

Maldon District Local Development Plan North Heybridge Garden Suburb Position Statement

Position Statement produced in collaboration with:

- 1) Countryside Properties (Developer, North Heybridge Garden Suburb, Site S2d)
- 2) Mr P Dalby (Landowner, North Heybridge Garden Suburb, Site S2e)
- 3) Charles Church (Developer, North Heybridge Garden Suburb, Site S2f)
- 4) Essex County Council (Highways, Education, and Lead Local Flood Authority)
- 5) Maldon District Council (Local Planning Authority)

1. Background and context

- 1.1 This Position Statement has been produced to address key concerns identified by the Inspector for the Maldon District Local Development Plan (LDP) Examination as set out in document IED06 and discussed at an Exploratory Meeting on the 3 July 2014. This Statement outlines the positions of the respective parties in support of the soundness of the submitted Local Development Plan and responding to the discussion points raised by the Inspector. It is fully appreciated that other issues will be addressed at an Examination-in-Public; questions will warrant written statements to be submitted; and Statements of Common Ground may assist proceedings.
- 1.2 Maldon District Council (MDC) submitted the LDP to the Secretary of State on the 25 April 2014. On the 25 June 2014 the Inspector informed MDC of key concerns (document reference IED06) which had been identified from an initial reading of the submitted LDP. The key concerns were further discussed at an Exploratory Meeting on the 3 July 2014, and MDC presented a work programme to address identified concerns (document reference CED07 and CED09).
- 1.3 This Statement has been produced to address the following key concerns identified by the Inspector:
 - i. Amount and rate of housing delivery
 - IED06 Paragraphs 19, concerns regarding whether 2014/15 delivery is self-contained and can be delivered without the need for costly infrastructure; and delivery of housing on strategic sites where planning applications have not yet been received, sites are in multiple ownership, and the masterplans are not yet completed.
 - IED06 Paragraph 24, concerns whether multiple landownerships and the possibility of legal disputes and unresolved key infrastructure problems will cause delays to the delivery of the Garden Suburbs in the later years of the Plan period; IED06 Paragraph 25, the need for evidence to justify the delivery

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of houses at the time and rate shown in the LDP's housing trajectory during the middle and last 5-year parts of the plan period.

ii. Infrastructure delivery and viability

- a) IED06 Paragraph 24 / 31 , clarification of what infrastructure improvements are proposed, and their necessity, at the Hatfield Peverel B1019 / B1137 junction, when this will be provided, and the efficacy of interim traffic reduction measures.
- b) IED06 Paragraph 35 (i) sufficiency of resources to deliver key infrastructure; (ii) clarification of how much development can take place on each allocated site before a specified piece of infrastructure has to be provided; (iii) the provision of an Indicative Phasing Plan within the IDP for the allocations.
- c) IED06 Paragraph 30, concern regarding the timing of key infrastructure in relation to housing delivery at the Garden Suburbs and the viability of the LDP housing allocations.
- d) IED06 Paragraph 35, sufficiency of resources from public or private sector to facilitate the delivery of LDP strategic allocations.

- 1.4 This Statement also clarifies that all parties support the delivery of the North Heybridge Garden Suburb allocated in the LDP as outlined within the North Heybridge Garden Suburb Strategic Masterplan Framework (SMF) consultation draft.

2 Response to Key Concerns

a) Amount and rate of housing delivery

IED06 Paragraphs 19, concerns regarding whether 2014/15 delivery is self-contained and can be delivered without the need for costly infrastructure; delivery of housing on strategic sites where planning applications have not yet been received, sites are in multiple ownership, and the masterplans are not yet completed.

- 2.1 Policy S2 of the LDP outlines the rate of housing delivery over the next 15 years. Based on the concerns raised by the Inspector in paragraphs 19, 20, 23 and 24 of IED06, the Council has reviewed and updated the 5 year housing trajectory as outlined in figure 4 of the submitted LDP. An updated housing trajectory is provided in Appendix 1.

- 2.2 In relation to housing delivery a revised interim trajectory is attached to this statement. For the North Heybridge Garden Suburb, the previously published trajectory indicated a total of 25 units each on the two smaller parcels S2e and S2f in 2015/16, but in the revised trajectory, the earliest delivery of units is shown to be 2016/17 for these two sites, with development commencing on the main site S2d from 2016/17.

- 2.3 The parties agree that this indicative trajectory is achievable across the whole Plan period.**

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- 2.4 Planning applications for the North Heybridge Garden Suburb (NHGS) are now invited pursuant to the Council's 10 July resolution enabling construction to begin in 2016 and the delivery of a limited number of residential units (shown as 34 each) on both sites (S2e and S2f) by the end of March 2017.
- 2.5 In respect of site S2d, it is expected that an outline permission could be issued in 2015, leading to a first phase of infrastructure and residential development starting in 2016. The updated interim trajectory has been informed by input from the relevant development parties.
- 2.6 It is agreed that the coordinated delivery of new homes and infrastructure as required by the LDP will be achieved pursuant to the determination of applications and legal agreements in due course.**
- 2.7 The North Heybridge Garden Suburb allocation consists of three separate allocations. The draft North Heybridge Garden Suburb Strategic Masterplan Framework (SMF) has been produced as a result of collaboration with the landowners, stakeholders, and statutory authorities. Whilst the Garden Suburb will function as a comprehensive development with shared contributions and use of communal social infrastructure, each of the three sites is capable of being developed independently of each other in accordance with the SMF.
- 2.8 This self-containment of the three sites would allow for the early delivery of the smaller parcels of land within the Garden Suburb. There is no specific infrastructure constraint to the immediate delivery of these smaller parcels (S2e and S2f), subject to planning obligations to ensure an appropriate financial contribution is made to the wider communal infrastructure necessary for the Garden Suburb as a whole.

IED06 Paragraph 24, concerns whether multiple landownerships and the possibility of legal disputes and unresolved key infrastructure problems will cause delays to the delivery of the Garden Suburbs

- 2.9 Whilst there is more than one landownership forming the North Heybridge Garden Suburb, the bulk of the allocation is in control of a single developer, Countryside Properties (site S2d). The strategic on-site infrastructure items required by policy S4 will be provided on land controlled by Countryside Properties; importantly this includes the provision of the relief road, strategic flood alleviation measures, primary school and local centre.
- 2.10 Therefore, it is not considered that multiple ownership of land within the Garden Suburb will cause delay to its delivery and there are no legal issues to resolve between the parties. The Council's resolution of 10 July 2014 supports the submission and determination of applications that will deliver the Garden Suburb and this will expedite implementation.
- 2.11 As stated previously, all strategic on-site infrastructure will be provided on land controlled by Countryside Properties; any contributions towards these items from the other landowners will be controlled through a S106 planning obligation.

2.12 In respect of off-site infrastructure, the Local Development Plan sets out that financial contributions will be sought from developments towards these and will be for the Local Planning and Highways Authorities to ensure that these infrastructure items are provided viably and appropriately.

2.13 The Parties agree that there are no material “unresolved” infrastructure issues in respect of the North Heybridge Garden Suburb, but rather there is already a high degree of agreement on the requirements and means of resolving infrastructure issues, including:

- North Heybridge Link Road – extensive consultation has taken place between Countryside Properties, MDC, and Essex County Council in respect of the layout and design. The necessary infrastructure has been agreed in principle between the key parties.
- Strategic Flood Alleviation – through joint working between the relevant parties (EA, ECC, Essex Waterways, MDC, and Countryside Properties), the principles of a preferred solution to strategic flood alleviation according with LDP Policy S4 have been agreed subject to further assessment and detailed design, and can be delivered by Countryside Properties in conjunction with the relevant partners; the delivery of this will be dealt with through a Memorandum of Understanding between the parties.
- On-site surface water attenuation – the development parties have undertaken their own consultation with the Environment Agency and Essex County Council. As part of the approval of applications in due course a sustainable urban drainage engineering scheme would be required.
- Off-site highway works – modelling work has been undertaken by the County Council and design solutions have been prepared.
- Waste-water – all of the three development parties have undertaken their own consultations with Anglian Water. The extent of off-site reinforcement required is known, and has been identified and costed by Anglian Water;
- Education – the delivery of early years, primary and secondary provision is addressed through LDP Policy S4, I1, the Infrastructure Delivery Plan, and the SMF. Provision for early years, childcare and a primary school is incorporated in masterplan principles. Secondary accommodation will be provided through financial contributions.

2.14 The Parties agree that joint working has resulted in a high degree of certainty in terms of the delivery of key infrastructure for North Heybridge; that frameworks exist with all relevant parties leading to implementation via planning applications and legal agreements in due course.

b) Infrastructure delivery and viability

Hatfield Peverel Junction B1019 / B1137

2.15 The briefing note included as Appendix 2 provides clarification on the outcomes of assessments completed by ECC regarding the B1019 / B1137 junction at Hatfield Peverel. However, the Inspector specifically enquires in relation to interim traffic reduction measures.

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- 2.16 The issue of improvements to this junction is not a requirement solely of traffic generated from the Maldon and Heybridge Area, and would need to be seen in the context of strategic initiatives being developed to reduce pressure on the A12 corridor. On a long term basis a new junction to the A12 from the B1019 at Hatfield Peverel would provide an effective solution. It is recognised that this will require long term engagement between a number of organisations to develop this further. In addition, the bus strategy forming a key component of the delivery of the NHGS has the potential to provide services to connect with the new rail/bus interchange at North East Chelmsford, achieving a modal shift and adding to efficacy.
- 2.17 In the short term, to manage traffic, ECC is working with Maldon District Council and the principal developers in Maldon and Heybridge to finalise details of interim measures involving traffic management and bus-based public transport initiatives in order to manage traffic movements on this part of the network in accordance with the criteria set out in NPPF, namely that development should only be prevented from coming forward when it would lead to severe harm to the operation of the network.
- 2.18 Further information on the B1019 / B1137 junction at Hatfield Peverel will be provided by the end of October 2014 to outline the outcomes of the following studies, which include:**
- a) **The results of video surveys considering queuing and the duration for which this occurs if at all**
 - b) **Potential Traffic Management proposals**
 - c) **Changes in traffic conditions at the B1019 / B1137 junction as a result of the Maldon Local Development Plan proposals**
 - d) **Public Transport Proposals**
 - e) **Costs and Delivery Timeframes**
 - f) **The changes in traffic conditions that would occur with the Maldon Local Development Plan proposals in the context of NPPF.**

IED06 Paragraph 35 - sufficiency of resources to deliver key infrastructure

- 2.19 The Council recognises that the delivery of new homes and infrastructure requires the approval, in due course, of planning applications. As previously stated, there is extensive partnership working with delivery agencies. The Council is mindful of the need for viable development and therefore adopts a flexible position in: (i) not establishing a policy framework that fetters or compromises delivery (Table 11 of the IDP does not form part of the statutory LDP, but rather is background evidence to that document); whilst (ii) providing the opportunity to determine delivery through negotiations and the determination of applications in due course. **Subject to appropriate flexibility being incorporated into LDP policies to consider the viability of development, the parties agree that work to date, and indeed progress to date, demonstrates that sufficient public and private sector resources exist to implement the NHGS pursuant to planning applications being approved.**

IED06 Paragraphs 30-35 concern the timing of key infrastructure in relation to housing delivery at the Garden Suburbs and the viability of the LDP housing allocations.

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- 2.20 The Inspector discusses a number of inter-related matters which focus on the viability of the Plan's housing allocations, funding requirements, and whether there is possibility of housing delivery failure.
- 2.21 Table 11 of the Maldon District Infrastructure Delivery Plan (IDP) May 2014 Update (document reference EB059d) presents an indicative infrastructure phasing plan. The phasing plan is based on consultation with ECC and developers associated with the Maldon and Heybridge Garden Suburbs. Section 7 of the SMF also sets out an infrastructure phasing plan specifically for the North Heybridge Garden Suburb. This plan is consistent with table 11 of the IDP, however the SMF includes annual housing completion rates which seek to indicate the delivery of new homes and infrastructure.
- 2.22 The key concerns identified by the Inspector (document reference IED06) requested clarification of how much development can take place on each allocated site before a specified piece of infrastructure has to be provided, and requested details of costings to be included within an update to the infrastructure phasing plan. Appendix 3 therefore provides an update to table 11 of the IDP to include annual housing delivery rates considered by ECC to identify when infrastructure would be required, and to include costings of infrastructure included within the IDP which have been spread throughout the delivery of infrastructure on an even annual basis where delivery is across a number of years.
- 2.23 The infrastructure phasing plan in Appendix 3 has also been updated to reflect amendments made to the annual rate of housing delivery outlined above and presented in Appendix 1. Appendix 3 therefore provides an update to the infrastructure phasing plan included in the IDP and the SMF.
- 2.24 It is recognised that the infrastructure phasing plan included within the IDP (EB059d) can only be indicative, and presents the best information available at the current time. At the application stage, the specific triggers for delivery of infrastructure will be agreed in the context of site-specific technical assessments of impact and capacity, alongside the consideration of viability appraisals. Clearly there will be an expectation that infrastructure delivery will be in accordance, broadly, with the IDP infrastructure phasing plan, and development will not be permitted without the necessary infrastructure, but the Council is realistic in acknowledging that further information will become available over time, and that more detailed assessment work will be undertaken, and that there may therefore be a need at the application stage to further refine the phasing of infrastructure up to the point at which delivery is enshrined in the relevant s106 agreements.
- 2.25 Appendix 3 currently presents the best available information on the phasing of infrastructure. All parties acknowledge that further refinement will be required as more detailed assessments of the sites are undertaken to inform the determination of individual planning applications.**
- 2.26 Mr P Dalby and Charles Church have raised concerns regarding the viability of development in relation to levels of affordable housing required in Policy H1 of the submitted LDP for sites S2(e) and S2(f). The Local Plan and CIL Viability Study May 2014 Update (EB040d) recommended that reduced rates of affordable housing should be required from sites S2(e) and S2(f) in the North Heybridge Garden Suburb to ensure

the viability of these sites when a CIL rate of £70 per sqm is imposed. Based on the recommendations of the Viability Study, the Council acknowledge that a modification to Policy H1 should be considered at the LDP Examination to reduce the rate of affordable housing required for sites S2(e) and S2(f).

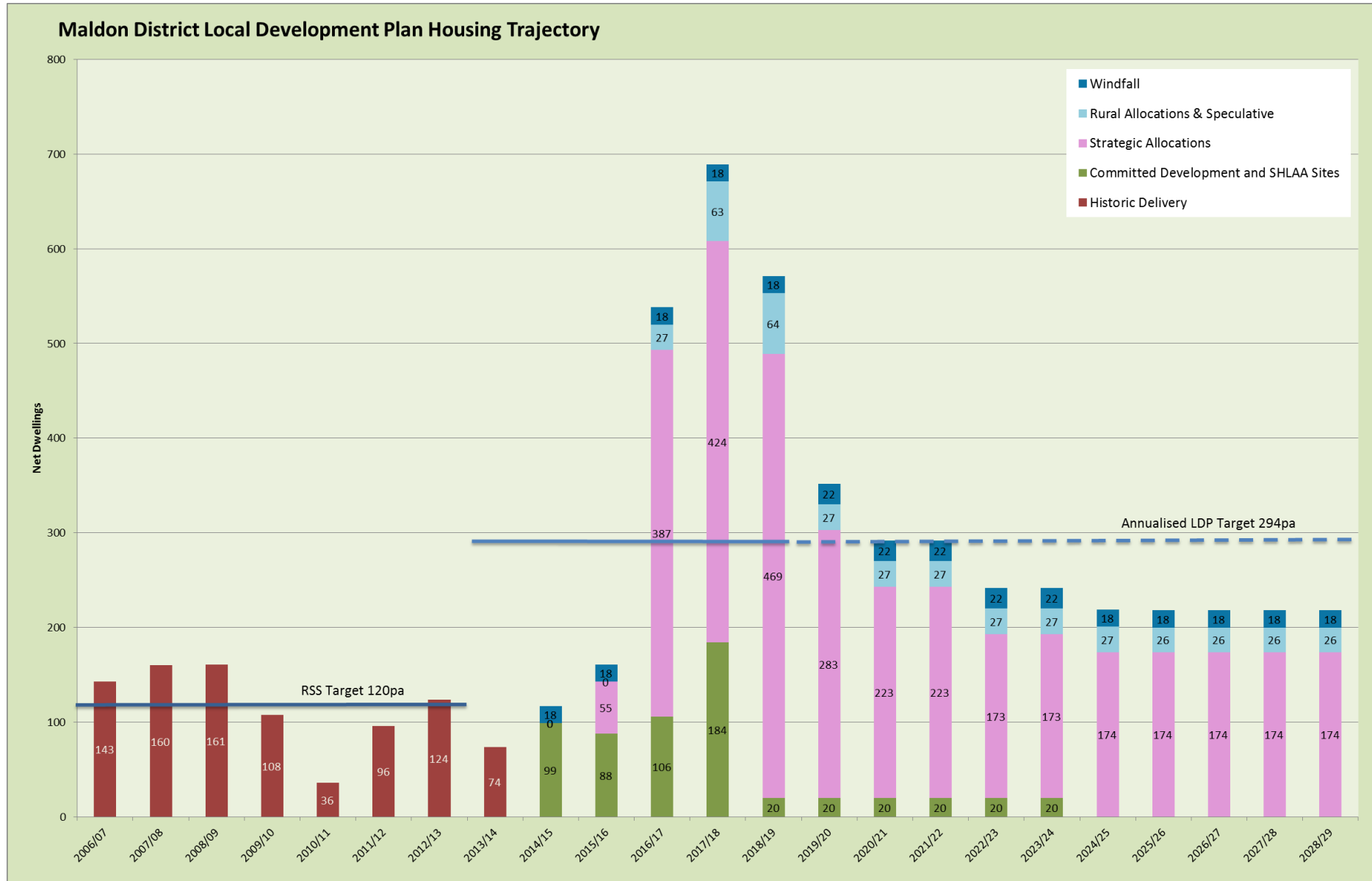
2.27 Mr P Dalby and Charles Church are supportive in principle of the proposed reduction of LDP Policy H1 affordable housing requirements for LDP sites S2(e) and S2(f). The consideration of the level of affordable housing to be provided on sites S2(e) and S2(f) will be based on viability assessments produced on behalf of MDC, Mr P Dalby and Charles Church, in accordance with the principles set out in paragraph 173 of the NPPF.

c) North Heybridge Garden Suburb Strategic Masterplan Framework (SMF)

2.28 The SMF has been produced in accordance with the requirements of LDP Policy S4, and provides a framework to enable the production of individual planning applications which support a cohesive and coordinated approach developing the North Heybridge Garden Suburb.

The parties have worked collaboratively in the production of the draft SMF and recognise its role in the preparation and determination of planning applications.

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Appendix 2: Maldon Local Development Plan – Hatfield Peverel – B1019 Maldon Road/B1137 Junction

1. Exploratory Meeting – Inspector’s Key Concerns (3 July 2014)

- 1.1 The Inspector published a note outlining his ‘Key Concerns’ regarding the submitted Local Development Plan, in which he referred to the B1019/B1137 junction at Hatfield Peverel:
- Paragraph 24 – improvements at the B1019/B1137 junction and the efficacy of interim traffic reduction measures.
 - Paragraph 31 – there is no reference to when highway works at Hatfield Peverel will be provided.
 - Paragraph 35 – there is no indication regarding the works required at Hatfield Peverel, the costs involved, and potential impact on the viability of development at North Heybridge.
- 1.2 In his letter dated 7 July the Inspector agreed to temporarily suspend the examination for approximately 3 months in order that Maldon District Council (MDC) could undertake additional work to strengthen the existing evidence base, and address some of the key concerns identified and discussed at the Exploratory Meeting (3 July).
- 1.3 This briefing note seeks to provide some clarification regarding work undertaken to assess the implications of growth on the junction, and related issues arising from these assessments. The highway assessments completed by Essex County Council (ECC) regarding the B1019 / B1137 junction at Hatfield Peverel noted that the performance of the B1019 / B1137 junction is already a concern, and growth allocated within the LDP will exacerbate this situation. However, there is currently no viable solution available to provide works to mitigate against the potential impacts of future growth. A new junction to the A12 from the B1019 bypassing Hatfield Peverel would provide the most effective solution, however the significant costs associated with this scheme require long term engagement between a number of organisations to consider this further. In the short term, ECC has recommended providing incentives to increase public transport use in the Maldon and Heybridge area.

2. Duty to Cooperate Statement of Common Ground on Strategic Highways Issues associated with the Maldon District Local Development Plan

- 2.1 Guidance issued on the 6 March 2014 in the Planning Policy Guidance (PPG) stresses that close cooperation between District Councils and County Councils in two tier areas is critical to ensure that both tiers are effective when planning for strategic matters. Since 2010 ECC has undertaken a considerable amount of highway modelling on various iterations of the Maldon District Local Development Plan (LDP) in partnership with MDC. This has included the following assessments:
- Impact of Potential Core Strategy Sites on Existing Junctions Report (2010)
 - Assessment of Impact of Proposed Development Sites in Heybridge, South Maldon and Burnham on Crouch (May 2013, EB004a)
 - Further assessment of the impact of proposed development sites in Heybridge and South Maldon on Highways Network (November 2013, EB004c)
 - Technical Note – Impact of Proposed Development Sites in Heybridge and South Maldon on the Wider Highway Network (December 2013, EB004b)
 - Reallocation of 335 Dwellings from South Maldon to Heybridge (January 2014, EB065)
- 2.2 A Statement of Common Ground (SOCG) on highway matters has been signed by MDC, Braintree District Council (BDC) and ECC, with agreement in principle to the following:

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- Proposed growth in the LDP will exacerbate existing levels of congestion at the B1019/B1137 junction.
- ECC, MDC and BDC will continue to work in partnership to identify appropriate highway solutions to reduce congestion at the B1019/B1137 junction.
- All parties will work together to seek to reduce the amount of traffic using the B1019 through projects which encourage the use of sustainable transport options.
- All parties will work together to promote future strategic highway improvements to provide an effective long term solution to relieve congestion at the B1019/B1137 junction.

2.3 The following will summarise the highway assessments undertaken to date, and the issues that have arisen.

3. Assessment of the impact of proposed development sites in Heybridge and South Maldon on Hatfield Peverel

3.1 The November 2013 report (EB004c) considered the impact of the preferred strategy of 1,000 dwellings at North Heybridge Garden Suburb; 1,250 dwellings at South Maldon Garden Suburb; 220 dwellings at Strategic Allocations and 900 dwellings at Burnham on Crouch on the highway network. A supplementary report (June 2013) considered a range of options to accommodate an additional 700 dwellings at strategic locations around the District. This report considered the potential impact of at least 1,700 dwellings at North Heybridge. Consideration was also given to the wider impact of growth, and in particular the junction at Hatfield Peverel. Consideration has also been given to the potential impact of the reallocation of 335 dwellings from South Maldon to North Heybridge.

3.2 The methodology used by Essex Highways has previously been used to inform other Core Strategy documents in Essex, and which is supported by the Highways Agency and has not been questioned at previous Local Plan examination. The modelling undertaken is considered to be robust in that it has been informed by:

- Up to date fully classified turn counts and queue length surveys (October 2013)
- Future traffic flows (at 2026) from North Heybridge have been based on a spreadsheet model plus a Transport Assessment to support the Oval Park application at Langford by Waterman Boreham Ltd in March 2012

3.3 The trip rates used in this evaluation are consistent with those used in the previous studies to support the LDP, and use the TRICS database. These are average trip rates (rather than the commonly-used 85th percentile rates) as it has been assumed that any development will be accompanied by a comprehensive package of sustainable transport measures, such as new or improved public transport services and facilities, connections to the local pedestrian and cycle networks, the promotion of Smarter Choices and a detailed travel plan to encourage the use of non-car modes of travel.

3.4 The number of trips generated from planned development at North Heybridge along the B1019 could be considered a 'worst case' scenario in that 75% of all trips from Maldon are assumed to use the Hatfield Peverel junction, and have been incorporated into the assessment of observed turning proportions. In reality, it is likely that more than 25% of journeys will either use the B1018 Witham Road to travel northwards, or be lost to the minor road network between Langford and Hatfield Peverel.

4. Existing Layout Assessment

4.1 The November 2013 assessment (EB004c) identified the following outputs at the 2026 Background scenario, including the growth identified in the Local Plan:

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- In the AM peak, the junction is currently at capacity with a tendency for queues on the B1019 Maldon Road arm while the other arms perform satisfactorily.
 - In the PM peak, excessive delay is shown on the B1137 The Street western arm, while both the other arms perform acceptably. However, the observed queues undertaken by Essex Highways (EH), while representative in the AM peak, during the PM peak indicate that the software is exaggerating the delays on The Street Western arm. It should be noted that delay on the 'major' arm of a mini-roundabout identified by the software can be unreliable, especially once a ratio of flow to capacity (RFC) exceeds 1.0.
- 4.2 In the 2026 post-development scenario, taking into consideration the software issues, it is still evident that the junction will encounter notable delays in its current format.
- AM peak period – this is least affected by the software tendencies, and clearly shows an increase in delays on the B1019 Maldon Road approach.
 - PM peak, delays would be expected to increase on B1137 The Street western arm as there is more development traffic likely to approach from this direction, but it is considered that the assessment once again notably exaggerates the likely overall impact of the Heybridge and Maldon development traffic on the junction.
- 4.3 It is, nevertheless, reasonable to conclude that the level of demand at the junction will lead to congestion in 2026 unless additional capacity can be made available at the junction or more attractive alternative routes become available.
- 4.4 In terms of possible mitigation, the options at the junction are considered limited. The junction was upgraded from a priority junction to a mini-roundabout a few years ago and this improved access from the B1019 Maldon Road arm. Potential mitigation options are restricted due to minimal land availability due to the presence of private residences and the Duke of Wellington pub.
- 4.5 It is considered that the only option for improvement at the junction is signals, although any option would face a number of constraints:
- insufficient space to accommodate a signal-controlled junction at this location.
 - Footways are below 1.4m at the junction, and considered too narrow for signal posts.
 - HGVs turning south into B1019 Maldon Road from A12 already encroach on to the opposing lane. Signals would require wider turns to avoid signals and stoplines would require setting back.
 - Due to the proximity of the A12/B1137 slip road to the east of the junction (approximately 200m), any signals would have to be designed to minimise any queuing on that arm and this would reduce the potential to improve capacity of the two other arms of the junction. Any queuing beyond 30m could extend onto the southbound A12 offslip.
- 4.6 The signalised junction results indicated that, in 2026 post-development, significant delay can be expected even with the addition of the right turn lane at the junction. On this evidence, therefore, it is unlikely that signals would provide an acceptable solution to the junction and other options should be sought.
- 4.7 In the short term, to manage traffic additional work is being undertaken between MDC, ECC and Countryside Properties to identify interim measures involving traffic management and bus based public transport initiatives. These will be progressed, as identified in paragraph 2.17 – 2.18 of the Position Statement. Such work is planned to be reported by the end of October 2014.

5. New Junction – A12

- 5.1 A new junction on the A12 could possibly alleviate potential future congestion problems at the junction. This option has not been explored in detail, but would be likely to entail realigning the existing B1019 Maldon Road to link with a junction between the B1389 southbound onslip and the B1137 offslip at Hatfield Peverel. Preliminary estimations have put the cost of such plans at a minimum of £40 million; this option has not been pursued in modelling terms.

6. SELEP Local Growth Fund

- 6.1 Essex County Council submitted a Chelmsford Connectivity bid to the South East Local Economic Partnership (SELEP) for Local Growth Fund monies. The bid included the A414, B1019 corridors from Maldon to Chelmsford (as well as the A131 corridor from Braintree to Chelmsford), and covered a package of measures to reduce congestion and improve journey times.
- 6.2 The scope of the B1019 Maldon to Chelmsford Route Based Strategy includes the B1019 Langford Road/B1018 Heybridge Approach and B1019 Maldon Road/B1137 The Street, Hatfield Peverel junctions, with the potential for investigation into a new access from the B1019 onto the A12. Whilst this part of the bid has not been prioritised in the short term, it remains in the longer term LEP programme and ECC and partners will continue to lobby for improvements along this corridor.

7. Conclusion

- 7.1 The junction in Hatfield Peverel currently has significant land constraints and is predicted to exceed capacity notably post-development in 2026. Even if the acquisition of land on the north side of the junction were possible, a signalised layout is unlikely to address the issue. A solution in this location therefore remains outstanding and work towards identifying a suitable scheme, which could be funded through the CIL, needs to be undertaken during the LDP period. ECC, MDC and BDC have agreed in a signed Statement of Common Ground to work in partnership to lobby relevant bodies regarding the need for a strategic solution. In the meantime, in the absence of any new schemes, it is necessary to manage demand at the junction as much as possible by maximising incentives to use alternative, more sustainable modes of transport from the proposed development sites. The Position Statement (paragraph 2.18) regarding North Heybridge indicates that relevant parties will provide additional information regarding short term measures to manage traffic by the end of October 2014.

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Appendix 13: Infrastructure Phasing Plan Update

Financial Year	2014/15	2015/16	2016/17	2017/18	2018/19	2019/2020	2020/21	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	Total
LDP Strategic Housing Growth																
Existing Commitments	60	60	60	60	60	60	40									400
Windfall Allowance	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	330
Rural Allocations	35	35	35	35	35	24	24	24	24	24	25	25	25	25	25	420
S2(a) South of Limbrook Way			25	40	85	85	85	85	85	85	85	85	85	85	85	1000
S2(b) Wycke Hill (North)			50	50	50	50	50	50								300
S2(c) Wycke Hill (South)		25	25	25												75
South Maldon GS	0	25	100	115	135	135	135	135	85	85	85	85	85	85	85	1375
S2(d) North of Heybridge			25	50	75	88	88	88	88	88	89	89	89	89	89	1035
S2(e) Land to the North of Holloway Road			34	33	33											100
S2(f) West of Broad Street Green Road			34	33	33											100
North Heybridge GS		0	93	116	141	88	88	88	88	88	89	89	89	89	89	1235
S2(g) Park Drive			40	40	40											120
S2(h) Heybridge Swifts			34	33	33											100
Maldon and Heybridge SA	0	0	74	73	73											220
S2(i) West of Burnham on Crouch		30	40	40	40	30										180
S2(j) North of Burnham on Crouch (West)			50	50	50	30										180
S2(k) North of Burnham on Crouch (East)			30	30	30											90
Burnham on Crouch SA	0	30	120	120	120	60										450
																Total
																4430

Key Construction of infrastructure

Infrastructure Phasing																Notes	
Project	Funding required	Funding arrangement															
Highways																	
North Heybridge relief road	E11,122,000	Pooled S106 between sites S2d, S2e, & S2f		E2,780,500	E2,780,500	E2,780,500	E2,780,500										ECC require the road to be delivered as close to the start of development as possible. Junctions in Heybridge are already at capacity. Road to be developed in line with phasing on site S2(d)
South Maldon relief road (A414/Wycke Hill)	E6,101,000	Pooled between sites S2a, S2b, & S2c			E1,016,833	E1,016,833	E1,016,833	E1,016,833	E1,016,833	E1,016,833							ECC recommendation. Development in line with the phasing of sites S2(a) and S2(b)
B1018 Langford Rd / Heybridge Approach	E123,000	Pooled S106 between sites S2a, S2b, S2c, S2d, S2e									E123,000						ECC recommendation
B1018 / Heybridge Approach / A414 roundabout	E2,278,000	Pooled S106 between sites S2a, S2b, S2c, S2d, S2e							E2,278,000								ECC recommendation
A414 / Spital Rd roundabout	E1,538,000	Pooled S106 between sites S2a, S2b, S2c, S2d, S2e					E1,538,000										ECC recommendation
A414 / B1018 Limebrook Way	E689,000	Pooled S106 between sites S2a, S2b, S2c, S2d, S2e	E689,000														Junction is already over capacity. ECC required works to be undertaken as soon as development starts
A414 Oak Corner Junction	E686,000	Pooled S106 between sites S2a, S2b, S2c, S2d, S2e					E686,000										ECC recommendation
Eves Corner Junction, Danbury	E120,000	CIL			E120,000												Given existing problems, ECC would require this to be delivered as soon as possible - subject to the availability of CIL funding
Burnham-on-Crouch highway improvements (B1010/B1021 junction)	E58,000	Pooled S106 between sites S2h, S2i, and S2j	E58,000														ECC require works to be delivered as soon as development commences
Passenger Transport																	
Passenger Transport improvements for South Maldon	E2,193,750	Pooled between sites S2a, S2b, & S2c			E548,438	E548,438	E548,438	E548,438									Project completion dates are MDC estimates. Improvements will be provided alongside new development.
Passenger Transport improvements for North Heybridge	E2,193,750	Pooled S106 between sites S2d, S2e, & S2f			E548,438	E548,438	E548,438	E548,438									
Passenger Transport improvements for Burnham on Crouch*	?	ECC / CIL	?	?	?												
Education - Early Years and Childcare																	
Stand alone 56-place EY&C facility in South Maldon	E1,100,000	Pooled between sites S2a, S2b, & S2c			E1,100,000												ECC recommendations. IDP also notes that there is limited existing capacity in Maldon and Heybridge. New facilities will therefore be required early in the development
56-place EY&C facility in South Maldon within new primary school	See primary school cost	Pooled between sites S2a, S2b, & S2c					n/a										
Stand alone 56-place EY&C facility in North Heybridge	E1,100,000	Pooled S106 between sites S2d, S2e, & S2f			E1,100,000												
56-place EY&C facility in North Heybridge within new primary school	See primary school cost	Pooled S106 between sites S2d, S2e, & S2f					n/a										
One 56-place EY&C facility in Burnham on Crouch	E1,100,000	Pooled S106 between sites S2h, S2i, and S2j			E1,100,000												
Education - Primary																	
1.5 form entry primary school in South Maldon	E5,900,000	Pooled between sites S2a, S2b, & S2c					E1,180,000	E1,180,000	E1,180,000	E1,180,000	E1,180,000						Little existing capacity in Maldon primary schools. MDC interpretation of ECC recommendation. ECC note that construction can be split, 1FE open first, then further 0.5FE later.

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One class base expansion of existing primary school in Maldon	£280,000	Pooled between sites S2a, S2b, & S2c				£140,000	£140,000													IDP notes there is limited capacity at existing primary schools. Capacity will be available at temporary classbases during construction, providing more flexibility on delivery. MDC interpretation of ECC recommendation.	
1 form entry primary school and combined 56 place EY&C facility in North Heybridge	£4,600,000	Pooled S106 between sites S2d, S2e, & S2f						£2,300,000	£2,300,000											MDC interpretation of ECC recommendation. Funding is required in 2019/20 to deliver school places as required in September 2021	
Replacement of temporary class base at St Mary's School in Burnham on Crouch	£280,000	Pooled S106 between sites S2h, S2i, and S2j				£70,000	£70,000	£70,000	£70,000											Growth can be accommodated in existing school, minor works not immediately required. Capacity will be available at temporary classbases during construction, providing more flexibility on delivery. MDC interpretation of ECC recommendation.	
Education - Secondary																					
Expansion of Plume School - Lower	£2,300,000	Pooled S106 between sites S2a, S2b, S2c, S2d, S2e			£1,150,000	£1,150,000														IDP notes that Plume will be at capacity by 2016/17, ECC therefore require works to provide additional capacity by 2018/19. MDC interpretation of ECC recommendation.	
Expansion of Plume School - Upper / Sixth Form	£7,600,000	Pooled S106 between sites S2a, S2b, S2c, S2d, S2e				£3,800,000	£3,800,000													Plume School has advised that the Lower school should be developed first. ECC recommends completion by around 2019/20	
Youth and children's facilities																					
Teen shelters, skateboard facilities and access to shared community facilities in South Maldon	£744,792	Pooled between sites S2a, S2b, & S2c				£744,792															
Teen shelters, skateboard facilities and access to shared community facilities in North Heybridge	£668,958	Pooled S106 between sites S2d, S2e, & S2f				£668,958														Indicative MDC estimate.	
Teen shelters, skateboard facilities and access to shared community facilities in Burnham on Crouch	£243,750	Pooled S106 between sites S2h, S2i, and S2j	£243,750																		
NEAPs and LEAPs in South Maldon	£158,400	Pooled between sites S2a, S2b, & S2c				£158,400															
NEAPs and LEAPs in North Heybridge	£142,272	Pooled S106 between sites S2d, S2e, & S2f				£142,272														Indicative MDC estimate.	
NEAPs and LEAPs in Burnham on Crouch	£51,840	Pooled S106 between sites S2h, S2i, and S2j	£51,840																		
Green infrastructure																					
Sports facilities in South Maldon	?	Pooled between sites S2a, S2b, & S2c				?															
Sports facilities in North Heybridge	?	Pooled S106 between sites S2d, S2e, & S2f				?															
Sport facilities located outside Garden Suburbs in other areas of the District	£10,185,000	CIL																			
Sports facilities in Burnham on Crouch	?	CIL	?																	MDC estimate	
Allotments in South Maldon	£66,000	Pooled between sites S2a, S2b, & S2c										£33,000	£33,000								
Allotments in North Heybridge	£59,000	Pooled S106 between sites S2d, S2e, & S2f										£29,500	£29,500								
Allotments located outside Garden Suburbs in other areas of the District	£48,000	CIL										£24,000	£24,000								
District park in North Heybridge	£200,000	CIL				£200,000															
Health																					
Facility in South Maldon	£451,000	Pooled between sites S2a, S2b, & S2c										£451,000									
Facility in North Heybridge	£405,080	Pooled S106 between sites S2d, S2e, & S2f										£405,080								Existing facilities are currently at capacity, improvements therefore required early - subject to further discussion with the NHS	
Improved facilities in Burnham on Crouch	£147,600	CIL				£147,600															
Flood Alleviation																					
Heybridge Strategic Flood Alleviation	£7,700,000	Pooled S106 between sites S2d, S2e, & S2f			£1,925,000	£1,925,000	£1,925,000	£1,925,000													Flood alleviation to be developed in line with phasing on site S2(d) and the development of the relief road. Phasing should be carefully considered to ensure there is no additional flooding to existing properties. Phasing subject to discussions with ECC and Environment Agency.
Sewerage / Electricity / Gas / Communications**																					
S2(a) South of Limbrook Way	£2,511,135	Site specific S106				£1,255,567	£1,255,567														
S2(b) Wycke Hill (North)	£1,150,100	Site specific S106				£575,050	£575,050														
S2(c) Wycke Hill (South)	£240,284	Site specific S106	£240,284																		
S2(d) North of Heybridge	£1,135,684	Site specific S106																			
S2(e) Land to the North of Holloway Road	£80,133	Site specific S106										£80,133									
S2(f) West of Broad Street Green Road	£33,700	Site specific S106										£33,700									
S2(g) Park Drive	£53,899	Site specific S106				£53,899															
S2(h) Heybridge Swifts	£33,700	Site specific S106				£33,700															
S2(i) West of Burnham on Crouch	£71,435	Site specific S106				£71,435															
S2(j) North of Burnham on Crouch (West)	£145,415	Site specific S106				£145,415															
S2(k) North of Burnham on Crouch (East)	£72,707	Site specific S106				£72,707															
Total Cost					£1,587,323	£6,797,550	£16,342,638	£11,979,208	£15,089,288	£5,663,708	£4,566,833	£4,474,833	£1,180,000	£86,500	£209,500	£0	£0	£0	£0	£0	

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Infrastructure payments and annual completions

Financial Year	Total infrastructure costs	2014/15	2015/16	2016/17	2017/18	2018/19	2019/2020	2020/21	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029
S2(a) South of Limbrook Way	£20,954,860	£275,600	£1,255,567	£4,320,545	£3,224,847	£4,845,077	£2,004,047	£1,603,688	£2,514,888	£861,400	£24,090	£73,290				
No. of dwellings	1000			25	40	85	85	85	85	85	85	85	85	85	85	85
S2(b) Wycke Hill (North)	£6,700,147	£82,680	£575,050	£1,498,112	£969,160	£1,456,860	£603,960	£483,303	£756,663	£259,600	£7,260	£22,020				
No. of dwellings	300			50	50	50	50	50	50							
S2(c) Wycke Hill (South)	£1,543,151	£260,954		£212,923	£233,764	£347,534	£137,264	£109,842	£154,582	£59,000	£1,650	£5,340				
No. of dwellings	75		25	25	25											
S2(d) North of Heybridge	£30,836,354	£282,490	£3,952,620	£7,625,925	£6,442,808	£7,223,415	£2,392,688	£1,932,000	£933,980		£24,780	£75,210				
No. of dwellings	1035			25	50	75	88	88	88	88	88	89	89	89	89	89
S2(e) Land to the North of Holloway Road	£2,923,258	£27,560	£456,573	£619,213	£618,315	£671,744	£227,875	£184,000	£91,120		£2,360	£7,280				
No. of dwellings	100			34	33	33										
S2(f) West of Broad Street Green Road	£2,268,265		£410,140	£573,213	£420,315	£452,721	£227,875	£184,000			£2,360	£2,360				
No. of dwellings	100			34	33	33										
S2(g) Park Drive	£53,899	£53,899														
No. of dwellings	120			40	40	40										
S2(h) Heybridge Swifts	£33,700	£33,700														
No. of dwellings	100			34	33	33										
S2(i) West of Burnham on Crouch	£764,871	£212,871		£440,000	£28,000	£28,000	£28,000	£28,000								
No. of dwellings	180		30	40	40	40	30									
S2(j) North of Burnham on Crouch (West)	£838,851	£286,851		£440,000	£28,000	£28,000	£28,000	£28,000								
No. of dwellings	180			50	50	50	30									
S2(k) North of Burnham on Crouch (East)	£475,425	£70,718		£292,707	£14,000	£14,000	£14,000	£14,000								
No. of dwellings	90			30	30	30										
CIL	£467,600		£147,600	£320,000							£24,000	£24,000				
Total infrastructure costs	£67,860,381	£1,587,323	£6,797,550	£16,342,638	£11,979,208	£15,067,351	£5,663,708	£4,566,833	£4,451,233	£1,180,000	£86,500	£209,500	£0	£0	£0	£0
Total dwellings	3280	0	55	387	424	469	283	223	223	173	173	174	174	174	174	174

£67,860,381

Notes

* This project relates to remodelling and relocation of bus stops and passenger transport information as required

** Only sewerage costs are known at the current time. These costs are based on costs outlined in the November 2013 Viability Study