basic needs funding, and grants from other education related agencies.

### **(iii) Secondary School Provision**

#### **Lead Agency**

- Essex County Council
- The District's secondary schools

#### **Evidence Base**

- Commissioning School Places in Essex 2013 – 2018 (ECC, 2012)

#### **Strategic Issues**

- 3.37 Local authorities are under a statutory duty to secure sufficient education provision within their areas and to promote higher standards of attainment. The 'Commissioning School Places in Essex 2013 – 2018' sets out the requirements for places in Essex County Council maintained early years facilities, and primary and secondary schools. The document provides information on the current organisation of school places, the existing capacities and number of pupils attending those schools, opportunities for expansion to meet demand, and forecasts of pupil numbers and future accommodation options.

#### **Existing Provision**

- 3.38 There are two secondary Academies in Maldon District. An analysis of secondary school places and admissions is set out in 'Commissioning School Places in Essex 2013-2018'. This study indicates that there was a District-wide surplus of secondary school places (including sixth form) in May 2013 with approximately 2,580 children on the 'Roll' compared with the existing capacity of approximately 2,890 secondary school places. This amounts to a surplus of 310 secondary school places split between The Plume Academy, Maldon with 40 surplus places, and Ormiston Rivers Academy, Burnham on Crouch with 270 surplus places.
- 3.39 At present The Plume Academy, Maldon operates on split sites with Years 7 and 8 based at the Mill Road campus (590 pupils) and Years 9-13 (885 pupils) at the Fambridge Road campus.
- 3.40 The 'Commissioning School Places in Essex 2013-2018' study indicates that the numbers of secondary school pupils has declined in Maldon District between 2007 and 2013 from 2,634 to 2,580 pupils on roll.

#### **Gaps in Provision**

- 3.41 The 'Commissioning School Places in Essex 2013-2018' study indicates that the number of pupils in the District's secondary schools would reduce by 5% between 2013 and 2018 if no further houses are constructed. Based on housing forecasts in the Commissioning School Places in Essex document, the number of pupils in the District's secondary schools in 2018 will be 2,484.

### Infrastructure Requirements Associated with Growth Proposed in the LDP

- 3.42 There is no existing planned provision for increased secondary school capacity. Future school provision in the District will be planned alongside growth in the Local Development Plan.
- 3.43 Essex County Council has undertaken a desktop exercise in conjunction with The Plume School to establish the possible scale of expansion at The Plume School. The proposed LDP level of growth under both scenarios will create a pupil product of around 480 additional pupils. This figure is considered to be the maximum pupil product anticipated from the developments given that no assumptions were made regarding the potential dwelling mix of the developments.
- 3.44 Using the most recent pupil forecasts (summer term 2012-13) it is anticipated that The Plume School will be full in the school year 2016-17. However, the succeeding school years are forecast to see a drop in admissions below the school's current published admission number. On this basis, Essex County Council considers that there will be a requirement for a maximum of 2 additional forms of entry to accommodate the planned growth in Maldon/Heybridge.
- 3.45 A desktop study (school site area and buildings) concluded that there is likely to be capacity to accommodate this growth through the potential for new buildings and the re – use of existing buildings on both of the school's existing sites. As an academy, The Plume has confirmed their willingness to expand to accommodate growth allocated in the LDP, however Essex County Council and the school consider this to be a one off and final expansion, and any significant need for expansion in the future would need to occur off the existing sites. Initial analysis suggests that the most effective solution will be to add approximately 110 places to the lower school (Mill Road) and a 450 place sixth form block (freeing up accommodation for 11-16) to the upper school (Fambridge Road). Detailed feasibility work will be required to confirm the precise costs.
- 3.46 There is sufficient capacity at the Ormiston Rivers Academy in Burnham-on-Crouch to accommodate proposed levels of growth in the LDP.

**Table 6: Secondary school infrastructure requirement**

Area	Infrastructure requirement	Estimated costs
Maldon & Heybridge	Scenarios 1 and 2: Expansion of The Plume lower school	£2,300,000
	Expansion of The Plume upper/sixth form	£7,600,000
Burnham-on-Crouch	Additional 77 secondary school places	£0



**Funding Mechanisms**

- 3.47 In Garden Suburbs and Strategic Allocations allocated in the LDP, funding for schools will be provided through pooled S106 contributions as outlined in section 15 below.
- 3.48 As outlined in section 13 below, school transport supporting development through rural allocations for both primary and secondary school children will be funded through CIL.
- 3.49 For other development in the District, currently the 'Developers' Guide to Infrastructure Contributions 2010 Edition' is used to obtain financial contributions towards infrastructure, which Essex County Council may seek from developers through Section 106 agreements in order to make development acceptable in planning terms.

Following the adoption of a Maldon District CIL Charging Schedule, schools funding will be secured through CIL payments. Further funding may also be available through grants from Government such as basic needs funding, and grants from other education related agencies.

**(iv) Sixth-Form Provision****Lead Agency**

- Essex County Council

**Evidence Base**

- Developers' Guide to Infrastructure Contributions 2010 Edition (ECC, 2010)
- Commissioning School Places in Essex 2013 – 2018 (ECC, 2012)

**Strategic Issues**

- 3.50 Local authorities are under a statutory duty to secure sufficient education provision within their areas and to promote higher standards of attainment. The 'Commissioning School Places in Essex 2013 – 2018' sets out the requirements for places in Essex County Council maintained early years facilities, and primary and secondary schools. The document provides information on the current organisation of school places, the existing capacities and number of pupils attending those schools, opportunities for expansion to meet demand, and forecasts of pupil numbers and future accommodation options.

**Existing Provision**

- 3.51 The two secondary schools in Maldon District both have Sixth-Forms and in May 2013 these schools collectively supported 450 pupils. 340 sixth form pupils attend The Plume Academy, Maldon, and 110 sixth form pupils attend Ormiston Rivers Academy, Burnham on Crouch.

**Gaps in Provision**

- 3.52 The 'Commissioning School Places in Essex 2013-2018' report indicates that if no further dwellings are constructed up to 2018 then the number of sixth-form pupils would decline by 2 pupils.

**Infrastructure Requirements Associated with Growth Proposed in the LDP**

- 3.53 There is sufficient capacity at The Ormiston Rivers Academy Sixth-Form to accommodate growth in Burnham on Crouch.
- 3.54 Growth in Maldon and Heybridge under both scenarios would create a need for an additional 97 sixth form places at Plume School Sixth Form in Maldon. The school also shares the site with Maldon Primary School.
- 3.55 A desktop study of the school site area and buildings by Essex County Council concluded that there is likely to be capacity to accommodate this growth through the potential for new buildings and the re-use of existing buildings on both of the school's existing sites. As an academy, The Plume has confirmed their willingness to expand to accommodate growth allocated in the LDP, however Essex County Council and the school consider this to be a one off and final expansion, and any significant need for expansion in the future

would need to occur off the existing sites. Initial analysis suggests that the most effective solution will be to add a 450 place sixth form block to the upper school (Fambridge Road). Detailed feasibility work will be required to confirm the precise costs.

- 3.56 Please see section iii) above regarding estimated costs for works to Plume School, including expansion to sixth form facilities.

#### **Funding Mechanisms**

- 3.57 Currently Section 106 contributions are sought using the 'Developers' Guide to Infrastructure Contributions 2010 Edition' with Essex County Council.
- 3.58 Under the Planning Act 2008, education provision is included as a type of infrastructure that could be funded through the CIL. In relation to the Garden Suburbs and Strategic Allocations in the LDP, pooled 106 contributions will be sought to fund the required expansion of The Plume School, Maldon, including the sixth form facilities.
- 3.59 Following the adoption of a Maldon District CIL Charging Schedule, schools funding for all other development will also be secured through CIL payments. Further funding may also be available through grants from Government such as basic needs funding, and grants from other education related agencies.

## **(v) Adult Community Learning**

### **Lead Agency**

- Essex County Council

### **Evidence Base**

- Maldon District Economic Prosperity Strategy (MDC, 2013)

### **Strategic Issues**

- 3.60 Adult and Community Learning Essex is managed by Essex County Council, and provides training courses and learning opportunities across the County. Maldon District has been identified as a priority area for additional Adult and Community Learning (ACL) services, given the level of need and distances to existing facilities.

### **Existing Provision / Gaps in Provision**

- 3.61 There is a requirement for additional facilities in Maldon as it is an area with a low level of skills. There is an existing adult community learning centre in Maldon but other than that there is a limited presence across the District.
- 3.62 There is currently little provision of ACL in Burnham-on-Crouch. The provision of additional space would help address the level of need. There is not necessarily a need for additional infrastructure at this point but proposed new development through the LDP Strategic Allocations may help to meet the critical mass required to provide additional services.
- 3.63 Overall, there is a need to increase the availability of adult re-skilling / up-skilling programmes in the District, which will improve access to growing employment opportunities

### **Infrastructure Requirements Associated with Growth Proposed in the LDP**

- 3.64 Policy S4 and S6 of the LDP requires the need for adult community learning facilities to be considered as part of strategic growth in Maldon, Heybridge, and Burnham-on-Crouch. LDP Policy S5 on the Maldon and Heybridge Central Area Policy has identified vocational training and skills as a key project. LDP Policy E6 also seeks to support the provision and enhancement of training and educational facilities and opportunities in the District by requiring strategic development to contribute towards vocational training initiatives, and by supporting the development of new training programmes and initiatives.
- 3.65 The Maldon District Economic Prosperity Strategy identifies improving skills and training provision as a key required 'strategic intervention'. Through this strategy, the Council will be seeking to increase the availability of training provision in the District, expanding links between schools and employers, and developing opportunities for adult re-skilling that will create a foundation for long-term improvements to skills levels.
- 3.66 Outside strategic growth areas, to develop adult re-skilling / up-skilling programmes the Council will work closely with Job Centre Plus and Essex County Council to make better use

of existing adult and community learning provision. This will improve access to growing employment opportunities in the health and care sectors that are expanding as a result of the aging population in the District. Where the provision of new facilities is being considered, the option of shared community facilities would be favoured by Essex County Council.

### **Funding Mechanisms**

- 3.67 The Council has been promoting the consideration of a vocational training centre in Maldon through the Essex Integrated County Strategy. Government grants or grants from adult learning based agencies may become available in the future, where the Council could bid for funding to support an appropriate project.
- 3.68 Where specific projects are identified in the District, the Council will consider the inclusion of adult community learning in the CIL regulation 123 list outlined in section 15 below.

## 4. Health

### (i) GP Medical Provision

#### Lead Agency

- Mid Essex Clinical Commissioning Group
- NHS Property Services Ltd

#### Evidence Base

- Mid Essex Clinical Commissioning Group Integrated Plan 2013/4 and beyond (CCG, 2013)
- Maldon Health Needs Assessment (CCG, 2013)

#### Strategic Issues

- 4.1 The population of Maldon is projected to experience the largest increase in people aged 64 and over in Essex. Coupled with the level of population growth projected, there will be increasing pressure and demand on healthcare provision in the District.
- 4.2 The Mid Essex Clinical Commissioning Group (CCG) is responsible for commissioning healthcare in local authority areas of Chelmsford, Braintree and Maldon, and replaced the Mid Essex Primary Care Trust in 2012. The commissioning group is made up of 49 general practices with 217 GPs within the 3 localities. The Mid Essex CCG is the lead NHS body in planning, commissioning, and implementing the delivery of local healthcare services.
- 4.3 The Mid Essex CCG have produced the Maldon Health Needs Assessment (CCG, 2013), which is produced to inform local health services of the health-related needs of the residents of Maldon District. The report provides an overview of the local health-related infrastructure, a geo-demographic population profile, the level of mortality and morbidity, the level of healthcare service and some social care service, service-related quality indicators and a summary of local views from a range of stakeholders.
- 4.4 The Maldon Health Needs Assessment (HNA) has identified pockets of deprivation in the District where pronounced health inequalities exist, particularly around Maldon town, where there is evidence of income deprivation among older age residents and an increased proportion of residents with long term illnesses.
- 4.5 A household is identified as being in fuel poverty if it needs to spend more than 10% of its income on fuel to maintain a satisfactory heating regime (usually 21 degrees for the main living area, and 18 degrees for other occupied rooms). The HNA has identified that nearly one fifth of Maldon residents live in fuel poverty, which raises significant health and wellbeing concerns.
- 4.6 The level of GP provision in the District is deemed to be 'insufficient' by the HNA, with a physical capacity deficit of around 800m<sup>2</sup> and an 'over-registration' of 8,500 patients. The

HNA has also noted that there is a large number of residents whose access to hospitals on country roads and on public transport is far in excess of 15 minutes.

- 4.7 There are a number of health related boards which seek to influence the provision of health facilities in the area through strategies, plans and initiatives. Key groups include the Essex Health and Wellbeing Board, a forum for leaders from the health care system in Essex organised through Essex County Council; NHS England, which has taken on many of the functions of the former Primary Care Trusts (PCTs) with regard to the commissioning of primary care health services, and some nationally-based functions previously undertaken by the Department of Health; and NHS Property Services Midlands and East, which facilitate the day to day running of NHS properties in the District, in particular local GP's and community hospitals.

#### **Existing Provision**

- 4.8 There are eight medical centres within Maldon District. These are:

- Longfield Medical Centre, Princes Road, Maldon
- Blackwater Medical, Princes Road, Maldon
- Burnham Surgery, Foundry Lane, Burnham-on-Crouch
- William Fisher Medical Centre, High Street, Southminster
- Tillingham Medical Centre, 61 South Street, Tillingham
- Tollesbury Surgery, 25 High Street, Tollesbury
- Maylandsea Medical Centre, Imperial Avenue, Maylandsea
- Trinity Medical Centre, 1 The Drive, Maylandsea

- 4.9 There are a number of branch surgeries that are affiliated to the medical centres referred to above that operate on a part time basis on set days and times. The branch surgeries are located in some of the key villages and Heybridge.

- 4.10 In addition there are six medical centres located outside of the District that have people from the District included within their registers. These are:

- Kelvedon and Feering Health Clinic, 46 High Street, Kelvedon
- Brimpton Surgery, 59 High Street, Kelvedon
- Collingwood Surgery, 40 Collingwood Road, Witham
- Witham Health Centre, Mayland Drive, Witham
- Danbury Medical Centre, Eves Corner, Danbury
- Wyncroft Surgery, 39 Maldon Road, Danbury

**Gaps in Provision**

- 4.11 For efficient operation, the NHS recommends no more than 1,750 people to be listed per 'whole time equivalent' GP. All medical centres within the District apart from Maylandsea are operating beyond the capacity standards that the PCT seeks to operate within.
- 4.12 With regard to the centres located outside of the District, and with the exception of the two Danbury medical centres and Collingwood Surgery in Witham, all the other surgeries are operating beyond the capacity standards that the NHS seeks to operate within.
- 4.13 The following table sets out the capacity of the District's medical centres and required additional capacity to meet proposed growth in the LDP.

**Table 7: Capacity of medical centres in the District, and additional capacity required to meet proposed growth in the LDP**

Surgery Name	List size	GP	Av List size per GP (GP Standard 1,750)	Medical Centre Capacity	Additional GP's required to meet growth	m <sup>2</sup> per GP to meet standard	Estimated Cost to meet Floorspace shortfall
Longfield Medical Centre, Maldon	14,486	7.25	1,998	-1798	0.76	91.2	£182,400
Blackwater Medical Centre, Maldon	14,532	6.7	2,169	-2807	0.76	91.2	£182,400
Burnham Surgery, Foundry Lane	9,507	4.75	2,001	-1194	0.76	91.2	£182,400
William Fisher Medical Centre, Southminster	5,921	3	1,974	-671	0.76	91.2	£182,400
Tillingham Medical Centre, 61 South Street	2,716	1	2,716	-966	0.76	91.2	£182,400
Tollesbury Surgery, 25 High Street	3,922	2	1,961	-422	0.76	91.2	£182,400
Maylandsea Medical Centre	1,711	1	1,711	39	0.74	88.8	£177,600
Trinity Medical Centre, Maylandsea	2,747	1	2,747	-997	0.76	91.2	£182,400
<b>Total</b>	<b>55,542</b>	<b>26.7</b>	<b>2,080</b>	<b>-8,816</b>	<b>6.06</b>	<b>727.2</b>	<b>£1,454,400</b>



### Infrastructure Requirements Associated with Growth Proposed in the LDP

- 4.14 The NHS has no planned investment programmes to expand existing medical centres within the District. To meet proposed levels of growth in the LDP, table 8 below outlines the additional capacity that is required, and table 7 above outlines how the additional capacity should be provided across medical centres in the District. The Council is currently seeking further engagement with the NHS to ensure that growth allocated in the LDP is considered in revised NHS investment programmes.

**Table 8: Medical centre infrastructure requirements**

Growth Area	No Houses	Population arising	Additional GP's required to meet growth	Additional floor area required to meet growth	Capital required to create additional floorspace
Existing commitments	400	960	0.55	66	£132,000
Maldon Garden Suburb	1,710	4,104	2.35	282	£564,000
Heybridge Garden Suburb	900	2,160	1.23	148.1	£296,229
Maldon and Heybridge Strategic Allocations	220	528	0.30	36.2	£72,411
Burnham-on-Crouch Strategic Allocations	450	1,080	0.62	74.4	£148,800
Rural allocations	420	1,008	0.55	66.4	£132,891
Windfall allowance	330	792	0.45	54.3	£108,617
<b>Total</b>	<b>4,430</b>	<b>10,632</b>	<b>6.05</b>	<b>727.4</b>	<b>£1,454,948</b>

- 4.15 The Mid Essex CCG needs to ensure there is sufficient capacity for patients to register with a local GP. Where there is a small growth in population this may mean extending an existing practice rather than creation of a new practice and/or building a new practice premise. An alternative solution that may be adopted is open branch surgeries. The configuration of this new provision will depend upon a number of factors which will be specific to each growth area, some of which are set out below:

- Location and capacity of existing practices – whether there is capacity for them to absorb some/all of the growth;
- Distance to services for patients – whether the geographic locations of existing practices are suitable for the new patients;
- Workforce availability – recruitment and retention of GPs and supporting staff can fluctuate;
- Relationship to wider strategies and the movement of services; and

- Cost, including the viability of establishing a small practice and the balance of funding other priorities at the time of the decision.

### **Funding Mechanisms**

- 4.16 Funding for health services is managed by a process called capitation, where funding is provided on a per patient basis. The NHS has a degree of flexibility in this respect, including the use of their own capital, realisation of surplus assets and through other funding mechanisms. Capitation funding should follow population growth and provide the NHS with the necessary funds to pay for the new facilities needed. This funding source does not however align with the need to deliver facilities in advance of the full realisation of the population increase, sometimes creating a subsequent time lag before Health Service revenue funding catches up with the population growth. The Council is currently seeking further engagement with the NHS to ensure that growth allocated in the LDP is considered in advance through revised NHS investment programmes.
- 4.17 Previously the NHS sought financial contributions from new development through S106 contributions towards healthcare. Under the Planning Act 2008, medical and health provision is included as a type of infrastructure that can be funded through the CIL. As outlined in sections 13 and 15 below, the Council will therefore be seeking to support the provision of new medical facilities in the District through CIL.

**(ii) Maldon Community Hospital****Lead Agency**

- NHS Mid-Essex
- East of England strategic Health Authority
- NHS Property Service Ltd
- Mid-Essex Clinical Commissioning Group

**Evidence Base**

- St Peter's Hospital Development Brief (Savills (NHS), 2012)
- Maldon Community Hospital Outline Business Case (NHS, 2012)

**Strategic Issues**

- 4.18 St Peter's Hospital currently provides a local hospital function for Maldon District and surrounding key settlements such as South Woodham Ferrers and Danbury. However, the NHS considers there to be significant problems with the physical condition of a number of the buildings at the St Peter's site. The NHS and MDC are therefore investigating opportunities to re-locate services provided at St Peter's hospital to an alternative site(s).

**Existing Provision**

- 4.19 St Peter's Hospital currently provides the following health service provision:
- 26 x Inpatient beds and rehabilitation services;
  - 7x Outpatients rooms for use from Monday to Friday.
  - Therapy treatment including, Physiotherapy and Occupational Therapy for Outpatients, orthopaedic rehabilitation therapy service, Speech and language therapy, Podiatry and Dietetics;
  - Diagnostics services e.g. x-ray, ultrasound and a walk-in phlebotomy service;
  - Assessment and Rehabilitation Unit (ARU);
  - GP services – a GP 'out of hours' service operates a satellite service from the ARU facility in the evenings and weekends;
  - Maternity – the unit is a 24 hour midwife led service and has 2 labour rooms and 6 post-natal beds;
  - Mental Health services.

**Gaps in Provision**

- 4.20 The NHS considers there to be significant problems with the physical condition with a number of the buildings on the site. The current arrangement and poor quality nature of these buildings prevent the site from providing modern, flexible and accessible healthcare services.
- 4.21 In addition, the health needs of the population of Maldon District are changing, as the population ages and the prevalence of long-term conditions such as diabetes and heart disease increases. A different type of health facility is required to meet these challenges, as the current facilities are not able to provide accommodation that is sufficiently flexible and large enough to accommodate the health service needs of the District.

**Planned Provision**

- 4.22 The development of a community hospital to replace St Peter's is a long held priority for Maldon District Council. The NHS is currently considering options for updating the existing St Peter's facility on the existing site and identifying new suitable locations around Maldon Town. The Council is actively supporting the NHS through this process.
- 4.23 In 2012, The St Peter's Hospital Development Brief was prepared and published by Savills on behalf of NHS Mid Essex PCT. This document was endorsed by Maldon District Council on 10 May 2012 and it constitutes a material consideration in a future planning application.
- 4.24 The development brief sets out the following key principles, which will need to be taken into consideration when developing a scheme for a new community hospital:
- To provide additional capacity in areas where current health trends would indicate that demand will exceed capacity;
  - A new community hospital will need to include flexible and modern accommodation that incorporates the following services;
  - To provide a purpose built modern healthcare facility that is fit for purpose, enabling the latest models of care to be delivered, whilst providing flexibility to meet the changing healthcare needs in the short, medium and long term of the local population;
  - Outpatients: an expanded and more flexible outpatient suite, with access to adjacent outpatient therapy accommodation (including gym facilities);
  - Long-Term Conditions Centre (LTCC): a new facility, offering services to patients with long-term conditions such as Diabetes, to help them manage their condition themselves, to avoid 'crises' and prevent them being admitted to hospital;
  - Rapid Assessment Unit (RAU): this new unit will be focused on assessing patients to avoid the need for an acute admission, allowing them to be cared for in the community rather than in hospital;

- Modern diagnostic services: including digital imaging, and the facility to provide mobile MRI scanning;
- Minor procedures suite: a state-of-the-art facility, allowing local GPs to deliver minor surgical procedures (e.g. vasectomies, minor skin procedures) in a clinically safe facility; and
- Inpatients and Maternity services: the existing inpatient and maternity services will continue to be delivered, although the reconfiguration of other services will allow the PCT the opportunity to consider how best to configure these services to meet local needs.

4.25 Through Policy I2 of the LDP the Council will support proposals which would enable the delivery of a new community hospital or similar healthcare facility which will provide primary, secondary, and intermediate care services.

#### **Funding Mechanisms**

4.26 There are traditionally 3 options for a development of this nature to follow. These are:

- Public Sector Capital
- Private Finance Initiative
- Third Party Developer

4.27 The scarcity of public sector capital means that it is unlikely that it will be made available for this project. The private finance initiative is ordinarily only applicable to projects of a much higher value. The final option involves a partnership approach with a developer who would construct the facility, and provide it to the NHS either in relation to a planning obligation or through a lease agreement.

(iii) Dentists

**Lead Agency**

- NHS England
- NHS Dental Services

**Strategic Issues**

- 4.28 NHS England and NHS Dental Services manage the local provision of NHS dental care in the District through the agreement of contracts with private dental practices. Dentists are contracted to provide an agreed level of units of dental activity. For this they receive an income. All running costs are charged against this income.

**Gaps in Provision**

- 4.29 There are no ongoing capital or revenue issues currently identified by the NHS.

## 5. Emergency Services

### (i) Ambulance

#### Lead Agency

- East of England Ambulance Service NHS Trust (EEAST)

#### Evidence Base

- Estates Strategy 2011-2016 (EEAST, 2011)
- East of England Ambulance Service NHS Trust Annual Plan 2012/2013

#### Strategic Issues

- 5.1 The Ambulance Service for Maldon District is provided by the East of England Ambulance Service NHS Trust (EEAST). The EEAST was formed in 2006 by the amalgamation of the former Bedfordshire and Hertfordshire Ambulance and Paramedic Service NHS Trust, the East Anglian Ambulance NHS Trust and the Essex Ambulance NHS Trust.
- 5.2 The EEAST has a number of key performance indicators which can be used to assess the quality of service in an area. In November 2013 in Mid Essex (including Maldon District), around 67% of all potentially life threatening emergencies received an ambulance within 8 minutes, and 89% received a transportable resource within 19 minutes, below the Government targets of 75% and 95% respectively. In 2012-2013 the EEAST underperformed overall in meeting Government targets, providing an ambulance to 73% of potentially life threatening emergencies within 8 minutes, and responding to 93% of serious / non-life threatening calls within 19 minutes (Government target of 95%).
- 5.3 The 2012-2013 Annual Plan outlines how the Trust are seeking to deliver better services, to more people, in a more efficient and timely way, by:
- improving performance, timeliness and patient care through recruiting more frontline staff, putting more ambulances on the road and implementing a devolved local management structure;
  - improving the clinical quality of services through performance in the National Clinical Performance Indicators and Ambulance Quality Indicators, with particular focus on stroke care;
  - implementing the Organisational Development Strategy, aiming to be high-performing through employee and stakeholder engagement, maximising people resource and investing in management development and training
  - improving public confidence by better managing and meeting expectations and communicating how service and response is improving; and
  - improving efficiency through better productivity and ensuring value for money.

- 5.4 The Estates Strategy 2011-2016 sets out the direction of estate modernisation and updates the former strategy approved by the Board in March 2009. This strategy takes account of the new national performance standards, the Integrated Service Model and the NHS Operating Framework for the NHS in England (2011/12). The strategy has been developed through consultation with the Trust Board and is linked to the Trust's strategic objectives. The strategy seeks to:

- Develop Hub/depots to enable Make Ready facilities;
- Reduce the estate's footprint by 15%;
- Invest in triage through a strategic investment reserve to enable reconfiguration or expansion of existing triage facilities.

#### **Existing Provision**

- 5.5 There are 65 ambulance stations and 48 response posts distributed throughout the EEAST operational area. Stations are located in Maldon and Burnham-on-Crouch, although the South Woodham Ferrers and Chelmsford stations provide extra cover.

#### **Gaps in Provision**

- 5.6 None known at present

#### **Planned Provision**

- 5.7 The EEAST has indicated in their Annual Report that there will be no substantive planned property disposals in 2012. The Annual Report indicates that £1.2m has been earmarked in 2012/13 for investment in backlog maintenance, with this rising to £1.9m in 2013/14. It is indicated that £10.6m has earmarked for investment in new/replacement assets in 2012/13 with this falling to £6m in 2013/14.
- 5.8 The EEAST are seeking to reduce the estate footprint by at least 15%. The EEAST are reorganising their estate between 2009 and 2014 to create a Hub and Spoke model. In total 19 Hub/Depots have been identified across the region with the closest hubs to Maldon District being Chelmsford and Colchester.

#### **Development Impact**

- 5.9 An increasing population and a changing population structure may create demand for increased ambulance service infrastructure. At this stage it is not possible to predict the level of ambulance provision that may be required as a result of strategic development in the District. However significant growth in Maldon, Heybridge, and Burnham may require the introduction of additional deployment facilities in line with the EEASTs strategic priorities. The need for such facilities will be monitored by the NHS.



**Funding Mechanisms**

- 5.10 The EEAST's main source of income is through NHS Service Level Agreements made with the nineteen Clinical Commissioning Groups (CCGs) in the East of England, which is reviewed on an annual basis.
- 5.11 The Patient Transport Services, Primary Care (Out of Hours Doctors Services) and the 111 service are all commissioned by Clinical Commissioning Groups, usually in the form of a group or consortium as the services cover a geographical area larger than one single Clinical Commissioning Group. These are subject to competitive tender and delivered in accordance with an agreed contract.
- 5.12 The Department of Health provides the Trusts with a capital allocation each year together with additional funding for CBRN (Chemical, Biological Radiological, Nuclear) response training. Additional income is also generated by public events and commercial training. The Trust also receives donations to its charitable fund.
- 5.13 Following further detailed analysis of proposed developments at the planning application stage, EEAST may seek to secure contributions from development to help fund any shortfall in new facilities, where significant additional demand is created that cannot be adequately met by current facilities.

(ii) Fire and Rescue Services**Lead Agency**

- Essex County Fire and Rescue Service

**Evidence Base**

- The Essex County Fire and Rescue Service Property Asset Management Plan Progress Report 2010/2011 (ECFRS, 2010)
- The Essex County Fire and Rescue Service Property Asset Management Plan Revised Action Plan 2011/2012 (ECFRS, 2011)
- Building a Safer Essex, Integrated Risk Management Plan 2013 – 2016 (ECFRS, 2013)
- Essex Fire Authority Annual Report 2012/13 (ECFRS, 2013)

**Strategic Issues**

- 5.14 The Essex County Fire and Rescue Service (ECFRS) manage the fire risk across Essex. They are responsible for identifying and lowering fire risk within local communities. Through a budget of £77 million in 2012/13, the ECFRS manages 51 fire stations across the County, which includes 105 fire engines and over 1,300 full time and part time staff. In 2012/13, the ECFRS attended 14,081 incidents.
- 5.15 It is the function of the Essex Fire and Rescue service to articulate the strategic direction for the service through the Integrated Risk Management Plan (IRMP) 2013 – 2016 and to set a clear mandate for delivery and to determine the most suitable way to achieve the aims of the service. This plan provides a broad county-wide approach, no specific Maldon District measures are identified.

**Existing Provision**

- 5.16 Within Maldon District there are four fire stations located at Maldon, Tillingham, Tollesbury and Burnham-on-Crouch. The South Woodham Ferrers fire station is located outside the District, but provides some cover for residents to the west.

**Gaps in Provision / Planned Provision**

- 5.17 No gaps in provision or planned provision are currently identified by ECFRS.

**Development Impact**

- 5.18 It is likely that growth proposed in the LDP will add pressure to existing ECFRS functions in the District. The level of additional facilities to support growth is not known at this time, ECFRS will monitor the impact on services throughout the Plan period and in relation to the level of development per annum.

**Funding Mechanisms**

- 5.19 The fire service is funded through Central Government and with local authority (Council Tax) funding. Future requirements from new development are more likely to be accommodated using existing resources and adjusting the service. There are no set standards on the number of homes needed to justify an additional fire service, the location of services is based on area coverage and the time required to attend an incident. This is an assessment undertaken by ECFRS.
- 5.20 Following further detailed analysis of proposed developments at the planning application stage, additional funding for new facilities could be secured through developer contributions if there is a justified requirement resulting from the development.

(iii) Essex Police**Lead Agency**

- Essex Police Constabulary
- The Essex Police Authority

**Evidence Base**

- The Police and Crime Plan (Police and Crime Commissioner for Essex, 2013)
- The Essex Police Authority and Essex Police Strategy 2012-2015 and Plan 2013-2013 (EPA, 2012)

**Strategic Issues**

- 5.21 Essex Police manages the policing of the Maldon District. The District forms part of the Chelmsford and Maldon Operational Command Unit with each district managed as a discrete policing area.
- 5.22 The work of Essex Police is supported and overseen by the Police and Crime Commissioner for Essex (PCC). The Police Reform and Social Responsibility Act (2011) established the role of the PCC. The Act set provisions for the replacement of police authorities with directly elected police and crime commissioners, with the aim of improving police accountability by 'reconnecting' the public with policing.
- 5.23 The PCC has a number of statutory responsibilities which include:
- holding the Chief Constable to account for the delivery of policing in Essex
  - setting and updating a four year police and crime plan
  - setting the force budget and council tax contribution to policing (precept)
  - regularly engaging with the public and communities
  - allocating grants through the Community Safety Fund and commissioning services
  - appointing, and where necessary dismissing, the Chief Constable
- 5.24 The PCC's role also includes a duty to bring together community safety partners to reduce crime across Essex, and also to listen to and support the victims of crime.
- 5.25 The PCC's Plan seeks to focus on those areas that are a particular problem in Essex or underpin wider crime trends and where consistent effort, over time, will produce clear outcomes. Therefore the areas of focus identified in the Police and Crime Plan are:
- Ensuring local solutions meet local problems

- Reducing domestic abuse
- Supporting victims of crime
- Reducing youth offending and all types of re-offending
- Tackling the consequences of alcohol and drugs abuse and mental health issues
- Improving road safety
- Improving crime prevention
- Increasing efficiency in policing through collaborative working and innovation

5.26 The total overall budget to fund policing the crime prevention in Essex is around £300 million. Following the aims of the Essex Police Authority and Essex Police Strategy 2012-2015, the PCC is seeking implement £42 million of efficiency savings between 2012-2015.

#### **Existing Provision**

5.27 Essex Police has two police stations in Maldon District, one located in Maldon and the other in Burnham-on-Crouch.

#### **Gaps in Provision**

5.28 None known at present

#### **Planned Provision**

5.29 The PCC is seeking to invest £790,000 into initiatives based on the areas of focus identified above. No specific projects are currently identified in the 2013 Police and Crime Plan.

#### **Development Impact**

5.30 It is likely that growth proposed in the LDP will add pressure to existing Essex Police functions in the District. The level of additional facilities to support growth is not currently known, Essex Police and the PCC will monitor the impact on services throughout the Plan period and in relation to the level of development per annum.

#### **Funding Mechanisms**

5.31 Police forces receive funding from the Home Office, the Department for Communities and Local Government, and the police precept component of local council tax. Funding is broken down into the following sections:

- The Police Grant (from the Home Office)
- Revenue Support Grant (from DCLG and WAG)
- Redistributed business rates (from DCLG and WAG)

- Specific grants (from the Home Office)

- 5.32 There are no set standards on the number of homes needed to justify a new Police Community Support Officer or Police Officer post in the District, the location of services is based on area coverage and the time required to attend an incident. This is an assessment undertaken by Essex Police and the PCC.
- 5.33 Following further detailed analysis of proposed developments at the planning application stage, additional funding for new facilities could be secured through developer contributions if there is a justified requirement resulting from the development.

## 6. Sports Provision

### (i) Sports Centres and Built Sports Facilities

#### Lead Agency

- Maldon District Council
- Essex County Council
- The Parish Councils
- Local Sports Facilities Providers
- Council's Leisure Contractor
- Sport England

#### Evidence Base

- Draft Physical Activities Strategy (MDC, 2013)
- Maldon District Green Infrastructure Study (MDC, 2011)
- Maldon District Children's Play Strategy 2007-2012 (MDC, 2007)
- Planning Contributions Kitbag (Sport England)

#### Strategic Issues

- 6.1 National policy seeks to promote the provision of sport and recreation facilities as it is considered that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Local planning authorities are therefore required to plan positively for the provision and enhancement of well-designed recreational and sporting facilities and green spaces that meet identified local needs and support community cohesion.
- 6.2 The Council has produced a Green Infrastructure Plan that provides a robust assessment of the existing and future needs of the District's communities for such facilities.

#### Existing Provision

- 6.3 The Landscape Partnership was commissioned in October 2009 by Maldon District Council to contribute to the Green Infrastructure Study (GI). Their work includes an analysis of sports participation, market segmentation as well as a comprehensive audit on the quantity, quality and accessibility of sport facilities in the District. The existing sports provision in the District is summarised in the following table.

**Table 9: Existing sports provision in the District**

<b>Sports Facility</b>	<b>Provision (total number of facilities in the District)</b>
11-a-side football pitch	38
Mini soccer pitch	10
Cricket pitch	10
Rugby pitch	7
Synthetic turf pitch	3
Sports hall	4
Public indoor swimming pool	1
Public squash court	0
Private squash court	7
Health and fitness facilities*	2
18 hole golf course	7
9 hole golf course	3
Outdoor tennis	14
Indoor tennis	0
Outdoor bowl	4
Indoor bowl	7

Source: Green Infrastructure Study, MDC 2011

\*Health and fitness facilities are specialist indoor areas with a mixture of cardiovascular and resistance exercise equipment

### Gaps in Provision

#### a) Indoor Sports Provision –

- 6.4 The GI has projected a need for an additional sports hall by 2026 to support population growth in the District. It may be more feasible to provide additional capacity at existing facilities. It is also recommended that the quality of indoor sports hall provision at Plume School and Dengie Hundred Sports Centre be improved to bring them to modern standards.

#### b) Swimming Pools

- 6.5 The evidence within the GI highlighted a need for a new swimming pool to address the current deficiency, with Burnham-on-Crouch cited as being the preferred location. There is public demand for a swimming pool in Burnham-on-Crouch, however market testing undertaken by the Maldon District Council has concluded that the population of Burnham-on-Crouch and the surrounding area is not sufficient to allow the provision of a swimming pool to be feasible.

#### c) Outdoor Bowls Greens

- 6.6 The provision of outdoor bowls in the District is good, however future forecasts show a need for one additional outdoor bowling green by 2026. The GI suggests that any new provision should aim to serve the Tollesbury area where a deficit in accessibility has been identified.



#### d) Outdoor Tennis Courts

- 6.7 There is no unmet demand for outdoor tennis courts but taking into account projected population growth, the GI recommends that two additional outdoor tennis courts should be provided by 2026.

#### e) Squash Courts

- 6.8 The GI found no evidence of unmet demand and therefore no further provision is required immediately. The GI does however state that a further eight courts will be needed by 2026 to meet the projected population growth.

#### f) Grass Pitches

- 6.9 There are a large number of providers of playing fields across the District, such as the town and parish councils, the District Council, and a network of voluntary clubs. The GI recommends that all current provision is retained, to cater for projected increases in participation in the future.
- 6.10 For rugby, an additional one pitch is needed for the period 2010-2016 and a further pitch in the period 2016-2026. For cricket, an additional pitch is needed in each of the two future periods. In terms of quality, it is recommended that options should be investigated in improving playing surfaces, car parking and disabled access at Maldon Cricket and Rugby Clubs which share a site.
- 6.11 The GI identified an under provision of junior football pitches. It is forecasted that within the urban areas of Burnham, Heybridge, Maldon and Southminster, six additional eleven-a-side pitches will be required by 2016 and a further two pitches by 2026. For rural areas, one pitch is needed in each of the two future periods. The GI recommends that where possible, four junior football pitches should be provided at a site in the Maldon area with good quality changing facilities. There is a need to improve the quality of pitches in the District, particularly to improve drainage on the pitches to reduce the incidence of water logged pitches. The improved quality of pitches would allow more games to be played on existing pitches, and therefore increase capacity across the District.
- 6.12 The GI also recommends that the network of disused / underused playing fields should be retained as general amenity greenspace so that they can be easily converted back to playing pitches as future demand arises.

#### g) Changing Facilities

- 6.13 The quality of existing changing facilities and disabled access is generally poor across the District and action should be taken to improve the quality of these facilities, particularly for female players, young people and disabled persons.

#### h) Multi Use Games Areas

- 6.14 There is only one multi use games area (MUGA) in the District, located in Burnham-on-Crouch. There is demand for more MUGAs to be located in other areas of the District, particularly at Maldon Promenade Park and Heybridge.

- 6.15 The gaps in provision identified in the GI are summarised in the following table. The final column also provides cost estimates for the required infrastructure, based on the Sport England 'Planning Contributions Kitbag'. However, this source does not provide costings for squash courts and costs related to improvements at Plume School and the Dengie Hundred Leisure Centre will require further assessment.

**Table 10: Gaps in sports provision identified in the Green Infrastructure Study, and estimated costs to meet recommended standards**

Sports Facility	Summary of recommended local standards by 2026	Estimated cost
Sports Hall	New sports hall facilities	£2,715,000
Sports hall facilities	Improvements to sports halls at Plume School and the Dengie Hundred Sports Centre	tbc
11-a-side football pitch	8 extra pitches in the urban area (Maldon, Burnham and Southminster) 2 extra pitches in the rural area	£750,000
Mini soccer pitch	3 extra pitches needed	£75,000
Cricket pitch	2 extra pitches needed	£400,000
Rugby pitch	2 extra pitches needed	£230,000
Swimming pool	1 extra pool needed subject to feasibility	£2,940,000
Squash court	8 extra courts needed	tbc
Golf course	2 extra courses needed	tbc
Outdoor tennis	3 extra courts needed	£220,000
Indoor tennis	4 extra courts needed	£2,495,000
Outdoor bowl	1 extra green needed	£110,000
Indoor bowl	1 extra rink needed	£1,665,000

Source: MDC 2011 and Sport England 'Planning Contributions Kitbag' 2013

#### **Infrastructure Requirements Associated with Growth in the LDP**

- 6.16 The Maldon District Council Sport and Leisure Team have reviewed the impact of proposed levels of growth on nearby sports facilities. In relation to the Heybridge Garden Suburb, the level of growth would require the provision of 2 rugby pitches, 3 eleven-a-side football pitches and 2 additional mini soccer pitches. One of the mini soccer pitches can be placed on one of the eleven-a-side pitches. To support these pitches there will need for a minimum of 4 changing rooms to accommodate at least 2 sports matches playing at the same time. The changing rooms could be a part of a small community hall facility with the opportunity to accommodate physical and sporting activities (E.g. table tennis, physical activities classes such as aerobics and martial arts e.g. judo), with a minimum of an additional one meeting room and a kitchen and bar area.
- 6.17 In addition to the sport pitches at North Heybridge, there will be a requirement for play provision within the area of the sports field and the community hall / changing rooms. Play provision could reflect a broad spectrum of ages ranging from toddlers through to older children and teenagers e.g. a multi-use games area with basketball hoops, football goals and an opportunity for tennis.

- 6.18 In relation to the South Maldon Garden Suburb, the level of growth would require 2 cricket pitches and 3 eleven-a-side pitches. This development should have similar supporting facilities as those recommended for Heybridge Garden Suburb. 4 changing rooms would be required to accommodate 4 teams playing at same time, a small hall to accommodate physical activities, a meeting room, a kitchen and a bar area. All sports pitches should be on the same site as the changing facilities, and not split from other sports pitches.
- 6.19 In Burnham-on-Crouch the level of growth would require the development of 2 eleven-a-side football pitches.
- 6.20 The sports infrastructure requirements associated with growth in the LDP are summarised in table 11.

**Table 11: Sports infrastructure requirements associated with growth in the LDP**

Area	Sports infrastructure required to support growth
Maldon	<ul style="list-style-type: none"> <li>• 3 eleven-a-side football pitches;</li> <li>• 2 Cricket pitches;</li> <li>• 1 Mini soccer pitch;</li> <li>• 1 Small community hall, including 4 changing rooms, meeting room, kitchen and bar area</li> </ul>
Heybridge	<ul style="list-style-type: none"> <li>• 3 eleven-a-side football pitches;</li> <li>• 2 Rugby pitches;</li> <li>• 2 Mini soccer pitches;</li> <li>• 1 Small community hall, including 4 changing rooms, meeting room, kitchen and bar area;</li> <li>• Play provision / multi-use games area</li> </ul>
Burnham-on-Crouch	<ul style="list-style-type: none"> <li>▪ 2 eleven-a-side football pitches</li> </ul>

Maldon District Council, 2013.

- 6.21 It is acknowledged that further rugby pitches may be required for Burnham-on-Crouch, and multi use games areas (MUGA) for Maldon and Heybridge. The Council will be undertaking further assessments on the need for rugby pitches and MUGAs in the District. To support growth allocated in the LDP, and in relation to existing pressures on sports facilities in the District, the Council will also be considering the reconfiguration of sporting facilities at Drapers Farm in Heybridge and Promenade Park in Maldon.

### **Funding Mechanisms**

- 6.22 Under the Planning Act 2008, sports provision is included as a type of infrastructure that can be funded through the CIL. As outlined in sections 13 and 15 below, the Council will therefore be seeking to support the provision of new sports facilities in the District through CIL.
- 6.23 The Council will also seek to secure further funding for projects through relevant Government agencies, Sport England, the Football Foundation, Maldon District Council, parish councils, and lottery funding.

## 7. Public Facilities

### (i) Libraries

#### Lead Agency

- Essex County Council

#### Evidence Base

- Essex County Council Sources

#### Strategic Issues

- 7.1 The Library Service is statutory service (1964 Public Libraries and Museums Act) provided by Essex County Council who is required to provide a comprehensive and efficient service for all residents and persons working in Essex. This statutory function is articulated by Government through the Public Library Service Standards and its inspection regime.

#### Existing Provision

- 7.2 The network of libraries and mobile libraries across the county enables people to access a wealth of knowledge, information and services. The library service covers the whole of the District in the form of stand-alone libraries, and mobile libraries to reach the more remote and rural parts of the District. Essex County Council applies a standard that 30m<sup>2</sup> of net library floorspace should be available per 1,000 population. There are four permanent libraries within Maldon District. These are:
- Maldon Library at Carmelite House, White Horse Lane, Maldon
  - Wickham Bishops at Library, School Road, Wickham Bishops
  - Southminster Library at Queenborough Road, Southminster
  - Burnham Library at 103 Station Road, Burnham-on-Crouch
- 7.3 In addition, the Adult Community Learning Centre at The Friary, Carmelite Way, Maldon provides a library function in association with the services provided at this facility.
- 7.4 A mobile library service is provided throughout the District to both the urban and rural areas. The mobile library services carry a wide range of books and other items, and books can be reserved on request. All mobile libraries are wheelchair-accessible. The frequency of the mobile libraries varies, however it is generally fortnightly. The following villages in Maldon District currently benefit from a regular mobile library service:
- Althorne; Cold Norton; Goldhanger; Heybridge; Heybridge Basin; Latchingdon; Mayland; Maylandsea; North Fambridge; Purleigh; St Lawrence Bay; Steeple; Stow Maries; Ulting; Bradwell-on-Sea; Dengie; Maldon; Purleigh; Tillingham; Woodham Mortimer; Woodham Walter; Great Braxted; Great Leighs; Great Totham; Tolleshunt Major.

**Gaps in Provision**

- 7.5 Essex County Council has indicated that there is no existing deficiency based on the current population of the District. It is generally regarded that a need for a new standalone library should serve a discrete community of at least 7,000 people. The level of growth and distribution being proposed at any given location is considered insufficient to sustain a new standalone library.

**Infrastructure Requirements Associated with Growth in the LDP**

- 7.6 The proposed development at North Heybridge would have some impact on the existing library service points at Wickham Bishops and Tiptree, however the existing library facility in Maldon town centre could accommodate the LDP growth in both Maldon and North Heybridge. Any financial contributions for the library in relation to growth in Maldon would be used to improve existing facilities and services.
- 7.7 The optimum distance between library facilities is 2 miles, therefore a new library facility at North Heybridge would be advantageous in meeting this target. Where additional schools are being built to support growth, this may create the opportunity for a new shared or satellite library facility. The provision of a new primary school in Heybridge may provide opportunities for a shared service. There may also be the potential to develop a facility on a volunteer basis in North Heybridge (following the example of Springfield) between the local community, parish council, and other interested organisations.
- 7.8 There is a good library service at present in Burnham-on-Crouch. Any additional funding from developer contributions would be used to expand existing facilities and services.

**Funding Mechanisms**

- 7.9 Based on the 'Developers' Guide to Infrastructure Contributions 2010 Edition' and 'Public Libraries, Archives and New Development: a Standard Charge approach' (2008), Essex County Council currently seeks developer contributions of approximately £281 per dwelling towards library facilities. The Essex standard for a new stand-alone library is that it should serve a community of at least 7,000 people.
- 7.10 Under the Planning Act 2008, library provision is included as a type of infrastructure that could be funded through the CIL. As outlined in sections 13 and 15 below, the Council will therefore be seeking to support the provision of new and improved library facilities in the District through CIL.
- 7.11 Essex County Council may also consider changes to existing services to manage increased in demand, for example through alterations to opening times and staffing levels.

**(ii) Waste Management and Disposal****Lead Agency**

- Essex County Council

**Evidence Base**

- Waste Development Document, Preferred Approach (ECC, 2011)
- Joint Municipal Waste Management Strategy for Essex, 2007-2032 (ECC, 2008)

**Strategic Issues**

- 7.12 Essex County Council is the statutory waste disposal authority and Maldon District Council has a statutory duty to collect waste and recycling. The provision of facilities to deal with waste disposal (including Household Waste and Recycling Centres) is the responsibility of the Waste Disposal Authority and planned for within the Replacement Joint Waste Local Plan (formerly called the Waste Development Document) currently being prepared by Essex County Council and proposed for adoption in July 2014.
- 7.13 The Essex Waste Partnership includes Essex County Council, the 12 Essex district and borough councils and the unitary authority of Southend-on-Sea Borough Council. The Essex Waste Partnership was set up to ensure cost-efficient and sustainable waste management is delivered across the county.
- 7.14 The Essex Waste Partnership produced the Joint Municipal Waste Management Strategy for Essex. This document sets out how waste will be managed in the future. Essex favours a waste management that is led by waste minimisation, high levels of recycling and Mechanical Biological Treatment (MBT). The Strategy also sets out the waste recycling and composting targets for household waste. The aim is to achieve 60% recycling of household waste across the county by 2020. This will be achieved through:
- Further improvement in the performance of recycling and composting kerbside collection schemes;
  - Further improvement in the performance of the Recycling Centres for Household Waste; and
  - The recovery of recyclable materials through new treatment plants.

**Existing Provision**

- 7.15 Maldon District Council is responsible for the refuse collection service. Collections of waste and recycling materials are transferred to the County Council for processing and disposal.
- 7.16 Maldon District Council has recently completed a new procurement process for a new joint contract for waste and recycling management. The collection of waste within Maldon District is now undertaken by 'Enterprise', who is contracted by the Council to undertake

this service for an eight-year period. Enterprise currently operates from a Council owned depot in Promenade Park.

- 7.17 In addition, Essex County Council provides waste infrastructure outside of the Maldon District Council area to manage household waste collected by the Council.
- 7.18 The strategy in Essex is to reduce waste in the first instance then re-use waste, followed by recycling and finally energy recovery. This is achieved in Essex through the provision of 21 recycling centres located throughout the county. The standard set by Essex County Council is to ensure that the sites are not only reasonably proximate (i.e. within 10km of users), but also the level of service in terms the capacity of the facility to manage users/waste matches demand. The number of sites, operating hours and the services provided at the facilities are subject to ongoing review to ensure provision meets need. Within Maldon District there are two recycling centres, at:

- Maldon Recycling Centre for Household Waste, Park Drive, Maldon, CM9 5UR
- Burnham on Crouch Recycling Centre for Household Waste, Springfield Road, Burnham on Crouch, CM0 8TD

#### **Gaps in Provision**

- 7.19 None identified

#### **Planned Provision and the Impact of LDP Growth**

- 7.20 An increase in the number of households and/or a population increase will place pressure on the existing waste infrastructure provided. Essex County Council has identified a need to refurbish the Promenade Park waste collection depot (estimated cost of £200,000), and upgrade recycling centres at Burnham on Crouch and Maldon (no costs known at present).

#### **Funding Mechanisms**

- 7.21 Maldon District Council is responsible for the refuse collection service and this is funded through council tax charges.
- 7.22 The 'Developers' Guide to Infrastructure Contributions 2010 Edition' indicates that Essex County Council is encouraging local authorities to request pro-rata contributions to the capital expenditure for required waste infrastructure. Essex County Council therefore currently recommended that developers of new households should be asked to contribute £305 per new dwelling.
- 7.23 Under the Planning Act 2008, waste and recycling provision is included as a type of infrastructure that could be funded through the CIL. As outlined in sections 13 and 15 below, the Council will therefore be seeking to support the provision of new and improved waste and recycling facilities in the District through CIL.

**(iii) Cemetery and Burial Provision****Lead Agency**

- Maldon District Council
- Relevant Parish / Town Councils
- Religious organisations

**Evidence Base**

- Maldon District Council

**Strategic Issues**

- 7.24 There is no statutory duty to provide burial space. Maldon District Council assists in co-ordinating future demand for cemetery and burial provision in conjunction with relevant parish / town councils.
- 7.25 In addition to municipal cemeteries and churchyards, burial space is also provided by other religious denominations.
- 7.26 Although in general people are living longer, the age profile in the District is higher than other areas of Essex, and this trend is expected to continue in the future. Due to the high numbers of older residents in the District, it is likely that the demand for cemetery and burial provision will increase in the future.

**Existing Provision and Future Capacity**

- 7.27 There are three main cemeteries within Maldon District which have the following future capacity:
- Burnham-on-Crouch Cemetery, Southminster Road, Burnham-on-Crouch – future capacity for 15-20 years
  - Maldon Cemetery, London Road, Maldon – future capacity for 8-10 years
  - Heybridge Cemetery, Goldhanger Road, Heybridge – future capacity for 20-25 years
- 7.28 Maldon Town Council is responsible for the upkeep and maintenance of the three closed churchyards in the town, St. Mary's, St. Peter's and All Saints, and the War Memorial.

**Gaps in Provision**

- 7.29 Maldon Cemetery only has capacity for a future 8-10 years before expansion or an alternative location would be required. Capacity at all other cemeteries in the District is considered sufficient.



**Planned Provision**

- 7.30 No additional provision has currently been identified. The preferred option would be the expansion of Maldon Cemetery to provide for 20-25 years capacity, however this is dependent on the availability and cost of additional private land abutting the site. Further options to expand cemeteries at Heybridge and Burnham may also be considered.

**Development Impact**

- 7.31 The projected increase in the elderly population in the District will increase the need for burial spaces.

**Funding Mechanisms**

- 7.32 Under the Planning Act 2008, burial provision is included as a type of infrastructure that could be funded through the CIL. When more detailed options and costs for additional cemetery provision are available, cemetery provision will be included in the Council's Regulation 123 outlined in section 15 below.
- 7.33 Alternative funding sources may also be available through Government grants, Maldon District Council, and relevant parish councils.

## 8. Green Infrastructure

### (i) Green Infrastructure

#### Lead Agency

- Maldon District Council
- Essex County Council
- The Parish Councils

#### Evidence Base

- Maldon District Green Infrastructure Study (MDC, 2011)

#### Strategic Issues

- 8.1 Green infrastructure can be defined as a network of multi-functional green spaces, both new and existing, and rural and urban, which support the natural and ecological processes and are integral to the health and quality of life of sustainable communities. Green Infrastructure is capable of being incorporated within all scales of development including individual properties, neighbourhoods, towns and cities, up to the sub-regional scale. There are many benefits associated with green and blue (i.e. rivers and coast) infrastructure and the adaptation to the impacts of climate change, including:
- Reducing the impact of urban water run-off by reducing surface flow;
  - Safeguarding areas for biodiversity and creating or retaining links between urban and rural areas;
  - Improving water quality and attenuation;
  - Reducing the impacts of the urban heat island effect;
  - Providing shading for buildings and outdoor spaces; and
  - Reducing particulates in the air and reducing noise levels.
- 8.2 The Maldon District Green Infrastructure Study (GI) was prepared by Maldon District Council and the Landscape Partnership to inform the emerging future growth and infrastructure requirements in the District.
- 8.3 The Study identifies a number of components which make up the District's green infrastructure network, including public parks and amenity space, sports provision (e.g. playing pitches, swimming pools, golf courses) natural and semi natural green spaces (e.g. Sites of Specific Scientific Interests, Local Wildlife Sites) and allotments. It investigates the general need for GI in the District, assesses the quantity, quality and accessibility of current provision, and draws together recommendations for future standards.

### Existing Provision

- 8.4 The GI sets out the existing provision of green infrastructure within the District. It has been demonstrated that overall there is a relatively good supply of green infrastructure, although some areas of the District are better provided for than others. A summary of the District-wide provision is set out below:

**Table 12: District-wide green infrastructure provision**

Type	Existing Provision
Public park and amenity green spaces	145.4 ha Linear space 130 km Cycleways 6.7km Public Right of way 500km
Natural and Semi Natural Greenspaces	11517.94 ha (including SSSI, Ramsar, SAC, NNR, Nature Reserve, Fishing Lakes, Common Land, Working Quarries, Semi-Natural Sites, Local Wildlife Sites and Green Corridors)
Allotments	11.09ha (0.17ha per 1000 population)

Source: Green Infrastructure Study, 2011

- 8.5 The residents in the District benefit from a network of accessible green spaces including nature reserves and country parks in the adjoining districts of Braintree, Chelmsford and Colchester.

### Gaps in Provision

- 8.6 The GI highlighted that a number of areas within the District experience an under-provision of local parks. These include: Asheldham, Dengie, Great Braxted, Great Totham, Hazeleigh, Langford, Little Braxted, Mundon, North Fambridge, Stow Maries, Ulting, Wickham Bishops and Woodham Mortimer.
- 8.7 The GI also highlighted a shortage of allotment space within the areas around Mayland and North Fambridge and the villages in the north of the District.
- 8.8 As a result of projected population growth over the next 20 years, the GI indicates there will be a need for additional provision. This need is set out below:

**Table 13: Additional green infrastructure requirements by 2026**

Type	Green Infrastructure Requirements by 2026
Public Park and amenity green spaces	- A new District Park to be created - Maintain current level of local parks and neighbourhood amenity spaces - Improve accessibility and connectivity of existing linear space (sea walls, cycleways and footpaths)
Natural and Semi Natural Greenspaces	- To investigate the potential to create new accessible greenspaces in or around Latchingdon and Tillingham - To improve connectivity between semi-natural greenspaces - To apply a higher level of policy protection to Local Wildlife Sites

	through the emerging development plan policy
Allotments	<ul style="list-style-type: none"> <li>- To seek to achieve the recommended standard of 0.2 ha of allotments per 1000 population at parish level</li> <li>- Where it is feasible, all household should be within 2km radius of an allotment site</li> <li>- Priority of creating new allotments should be given to Heybridge, Mayland, Great Totham (South) and Wickham Bishops</li> </ul>

Note: The provision identified in this table includes only publicly accessible facilities in this category. The GI noted that there are private facilities in the District and efforts should be made to both improve accessibility to these private facilities as well as developing new facilities.

### Infrastructure Requirements Associated with Growth in the LDP

- 8.9 Garden Suburbs and Strategic Allocations within the LDP will be expected to provide a significant amount of green infrastructure. In particular the provision of a new district park in Heybridge, and the provision of additional allotments to support growth.
- 8.10 The cost of a district park is not definitive. However, a figure of £10,000 per hectare is considered reasonable, assuming there is no purchase of land involved. A district park of around 20 hectares would therefore be in the region of £200,000.
- 8.11 The cost of allotment provision elsewhere has been approximately £100,000 per hectare. Based on the standard of 0.2ha of allotment space per 1,000 population, and the need for allotments particularly in the Heybridge, Mayland, Great Totham (South) and Wickham Bishops areas, it is estimated that allotment space would be required for 2,000 dwellings allocated in the LDP. This would create a requirement for just under one hectare of allotment space, costing around £96,000 to provide.

### Funding Mechanisms

- 8.12 Site specific improvements to green infrastructure associated with the Garden Suburbs and Strategic Allocations will be provided by the developers as part of the development of these sites.
- 8.13 There is a District-wide strategic need for a new district park and additional allotment space, therefore funding for this infrastructure will be provided through CIL as outlined in sections 13 and 15 below.
- 8.14 Further funding may also be available through Government grants, European funding, Sport England, lottery funding, Maldon District Council, and relevant parish councils. Future management of green infrastructure in the District is usually undertaken by Maldon District Council and relevant parish councils.

## (ii) Youth and Children's Facilities

### Lead Agency

- Maldon District Council
- Essex County Council

### Evidence Base

- Children's Play Spaces (MDC, 2006)

### Strategic Issues

- 8.15 Although no specific items for youth facilities or required standards for Local Equipped Areas of Play (LEAPs) and Neighbourhood Equipped Areas of Play (NEAPs) have yet to be identified in relation to growth in the District, youth facilities, LEAPs and NEAPs will be expected to be provided within the Garden Suburbs and Strategic Allocations.
- 8.16 The standards adopted by the Council within the Children's Play Strategy state that there should be a LEAP within 7.5 minutes of a dwelling, and a NEAP within 15 minutes. It also states that a LEAP should be served by a minimum population of 3,900, and a NEAP should be served by a minimum population of 9,400.

### Gaps in Provision

- 8.17 The Maldon District Children's Play Strategy has undertaken an audit of play site provision across the District. Using Local Equipped Areas of Play (LEAP) standards, the audit has identified that the following villages require new play facilities: Althorne, Burnham-on-Crouch, Goldhanger, Great Totham North, Heybridge, Maldon, Mayland, North Fambridge, Southminster, St Lawrence, Tollesbury, Tollesbury Knights, Wickham Bishops, and Woodham Walter.

### Infrastructure Requirements Associated with Growth in the LDP

- 8.18 The ECC 'Developers' Guide to Infrastructure Contributions 2010 Edition' gives the cost of a youth centre to serve 1,200 new dwellings as £650,000. Applying this to the three main growth areas provides costs for Scenario 1 of £926,000 for Maldon, £487,500 for Heybridge and £244,000 for Burnham. Under Scenario 2, the costs would be £745,000 for Maldon, £669,000 for Heybridge and £244,000 for Burnham.
- 8.19 To assess the need for children's play areas within Garden Suburbs and Strategic Allocations, PBA adopted standards of approximately 0.4ha per 1,000 population. Assuming 2.4 persons per new dwelling and a cost of £40,000 for a LEAP and £80,000 for a NEAP, this equates to a total cost under Scenario 1 of £197,000 for Maldon, £104,000 for Heybridge and £52,000 for Burnham. Under Scenario 2 these costs would be £158,000 for Maldon, £142,000 for Heybridge and £52,000 for Burnham.

**Funding Mechanisms**

- 8.20 The need for additional youth and children's facilities is directly attributed to growth allocated in the LDP. The provision of new facilities will therefore be funded by developers associated with Garden Suburbs and Strategic Allocations in Maldon, Heybridge, and Burnham on Crouch through pooled Section 106 contributions as outlined in section 15 below.
- 8.21 Further funding may also be available through Government grants, Sport England, lottery funding, Essex County Council, Maldon District Council, and relevant parish councils. Future management of youth and children's facilities in the District is usually undertaken by Maldon District Council and relevant parish councils.

## 9. Transport

### (i) Highways

#### Lead Agency

- Essex County Council
- South East Local Enterprise Partnership

#### Evidence Base

- Assessment of Impact of Proposed Development Sites in Heybridge, South Maldon and Burnham-on-Crouch (Essex Highways, 2013)
- Framework for Prioritising Strategic Transport Infrastructure in the SELEP Area (SKM Colin Buchanan, 2012)
- Local Transport Plan (LTP3) (ECC, 2011)
- Maldon LDF Core Strategy Assessment of Impact of Potential Core Strategy Sites on Existing Junctions Study (Mouchel, 2010)

#### Strategic Issues

- 9.1 The South East Local Enterprise Partnership (LEP) is an enabling body that seeks to prioritise projects across the region including potential highway projects. Essex County Council is the Highway Authority for all roads in the District.
- 9.2 Essex County Council (ECC) adopted its third Local Transport Plan (LTP3) in June 2011. This document sets out Essex County Council's long-term vision for transport in Essex including how the future transport network is managed and improved. These plans will operate on a three-year rolling programme to ensure a flexible long-term approach. ECC is also involved in the delivery of key transport related projects in relation to the road hierarchy, cycling and walking. The LTP3 does not identify specific schemes with identified funding streams.
- 9.3 LTP3 will in due course be accompanied by a suite of more detailed plans, identifying specific investment priorities for particular areas and types of transport service. These include:
- Delivery strategies for specific service areas, which set out the key actions for these areas and the approach to be taken; and
  - Area Implementation Plans (AIPs), including a Plan for the Heart of Essex, to set out specific local priorities for achieving the identified Strategy outcomes. The AIPs will identify key issues and the strategy tools to be used to address them at a district level.
- 9.4 Essex Highways are currently undertaking two further assessments to support the LDP, to consider the highways impacts of the scenario 2 distribution of growth (all information in

this section is based on the scenario 1 distribution of growth), and to consider the strategic impact of growth allocated in the LDP on key junctions in surrounding districts. Initial draft conclusions from these assessments have identified that there will be a small increase on the impact on some junctions in Heybridge based on the scenario 2 level of growth, and mitigation measures to improve traffic flow at Danbury will be required to reduce congestion on the A414 towards Chelmsford (included in table 14 below).

### **Existing Provision**

- 9.5 Given the District's relatively isolated location, transport links to adjoining areas can be problematic. The local road infrastructure within the District is confined to B and C roads, the majority of which are single carriageway. The A414 which links Maldon Town to Chelmsford is considered to be a higher quality road than other routes in the District. The other main routes are the B1019 to Hatfield Peverel, the B2033 to Colchester, the B1026 to Tolleshunt D'Arcy, the B1019 north to Witham, and the B1018 southwards to South Woodham Ferrers. Existing information from the Census has highlighted that there are high levels of out-commuting from the District by both road and rail.

### **Gaps in Provision**

- 9.6 Many roads in the District suffer congestion during peak periods and a number of roads and junctions have been identified by Essex County Council as being close to or at capacity.

### **Planned Provision**

- 9.7 A number of broad highway schemes have been identified through LTP3 and on-going infrastructure planning work. These broad schemes are outlined below:
- Traffic/Network Management Improvements such as signage reviews; extension of speed limits; provision of pedestrian islands; junction reconfiguration and signalling alterations. Funding will be secured through the ECC Integrated Transport Budget and existing and future S106 contributions.
  - Mitigation measures to accommodate new development, such as provision of new link roads; improvements to key junctions; improvements to passenger transport services, cycling and walking to accommodate the impact of planned growth. Funding will be secured through the ECC Integrated Transport Budget and existing and future s106 monies.
- 9.8 The 'Framework for Prioritising Strategic Transport Infrastructure in the SELEP Area' (Buchanan, 2012) sets out a number of priority strategic highway projects. None of these are within Maldon District. Schemes which may have an indirect impact on Maldon District include A12 improvements, Army and Navy improvements, and Chelmsford Town Centre highway improvements.

### **Infrastructure Requirements Associated with Growth in the LDP**

- 9.9 Through modelling undertaken in the 'Assessment of Impact of Proposed Development Sites in Heybridge, South Maldon and Burnham-on-Crouch' (Essex Highways, 2013), and on-going assessments to consider the wider impacts of growth allocated in the LDP on



junctions in the neighbouring Districts of Chelmsford and Braintree, Essex County Council has considered the impact of growth in the LDP. Table 14 outlines the highway improvement schemes required in order to mitigate the impacts of growth allocated in the LDP.

**Table 14: Required highways infrastructure improvements to support growth in the LDP**

Highways Infrastructure	Description/Location	Estimated cost
Maldon/Heybridge	B1018/Heybridge Approach/A414 roundabout (unopposed slip lanes from Heybridge Approach to A414 East and A414 South to Heybridge Approach)	£2,278,000
Maldon/Heybridge	A414/Spital Road roundabout (unopposed slip lane from A414 South to A414 North and widening of the A414 South exit arm)	£1,538,000
Maldon/Heybridge	A414/B1018 Limebrook Way (widening of Limebrook Way and A414 west approaches to the junction and widening of the A414 North exit arm)	£689,000
Maldon/Heybridge	B1018 Langford Road/Heybridge Approach (mitigation option to be confirmed depending on the route of the North Heybridge Relief Road)	£123,000
Maldon/Heybridge	A414 Oak Corner junction (widening of Maldon Road exit arm and designated left turn lane from Chelmsford Road to Maldon Road)	£686,000
Maldon/Heybridge	Outer Relief Road (Countryside Properties) – assumes a wider route link road which will have its own roundabout west of the existing Langford Road / Heybridge Approach roundabout	Outer Relief Road £11,122,000
Maldon/Heybridge	A414 Bypass Junction and Wycke Hill <ul style="list-style-type: none"> <li>Junction on A414 Danbury to Maldon (southern end by pass link) with two lane approaches on all three arms</li> <li>Link Road/re routed A414 through Wycke Hill (North) allocation</li> <li>Junction at northern link with Wycke Hill – roundabout or signalised junction</li> </ul>	£6,101,000
Danbury	A414 Eves Corner – Installation of pre-signals on Little Baddow Road and Mayes Lane to ensure the free flow of traffic north and south on the A414	£120,000
Hatfield Peverel	B1019 towards Hatfield Peverel including the junction at B1137/The Street, Hatfield Peverel – further feasibility work is required, mitigation options are extremely limited.	To be identified
Burnham on Crouch	B1010 Maldon Road/B1021 Church Road junction (a new mini roundabout design at	£58,000

	southern intersection) – Burnham on Crouch	
--	--	--

Essex Highways Cost Notes:

- All of the estimates are based on high level drawings, a more accurate costing could only be provided once a design becomes available.
- The price base is 2013
- The costs represent the sum that ECC can be confident of delivering the scheme if procured via ECC using traditional procurement methods. If a developer were to build some of the larger schemes the out-turn cost may be less due to not having to face the same risk factors and being able to employ strategies such as design and build.

## All costs include:

- An allowance for utilities diversions (note that for the Burnham scheme there is no anticipated impact)
- Design, surveys and contract administration
- Landscaping and ecological measures (where required)

## All costs exclude:

- The 40% risk allowance usually applied by Essex County Council at this stage in the planning process. It is anticipated that more robust project management, or project management by private developers, would reduce risks.
- Land acquisition / CPO
- Part 1 Claims
- TRO Processing, advertising and legal fees
- Consultation and publicity
- Essex CC Commissioning and administrative costs
- Drainage attenuation structures

## Assumptions:

- There are no special geotechnical requirements
- All pylons will remain in-situ
- There are no special environmental issues / requirements

- 9.10 Further technical assessments will be required to assess the detailed impact of site specific schemes alongside the production of Garden Suburb masterplans and planning applications.

**Funding Mechanisms**

- 9.11 The Essex County Council 'Development Management Policies Consultation draft 2010' document is currently used as a mechanism in which to seek planning contributions. Policy DM17 seeks appropriate highway and/or transportation mitigation measures from each development.
- 9.12 Section 15 below identifies that all highways improvements directly related to strategic development in Maldon, Heybridge, and Burnham on Crouch will be funded through pooled section 106 contributions. Strategic highways projects not directly related to any specific sites may funded through CIL or by Essex County Council, subject to agreement with Essex County Council as the Highways Authority.
- 9.13 MDC has already sought to raise the profile of growth in the LDP through Essex County Council and the South East Local Enterprise Partnership (SELEP) in order to attract funding which could ultimately help to facilitate strategic improvements to infrastructure. A bid is being made to SELEP for £10m of funding towards strategic highway improvements in the District. In addition, the Council is seeking to ensure that the emerging Strategic Economic Plan for SELEP reflects the need for significant future investment in strategic infrastructure in and around Maldon District to support planned strategic growth identified within the emerging LDP, and to address historic infrastructure deficits which exist.

(ii) Rail Network**Lead Agency**

- Network Rail
- Abellio Greater Anglia Limited

**Evidence Base**

- Anglia Route Summary Business Plan (Network Rail, 2013)
- Route Utilisation Strategies (Network Rail, 2007 & 2011)

**Strategic Issues**

- 9.14 Network Rail has the responsibility to operate, maintain, renew and enhance the rail network in this area. Within Maldon District, Network Rail has a number of built assets that includes all railway infrastructure, track, signals, telecoms, overhead line equipment, level crossings, most bridges and stations at North Fambridge, Althorne, Burnham-on-Crouch and Southminster, including associated forecourts, car parks etc.
- 9.15 Although outside the District, stations at Hatfield Peverel and Witham are well used by residents in Maldon District that commute to Chelmsford and London on a daily basis.
- 9.16 Under its current license for operating, maintaining, renewing and enhancing the rail network, Network Rail is required to produce a series of Route Utilisation Strategies (RUS), each one covering a specific area or aspect of the railway network. There are two specific RUSs that include the railway line to Southminster and the mainline through Hatfield Peverel and Witham, these are the Greater Anglia RUS published in December 2007 and the London & South East RUS published in July 2011. The RUSs are railway industry documents and strategies to accommodate anticipated future growth. They do this by considering existing capacity, infrastructure capability and train operations, followed by forecasting future demand and providing recommendations as to how this should best be accommodated.
- 9.17 Network Rail have also produced the Anglia Route Plan, which outlines the strategic objectives and targets for the route through the funding period up to 2019, together with the asset specific plans that will contribute to the achievement of those aims.
- 9.18 Passenger services are currently operated by Abellio Greater Anglia Limited. They replaced the previous operator, National Express East Anglia on 5 February 2012. First Great Eastern had previously operated the line until 1 April 2004, when all the operators in East Anglia were merged into one franchise.

**Existing Provision**

- 9.19 There are four railway stations in Maldon District, all of which are along the Southminster Branch Line. The 16½ mile branch line diverges from the Shenfield-Southend Victoria line at Wickford. It is single track throughout, with a passing loop at North Fambridge station

(the mid-point of the line) to allow trains travelling in opposite directions to pass. The line is 25 kV overhead electrified throughout its length and has a line speed of 40–75 mph. Signalling control is from Liverpool Street Integrated Electronic Control Centre. Three of the District's four stations on the branch line have a single platform with the exception being North Fambridge.

- 9.20 An extension of the Fambridge Loop on the Southminster branch has been recently implemented to allow 12-car trains to pass. This gives the operator the flexibility to allocate rolling stock efficiently and meet demand to ensure that full length trains can run on this route.

#### **Gaps in Provision**

- 9.21 The number of trains on the Southminster Branch Line is normally restricted to two trains per hour (one train in each direction), with additional trains during the rush-hour. This is due to the limited capacity available after the line was reduced to single track in the 1960s.

#### **Planned Provision**

- 9.22 No works or improvements have been identified in the Greater Anglia RUS documents or the Anglia Summary Business Plan for the Southminster Branch Line.

#### **Infrastructure Requirements Associated with Growth in the LDP**

- 9.23 No gaps in rail provision have been identified by Greater Anglia through consultation in relation to growth allocated in the LDP. Locally there is concern that the Southminster Branch Line is operating at capacity at peak times, however Network Rail or Greater Anglia have not expressed this concern.

#### **Funding Mechanisms**

- 9.24 Network Rail is funded by the Government in five year control periods (CP). The current period CP5 2014-2019 sets the funding for all Network Rail's forthcoming renewals and maintenance activities, however no works are identified on the Southminster Branch Line.
- 9.25 Any future investment in the rail network within Maldon District would be undertaken by Network Rail and/or Abellio Greater Anglia Limited.

**(iii) Bus Network****Lead Agency**

- Essex County Council
- Various Bus Operators
- Arrow Taxis of Maldon

**Evidence Base**

- Local Transport Plan (LTP3) (ECC, 2011)

**Strategic Issues**

- 9.26 Commercial bus transport is limited across the District which may be associated with the lack of demand for services and is also reflective of the rural characteristics of the District.

**Existing Provision**

- 9.27 The majority of the bus routes are commercially operated with approximately 15% of bus routes being subsidised by Essex County Council.
- 9.28 The 'Dengie Dart' Service is a specialised rural transport service that has been operational since its launch in May 2011. The 'Demand Responsive Transport Scheme' provides a bus service linking parts of Dengie with the Broomfield and St Peters Hospitals. The service is run by Arrow Taxis of Maldon.
- 9.29 The scheme was initiated as part of the 'Access to Services – Access to Healthcare' theme of the Local Area Agreement that RCCE undertook with Essex County Council and forms part of LTP3. The 'Dart' runs to a fixed schedule between Broomfield Hospital and Maldon Town Centre and passengers can join from the roadside. As with regular buses, concessionary passes are accepted. For other villages along the route, pick-up points are flexible, with passengers required to book at least 30 minutes in advance of the service's scheduled arrival time.

**Gaps in Provision**

- 9.30 Bus connectivity within the District is generally poor. Bus services in these areas have been reduced in recent years due to lack of viability and lack of patronage, although responses from the local communities suggest there is a demand for such services.

**Planned Provision**

- 9.31 There are plans to extend the Dengie Dart access to other parishes in the area, subject to funding, and several parishes have committed their support to such a development.

**Infrastructure Requirements Associated with Growth in the LDP**

- 9.32 Essex County Council has considered the proposed level of growth in the LDP in relation to passenger transport. In order to promote and encourage sustainable travel choices, bus services to serve the developments will need to be provided. Essex County Council have suggested that this could be in the form of extending the existing services and also increasing their frequency, or by the developers providing a dedicated service from the development to the town centre and also onto to neighbouring towns such as Witham and Chelmsford. Costs associated with improved services still requires further work by Essex County Council in collaboration with developers associated with sites in the LDP Garden Suburbs and Strategic Allocations, however an assumption has been made based on the fact that an additional bus is £130k per annum. The provision of a new service would require circa £390,000 per year.

**Funding Mechanisms**

- 9.33 Many bus services are provided on a commercial basis with some funding to subsidise other off-peak services. Improvements and connections to the local bus service will be also expected as part of major developments.
- 9.34 Funding towards new and improved bus services is expected to be provided through a mix of private funding, Essex County Council, and CIL.

(iv) Footpaths, Cycle Routes and Bridleways**Lead Agency**

- Essex County Council
- Sustrans

**Evidence Base**

- Local Transport Plan (LTP3) (ECC, 2011)
- Essex Cycling Strategy (ECC, 2001)

**Strategic Issues**

9.35 Policy 14 of LTP3 sets out Essex County Council's approach to cycling within the county and follows the Essex County Council Cycle Strategy 2001. The policy includes a number of measures which include:

- Completing missing links in existing cycle networks, providing better signing and improving cyclist facilities (for instance crossings and cycle priority measures) to provide continuous and safe routes, linking urban and surrounding areas;
- Improving cycle facilities (for instance secure cycle parking) at key cyclist destinations, including town centres, workplaces, schools, railway/bus stations and hospitals;
- Providing people with information on cycle routes in Essex, together with detail on where they can securely park their bike and how long a journey is likely to take (via the 'Transport Direct' cycle planner service);
- Ensuring cycle access is provided to new developments, with links to the surrounding community and existing cycle networks;
- Promoting cycling, for instance through publicity material, educational programmes and cycling events; and
- Providing cycle training opportunities for school children and adults to provide people with the confidence to travel safely by bike.

9.36 Essex County Council's approach towards walking provision is emphasised in policy 15 of LTP3, which seeks to promote walking and the use of public rights of way by:

- Promoting the benefits of walking and facilitating a safe and pleasant walking environment that is accessible to all; and
- Improving the signage of walking routes and ensuring that the public rights of way network is well maintained and easy to use by walkers, cyclists and equestrians.

**Existing Provision**

- 9.37 There are no specific Maldon District cycling measures set out in LTP3, however, the Essex County Council Cycle Strategy 2001 and Sustrans indicate the national cycle routes that go through the District.

**Gaps in Provision**

- 9.38 At present, Maldon District does not have a high level continuous cycle network.

**Planned Provision**

- 9.39 None known at present.

**Infrastructure Requirements Associated with Growth in the LDP**

- 9.40 Essex County Council has considered potential options to improve cycling facilities in relation to proposed growth in the LDP. Essex County Council have suggested that in order to promote and encourage sustainable travel choices, good cycle and walking links within and from the developments will need to be provided. Cycle routes within new development will need to link to the existing cycle network (some of which is off road and some on-road advisory). The costings of these proposed cycle links still require investigation, however the majority of these links will be provided within the development through the masterplanning process. An estimated cost for providing new cycle routes associated with growth in the LDP has been identified at £50,000, however this is subject to further masterplanning and detailed consideration of development proposals.
- 9.41 New development will be expected to improve cycle and footpath linkages both through the site and with the adjoining areas. This will be particularly important where the development is near or adjoins the countryside or a major open space.
- 9.42 There is also potential for increased cycling networks and provision of cycle racks/sheds and showering facilities as part of planning obligations and/or Green Travel Plans.

**Funding Mechanisms**

- 9.43 On-site provision or developer contributions could deliver and link cycle and footpath networks. Funding towards new and improved footpaths and cycle routes is expected to be provided through a mix of private funding, Essex County Council, and CIL.



**(v) Inland Waterways****Lead Agency**

- Essex Waterways Ltd
- Essex County Council

**Evidence Base**

- Essex Waterways Ltd Website

**Strategic Issues**

- 9.44 The Chelmer and Blackwater Navigation links Chelmsford with the tidal estuary of the River Blackwater at Heybridge Basin. Since the cessation of commercial traffic in 1972, leisure use has been encouraged along the Chelmer and Blackwater Navigation. Since 2003, the Chelmer and Blackwater Navigation has been run by Essex Waterways Ltd, a subsidiary of the Inland Waterways Association. Whilst Essex Waterways Ltd manage the navigation, it is still owned by the Company of Proprietors.

**Existing Provision**

- 9.45 The Navigation runs from Springfield Basin in Chelmsford to the sea lock at Heybridge Basin near Maldon. It has 13 locks, including a flood lock and six bridges. It drops 23 metres (75.4 feet) from the basin to the sea. The towpath has been designated as a public footpath. Narrow boats can be hired from Paper Mill lock.

**Gaps in Provision**

- 9.46 None known at present.

**Planned Provision**

- 9.47 Recent repair and maintenance projects carried along the Navigation include:
- Barnes Lock – new piling and extended landing stages above and below the lock;
  - Sandford Lock - the bank to the upper towpath stage has been re-piled;
  - Little Baddow Lock – new timber landing stage above lock;
  - Rushes Lock – new piling and extended landing stages above and below the lock;
  - Ricketts Lock – new timber landing stage above lock and new piling below to extend landing stage; and
  - North Quay at Heybridge Basin – piling.
  - Install new electrical shore-power services and resurface the parking area;

- Improvements to the Paper Mill slipway;
- Work to repair cills at several locks and possibly install new gates at Hoe Mill Lock; and
- Install additional timber stages above Barnes Lock, Little Baddow Lock and Ricketts Lock to improve landing for the longer narrowboats.

**Infrastructure Requirements Associated with Growth in the LDP**

- 9.48 Strategic development in Maldon and Heybridge would increase the demand for leisure activities along the the Chelmer and Blackwater Navigation.

**Funding Mechanisms**

- 9.49 Funding is generally secured through grant funding from Essex County Council Community Initiatives Fund. Local volunteers as well as volunteers from Waterway Recovery Group are relied upon to maintain the Navigation. Funding could be secured through CIL where appropriate projects can be identified.
- 9.50 Other potential funding sources include Sport England, lottery funding, and charitable funding.

## 10. Utilities

### (i) Water Supply

#### **Lead Agency**

- Essex and Suffolk Water
- The Water Services Regulation Authority (Ofwat)
- Environment Agency

#### **Evidence Base**

- Essex and Suffolk Water Drought Plan (ESW, 2013)
- Final Water Resources Management Plan 2010-2035 (ESW, 2010)
- Maldon Scoping Water Cycle Study (Entec, 2010)

#### **Strategic Issues**

- 10.1 Essex and Suffolk Water (ESW) supply potable water to Maldon District.
- 10.2 The ESW supply areas are located within some of the driest areas of the country and as such face particular challenges including a general lack of new intrinsic water resources, growing demand, and uncertainty from climate change.
- 10.3 ESW applies a 'twin track approach' to maintaining water supplies through a combination of demand management and water supply schemes and initiatives.

#### **Existing Provision**

- 10.4 Water resources within the ESW area include the Essex rivers Chelmer, Blackwater, Stour and Roman River which support pumped storage reservoirs at Hanningfield and Abberton, and treatment works at Langford, Langham, Hanningfield and Layer. The remaining water sourced from inside the Essex resource zone (approximately 3% of total water supplied in the zone) is derived from groundwater via Chalk well and adit sources in the south and south west of the zone at Linford, Stifford, Dagenham and Roding, each with on-site treatment.
- 10.5 Water transferred into the Essex supply area from outside the area comes from two main sources: the Chigwell raw water bulk supply from Thames Water Utilities; and the Ely Ouse to Essex Transfer Scheme (EOETS). In a dry year, up to a third of the water supplied in Essex is derived from the Ely Ouse to Essex Transfer Scheme (EOETS) which transfers water from Denver in Norfolk via pipelines and pumping stations to the headwaters of the River Stour and the River Pant/Blackwater. The EOETS is owned and operated by the Environment Agency.

- 10.6 Another significant water resource in Essex has been the granting of a permanent discharge consent for the Langford Recycling scheme. It has the capability to increase the water availability for Essex by 8%. This scheme involves the indirect recycling of effluent from the Chelmsford sewage treatment works for re-use as a potable resource. The Langford recycling plant has the capacity for tertiary treatment of up to 40MI/d of effluent, and can provide an additional 20 MI/d on average (April to November) of water for use within the Essex system during dry periods.

#### **Gaps in Provision**

- 10.7 The available evidence indicates that the whole of Essex is marginally in water supply deficit for the existing population, however no gaps in provision have been identified by Essex and Suffolk Water through consultation on the LDP.

#### **Infrastructure Requirements Associated with Growth in the LDP**

- 10.8 The Final Water Resources Management Plan (FWRMP) has identified a supply demand shortfall in the Essex Resource Zone over the 25 year planning horizon. This shortfall is proposed to be met by the 'Abberton Scheme', which will increase water capacity in the reservoir by 60%. The Abberton Scheme will ensure that the supply demand balance will remain in surplus for 25 years following completion of the works.
- 10.9 ESW raised no objections to the level of growth identified in the LDP, and confirmed that supply will be provided to all new development.

#### **Funding Mechanisms**

- 10.10 Existing infrastructure is sufficient to deliver current demand. ESW has not identified any further infrastructure priorities. Any new and necessary development should be funded by the developer in accordance with the requirements of the Water Industry Act.

(ii) Wastewater Treatment and Sewerage**Lead Agency**

- Anglian Water Services Ltd
- The Water Services Regulation Authority (Ofwat)
- Environment Agency

**Evidence Base**

- Maldon Scoping Water Cycle Study (Entec, 2010)
- Water Resources Management Plan (AWS, 2010)

**Strategic Issues**

- 10.11 Anglian Water Services Ltd (AWS) is the statutory sewerage undertaker for the Maldon area. The Water Services Regulation Authority (Ofwat) is the economic regulator of water and sewerage companies in England and Wales.
- 10.12 The water and sewerage companies are required to submit an asset management plan (AMP) every five years to Ofwat. The plan sets out the company's view of what is needed to maintain its assets, improve services to customers, and manage its impact on the environment. The current AMP covers the period 2010 to 2015. Any infrastructure requirements which arise after agreement of the five year AMP will normally be considered within the following AMP period.
- 10.13 Anglian Water has participated in the production of the LDP through engagement during the production of each version of the Plan, and formal consultation following publication. Anglian Water has also been specifically consulted on the production of the IDP Baseline Report (2012), the IDP Schedule Update (2013), and this update to the IDP through a workshop undertaken in November 2013.

**Existing Provision**

- 10.14 In total there are 14 wastewater treatment works (WwTW) and 3 small wastewater facilities operated by Anglian Water that serve the population of Maldon District. Each works has consents on both the flow volume and the quality and is regulated by the Environment Agency.
- 10.15 The largest works in the area is the Maldon works that serves Maldon and Heybridge and discharges into a small tributary, upstream of the Blackwater Estuary. The foul sewers form a network that conveys waste flows to the wastewater treatment works. Within Maldon and Heybridge, pumping of waste flows is required to convey flows from Maldon across the River Blackwater to the treatment works, which is located north of the river.
- 10.16 The next largest wastewater treatment works is at Burnham-on-Crouch and discharges into the Crouch Estuary. The other wastewater treatment works are located at

Southminster, Great Totham, Latchingdon, Purleigh, Tollesbury, Tillingham, Maylandsea, Woodham Walter, Bradwell, Tolleshunt D'arcy, Little Totham, and St Lawrence. The 3 small wastewater facilities in the District are located at Woodham Mortimer, Hazeleigh, and Cock Clarks.

### Gaps in Provision

- 10.17 The 'Maldon Scoping Water Cycle Study' (2010) and qualitative information provided by Anglian Water has indicated that the Maldon Works has capacity to receive additional flow volumes to meet the projected growth requirements to 2026 as set out in the former East of England Plan RSS. However, it is noted that there are existing capacity issues in the foul mains upstream of the pumping station that conveys the flow across the River Blackwater. The sewerage network upstream of this point is at capacity and can receive no further effluent. Anglian Water has not accounted for the upgrading of the sewerage capacity at this location within its 'Water Resource Management Plan', which sets out the investment programme for the period 2010 to 2015.
- 10.18 The treatment works at Southminster is operating at capacity and there is limited scope for increasing capacity. An existing capacity of 120 dwellings has been identified, however this will only be sufficient to accommodate existing development approvals in the area. Any further new development would require significant investment and a new Environment Agency flow consent to achieve a 'Good' status for water quality under the Water Framework Directive, which may require approval from OFWAT. Anglian Water are currently undertaking a further assessment of wastewater treatment works capacity at Southminster, and will be producing a joint position statement with the Environment Agency and the Flood Authority to support the submission of the LDP in January 2014. Where changes to available capacity within the District may be identified in the future, the Council will consider options for growth in relation to sewerage capacity through the Rural Allocations document proposed in Policy S7 of the LDP.
- 10.19 Anglian Water has identified that there is limited capacity at wastewater treatment works at Woodham Walter and Tollesbury, and at the 3 small wastewater facilities at Woodham Mortimer, Hazeleigh, and Cock Clarks. The only treatment works in the District identified as having no existing capacity is Tolleshunt D'Arcy. Where existing capacity is available at treatment works in the District, Anglian Water has identified the following levels of capacity in table 15 below:

**Table 15: Existing treatment works capacity in the District**

Treatment works	Estimated available capacity
Maldon	4,000 properties
Burnham-on-Crouch	1,000 properties
Maylandsea	1,000 properties
Great Totham	400 properties
Latchingdon	190 properties
Southminster	120 properties
Purleigh	100 properties
Stone St Lawrence	80 properties
Tillingham	50 properties
Little Totham	20 properties

Treatment works	Estimated available capacity
Bradwell-on-Sea	10 properties
Tollesbury	10 properties

Anglian Water, July 2013

### Infrastructure Requirements Associated with Growth in the LDP

- 10.20 Anglian Water has considered works that would be required to support both the scenario 1 level of growth in the LDP and growth levels which developers have separately requested Anglian Water to consider (which in some instances may vary from the LDP level of growth). Table 16 below outlines the predicted capital scheme costs and works required for each strategic development site allocated in the LDP.

**Table 16: Predicted capital scheme costs and required works to support growth at strategic sites allocated in the LDP**

Site	Predicted capital scheme costs	Required works
South of Limebrook Way, site S2(a)	£4,774,628	Mitigation and conveyance
Wycke Hill North, site S2(b)	£2,296,109	Mitigation and conveyance
Wycke Hill South, site S2(c)	£215,099	Mitigation not required. Conveyance cost only
North Heybridge, site S2(d)	£786,709	Mitigation only
North of Holloway Road, site S2(e)	£254,173	Mitigation and conveyance
Park Drive, site S2(f)	£123,371	Mitigation only
Heybridge Swifts – site S2(g)	£0	Conveyance not included
Additional site – North of Heybridge – Broad Street Green West	No information provided	
West of Burnham – site S2(h)	£103,910	Mitigation only – estimates based on commercial proposal on the site
Burnham on Crouch North West – Site S2(i) and Burnham on Crouch North East – Site S2(j)	£127,133	Mitigation only

Anglian Water, November 2013

- 10.21 As identified by Anglian Water through the LDP Viability Study, a further allowance of £337 per unit should be provided for the actual sewerage connection. The estimated costs for actual sewerage connection based on scenario's 1 and 2 are outlined in table 17 below:

**Table 17: Estimate actual sewerage connection costs for strategic sites allocated in the LDP**

Site	Scenario 1	Scenario 2
South of Limebrook Way, site S2(a)	£384,180	£337,000
Wycke Hill North, site S2(b)	151,650	101,100
Wycke Hill South, site S2(c)	£40,440	£25,275
North Heybridge, site S2(d)	£269,600	£348,795

Site	Scenario 1	Scenario 2
North of Holloway Road, site S2(e)	£33,700	£33,700
Park Drive, site S2(f)	£40,440	£40,440
Heybridge Swifts – site S2(g)	£33,700	£33,700
Additional site – North of Heybridge – Broad Street Green West	n/a	£33,700
West of Burnham – site S2(h)	£660,000	£660,000
Burnham on Crouch North West – Site S2(i)	£60,660	£60,660
Burnham on Crouch North East – Site S2(j)	£30,330	£30,330

HDH Planning and Development, November 2013

- 10.22 North Fambridge is served by Latchingdon treatment works. There is available capacity at the treatment works, and Anglian Water has raised no objections to the level of growth allocated for North Fambridge in the LDP. However, Anglian Water have indicated that upgrades to the network may be problematic due to the distance of Latchingdon treatment works and the requirement for new Environment Agency flow consents. Anglian Water raised no concerns or objections to growth in North Fambridge through the Draft LDP consultation, however Anglian Water are currently undertaking a further assessment of wastewater treatment works capacity at North Fambridge, and will be producing a joint position statement with the Environment Agency and the Flood Authority to support the submission of the LDP in January 2014. Where changes to available capacity within the District may be identified in the future, the Council will consider options for growth in relation to sewerage capacity through the Rural Allocations document proposed in Policy S7 of the LDP.
- 10.23 Anglian Water's Draft LDP consultation representation outlined their support for the distribution of growth allocated in the LDP, stating that Anglian Water 'are encouraged by and are supportive of the direction of growth in sustainable locations with existing available water recycling capacity'. Anglian Water noted that growth in areas of existing capacity is the preferred approach, as opposed to locations where significant investment is needed and environmental constraints would need to be overcome.

### **Funding Mechanisms**

- 10.24 Under the Flood Water Management Act, new development no longer has the automatic right to connect surface water drainage to sewers. Developers are required to put Sustainable Drainage Systems in place in new developments, wherever practicable. When a developer wishes to proceed with a particular site, they will requisition the appropriate water companies to provide local network infrastructure in accordance with the relevant provisions of the act (Section 98 for sewerage and Section 41 for water). The cost of this is shared between the developer and undertaker in accordance with the provisions of the legislation. For local infrastructure serving more than one development site, it is necessary to share costs equitably between developers.
- 10.25 A planning contribution can only be justified for water infrastructure where there is no legal requirement for the statutory undertaker to provide the specific infrastructure. However, if there is a development site that is precluded from coming forward for



development due to a lack of water infrastructure and there are no commitments within the water company's 5-year Asset Management Plan to deliver the required infrastructure, the developer could offer to provide the required infrastructure through a unilateral agreement with the Council, to ensure that the development can come forward. On large developments, Anglian Water would expect to see developer contributions being used to support early delivery of wastewater facilities.

- 10.26 As outlined in sections 13 and 15 below, site specific 106 contributions will be provided to support the delivery of capacity upgrades to foul sewers in relation to development sites in the Garden Suburbs and Strategic Allocations in the LDP.

(iii) Flood Defence**Lead Agency**

- Environment Agency
- Essex County Council

**Evidence Base**

- Maldon and Heybridge Surface Water Management Plan (ECC, 2013)
- Local Flood Risk Management Strategy (ECC, 2013)
- Essex and South Suffolk Shoreline Management Plan Draft (EA, 2010)
- Strategic Flood Risk Assessment – Maldon Supplementary Report (2008)

**Strategic Issues**

- 10.27 Under the Flood Water Management Act (2010), County Councils are the 'Lead Local Flood Authorities'. They are responsible for local flood risk management, and for developing a Local Flood Risk Management Strategy. Local flood risk includes surface run-off, groundwater and water courses. The Environment Agency is still responsible for the designated 'main' water courses as well as critical ordinary water courses. Under the Flood Water Management Act, new development no longer has an automatic right to connect surface water drainage to the public sewer network. An appropriate drainage system will need to be approved to meet new National Standards for SuDS.
- 10.28 The Essex and South Suffolk Shoreline Management Plan (SMP) was produced by the Environment Agency to manage the shoreline in a way that achieves the best possible and achievable balance of all the interests around the shoreline for the next 100 years. The SMP is a high-level policy document in which the organisations that manage the shoreline set their long-term plan. The SMP aims to identify the best ways to manage flood and erosion risk to people and to the developed, historic and natural environment. It also identifies opportunities where shoreline management can work with others to make improvements. The SMP aims to deliver policies for future flood defence management along the coast and estuaries of Essex and Suffolk.
- 10.29 The Maldon and Heybridge Surface Water Management Plan (SWMP) was produced by ECC to consider flood risk in Maldon and Heybridge. The report outlines the predicted risk and preferred surface water management strategy for these areas, taking into account growth areas allocated in the LDP. This document will assist in the implementation of appropriate SUDS measures at the Garden Suburbs and Strategic Allocations in Maldon and Heybridge.

**Existing Provision**

- 10.30 The main fluvial flooding sources in Maldon District are the rivers Blackwater and Chelmer. The estuary of the River Crouch also presents a flood risk to the southern regions of the District.
- 10.31 Maldon has nearly 70 miles of coastline, including the Blackwater estuarine system, situated through the centre of the District. As a result, much of the coastal areas of the District are characterised by tidal creeks and marshland, for example Bradwell Marshes, Dengie Marshes and Ramsey Marshes. The North Sea also presents a source of tidal flood risk to the District.
- 10.32 Downstream of Beeleigh, the River Blackwater is influenced by tidal fluctuations. Therefore, the main risk of flooding in these areas (for example Maldon town centre and the Heybridge Basin) is from tidal flooding. Upstream of Beeleigh, the River Blackwater forms the border between Braintree and Maldon Districts. On the eastern (Maldon) banks of the river, the land use is generally rural. Therefore, potential flooding in these locations is unlikely to cause significant structural damage. As with the River Blackwater, the River Chelmer, upstream of Beeleigh Falls, is potentially at risk from fluvial flooding. In the case of Maldon, this stretch of the Chelmer mainly passes through rural areas and as a result is not likely to cause significant structural flood damage.
- 10.33 There are a number of smaller fluvial watercourses within Maldon that have the potential to cause flooding, such as Spickett's Brook. Due to the limited sizes of these watercourses, they are likely to yield smaller volumes of water than the Chelmer or Blackwater. Therefore, flooding from these smaller watercourses is likely to be more localised but could cause damage to dwellings and infrastructure adjacent to the channels.
- 10.34 The main areas considered at risk are those adjacent to the River Crouch (such as Burnham-on-Crouch and North Fambridge) as well as areas on the River Blackwater such as Maldon (in particular the Heybridge Basin and the Causeway).

**Gaps in Provision**

- 10.35 Information within the SMP for Maldon District includes indications of areas where defences may be realigned and also where they may be maintained and/or upgraded.
- 10.36 There are significant surface water flooding issues at North Heybridge on and around Holloway Road. The Heybridge area is affected by periodic flooding from the ditches that flow through Heybridge and into the River Blackwater. The flooding problem is compounded by restrictions to the flow of water downstream. These restrictions include chunkers which pass flows beneath the canal, bridges and culverts, and the tidelock at Sadd's Dam which prevents discharge of flows at high tide. Flood mitigation measures have previously been identified by the Environment Agency, however the project failed to gain required funding to support implementation.

**Planned Provision**

- 10.37 The overall intent of management for the Blackwater Estuary, the Dengie Crouch and Roach Estuaries is to sustain and support the viability of communities, tourism and

commercial activities, while creating new intertidal habitats and focusing flood and erosion risk management on frontages where it is most needed. The SMP seeks to achieve this by maintaining flood and erosion defence to all dwellings, key infrastructure and tourism facilities at risk of flooding and erosion, whilst also allowing coastal and estuarine processes to act in a less constrained manner by realigning defences that are under pressure and / or where the value of the protected features is unlikely to justify continued maintenance.

- 10.38 The frontages where the existing flood defences will continue to be held at their current alignment include the Strood, Salcott Creek, sections of Tollesbury, Goldhanger, Heybridge, Maldon inner estuary, South Maldon, Northey Island, sections of Mayland Creek, St. Lawrence, sections of Bradwell Creek, Burnham on Crouch and North Fambridge. However, at Salcott Channel, Steeple, St. Lawrence and Tollesbury Wick Marshes, the defences are under pressure. This will affect partly designated freshwater habitats, including Old Hall Marshes and Tollesbury Wick, but they will also create new intertidal habitats.
- 10.39 Realignment is proposed for St. Lawrence to Bradwell-on-Sea, the south bank of the Salcott Channel to Tollesbury Fleet, and Tollesbury Wick Marshes to Goldhanger and Steeple.
- 10.40 There are seven frontages for which the SMP's broad scale economic analysis supports an intent to maintain or upgrade the standard of protection, including taking into account the impacts of climate change. These are Goldhanger to Heybridge, Heybridge Basin, Maldon inner estuary, south Maldon, Maylandsea, St Lawrence, and St Lawrence to Bradwell-on-Sea.
- 10.41 For Bradwell-on-Sea and Holliwell Point, the defences are under pressure. This pressure is felt throughout the defence line at Bradwell-on-sea and it is coupled by ongoing erosion of the foreshore. Beach recharge is required to maintain acceptable levels of foreshore.
- 10.42 For all the other defended frontages, detailed analysis beyond the SMP is needed to determine the appropriate standard of protection.

#### **Infrastructure Requirements Associated with Growth in the LDP**

- 10.43 No growth allocated in the LDP is located within areas at risk of tidal flooding. All new development associated with Garden Suburbs and Strategic Allocations in the LDP will require proactive strategies and appropriately planned SUDS to manage any potential risks of surface water flooding.
- 10.44 There is currently significant surface water flooding issues to the south of the North Heybridge Garden Suburb, on and around Holloway Road. Significant flood mitigation measures will therefore be required within the North Heybridge Garden Suburb. Developers will be required to work with the Environment Agency and Essex County Council to develop and agree appropriate flood mitigation measures. Preferred mitigation options previously considered by the Environment Agency included the diversion of peak flows from Heybridge Hall Ditch, Holloway Road Ditch and Langford Ditch to the tidal River Chelmer via a new channel and extensive improvements to the channels and drainage structures through the town.

**Funding Mechanisms**

- 10.45 The Environment Agency and the Local Flood Authority have powers to maintain flood and erosion defences. Therefore, the implementation of SMP policies will depend on the availability of funding within these organisations, and the ability to gain funding from other sources such as the national flood and coastal erosion risk management budget, national sources, or from local and/or third-party funding.
- 10.46 The development of appropriate SUDS measures to support the Garden Suburbs and Strategic Allocations will be funded and provided by developer associated with the development of strategic sites. Large scale flood alleviation measures required in relation to North Heybridge will be provided through pooled section 106 contributions as outlined in section 15 below. Funding for this scheme may also be available from the Environment Agency, and national and/or European funding sources.

## 11. Energy Supply

### (i) National Grid – Electricity

#### Lead Agency

- National Grid

#### Evidence Base

- n/a

#### Strategic Issues

- 11.1 National Grid, as the holder of a licence to transmit electricity under the Electricity Act 1989, has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system of electricity and to facilitate competition in the supply and generation of electricity.
- 11.2 National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. They do not distribute electricity to individual premises, but their role in the wholesale market is key to ensuring a reliable and quality supply to all.
- 11.3 To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply. Often proposals for new electricity projects involve transmission reinforcements remote from the generating site, such as new overhead lines or new development at substations. If there are significant demand increases across a local distribution electricity network area then the local network distribution operator may seek reinforcements at an existing substation or a new grid supply point. In addition National Grid may undertake development works at its existing substations to meet changing patterns of generation and supply.
- 11.4 The National Grid high voltage electricity overhead transmission lines / underground cables within Maldon District that form an essential part of the electricity transmission network in England and Wales include the 'ZT line 132kV route' from Rayleigh substation in Rochford to Bradwell substation in Maldon. The 132kV Bradwell substation is the only substation within the District.
- 11.5 UK Power Networks owns and operates the local electricity distribution network in Maldon District Council's administrative area.

#### Existing Provision / Gaps in Provision

- 11.6 The Council has not been made aware of any existing capacity issues or gaps in provision through consultation on the LDP.

**Planned Provision**

- 11.7 National Grid has no work planned on the electricity transmission system within Maldon District.

**Development Impact**

- 11.8 It will be important to fully engage with National Grid Gas at the detailed stages of planning new development, to specify what size loads are likely to be connected and a proposed time scale. Infrastructure budgets are heavily regulated, this means that reinforcement projects are planned on a reactive basis to when new loads connect to the network. The connections analysis process and regulatory rules force a reactive, rather than proactive, approach and any reinforcement requirements are subject to an economic test to apportion costs.

**Funding Mechanisms**

- 11.9 Connection to appropriate utilities would be the responsibility of the developer.

**(ii) National Grid – Gas****Lead Agency**

- National Grid
- OFGEM

**Evidence Base**

- n/a

**Strategic Issues**

- 11.10 National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales. National Grid has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.
- 11.11 National Grid has no gas transmission assets located within the administrative area of Maldon District Council. National Grid Gas Distribution owns and operates the local gas distribution network in the Maldon District Council area.
- 11.12 National Grid does not supply gas, but provides the networks through which it flows. Generally, network developments to provide supplies to the local gas distribution network are as a result of an overall growth in demand across a region rather than site specific developments.

**Existing Provision / Gaps in Provision**

- 11.13 The Council has not been made aware of any existing capacity issues or gaps in provision through consultation on the LDP, however there are a number of rural locations that are not connected to the gas network.

**Planned Provision**

- 11.14 National Grid has no work planned on the gas transmission system within Maldon District.

**Development Impact**

- 11.15 It will be important to fully engage with National Grid Gas at the detailed stages of planning new development , to specify what size loads are likely to be connected and a proposed time scale. Infrastructure budgets are heavily regulated and constrained by OFGEM (the gas regulator). The connections analysis process and regulatory rules force a reactive, rather than proactive, approach and any reinforcement requirements are subject to an economic test to apportion costs.
- 11.16 Specific development proposals within the District area are unlikely to have a significant effect upon National Grid's gas infrastructure. It is unlikely that any extra growth will



create capacity issues for National Grid as existing networks should be able to cope with additional demands.

**Funding Mechanisms**

- 11.17 Connection to appropriate utilities would be the responsibility of the developer.

## 12. Telecommunications

### (i) Telecommunications (Landline)

- 12.1 Landline provision is provided by developers and dedicated service providers. There are no infrastructure requirements on the public sector for providing fixed-line services. BT has an obligation to provide a landline to every household in the UK, and developers will need to facilitate this to market their developments.

### (ii) Telecommunications (Broadband)

#### Lead Agency

- British Telecom
- Essex County Council
- Buzcom

#### Evidence Base

- EU Digital Agenda
- Britain's Superfast Broadband Future (DCMS, 2010)
- 21<sup>st</sup> Century Digital Essex: A Strategy for World Class Broadband for Essex (ECC, 2011)

#### Strategic Issues

- 12.2 Good communication networks such as broadband have a vital function both economically and socially. Without these networks Maldon District would be at risk of being uncompetitive and socially excluded.
- 12.3 The EU Digital Agenda aims to *'deliver sustainable economic and social benefits from a digital single market based on fast and ultra fast internet and interoperable applications.'* Member states are therefore committed to provide a common EU broadband communications network by 2020.
- 12.4 The National Broadband Strategy 2010 sets out the UK Government plan for a Universal Service Commitment to ensure virtually every household will be able to access a broadband line capable of delivering at least 2 Mbps (mega bytes per second) by 2015. The Government's ambition is to provide a minimum of 2Mbps broadband to all homes and superfast broadband to 90% of people by 2015. Superfast broadband has been clarified to mean at least 24Mbps. By 2020, fast broadband coverage at 30Mbps should be available to all EU citizens, with at least half European households subscribing to broadband access at 100Mbps.

**Existing Provision**

- 12.5 '21<sup>st</sup> Century Digital Essex: A Strategy for World Class Broadband for Essex' prepared by Essex County Council provides a broadband speed map for the County. This map indicates that the higher broadband speeds are centred on the larger settlements and that large parts of rural Maldon suffer from low broadband speeds. As a result of work by Essex County Council to promote rural connectivity to broadband services, Buzcom were commissioned to provide Super Fast and Ultra Fast broadband connections to rural areas in Maldon, which over 700 residents in the District benefit from.

**Gaps in Provision**

- 12.6 The Essex Rural Commission, in partnership with Essex County Council identified the lack of high speed connectivity as a major limiting factor on the rural economy. The County Council took the decision to make funding available to support the development of a high speed broadband solution to selected rural areas. The project is part of Essex County Council's plan to address this issue and increase economic competitiveness.
- 12.7 Maldon District Council continue to work with Essex County Council to support their superfast broadband campaign (*Making the Connection*) and the national BDUK programme to improve broadband capacity in the District.

**Development Impact**

- 12.8 Increase in households and economic sector will mean greater demand for broadband and wireless capabilities.

**Funding Mechanisms**

- 12.9 Essex County Council has previously allocated £30,000 towards a pilot broadband project for the Maldon District area. It is unclear whether there will be any future funding available for broadband projects from Essex County Council or renewed Government schemes such as BDUK.
- 12.10 It is a developers own responsibility to connect to a broadband network. Developers will need to facilitate this to market their developments.

(iii) Telecommunications (Mobile)**Lead Agency**

- Telecommunications providers

**Evidence Base**

- n/a

**Strategic Issues**

- 12.11 Mobile phone provision is an important component of a modern economy and has a vital social function. Connecting to the internet via a mobile device allows people to access a wide range of services including local government services, banking, utilities, health, education and shopping. Mobile phone provision is dealt with by dedicated service providers.
- 12.12 Modern telecommunications systems have grown rapidly in recent years with more than two thirds of the population now owning a mobile phone. Mobile communications are now considered an integral part of the success of most business operations and individual lifestyles. With new services such as the advanced third generation (3G) services, demand for new telecommunications infrastructure is continuing to grow.
- 12.13 The infrastructure required for communication will include plant and equipment including communication masts, which can be difficult to locate sensitively. There are no infrastructure requirements on the public sector for providing mobile telecom services.
- 12.14 Mobile devices cannot work without a network of base stations (masts). If the base stations are too far apart, the service can be interrupted. Base stations are usually built about 200 to 500m apart in towns and 2 to 5km apart in rural areas. Base stations can only support a maximum of 120 calls at any one time.

**Existing Provision**

- 12.15 The following table sets out the existing base station sites within the District.

**Table 18: Existing mobile telecommunications base station sites in the District**

Operator	Site Name
O2	Great Braxted RS BBC, BBC Transmitter Station
O2	Maldon Telephone Exchange, 5 Gate Street
O2	Burnham ATE, St Marys Road
O2	Cornerstone 3852 _ Voda n/a, Grapnells Farm
O2	West Station Yard, Spital Road
O2	Land at Mell Farm, Mell Farm
O2	Cornerstone 4809_Vodafone 74740_0, Plot 10
Vodafone	R.L.Orth+Sons,10 Whitehorse Lane, Fambridge Road
Vodafone	British Rail, Burnham on Crouch Railway Station

Operator	Site Name
Vodafone	British Rail, Southminster Station
Vodafone	Stows Farm, Southminster
Vodafone	Heron Point Orange Mast, The Bentall Complex, Colchester Road, Maldon
Vodafone	Wycke Hill Business Park, Plot 10
Vodafone	BBC Great Braxted, Tiptree , Great Braxted
Everything Everywhere (ex Orange)	Cold Norton Water Tower
Everything Everywhere & Three Consolidated	Cold Norton Water Tower
Everything Everywhere & Three Consolidated	J.D. Classics _TEMP 225268 Wycke Hill Business Park
Everything Everywhere & Three Consolidated	St. Peters Hospital
Everything Everywhere (ex Orange)	St. Peters Hospital
Everything Everywhere (ex Orange)	76 High Street, Maldon
Everything Everywhere (ex Orange)	Heron Print, The Bentall Complex, Heybridge
Everything Everywhere & Three Consolidated	Bentalls Industrial Estate, Land Behind Lee Billing Joinery
Three	Heybridge Swifts FC, Scraley Rd
Everything Everywhere (ex Orange)	Great Braxted
Everything Everywhere (ex Orange)	Cobbs Farm, Goldhanger
Everything Everywhere (ex Orange)	Grange Farm, Latchingdon
Everything Everywhere & Three Consolidated	Grange Farm, Latchingdon
Everything Everywhere (ex Orange)	Nipsells Farm, Mayland
Everything Everywhere & Three Consolidated	Mayland Treatment Works
Everything Everywhere & Three Consolidated	Limesbrook Farm
Everything Everywhere & Three Consolidated	Elm Farm, Burnham-on-Crouch
Everything Everywhere (ex Orange)	Station Industrial Estate, Burnham-on-Crouch
Everything Everywhere (ex Orange)	Garlands farm, Tollesbury
Everything Everywhere (T-Mobile)	Allen Brothers Hallmark Industrial Estate, Southminster
Everything Everywhere & Three Consolidated	Stows Farm Tillingham
Everything Everywhere (ex Orange)	Stows Farm Tillingham

Everything Everywhere (ex Orange) - a site operated by Everything Everywhere previously an Orange site

Everything Everywhere (T- Mobile) - a site operated by Everything Everywhere previously a T-Mobile site

Everything Everywhere & Three Consolidated - a consolidated site operated jointly by Everything Everywhere and Three

### Gaps in Provision

- 12.16 No gaps in provision have been identified through consultation on the LDP.

### Planned Provision

- 12.17 The following table sets out the planned mobile base station sites within the District.

**Table 19: Planned mobile base station sites in the District**

Operator	Site Name	Status
O2	SPITAL FARM, Tolleshunt D'Arcy	Proposed
O2	054069 (003470) Burnham on Crouch, St Marys Road	Proposed
O2	054178 (038926) Tollesbury, Mell Farm	Proposed

**Development Impact**

- 12.18 An increase in households and businesses in the District will create greater demand for mobile technology.

**Funding Mechanisms**

- 12.19 In the case of both fixed-line and mobile telecoms, new infrastructure will be funded from the capital programmes of BT, cable and mobile phone companies.
- 12.20 Telecom services will be provided alongside the delivery of new housing and commercial development. The private sector generally funds the delivery of telecommunications infrastructure.

## Chapter 3: Infrastructure Delivery

### 13. List of infrastructure required to deliver growth, potential funding sources and funding gap

- 13.1 Table 20 below outlines all infrastructure that is required to deliver growth being proposed in the LDP. The table collates information outlined in Chapter 2 to recommend potential funding sources, identify indicative costs of infrastructure, funding required to be secured to deliver infrastructure, and the relevant organisations that will implement the delivery of specific infrastructure items.
- 13.2 The table below excludes items that have been funded and items that do not require developer funding. It also excludes infrastructure items that are less certain where it is not clear as to whether they would be needed to deliver the proposed growth in the LDP.

**Table 20: List of infrastructure items, funding source and funding gap**

Topic	Project	Area Covered	Description	Funding Source	Cost	Funding secured	Funding gap	Lead Organisation	Partners
Green Infrastructure	Allotments	District-wide	Increase the provision of allotments across the district in line with identified need - assume need for 2,000 dwellings, at 2.4 persons per dwelling	CIL	£96,000	£0	£96,000	Maldon District Council	Developers
Green Infrastructure	Sports halls	District-wide	New sports hall facilities	CIL	£2,715,000	£0	£2,715,000	Maldon District Council	Developers
Green Infrastructure	Sports halls	District-wide	Improvements to existing facilities (including Plume School and Dengie Hundred)	CIL	tbc	£0	tbc	Maldon District Council	Developers

Topic	Project	Area Covered	Description	Funding Source	Cost	Funding secured	Funding gap	Lead Organisation	Partners
Green Infrastructure	Football pitches	District-wide	10 pitches needed	CIL	£750,000	£0	£750,000	Maldon District Council	Developers
Green Infrastructure	Mini soccer pitches	District-wide	3 pitches needed	CIL	£75,000	£0	£75,000	Maldon District Council	Developers
Green Infrastructure	Rugby pitches	District-wide	2 pitches needed	CIL	£230,000	£0	£230,000	Maldon District Council	Developers
Green Infrastructure	Changing facilities	District-wide	2 facilities each providing 4 changing rooms and club room	CIL	£1,150,000	£0	£1,150,000	Maldon District Council	Developers
Green Infrastructure	Cricket pitches	District-wide	2 pitches needed	CIL	£400,000	£0	£400,000	Maldon District Council	Developers
Green Infrastructure	Swimming pool	District-wide	Swimming pool in Burnham on Crouch (see section 6 on the feasibility of this project)	CIL	£2,940,000	£0	£2,940,000	Maldon District Council	Developers
Green Infrastructure	Squash courts	District-wide	8 courts needed	CIL	tbc	£0	tbc	Maldon District Council	Developers
Green Infrastructure	Outdoor tennis courts	District-wide	3 courts needed	CIL	£220,000	£0	£220,000	Maldon District Council	Developers



Topic	Project	Area Covered	Description	Funding Source	Cost	Funding secured	Funding gap	Lead Organisation	Partners
Green Infrastructure	Indoor tennis courts	District-wide	4 courts needed	CIL	£2,495,000	£0	£2,495,000	Maldon District Council	Developers
Green Infrastructure	Outdoor bowls	District-wide	1 green needed	CIL	£110,000	£0	£110,000	Maldon District Council	Developers
Green Infrastructure	Indoor bowls	District-wide	1 rink needed	CIL	£1,665,000	£0	£1,665,000	Maldon District Council	Developers
Green Infrastructure	Youth facilities	Maldon – scenario 1	Teen shelters, skateboard facilities and access to shared community facilities	Pooled S106	£926,250	£0	£926,250	Essex County Council	Developers
Green Infrastructure	Youth facilities	Maldon – scenario 2	Teen shelters, skateboard facilities and access to shared community facilities	Pooled S106	£744,792	£0	£744,792	Essex County Council	Developers
Green Infrastructure	Youth facilities	Heybridge - scenario 1	Teen shelters, skateboard facilities and access to shared community facilities	Pooled S106	£487,500	£0	£487,500	Essex County Council	Developers
Green Infrastructure	Youth facilities	Heybridge - scenario 2	Teen shelters, skateboard facilities and access to shared community facilities	Pooled S106	£668,958	£0	£668,958	Essex County Council	Developers
Green Infrastructure	Youth facilities	Burnham on Crouch	Teen shelters, skateboard facilities and access to shared community facilities	Pooled S106	£243,750	£0	£243,750	Essex County Council	Developers

Topic	Project	Area Covered	Description	Funding Source	Cost	Funding secured	Funding gap	Lead Organisation	Partners
Green Infrastructure	Childrens facilities	Maldon – scenario 1	LEAPs and NEAPs	Pooled S106	£196,992	£0	£196,992	Maldon District Council	Developers
Green Infrastructure	Childrens facilities	Maldon – scenario 2	LEAPs and NEAPs	Pooled S106	£158,400	£0	£158,400	Maldon District Council	Developers
Green Infrastructure	Childrens facilities	Heybridge - scenario 1	LEAPs and NEAPs	Pooled S106	£103,680	£0	£103,680	Maldon District Council	Developers
Green Infrastructure	Childrens facilities	Heybridge - scenario 2	LEAPs and NEAPs	Pooled S106	£142,272	£0	£142,272	Maldon District Council	Developers
Green Infrastructure	Childrens facilities	Burnham on Crouch	LEAPs and NEAPs	Pooled S106	£51,840	£0	£51,840	Maldon District Council	Developers
Green Infrastructure	District Park	District-wide	A district park in the Maldon/Heybridge area. Assume 20ha	CIL	£200,000	£0	£200,000	Maldon District Council	Developers
Green Infrastructure	Green Infrastructure Investment grants	District-wide	There is a need to address the deficit of sports and leisure facilities particularly in the smaller villages across the district.	Lottery, Sport England, Football Foundation, MDC, Parish Councils	£200,000	£0	£200,000	Maldon District Council	Parish & Town Councils

Topic	Project	Area Covered	Description	Funding Source	Cost	Funding secured	Funding gap	Lead Organisation	Partners
Physical Infrastructure	Upgrade 9 Wastewater treatment works	District-wide		Anglian Water Services	tbc	£0	tbc	Anglian Water Services	
Physical Infrastructure	Upgrade capacity of foul sewers	Maldon	Upgrade capacity of foul sewers serving Maldon sites.	Site-specific S106	£6,982,852	£3,759,717	£3,223,135	Anglian Water Services	Developers
Physical Infrastructure	Upgrade capacity of foul sewers	Heybridge	Upgrade capacity of foul sewers serving Heybridge sites.	Site-specific S106	£1,040,882	£207,740	£833,142	Anglian Water Services	Developers
Physical Infrastructure	Upgrade capacity of foul sewers	Burnham on Crouch	Upgrade capacity of foul sewers serving Burnham sites	Site-specific S106	£231,043	£0	£231,043	Anglian Water Services	Developers
Physical infrastructure	Flood alleviation	Heybridge	Flood alleviation measures	Site-specific S106	£8,700,000	£1,000,000	£7,700,000	Environment Agency	Developers
Physical Infrastructure	Waste Collection Depot	District-wide	Refurbishment of Promenade Park Depot	Maldon District Council; CIL	£200,000	£0	£200,000	Maldon District Council Environment Services; and Enterprise	
Physical Infrastructure	Maldon Recycling Centre	District-wide	Maintenance and minor upgrades of existing facility and ensure efficient operation and management	Essex County Council Capital Programme	Low level investment	£0	tbc	Essex County Council	

Topic	Project	Area Covered	Description	Funding Source	Cost	Funding secured	Funding gap	Lead Organisation	Partners
			of user throughput.						
Physical Infrastructure	Burnham-on-Crouch Recycling Centre	District-wide	Maintenance and minor upgrades of existing facility and ensure efficient operation and management of user throughput.	Essex County Council Capital Programme	Low level investment	£0	tbc	Essex County Council	
Social Infrastructure	Medical Provision	Maldon	Enhanced access to GP provision	CIL	£492,069	£0	£492,069	NHS	n/a
Social Infrastructure	Medical Provision	Heybridge	Enhanced access to GP provision	CIL	£845,897	£0	£845,897	NHS	n/a
Social Infrastructure	Medical Provision	Burnham on Crouch	Enhanced access to GP provision	CIL	£148,114	£0	£148,114	NHS	n/a
Social Infrastructure	Medical Provision	District-wide	Enhanced access to GP provision	CIL	£241,508	£0	£241,508	NHS	n/a
Social Infrastructure	Early Years & Childcare	Maldon Scenario 1 and 2	56-place EY&C facility to serve South Maldon SA (a second 56-place facility is included as part of the primary school development)	Pooled S106	£1,100,000	£0	£1,100,000	Essex County Council Schools Service	Maldon District Council; Developers/Landowners
Social Infrastructure	Early Years & Childcare	Heybridge Scenario 1 and 2	56-place EY&C facility to serve North Heybridge SA (a second 56-place facility is included as part of the primary school development)	Pooled S106	£1,100,000	£0	£1,100,000	Essex County Council Schools Service	Maldon District Council; Developers/Landowners

Topic	Project	Area Covered	Description	Funding Source	Cost	Funding secured	Funding gap	Lead Organisation	Partners
Social Infrastructure	Early Years & Childcare	Burnham-on-Crouch	56-place EY&C facility to serve Burnham	Pooled S106	£1,100,000	£0	£1,100,000	Essex County Council Schools Service	Maldon District Council; Developers/Landowners
Social Infrastructure	Early Years & Childcare	District-wide	Based on needs and available provision in particular locations	CIL	n/k	£0	n/k	Essex County Council Schools Service	Maldon District Council; Developers/Landowners
Social infrastructure	Primary education	Maldon Scenario 1	420-place (2FE) primary school and 56-place EY&C facility on single site	Pooled S106	£7,000,000	£0	£7,000,000	Essex County Council Schools Service	Maldon District Council; Developers/Landowners
Social infrastructure	Primary education	Maldon Scenario 2	315-place (1.5FE) primary school and 56-place EY&C facility on single site	Pooled S106	£5,900,000	£0	£5,900,000	Essex County Council Schools Service	Maldon District Council; Developers/Landowners
Social infrastructure	Primary education	Maldon Scenario 1 and 2	One class base expansion of existing primary school	Pooled S106	£280,000	£0	£280,000	Essex County Council Schools Service	Maldon District Council; Developers/Landowners
Social infrastructure	Primary education	Heybridge	210-place (1FE) primary school	Pooled S106	£3,600,000	£0	£3,600,000	Essex County Council	Maldon District Council;

Topic	Project	Area Covered	Description	Funding Source	Cost	Funding secured	Funding gap	Lead Organisation	Partners
		Scenario 1						Schools Service	Developers/ Landowners
Social infrastructure	Primary education	Heybridge Scenario 2	210-place (1FE) primary school and 56-place EY&C facility on single site	Pooled S106	£4,600,000	£0	£4,600,000	Essex County Council Schools Service	Maldon District Council; Developers/ Landowners
Social infrastructure	Primary education	Burnham on Crouch	Replacement of temporary class-base at St Mary's School to provide for additional 0.5FE	Pooled S106	£280,000	£0	£280,000	Essex County Council Schools Service	Maldon District Council; Developers/ Landowners
Social infrastructure	Primary education	District-wide	Contributions based on need to provide for 420 units at rural allocations (assume 10% flats and 90% houses)	CIL	£426,132	£0	£426,132	Essex County Council Schools Service	Maldon District Council; Developers/ Landowners
Social infrastructure	Secondary education	Maldon and Heybridge Scenarios 1 and 2	Expansion of Plume School - lower school	Pooled S106	£2,300,000	£0	£2,300,000	Essex County Council Schools Service	Maldon District Council; Developers/ Landowners
Social infrastructure	Secondary education	Maldon and Heybridge Scenarios 1	Expansion of Plume School - upper school/sixth form	Pooled S106	£7,600,000	£0	£7,600,000	Essex County Council Schools	Maldon District Council; Developers/

Topic	Project	Area Covered	Description	Funding Source	Cost	Funding secured	Funding gap	Lead Organisation	Partners
		and 2						Service	Landowners
Social infrastructure	School transport	District-wide	For both primary and secondary school children on rural allocations. £5 per pupil per day.	CIL	£1,189,598	£0	£1,189,598	Essex County Council Schools Service	Maldon District Council; Developers/Landowners
Social Infrastructure	Library Provision	District-wide	District-wide Library Services Provision including provision in Heybridge area	CIL	£1,134,364	£0	£1,134,364	Essex County Council	Maldon District Council
Transport Infrastructure	Highway Provision	Maldon and Heybridge	B1018 Langford Rd/Heybridge Approach	Pooled S106	£123,000	£0	£123,000	Essex County Council Highways	Maldon District Council; Developers/Landowners
Transport Infrastructure	Highway Provision	Maldon and Heybridge	B1018 /Heybridge Approach/A414 roundabout	Pooled S106	£2,278,000	£0	£2,278,000	Essex County Council Highways	Maldon District Council; Developers/Landowners
Transport Infrastructure	Highway Provision	Maldon and Heybridge	A414/Spital Rd roundabout	Pooled S106	£1,538,000	£0	£1,538,000	Essex County Council Highways	Maldon District Council; Developers/Landowners

Topic	Project	Area Covered	Description	Funding Source	Cost	Funding secured	Funding gap	Lead Organisation	Partners
Transport Infrastructure	Highway Provision	Maldon and Heybridge	A414/B1018 Limebrook Way	Pooled S106	£689,000	£0	£689,000	Essex County Council Highways	Maldon District Council; Developers/Landowners
Transport Infrastructure	Highway Provision	Maldon and Heybridge	A414 Oak Corner junction	Pooled S106	£686,000	£0	£686,000	Essex County Council Highways	Maldon District Council; Developers/Landowners
Transport Infrastructure	Highway Provision	Heybridge	North Heybridge relief road	Pooled S106	£11,122,000	£0	£11,122,000	Essex County Council Highways	Maldon District Council; Developers/Landowners
Transport Infrastructure	Highway Provision	Maldon	Maldon relief road (A414/Wycke Hill)	Pooled S106	£6,101,000	£0	£6,101,000	Essex County Council Highways	Maldon District Council; Developers/Landowners
Transport Infrastructure	Highway Provision	Burnham on Crouch	B1010/B1021 junction	Pooled S106	£58,000	£0	£58,000	Essex County Council Highways	Maldon District Council; Developers/Landowners
Transport Infrastructure	Strategic Highway	District-wide	A414 Eves Corner – Installation of pre-signals on Little Baddow Road and	ECC Integrated Transport	£120,000	£0	£120,000	Essex County Council	Maldon District Council;



Topic	Project	Area Covered	Description	Funding Source	Cost	Funding secured	Funding gap	Lead Organisation	Partners
	Provision		Mayes Lane to ensure the free flow of traffic north and south on the A414	Budget; CIL				Highways	Developers/ Landowners
Transport Infrastructure	Traffic / Network Management Improvements	District-wide	To be confirmed – e.g signage reviews; extension of speed limits; provision of pedestrian islands; junction reconfiguration and signalling alterations	ECC Integrated Transport Budget; CIL	tbc	£0	tbc	Essex County Council Highways	Maldon District Council; Developers/ Landowners
Transport Infrastructure	Passenger Transport Improvements	District-wide	Detail to be confirmed – e.g remodelling and relocation of bus stops and passenger transport information; enhanced public transport provision at villages. Assumes provision of 3 additional buses with 25% subsidised by private providers.	ECC Integrated Transport Budget; CIL	£5,850,000	£1,462,500	£4,387,500	Essex County Council Highways	Maldon District Council; Developers/ Landowners
Transport Infrastructure	Walking and Cycling Improvements	District-wide	Details to be confirmed – e.g the provision of new footpaths and cycleways; improved signage and information	ECC Integrated Transport Budget; CIL	£50,000	£0	£50,000	Essex County Council Highways	Maldon District Council; Developers/ Landowners
Transport Infrastructure	Road Safety Improvements at required locations	District-wide	Detail to be confirmed – e.g provision of signage and new lines	ECC Integrated Transport Budget;	tbc	£0	tbc	Essex County Council Highways	Maldon District Council; Developers/

Topic	Project	Area Covered	Description	Funding Source	Cost	Funding secured	Funding gap	Lead Organisation	Partners
				CIL					Landowners

Note: Costs are the same for both scenarios unless otherwise stated

## **14. Overall Funding Gap**

- 14.1 For the purposes of the CIL evidence base and its presentation at examination, it is important that the Council lists out all the infrastructure requirements and then shows precisely what has been funded (or has funding secured) in order to show the funding gap. This will demonstrate that the full range of infrastructure requirements have been considered and the Council is aware of the infrastructure needed to deliver the level of growth proposed in the LDP. Table 20 provides a draft version of the list which will be presented at CIL examination.
- 14.2 It is not possible at this stage to be definitive about the total cost of infrastructure or about the funding gap. This position will certainly change over time, therefore the information listed in table 20 is subject to change.
- 14.3 Based on the assessment of infrastructure needs, costs and funding, there is currently a funding gap under both scenarios totalling £78,733,452.

## **15. Regulation 123 list and Section 106 items**

### **Introduction**

- 15.1 This section summarises the potential level of contributions that need to be sought through CIL or Section 106. The approach of pooling S106 contributions to address the majority of needs of the strategic sites is also considered, particularly in relation to how the pooling of S106 contributions would operate alongside a CIL charge for all other items.

### **Approach to developer contributions**

- 15.2 It has been a working consideration in the Local Plan and Community Infrastructure Levy Viability Study that the best approach to deliver the growth in the Local Plan is through the use of Section 106 contributions on the strategic development areas in Maldon, Heybridge and Burnham.
- 15.3 As identified in the previous section, there is currently a 'working' funding gap of £78.7m. If a straightforward approach was taken to funding this then a CIL charge would be applied and money collected by the charging authority. This money would be used to address the infrastructure needs associated with growth and would therefore contribute towards tackling this funding gap, albeit not in its entirety.
- 15.4 However, the nature of the strategic growth in Maldon District is such that its focus on three strategic growth locations provides a potential alternative approach. Such an approach would use S106 contributions to address the infrastructure needs that are directly related to the growth at those strategic locations.
- 15.5 The major advantage of such an approach is that 'in-kind' delivery of infrastructure needs by way of S106 is straightforward and gives assurance to both developer and District

Council that the required infrastructure will be delivered and will be delivered when needed.

15.6 The CIL Regulations have significantly restricted the use of S106. Regulation 122(2) states that planning obligations must be:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

15.7 It is still possible to pool S106 contributions but this is limited. Regulation 123(3b) states that a planning obligation may not constitute a reason for granting planning permission if five or more separate planning obligations which provide for the funding or provision of a 'project or type of infrastructure' have already been entered in to. Moreover, the counting number of S106 contributions towards a project or type of infrastructure applies from 6<sup>th</sup> April 2010 when the CIL Regulations came into effect.

15.8 By way of an example:

*Contributions are sought via S106 for 'primary school education'*

*Since 6<sup>th</sup> April 2010, three S106 contributions have already been secured for 'primary school education'*

*Therefore, only two further contributions can be sought for 'primary school education', i.e. only two new sites can contribute*

15.9 It is therefore very important that the wording of what is sought by way of a S106 agreement is as precise as possible. As the example above showed, 'primary school education' is a very broad infrastructure area so it is likely that contributions for this have already been collected and so already count towards the limit of five contributions. By being more specific about an infrastructure item it is possible to ensure that there have been no contributions collected already towards this item.

15.10 Here is an example:

Contributions are sought via S106 for 'a new primary school at the North Heybridge'

Because this is a very specific item, no S106 contributions have been collected for it since 6<sup>th</sup> April 2010. Therefore there is still the potential to collect up to five S106 contributions towards 'a new primary school at

the North Heybridge'

S106 contributions collected for 'primary school education' could be spent in a different area.

- 15.11 No more than five contributions can be made towards either an infrastructure project, e.g. 'a new primary school at North Heybridge', or a type of infrastructure, e.g. 'primary school provision'.
- 15.12 In addition, all of those contributions must be necessary to make the development acceptable, directly related to the development and fairly and reasonably related in scale and kind. Contributions towards 'primary school provision' would therefore have to be broken down to show what it would be spent on and these infrastructure items would have to be directly related to the sites that are contributing towards it. In other words, that infrastructure item is required to directly address the needs arising from the growth on those sites, as opposed to addressing wider needs. For smaller sites this is not possible and so such a strategy would fall foul of the Regulations. However, for larger strategic sites such as in Maldon District, the infrastructure needs (such as a new primary school at North Heybridge) are directly related to that development.
- 15.13 We now consider whether and how such an approach of pooling contributions would work in delivering the infrastructure required to support growth in the Local Plan.

#### **(i) Pooling of Section 106 items**

- 15.14 Infrastructure requirements which are directly related to more than one development site can be funded through pooled planning obligations from a number of relevant developers. Using pooled planning obligations instead of CIL payments provides greater certainty that infrastructure will be delivered, and delivered at an appropriate time, as required to support new development in the District. Table 21 identifies infrastructure which is directly related to a number of development sites and is required to make more than one development site acceptable in planning terms, and outlines how planning obligations can be pooled between relevant development sites to fund the delivery of required infrastructure. The infrastructure items shown in Table 21 are considered to have the potential to be pooled because they comply with the requirements of Regulation 122(2) of the CIL Regulations 2010:

**Table 21: Pooling of section 106 contributions**

Pooled S106 items	Maldon	Heybridge	Burnham on Crouch	Sites (Policy S2)	
				Scenario 1	Scenario 2
<b>Transport</b>					
B1018 Langford Rd/Heybridge Approach	Y	Y		a, b, c, d, e	a, b, c, d, e
B1018/Heybridge Approach/A414 roundabout	Y	Y		a, b, c, d, e	a, b, c, d, e
A414/Spital Rd roundabout	Y	Y		a, b, c, d, e	a, b, c, d, e
A414/B1018 Limebrook Way	Y	Y		a, b, c, d, e	a, b, c, d, e
A414 Oak Corner junction	Y	Y		a, b, c, d, e	a, b, c, d, e
Maldon relief road (A414/Wycke Hill)	Y			a, b, c	a, b, c
North Heybridge relief road		y		d, e,	d, e, ADD
B1010/B1021 junction			y	h, i, j	h, i, j
<b>Flooding</b>					
Flood alleviation		Y		d, e	d, e, ADD
<b>Education</b>					
56-place EY&C facility	Y			a, b, c	a, b, c
56-place EY&C facility		Y		d, e	d, e, ADD
420-place (2FE) primary school and 56-place EY&C facility	y			a, b, c	a, b, c
One class base expansion of existing primary school	y			a, b, c	a, b, c
210-place (1FE) primary school		y		d, e	d, e, ADD
Replacement of temporary class-base at St Mary's School			y	h, i, j	h, i, j
Expansion of Plume School - lower school	y	y		a, b, c, d, e	a, b, c, d, e
Expansion of Plume School - upper school/sixth form	y	y		a, b, c, d, e	a, b, c, d, e
<b>Youth and childrens facilities</b>					
Teen shelters, skateboard facilities and access to shared community facilities to serve Maldon	y			a, b, c	a, b, c
Teen shelters, skateboard facilities and access to shared community facilities to serve Heybridge		y		d, e	d, e, ADD
Teen shelters, skateboard facilities and access to shared community facilities to serve Burnham			y	h, i, j	h, i, j
NEAPs and LEAPs to serve Maldon	y			a, b, c	a, b, c
NEAPs and LEAPs to serve Heybridge		y		d, e	d, e, ADD
NEAPs and LEAPs to serve Burnham			y	h, i, j	h, i, j

Note: The site reference 'ADD' refers to the additional 100-dwelling site at the Heybridge strategic development area. This table is based on the scenario 1 distribution of growth.

- 15.15 The table above shows, for each item, the strategic sites (with their Draft LDP Policy S2 references as outlined in table 1) that could contribute towards the provision of the individual infrastructure item through a pooled S106 approach. This demonstrates under Scenario 1 that no individual item requires contributions from any more than five sites; certain transport and education items would secure S106 contributions from five sites in Maldon and Heybridge but no more. This therefore would comply with the requirements of the CIL Regulations.
- 15.16 With the additional site in Heybridge under Scenario 2, there would potentially be six sites (S2a, b, c, d, e, ADD) which could contribute towards certain items. However, this would contravene the Regulations so the pooling of contributions from the additional site could only be used for items which fell at or below the limit of five contributions. In this case, this would be for the Heybridge relief road, the EY&C facility and primary school in Heybridge and the youth and childrens' facilities provided there as well.
- 15.17 It is therefore proposed that these items are excluded from any Regulation 123 list which identifies what infrastructure projects CIL funding is to be spent on.
- 15.18 There are also potentially other items which may be best provided as either site specific or pooled S106 items. Specific examples are some sports facilities, such as sports pitches and changing rooms. At present there is no fixed locational strategy for where these pitches are to be provided. It is likely that some or all of the strategic development areas will be suitable locations for such provision.
- 15.19 If all these items are included within the CIL then their delivery could be compromised. The current strategy is for the majority of growth – on the strategic sites – to be delivered through S106 and therefore only the remainder of growth to be delivered with contributions from CIL. Given this, the ability of CIL to raise significant funds will be limited; indeed, the later chapter on potential CIL revenue gives a figure in the region of £12.7m over the plan period. If too many items are requiring a call on CIL funds, then there are likely to be shortfalls in what it can contribute towards.
- 15.20 By contrast, if items such as sports pitches are delivered on the strategic sites – addressing the needs arising from growth – then they can be delivered through the pooled S106 mechanism.
- 15.21 It is important that the masterplanning process for the strategic sites ascertains at an early stage whether such sports facilities are to be provided and if so, then in what quantum.
- 15.22 It should be noted that the two strategic allocations at South of Maldon (Policy S2(f)) and Heybridge Swifts (Policy S2(g)) have been excluded from the pooling mechanism. The principal reason is that these sites are away from the main strategic development location and so have different impacts on infrastructure. In particular, their impact on the transport infrastructure and the need for junction improvements is limited and it could not be proven that these improvements were directly related to the growth at these two strategic allocations. As such, they would contravene Regulation 122(2) regarding the use of planning obligations.

- 15.23 A similar consideration relates to the pooling of contributions towards the two relief roads. The Heybridge relief road is required to support the strategic growth in Maldon and the Maldon relief road is required to do the same for the strategic growth in Heybridge. There is a case therefore to consider whether these sites should contribute towards the pooled S106 approach for these individual items of infrastructure. However, such an approach would potentially create problems. Whilst the provision of a relief road will help relieve traffic issues at the strategic sites in the other settlement, it would be difficult to argue that the provision of that relief road is directly related to the strategic growth in the other settlement. In other words, the provision of a relief road at Maldon is not directly related to the creation of additional traffic at the Heybridge strategic sites. It would therefore also contravene Regulation 122(2).

#### **Apportionment of pooled S106 costs between strategic development sites**

- 15.24 The items identified as being appropriate to receive pooled contributions all directly address the needs arising from growth at the respective strategic locations. As such, they do not directly address wider needs; if they did, then they would contravene CIL Regulation 122(2) and specifically the need for a planning contribution to be directly related to the proposed development.
- 15.25 It is therefore appropriate to apply the principle of 'impact' or 'burden' that growth of each of the strategic sites places upon an individual infrastructure item. In the case of improvements to particular highway junctions, if a development is expected to provide 50% of the additional traffic at that junction, then it should pay 50% of the total contributions sought from development for that junction improvement. Equally, if a site is expected to provide 30% of the child yield that is to be served by a new primary school, then it should provide 30% of the total contributions sought from development for that primary school.
- 15.26 As identified above, there are certain items under Scenario 2 where six sites could individually contribute towards its costs yet only five contributions can be permitted. One of the sites will therefore not make a contribution towards this item but would effectively be receiving the benefit of the new infrastructure. There is no obvious solution for this because it would breach the limit of contributions.
- 15.27 Under such circumstances, it would be appropriate to consider the impact of each scheme and exclude the site which makes the least impact. In addition, this is a situation for a number of items (those sites listed in Table 5.1 under Scenario 2 that already have five contributions listed for them) so it may be possible to vary the list of five sites for each item. For example, one highway scheme may have contributions from sites S2a,b,c,d and e whereas one of the other highway schemes would instead take contributions from sites S2a,b,c,d and the additional site ('ADD'). To adopt this approach it would be necessary to determine the impact of each item on each site in detail and ascertain how the balance of contributions would affect the overall viability of each site.
- 15.28 Table 22 below shows, based on the costs and funding analysis, the scale of contributions that would be sought through a pooled S106 approach, by strategic sites, if all the funding gap for these items was to be bridged. In each case, this apportions the funding gap on a pro rata basis by the number of dwellings proposed at each strategic site. Therefore this



may not provide the same outputs compared to if the assessment considers the impact caused by each site on an infrastructure item.

- 15.29 Table 22 shows that, for each strategic site, there would be the following average per-dwelling contribution required from pooled S106:

**Table 22: Average per dwelling contribution from pooled section 106**

Sites	Scenario 1	Scenario 2
Maldon sites (S2a-c)	£14,954	£17,410
Heybridge sites (S2d-e)	£32,622	£25,586
Heybridge additional site ('ADD')	-	£19,525
Burnham on Crouch sites (S2h-j)	£1,408	£1,408

- 15.30 It is important to reiterate a number of matters:

- There are a number of items where costs have yet to be determined.
- Some costs have yet to be agreed between parties. One particular item is the Heybridge relief road where, if the developer costs of £6.7m are used, the average per-dwelling cost of the pooled S106 approach falls to £27,000 for sites S2d-e under Scenario 1 and £22,000 under Scenario 2.
- This per-dwelling contribution would reflect a position whereby all the costs of providing the items in question are met through the developer contributions. Whilst, under a S106 regime, this is important to ensure that the infrastructure items are delivered, it may be that other sources of funding are identified which help to bridge some of this gap.
- The per-dwelling contribution figure under Scenario 2 for the additional site in Heybridge ('ADD') reflects the fact that there are a number of items it could contribute towards but does not because, being the sixth item, it would breach the pooling limit of five contributions.

- 15.31 One other point to note is that the contributions from strategic sites in Burnham-on-Crouch are very low. As such, it may be that operating a CIL charge in this location would create greater funding for infrastructure to serve these strategic sites. If this were the case, it would not impact on the S106 pooling for the strategic growth in Maldon and Heybridge, as none of the pooled infrastructure items in those locations are contributed towards by sites in Burnham-on-Crouch.

- 15.32 It is for the viability work to ascertain whether this level of pooled S106 contribution compromises the viability of any of the strategic sites, bearing in mind the 'one-off' site-specific S106 costs (as opposed to standard site-specific costs that developers would expect to address as part of any development of this nature) as well – these are addressed in the next section of this chapter. It should also be remembered that under this approach, provided the overall S106 cost was in excess of the overall cost burden created by any CIL

charge, these sites could make a lower financial contribution towards CIL, a lower per sq m CIL charge could be justified. It is the role of the viability study to ascertain this but it is considered that this likely to be the case.

- 15.33 On this basis, it will be important that this approach is set out in policy in the LDP. There must be a specific policy which states that for each strategic location, certain items will be delivered through S106 and the policy must identify what these items are. In addition, it should identify how costs should be split between individual strategic sites.

#### **Use of S278 agreements**

- 15.34 Several of the S106 items that are recommended for pooling are highway improvements:
- B1018 Landford Road/Heybridge Approach
  - B1018/Heybridge Approach/A414 roundabout
  - A414/Spital Road roundabout
  - A414/B1018 Limebrook Way
  - A414 Oak Corner junction
  - B1010/B1021 junction
- 15.35 As such, they can be delivered through S278 agreements. Under the CIL Regulations, these items are not subject to the same pooling restrictions as S106 items in that there is no limit to the number of sites that contributions can be pooled from. As such, any of these items where contributions would ideally be sought from more than five sites, would be better served if it were possible to put a S278 agreement in place. This could therefore apply to all of the schemes identified above with the first five named schemes particularly benefitting under Scenario 2 because contributions could then be sought from all six sites that have created the need for these improvements.
- 15.36 If a S278 approach is to be taken for these items, it will be important that this is agreed with Essex County Council.
- 15.37 In addition, it will be important that such an approach is specifically identified and referenced in the LDP, in the same way that items intended to be delivered through the S106 pooled approach must be identified.

#### **Recommended apportionment of pooled section 106 contributions**

- 15.38 Tables 23 and 24 outline the amount of funding towards pooled section 106 contributions which each development site within the Garden Suburbs and Strategic Allocations in the LDP would be expected to provide. The proportion of payments for each site is based on the level of growth allocated to each site (no. of dwellings), and as explained above, the portioning seeks to ensure compliance with CIL Regulation 122(2).

**Table 23: Apportionment of infrastructure funding gap costs based on a pooled S106 approach, by strategic site and item – Scenario 1**

**Note:** For each site, column A outlines the amount of the estimated total cost of infrastructure which each site is recommended to provide, column B outlines the percentage of the total cost of infrastructure each site is recommended to provide.

Pooled S106 items	Sites (Policy S2)	S2a		S2b		S2c		S2d		S2e		Additional site		S2h		S2i		S2j	
<b>Transport</b>		A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
B1018 Langford Rd/Heybridge Approach	a, b, c, d, e	£53,724	44%	£21,207	17%	£5,655	5%	£37,701	31%	£4,713	4%								
B1018 /Heybridge Approach/A414 roundabout	a, b, c, d, e	£994,989	44%	£392,759	17%	£104,736	5%	£698,238	31%	£87,280	4%								
A414/Spital Rd roundabout	a, b, c, d, e	£671,770	44%	£265,172	17%	£70,713	5%	£471,418	31%	£58,927	4%								
A414/B1018 Limebrook Way	a, b, c, d, e	£300,943	44%	£118,793	17%	£31,678	5%	£211,188	31%	£26,398	4%								
A414 Oak Corner junction	a, b, c, d, e	£299,632	44%	£118,276	17%	£31,540	5%	£210,268	31%	£26,284	4%								
North Heybridge relief road	d, e							£9,886,222	89%	£1,235,778	11%								
Maldon relief road (A414/Wycke Hill)	a, b, c	£4,067,333	67%	£1,605,526	26%	£428,140	7%												
B1010/B1021 junction	h, i, j													£23,200	40%	£23,200	40%	£11,600	20%
<b>Flooding</b>																			
Flood alleviation	d, e							£6,844,444	89%	£855,556	11%								
<b>Education</b>																			
56-place EY&C facility to serve Maldon	a, b, c	£733,333	67%	£289,474	26%	£77,193	7%												
56-place EY&C facility to serve Heybridge	d, e							£977,778	89%	£122,222	11%								

Pooled S106 items	Sites (Policy S2)	S2a		S2b		S2c		S2d		S2e		Additional site		S2h		S2i		S2j	
420-place (2FE) primary school and 56-place EY&C facility	a, b, c	£4,666,667	67%	£1,842,105	26%	£491,228	7%												
One class base expansion of existing primary school	a, b, c	£186,667	67%	£73,684	26%	£19,649	7%												
210-place (1FE) primary school	d, e							£3,200,000	89%	£400,000	11%								
Replacement of temporary class- base at St Mary's School	h, i, j													£112,000	40 %	£112,000	40 %	£56,000	20 %
Expansion of Plume School - lower school	a, b, c, d, e	£1,004,598	44%	£396,552	17%	£105,747	5%	£704,981	31%	£88,123	4%								
Expansion of Plume School - upper school/sixth form	a, b, c, d, e	£3,319,540	44%	£1,310,345	17%	£349,425	5%	£2,329,502	31%	£291,188	4%								
<b>Youth and childrens facilities</b>																			
Teen shelters, skateboard facilities and access to shared community facilities to serve Maldon	a, b, c	£617,500	67%	£243,750	26%	£65,000	7%												
Teen shelters, skateboard facilities and access to shared community facilities to serve Heybridge	d, e							£433,333	89%	£54,167	11%								

Pooled S106 items	Sites (Policy S2)	S2a		S2b		S2c		S2d		S2e		Additional site		S2h		S2i		S2j	
Teen shelters, skateboard facilities and access to shared community facilities to serve Burnham	h, i, j													£97,500	40 %	£97,500	40 %	£48,750	20 %
NEAPs and LEAPs to serve Maldon	a, b, c	£131,328	67%	£51,840	26%	£13,824	7%												
NEAPs and LEAPs to serve Heybridge	d, e							£92,160	89%	£11,520	11%								
NEAPs and LEAPs to serve Burnham	h, i, j													£20,736	40 %	£20,736	40 %	£10,368	20 %
<b>Total</b>		<b>£17,048,023</b>		<b>£6,729,483</b>		<b>£1,794,529</b>		<b>£26,097,233</b>		<b>£3,262,154</b>		<b>n/a</b>		<b>£253,436</b>		<b>£253,436</b>		<b>£126,718</b>	
Cost per dwelling of pooled S106		£14,954		£14,954		£14,954		£32,622		£32,622		n/a		£1,408		£1,408		£1,408	

**Table 24: Apportionment of infrastructure funding gap costs based on a pooled S106 approach, by strategic site and item – Scenario 2**

**Note:** For each site, column A outlines the amount of the estimated total cost of infrastructure which each site is recommended to provide, column B outlines the percentage of the total cost of infrastructure each site is recommended to provide.

Pooled items	S106	Sites (Policy S2)	S2a		S2b		S2c		S2d		S2e		Additional site		S2h		S2i		S2j	
			A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
<b>Transport</b>																				
B1018 Langford Rd/Heybridge Approach		a, b, c, d, e	£49,004	40%	£14,701	12%	£3,675	3%	£50,719	41%	£4,900	4%								
B1018 /Heybridge Approach/A414 roundabout		a, b, c, d, e	£907,570	40%	£272,271	12%	£68,068	3%	£939,335	41%	£90,757	4%								
A414/Spital Rd roundabout		a, b, c, d, e	£612,749	40%	£183,825	12%	£45,956	3%	£634,195	41%	£61,275	4%								
A414/B1018 Limebrook Way		a, b, c, d, e	£274,502	40%	£82,351	12%	£20,588	3%	£284,110	41%	£27,450	4%								
A414 Oak Corner junction		a, b, c, d, e	£273,307	40%	£81,992	12%	£20,498	3%	£282,873	41%	£27,331	4%								
North Heybridge relief road		d, e, ADD							£9,320,866	84%	£900,567	8%	£900,567	8%						
Maldon relief road (A414/Wycke Hill)		a, b, c	£4,437,091	73%	£1,331,127	22%	£332,782	5%												
B1010/B1021 junction		h, i, j													£23,200	40%	£23,200	40%	£11,600	20%
<b>Flooding</b>																				
Flood alleviation		d, e, ADD							£6,453,036	84%	£623,482	8%	£623,482	8%						
<b>Education</b>																				
56-place EY&C facility to serve Maldon		a, b, c	£800,000	73%	£240,000	22%	£60,000	5%												

Pooled items	S106	Sites (Policy S2)	S2a		S2b		S2c		S2d		S2e		Additional site		S2h		S2i		S2j	
56-place EY&C facility to serve Heybridge		d, e, ADD							£921,862	84%	£89,069	8%	£89,069	8%						
420-place (2FE) primary school and 56-place EY&C facility		a, b, c	£5,090,909	73%	£1,527,273	22%	£381,818	5%												
One class base expansion of existing primary school		a, b, c	£203,636	73%	£61,091	22%	£15,273	5%												
210-place (1FE) prim ary scho ol		d, e, ADD							£3,017,004	84%	£291,498	8%	£291,498	8%						
Replacement of temporary class-base at St Mary's School		h, i, j													£112,000	40%	£112,00	40%	£56,000	20%
Expansion of Plume School - lower school		a, b, c, d, e	£916,335	40%	£274,900	12%	£68,725	3%	£948,406	41%	£91,633	4%								
Expansion of Plume School - upper school/sixth form		a, b, c, d, e	£3,027,888	40%	£908,367	12%	£227,092	3%	£3,133,865	41%	£302,789	4%								
<b>Youth and childrens facilities</b>																				
Teen shelters, skateboard facilities and access to shared community		a, b, c	£673,636	73%	£202,091	22%	£50,523	5%												

Pooled items	S106	Sites (Policy S2)	S2a		S2b		S2c		S2d		S2e		Additional site		S2h		S2i		S2j	
facilities to serve Maldon																				
Teen shelters, skateboard facilities and access to shared community facilities to serve Heybridge	d, e, ADD							£408,553	84%	£39,474	8%	£39,474	8%							
Teen shelters, skateboard facilities and access to shared community facilities to serve Burnham	h, i, j													£97,500	40%	£97,500	40%	£48,750	20%	
NEAPs and LEAPs to serve Maldon	a, b, c	£143,267	73%	£42,980	22%	£10,745	5%													
NEAPs and LEAPs to serve Heybridge	d,e, ADD							£86,890	84%	£8,395	8%	£8,395	8%							
NEAPs and LEAPs to serve Burnham	h, i, j													£20,736	40%	£20,736	40%	£10,368	20%	
Total		£17,409,894		£5,222,968		£1,305,74		£26,481,714		£2,558,62		£1,952,48		£253,436		£253,43		£126,71		
Cost per dwelling of pooled S106		£17,410		£17,410		£17,410		£25,586		£25,586		£19,525		£1,408		£1,408		£1,408		



**Site-specific Section 106 items**

- 15.39 There are certain significant site-specific Section 106 items which, whilst developers are commonly expected to pay for and therefore will factor into costings, do represent significant costs that are worthy of highlighting. These are shown in table 25 below.

**Table 25: Site specific section 106 items**

Location	Item	Cost	Funding	Funding gap
Maldon	Sewerage - upgrade capacity of foul sewers serving Maldon sites.	£6,982,852	£3,759,717	£3,223,135
Heybridge	Sewerage - upgrade capacity of foul sewers serving Heybridge sites.	£1,040,882	£207,740	£833,142
Burnham on Crouch	Sewerage - upgrade capacity of foul sewers serving Burnham sites	£231,043	£0	£231,043
Heybridge	Flooding - flood alleviation measures	£8,700,000	£1,000,000	£7,700,000

- 15.40 The funding gap for these items pertaining to sewerage and flooding improvements totals nearly £12m across the three strategic site areas.
- 15.41 In total, the costs of upgrading the foul sewerage network across Maldon, Heybridge, and Burnham-on-Crouch are £8.3m. However, the extent of the required developer contribution has been calculated by Anglian Water Services (AWS) for some of the sites. Therefore, at present the extent of developer contributions required will be £4.3m. However, some of the sites have yet to have their required contribution calculated, so this figure will reduce as more information is made available by AWS.
- 15.42 It should be noted that the figure for flood alleviation at Heybridge includes the cost of land acquisition. However, if this is delivered on site then that figure will reduce considerably.

**(ii) Regulation 123 list**

- 15.43 The previous sections in this chapter have identified the infrastructure items that will be contributed towards through S106. There are still however numerous items for which developer contributions are best sought through CIL. These items will need to be identified on the charging authority's Regulation 123 list.
- 15.44 The items that it is proposed should be included in the Regulation 123 list at present are shown in table 20 (labelled 'CIL' in the 'Funding source' column). In terms of how they are expressed on the Regulation 123 list, care needs to be taken to ensure that it does not also encompass any of the items that are to be sought through S106 but also does not limit the potential to spend CIL receipts on particular items.

15.45 The draft Regulation 123 list is outlined in table 26 below:

<b>Table 26: Draft Regulation 123 List</b>	
■	<b>Education infrastructure, <i>excluding</i>:</b>
	<ul style="list-style-type: none"> <li>○ dedicated Early Years and Childcare facilities to serve strategic sites at Maldon and Heybridge; and</li> <li>○ (i) dedicated primary education facilities to serve strategic sites at Maldon and Heybridge, and (ii) expansion of existing primary education facilities to serve strategic sites at Maldon and Burnham on Crouch</li> </ul>
■	<b>Transport infrastructure, <i>excluding</i>:</b>
	<ul style="list-style-type: none"> <li>○ improvements to B1018 Langford Rd/Heybridge Approach;</li> <li>○ improvements to B1018/Heybridge Approach/A414 roundabout;</li> <li>○ improvements to A414/Spital Rd roundabout;</li> <li>○ improvements to A414/B1018 Limebrook Way;</li> <li>○ improvements to A414 Oak Corner junction;</li> <li>○ improvements to B1010/B1021 junction;</li> <li>○ provision of Maldon relief road (A414/Wycke Hill); and</li> <li>○ provision of North Heybridge relief road.</li> </ul>
■	<b>Health infrastructure</b>
■	<b>Libraries, museums, visitor centres and markets</b>
■	<b>Green infrastructure, <i>excluding</i>:</b>
	<ul style="list-style-type: none"> <li>○ Sports and related social facilities located on the Maldon, Heybridge and Burnham on Crouch strategic sites;</li> <li>○ Youth facilities located on the Maldon, Heybridge and Burnham on Crouch strategic sites;</li> <li>○ Childrens' play facilities located on the Maldon, Heybridge and Burnham on Crouch strategic sites.</li> </ul>
■	<b>Waste management and collection infrastructure</b>

15.46 Definitions could be provided of each of the headings in bold to reflect the fact these are the items that most commonly occur under that heading.

- 15.47 The Regulation 123 list can be changed by the charging authority without the need for examination. Therefore it should be reviewed as the infrastructure needs change and as the charging authority, it is at the discretion of the District Council as to how changes are consulted. However, it is important that a list is provided to the CIL examination in order to show the balance between what is to be charged through S106 and what is to be charged through CIL.

## 16. Potential CIL Income

- 16.1 The previous sections have considered the approach to seeking developer contributions. As part of this work, particular items have been identified as being most suitable to have contributions collected through the CIL regime. This section considers the potential levels of funding that can be secured through CIL.

### Residential

- 16.2 Under Scenarios 1 and 2, there are the following levels of residential growth:

**Table 27: Locations for housing growth**

Site/location	Site reference	Total no. of dwellings	
		Scenario 1	Scenario 2
South of Limebrook Way	S2a	1,140	1,000
Wycke Hill North	S2b	450	300
Wycke Hill South	S2c	120	75
South of Maldon (Park Drive)	S2f	120	1200
North of Heybridge	S2d	800	1,035
Land to north of Holloway Road	S2e	100	100
Additional site at Heybridge strategic location	ADD	0	100
Heybridge Swifts	S2g	100	100
West of Burnham on Crouch	S2h	180	180
North of Burnham on Crouch (west)	S2i	180	180
North of Burnham on Crouch (east)	S2j	90	90
Rural allocations and windfalls		750	750
<b>GRAND TOTAL (excl. commitments)</b>		<b>4,030</b>	<b>4,030</b>

- 16.3 This excludes commitments which will not pay a CIL charge. Indeed, it is likely that a proportion of this growth will come forward prior to a CIL charge being put in place. However, it is not possible to know how large this figure will be or where it will be. Also, the LDP housing requirement is not a ceiling so it is possible that more growth could come forward.
- 16.4 CIL is not payable on affordable housing, so it is important to exclude the likely levels of affordable housing that will be provided. The LDP seeks a range; outside the strategic growth locations:
- 40% in the Northern Rural, Maldon Central and South and Rural South areas

- 30% in Maldon North and Rural South East Higher areas
  - 25% in the Rural South East Lower area
- 16.5 It is not possible to be certain as to the levels of growth that will occur in each of these areas, nor the actual level of affordable housing that will be secured. Therefore, an assumption is made that an average of 30% will be achieved, so this is the figure that is applied to the CIL calculation.
- 16.6 The Viability Study- Post Consultation Update (November 2013) suggests the following residential charges for Maldon district:
- All areas other than the Heybridge strategic sites (S2d – North of Heybridge and S2e – North of Holloway Road) - £70psm
  - Heybridge strategic sites (S2d – North of Heybridge and S2e – North of Holloway Road) - £0psm
- 16.7 Again, it is not possible to know the exact balance of provision by location (outside of the Heybridge strategic sites), but for the purposes of this assessment, a figure of £70psm is used.
- 16.8 It is assumed that 30% affordable housing will be provided (upon which CIL is not charged).
- 16.9 It is necessary to make an assumption about the average size of dwelling that will be built. Based on an average standard product 3-bed semi-detached property, a figure of 100sqm is adopted.
- 16.10 It is assumed that all new dwellings will be built on new sites and that there will be no existing floorspace lost. In practice however this is unlikely, but equally any existing floorspace is likely to be relatively minimal.
- 16.11 This information is then brought together and the following levels of CIL outlined in table 28 below could be captured.

**Table 28: Potential levels of CIL that could be raised from residential development – Scenarios 1 and 2**

	Site ref	Scenario 1			Scenario 2		
		Total no. of dwellings	CIL charge	CIL revenue	Total no. of dwellings	CIL charge	CIL revenue
South of Limebrook Way	S2a	1,140	£70	£4,788,000	1,000	£70	£4,200,000
Wycke Hill North	S2b	450	£70	£1,890,000	300	£70	£1,260,000
Wycke Hill South	S2c	120	£70	£504,000	75	£70	£315,000
South of Maldon (Park Drive)	S2f	120	£70	£504,000	120	£70	£504,000
North of Heybridge	S2d	800	£0	£0	1,035	£0	£0
Land to north of Holloway Road	S2e	100	£0	£0	100	£0	£0
Additional site	ADD	0	£70	£0	100	£70	£420,000
Heybridge Swifts	S2g	100	£70	£420,000	100	£70	£420,000
West of Burnham on Crouch	S2h	180	£70	£756,000	180	£70	£756,000
North of Burnham on Crouch (west)	S2i	180	£70	£756,000	180	£70	£756,000
North of Burnham on Crouch (east)	S2j	90	£70	£378,000	90	£70	£378,000
Rural allocations and windfalls		750	£70	£3,675,000	750	£70	£3,675,000
<b>GRAND TOTAL (excl. commitments)</b>		<b>4,030</b>		<b>£13,671,000</b>	<b>4,030</b>		<b>£12,684,000</b>

N.B. The CIL revenue assumes an affordable housing level of 30%

- 16.12 This shows that £13.7m could be raised from residential development under Scenario 1 and £12.7m under Scenario 2.
- 16.13 It should be stressed that this represents a ‘best case’ scenario, albeit that reasonable assumptions have been adopted. Clearly the issue of most significance is the level that the CIL charge is set at.
- 16.14 One issue raised in the previous chapter was the low level of contributions that would be secured from the Burnham-on-Crouch strategic sites under a pooled S106 approach – just £1,408 per dwelling. In total, this would raise £633,600 to address the infrastructure items identified across the 450 dwellings proposed. Under CIL there would be the potential to raise £1.9m.

#### Other uses

- 16.15 The Viability Study (August 2013) suggested the following CIL charges for non-residential uses:

- Supermarkets and Retail Warehouses - £150psm
- Hotels - £150psm
- Sheltered housing - £150psm
- Extra care facilities - £150psm
- All other development - £0psm

16.16 The LDP does not identify the levels of development that are expected for each of these uses. Therefore it is not possible to provide a working CIL income figure. However, it is likely that there will be some of these uses brought forward and therefore, at the rates proposed, they could raise a significant level of CIL income.

#### **Distribution of CIL**

16.17 It should be noted that not all CIL revenue will be kept by the charging authority. In parishes where the development occurs, 15% of the receipts can be kept, with this capped annually at an average of £100 per council tax dwelling. If a parish has a neighbourhood plan in place however, this proportion rises to 25% with no cap.

16.18 Therefore, if neighbourhood plans are in place in every part of the District where there is a positive CIL charge, then potentially up to between £3.2m and £3.4m would have to be given to the respective parish councils where the growth occurs. If there were no neighbourhood plans in place then this figure would be a maximum of between £1.9m and £2.1m, although in reality it would be less because many parishes would reach the cap (based on the number of council tax dwellings) before the full CIL contribution was reached.

16.19 It is not known how many neighbourhood plans will come forward and whether they will be in place when a CIL liability is created by development. As such, the figures given represent 'bookend' scenarios that are highly unlikely to occur.

16.20 It will be important to continue to work with parish councils to understand needs and ensure that CIL revenue can be used efficiently.

16.21 As the charging authority, the District Council has discretionary powers over the remainder of the CIL income received. Whilst there are a significant number of infrastructure items that fall within the remit of Essex County Council (particularly education and transport), the County Council are not a charging authority and therefore do not directly receive any CIL revenue. It will be vital that the District Council puts in place a sound governance structure that ensures CIL revenue is spent efficiently and that key partner bodies such as the County Council are involved in the process of agreeing spending priorities.

## Appendix 1: Parish / Town Council Questionnaire

To obtain further information on infrastructure managed by parish / town councils, and to gain the views of parish / town councils on the future management of locally required infrastructure and the potential use of Community Infrastructure Levy revenue, a questionnaire containing the five questions outlined in the table below was circulated to all parish / town councils in the District.

19 responses to the questionnaire were received, which are collated in table 29 below. This information has been considered through the production of the list of infrastructure items in table 20. The questionnaire results identified a range of infrastructure which in the main are addressed in table 20 through listings for highway improvement, new allotments, and sport provision etc. There are some needs identified in the table below where existing infrastructure is in need of refurbishment, but it is difficult to allocate a cost to these items. Such items / improvements could certainly be paid for through a CIL charge, and will be considered further through on-going consultation on the CIL Charging Schedule and associated documents.

**Table 29: Parish / Town Council Questionnaire Results**

Parish Council	1. Please list below any infrastructure which is in the care (i.e. ownership and/or maintenance) of the Parish / Town Council? (such as parks, car parks, WCs, commercial and /or community buildings). Where known, please also provide information on general costs to the Parish / Town Council of each item listed.	2. Are there any community projects which the Parish / Town Council currently fund? Where known, please also provide general costs to the Parish / Town Council of each item listed.	3. Is there any infrastructure which the Parish / Town Council would like to own / maintain if more funds were available? (please list, with estimated costs if known)	4. Are there any community projects which the Parish / Town Council would like to undertake if more funds were available? (please list, with estimated costs if known)	5. In addition to the above, are there any infrastructure projects within Maldon District which you think should be funded by CIL? (please list, with estimated costs if known)
Little Totham	None	None	None	None	None
Purleigh	The Wells Pavilion, Playing Field and Children's Play Area (Howe Green Road, Purleigh, CM3 6PX). The pavilion and playing field are owned and managed by my Council as community assets and during the financial year 2012/2013	No	No	No	

	<p>expenditure on the facilities amounted to £2,263.43 more than the income derived from them.</p> <p>The children's play area thus far this financial year has cost £1,123.20 in inspection, parts and maintenance.</p> <p>The War Memorial and garden (Church Hill, Purleigh, CM3 6QH) are in the care of my Council and cost £100 per year to maintain, excluding the cost of grass cutting.</p> <p>My Council is also responsible for the maintenance of the closed churchyard at All Saints Church (Church Hill, Purleigh, CM3 6QH) which costs £1,110 per annum in grass cutting costs alone.</p> <p>Allotments (Chelmsford Road, Purleigh, CM3 6PN). My Council provides 11 allotments for tenants on land belonging to New Hall Vineyard (leased and maintained by my Council). These are run on a not for profit basis and general break even each financial year. Capital expenditure on them last year however cost £1,000 for a new front fence but this cost was offset by a grant from Edible Essex.</p>				
--	--	--	--	--	--



North Fambridge	<p>Village Hall and School House – PC pays £3000 p.a. for maintenance.</p> <p>Recreation Ground – PC pays for grass cutting, ground maintenance, inspection and repairs to play equipment.</p> <p>Jubilee Garden, community orchard &amp; amenity area. PC pays for upkeep.</p>	The Jubilee Garden was set up this year from an ECC grant. The PC will pay for its upkeep.	-	-	-
Asheldham and Dengie	<p>2 x Notice boards</p> <p>Triangle at Green Lane, Asheldham junction with Southminster Road,</p> <p>Strip of land by Telephone box running alongside ECC Yard.</p> <p>Triangle at Southminster Road – junction with Hall Road.</p> <p>Triange at Keelings Road junction with Manor Road.</p>	None		Village sign for each village	Major highway improvements and the widening of Southminster Road, Asheldham,
Latchingdon	<p>Village Hall (incl fixtures and fittings) - £15000 plus</p> <p>CCTV system - £750 annual maintenance</p> <p>Sports Pavilion (including showers and accessible toilet and shower)</p>	Church Grass Cutting - £285.00 per annum part funded	None at the time of writing	To add solar panels to the Village Hall Roof to reduce the cost of energy and to reduce the carbon footprint of the VH and solar lighted flood lights to enable night games on the football pitch. Also solar lighting for the Youth Shelter to ensure health and safety.	Major improvement of the roads and pavements/road signage/HGV weight restrictions more widely used to reduce the impact on residents living in a rural area where the roads are not made to take the heavy duty traffic being forced upon them during their daily lives.

	<p>(included in VH)</p> <p>Car Park – surrounding hall and sports pavilion -</p> <p>Car Park – In front of King George V Playing field</p> <p>Senior Children’s Play equipment - £500</p> <p>Junior Children’s Play Equipment – enclosed by 4 ft. fence. - £500</p> <p>Small Youth Shelter &amp; Large Youth Shelter</p> <p>Village Pond – recently cost £5000 and annual maintenance - £1000</p> <p>Woods - £1000 per annum plus cutting of undergrowth</p> <p>Street Lights x 19 (electricity and maintenance) £1400</p> <p>Allotments (totalling 8) - £500</p> <p>Village Sign with seat - £150</p> <p>3 containers -</p> <p>Bus Shelters x 3 – cleaning/maintenance and grass</p>				<p>Consulting at a local level on designated routes and taking on board the comments made.</p> <p>There is no point building lots of houses all over the Maldon District if the roads are not going to be able to cope with the additional traffic.</p> <p>Attention to maintaining pavements that are eroded by vegetation making it impossible to pass.</p>
--	---	--	--	--	---

	<p>cutting cost - £350.00</p> <p>Notice Boards x 3 – maintenance - £150.00 annually</p> <p>Benches x 2</p> <p>Various rubbish and dog bins</p>				
Heybridge	<p>Daisy Meadow Car Park – free public car park (cost is approx. £8,000 per year)</p> <p>Street Lights in various places throughout the Parish (cost is approx. £1500 electricity per year; maintenance is approx. £1200 per year)</p> <p>Plantation Hall – village hall (cost is approx. £30,000 per year)</p> <p>Various Amenity Areas including two children's play areas (cost is approx. £10,000 per year)</p> <p>King George V Playing Field</p> <p>Bus Shelters</p> <p>Bench Seats</p>	<p>Extension of Bus Service 288 (£6000 per year)</p> <p>Community Children's Play Areas (see answer to question 1)</p>	See question 4.	<p>Community Centre/Hall located in Heybridge Basin</p> <p>Public Toilets in Heybridge Basin (please note that there was a toilet located near Daisy Meadow Car Park which the District Council removed against the advice of the Parish Council or approval of the public.)</p> <p>Allotments</p> <p>Continuation of Bus Service 288 through any new development (it is the understanding the Parish Council that this bus service was originally instated through section106 monies. The Parish Council is concerned that once the original agreement ceases this service will be lost. The Parish Council will be interested in ensuring the service continues.)</p>	Secondary School

	<p>Dog and Litter Bins</p> <p>Closed Church Yard at St. Andrew's Church</p> <p>War Memorial</p>			<p>Improvements and extension to Plantation Hall – to include Council offices and new Council Chambers.</p> <p>New Children's Play Areas located in the north of the Parish as well as Heybridge Basin.</p> <p>Medical Centre</p> <p>Library</p>	
Tillingham	<p>The West Field (Playing Field) £5000</p> <p>Children's Play Area £1000</p> <p>Multi Track (Ramps) £500</p> <p>West Field Car Park £500</p> <p>Public Toilets (disabled and unisex) £3000</p> <p>Tractor and gang mowers &amp; strimmer £2500</p> <p>Tractor Shed/sports club storage £500</p> <p>15 village seats £500</p> <p>The Square £500</p>	<p>Proposed development of a MUGA £35000</p> <p>Proposed replacement of 6 Litter bins £2000</p>	<p>To own the area of land leased from the Dean &amp; Chapter of St Pauls cathedral, occupied by the Tillingham Bowls Club.</p>	<p>Replace the Youth Shelter £7000</p>	<p>Establishment of a local ambulance base for the Maldon District.</p> <p>Ill people have to wait two hours for an ambulance to get to Tillingham.</p>

	<p>Village Sign £100</p> <p>4 Parish Pumps £500</p> <p>Birch Garden Green £500</p> <p>Marsh Road Allotments £500</p> <p>Dog poo bins £100</p> <p>War memorial £500</p> <p>21 street lights £2000</p>				
Cold Norton	<p>1.1 Playing Field – grass cutting/maintenance to March 2013 £1,500</p> <p>1.2 Village Hall – run by Village Hall Management Committee</p> <p>1.3 Village Hall Car Park – to March 2013 only sweeping etc. £100</p> <p>1.4 Cowpiece (nature reserve) – to March 2013 only general tasks £75</p>	<p>2.1 Allotments – costs to March 2013 £46 for water</p>	<p>3.1 Orchard - cost not known at this stage, but may involve cost to purchase land</p> <p>legal costs to buy or transfer the land and costs to start the orchard – trees</p> <p>equipment/tools etc.</p> <p>3.2 Extend village hall car park – cost not known: would involve purchase of</p>	<p>4.1 Renovation of children's playground – update/new equipment/new safety surface –</p> <p>Total cost in region of £50,000, but could be a phased project.</p> <p>4.2 Resurfacing of netball/basketball court – quote obtained in 2010 was £14,000 –</p> <p>don't have a more up to date figure</p> <p>4.3 Renovation and extension of equipment in skate park – 2012</p>	<p>5.1 Make the 'unmade footway' that runs behind the bottom of Ferris Avenue and Station Crescent more user friendly, plus area that goes to the railway 'bridge' at Latchingdon Road – it is used as a walk through to get to the school and by lots of walkers as established in the survey undertaken though ECC a few years ago.</p> <p>Sorry no idea of costs without getting contractors in to quote and I suspect MDC could negotiate a better rate as part of wider contracts than we could.</p>

	<p>1.5 Allotments – to March 2013 £46 for water</p> <p>1.6 Street Lights – to March 2013 £1218 for power and maintenance</p> <p>1.7 Beacon – to March 2013 this included moving the Beacon £700</p> <p>1.8 Village Sign – to March 2013 this included repainting/renovation £1,055</p> <p>1.9 Notice Boards x 4 – to March 2013 no outlay (but new boards are circa £1,500)</p>		<p>land and associated legal costs, plus costs to surface the area suitable for parking on</p>	<p>estimate £25,000</p> <p>4.4 A Senior Citizen Lunch Club – costs to include purchase of round tables (which are more sociable), comfortable chairs, plus some new kitchen equipment and crockery etc. not sure but estimate £750 - £1,000</p>	<p>5.2 Cherry Blossom Lane – this is an unmade road, but is well used as it leads to the Village Hall.</p> <p>Costs were obtained some years ago, but don't have any current estimates/quote and as above MDC would be able to 'buy' at a better rate</p>
Tolleshunt D'Arcy	<p>Village Hall</p> <p>Cost to parish council excluding abnormal item: £2,349 to March 2013</p>	None	None	<p>Replace the play equipment</p> <p>Quote obtained of £28,621 to include some refurbishment of old equipment. The figures are subject to alteration depending on the options quoted for.</p>	

	<p>Recreation ground</p> <p>Maintenance cost £3,255 to March 2013</p> <p>Pavilion</p> <p>Repairs, upgrades, maintenance £2,404 to March 2013</p> <p>Burial ground</p> <p>Maintenance £2,356 up to March 2013</p>				
Woodham Walter	<p>We own and maintain Bell Meadow, Church Hill, Woodham Walter.</p> <p>The grass is cut for us by a volunteer. The annual hedge costs are in the region of £360</p> <p>There are goal posts – annual inspection costs in the region of £40</p>	<p>We give annual community grants to village organisations. These are the figures for 2013:</p> <p>Woodham Walter Women's Club (Community building maintenance) £147</p> <p>Woodham Walter Village Hall Association</p>			

	<p>We also maintain some other grass areas and hedges in the village at a cost in the region of £1600 per year.</p> <p>We have 9 street lights which we maintain at a cost of £675 (2012/13)</p>	<p>(Community building maintenance) £200</p> <p>St Michael's Church (Listed Building Maintenance) £189</p> <p>Silver Threads (Over 60's club) (Arts &amp; Entertainment) £150</p> <p>Essex Wildlife Trust (re: Woodham Walter Common management) £105</p>			
Tollesbury	<p>Cemetery - £4,800</p> <p>Woodup Amenity Pool - £4,600</p> <p>Recreation Ground - £5,900</p> <p>Hasler Green</p> <p>Woodrolfe Green</p> <p>Allotments</p> <p>Street Lights - £2,000</p> <p>Woodroke Hard</p> <p>Lock-up</p>	<p>All items in question 1.</p> <p>Part support the community centre - £3,000 per annum towards the running costs.</p>	No	<p>School crossing outside school.</p> <p>Maintenance of street lights</p> <p>Fencing to playground area at Recreation Ground</p> <p>Refurbishment of sports pavilion to bring in line with F.A. requirements - £70,000</p> <p>Upgrade facilities at amenity pool</p> <p>Public car park</p>	No



	<p>Bus Shelter</p> <p>Litter/dog bins</p> <p>War Memorials</p>				
Little Braxted	<p>a) Village Green – including two benches and village sign - £250 p.a.</p> <p>b) War Memorial - £250 p.a.</p> <p>N.B. Costs based on expenditure – do not include accrual of funds for future renewals</p>	<p>a) St Nicholas Church – no cost incurred this year but likely to make a joint funding bid to National Lottery</p>	<p>a) Green Man Public House – possible future Village Hub - £600,000</p> <p>b) Site for play area and play equipment = £130,000</p> <p>c) Street lighting - £100,000</p> <p>d) Speed Indicating Equipment - £30,000</p> <p>e) Other Physical Speed Reduction Measures - £50,000</p>	<p>a) Neighbourhood Plan</p>	<p>a) Improvements to bridge on Wickham Bishops to Witham Road to remove need for one-way working</p>
Mayland	<p>Lawling Park including, tennis courts, Lawling Park Hall, changing facilities, play equipment.</p> <p>Cardnell Brothers Memorial Field</p>	No	No	New sports & community centre	No

	<p>George Everitt Memorial Park</p> <p>Mayland Nature Reserve</p> <p>Gladwell Walk foot path</p> <p>Mayflower Walk foot path</p> <p>The budget for all the above including grass cutting, wages and general maintenance is:</p> <p>£33,700 + £26,000 for large maintenance items inc. roof for LPH, pathways and new park equipment.</p>				
Maldon	<p>Buildings &amp; structures</p> <p>The Moot Hall (Grade 1 listed) - £9,000</p> <p>The Plume building (Grade 1 listed) - £8,000</p> <p>The Town Hall (Community Hall) (excl loan &amp; caretakers ) - £5,000</p> <p>The War Memorial, Horse trough &amp; Cromwell Pump - all listed monuments - £1,500</p> <p>Bus shelters in the town, &amp; various items of street furniture - £3,000</p>	<p>Small grants scheme for local voluntary organisations &amp; charities budget - £7,500</p> <p>Christmas lights for town £12,000</p> <p>Remembrance Sunday £1,000</p> <p>Extensive floral decorations for town incl hanging baskets £12,000</p>	Town Car parks	<p>Town High Street market</p> <p>Town loyalty card</p>	<p>Improvements to infrastructure necessary to sustain increase in population:</p> <ul style="list-style-type: none"> <li>• The road network (including the link to Hatfield Peverel/ A12 )</li> <li>• Medical, including hospital, facilities</li> <li>• Education provision</li> <li>• Public transport</li> <li>• Utility Services</li> </ul>

	<p>Public open spaces &amp; grounds</p> <p>Three allotment sites: Maldon Hall ; Brickhouse Farm; Warwick Crescent - £4,000</p> <p>Leech Memorial Garden - £3,000 Market Hill Garden * - £2,000 St Giles Ruins &amp; grounds – listed - £1,500</p> <p>Three closed churchyards: All Saints; St Mary's; St Peters - £7,500</p> <p>Amenity areas in the estates - £7,000</p> <p>Two ponds: Ware pond &amp; Wycke Hill pond - £2,000</p> <p>* refurbishment project underway approx £25k capital cost</p>				<ul style="list-style-type: none"> <li>• Drainage</li> <li>• Public open spaces</li> <li>• RTI at bus stops</li> </ul>
Woodham Mortimer	At its recent Parish Council Meeting councillors were unable to identify any infrastructure buildings or projects within its boundaries.				
Hazeleigh					
Langford	<p>9 streetlights</p> <p>Village Hall owned by Parish Council run by Village Hall</p>	Neighbourhood Plan	No	<p>Improve Ulting Lane green</p> <p>Improvements to closed churchyards</p>	<p>30mph speed limit through Langford</p> <p>Reduce traffic through Langford by introducing a relief road to the</p>

Ulting	Management Committee  Ulting Lane green  Langford closed churchyard  Ulting closed churchyard				A12  Cycle path along Crouchmans Farm Road to Hatfield Peverel
Southminster	King George V Memorial Field KGVMF Lower Car Park KGVMF Upper Car Park & Roadway KGVMF Toilets KGVMF Playground Equipment KGVMF Community Hall 1 KGVMF Community Hall 2 KGVMF Pavilion KGVMF Outside Gym KGVMF Multi-games area KGVMF BMX Track KGVMF Tennis Courts Pantile Hill Allotments Pump Mead Allotments Jubilee woods High Street Toilets High Street Car Park High Street 'One Place' Building Old Parish Room New Parish Room	Youth Club - £2,500	None	Replace KGVMF Play Equipment - 100,000  Build a Skate Park - £30,000  Tarmac KGVMF roadway and car park – 30,000  Build a shelter for KGVMF Play area  High Street Bus Shelter  High Street Zebra Crossing  North Street Zebra Crossing  Cycle Path To Burnham	