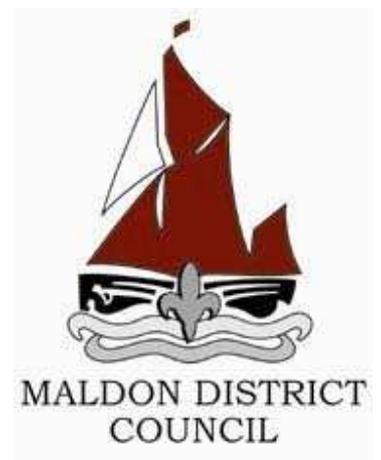


**Maldon District Local Development Plan**  
**Infrastructure Delivery Plan Part 1: Baseline**

Maldon District Council  
Council Offices  
Princes Road

June 2012



**Contents**

		<b>Page No.</b>
<b>1.0</b>	<b>Introduction</b>	4
<b>2.0</b>	<b>Maldon District: Key Evidence Base Documents</b>	9
<b>3.0</b>	<b>Housing and Accommodation</b>	15
	Affordable Housing	
	Gypsy and Traveller Accommodation	
<b>4.0</b>	<b>Education</b>	20
	Pre-School	
	Primary School	
	Secondary School	
	Post-16	
<b>5.0</b>	<b>Health</b>	33
	GP Provision	
	Maldon Community Hospital	
<b>6.0</b>	<b>Emergency Services</b>	44
	Ambulance	
	Fire Services	
	Police	
<b>7.0</b>	<b>Sports Provision</b>	52
<b>8.0</b>	<b>Public Facilities</b>	56
	Libraries	
	Waste Management	
	Cemeteries and Burial Provision	
	Culture and Heritage	
<b>9.0</b>	<b>Green Infrastructure</b>	66
<b>10.0</b>	<b>Transport</b>	70
	Highways	
	Rail Networks	
	Bus Networks	
	Footpaths, Cycle routes and Bridleways	
	Inland Waterways	
<b>11.0</b>	<b>Utilities</b>	84
	Water Supply	
	Wastewater Treatment and Sewerage	
	Flood Defence	
	Telecommunications	
<b>12.0</b>	<b>Energy Supply</b>	96
	National Grid – Electricity	
	National Grid – Gas	
<b>13.0</b>	<b>Telecommunications</b>	100
	Telecommunications (Landline)	

<b>12.0</b>	Telecommunications (Broadband) Telecommunications (Mobile) <b>Strategic Growth Options</b>	106
<b>Appendix 1</b>	<b>Infrastructure Delivery Schedule</b>	133
<b>Appendix 2</b>	<b>Infrastructure Providers</b>	144
<b>Appendix 3</b>	<b>Sample Stakeholder Questionnaire</b>	145
<b>Appendix 4</b>	<b>Criteria – Strategic Housing Assessment</b>	151

## 1. Introduction

1.1 This 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, setting the strategic planning framework for the next 15-years. The IDP is a working evidence base document that will evolve in parallel to the LDP process. Part 1 of the IDP will assess the baseline infrastructure capacity and needs in the District and identify the lead organisations to deliver and manage infrastructure. Whilst Part 2 will identify the detailed infrastructure costs arising as a result of development put forward in the LDP. The IDP therefore represents the Council's current understanding of the infrastructure issues within the District.

### (i) What is Infrastructure?

1.2 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>▪ Affordable Housing</li> <li>▪ Gypsy and Traveller Sites</li> <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> <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)

- 1.3 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 Local Development Plan process, the infrastructure requirements necessary to support the anticipated development and growth across the district are identified.
- 1.4 Part 1 of the IDP will assess the baseline infrastructure capacity and needs in the District and identify the lead organisations to deliver and manage infrastructure. Part 2 will identify the infrastructure costs arising as a result of development put forward in the Local Development Plan and where feasible align the implementation of the IDP with the aims and objectives of other local and sub-regional strategies. It will provide evidence for an aggregate funding gap over the plan period and will form a basis in which to carry out viability analysis for a Community Infrastructure Levy (CIL) charging schedule. The IDP is therefore a key part of the Local Development Plan's evidence base. In addition, the IDP forms part of the evidence base to inform the justification of the Council's Community Infrastructure Levy (CIL) Charging Schedule.
- 1.5 For clarity, the IDP will not prioritise what infrastructure elements should be delivered and in particular what funds should be allocated to the delivery of infrastructure. These decisions will be taken by individual service providers and, in relation to CIL through the governance arrangements established to allocate CIL monies. Furthermore, it should not be expected that all infrastructure identified in the IDP will be delivered, within the timeframes identified, or at all.

(iii) National Planning Policy Framework

- 1.6 The National Planning Policy Framework (NPPF) sets out the Government's aims and principles for promoting sustainable development.
- 1.7 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.
- 1.8 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 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.

1.9 Local Plans must be deliverable and as such careful attention to viability and costs is required within plan-making and decision-taking. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.

(iv) Potential Delivery Mechanisms

1.10 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 e.g. for new community facilities or open space, 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:

- S106 Contributions from developers to deliver the required infrastructure to support development.
- Community Infrastructure Levy - The Council will review the potential role of the CIL in funding infrastructure. The introduction of CIL would be to bridge an aggregate funding gap and provide local infrastructure to those communities most affected by development.
- New Homes Bonus - Designed to create a fiscal incentive to encourage local authorities to facilitate housing growth. It works by matching the council tax raised on increases in effective 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.

(v) The Community Infrastructure Levy

- 1.11 The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new developments in their area to fund necessary infrastructure. CIL came into force on 6 April 2010 through the CIL Regulations 2010, with additional amendments in April 2011. CIL will largely replace Section 106 developer contributions as the means to fund infrastructure projects made necessary by development. In order to continue to seek contributions to off-site infrastructure requirements, local authorities must have a CIL in place by April 2014. A local planning authority is the charging authority for its area. In accordance with the NPPF, Maldon District Council is proposing to bring a CIL into effect alongside the production of the LDP.
- 1.12 The Planning Act 2008 provides a wide definition of the infrastructure which can be funded by CIL, including transport, flood defences, schools, hospitals, and other health and social care facilities. This definition allows the levy to be used to fund a very broad range of facilities such as play areas, parks and green spaces, cultural and sports facilities, district heating schemes and police stations and other community safety facilities. The regulations rule out the application of the CIL for providing affordable housing.
- 1.13 CIL Guidance states that information on the charging authority area's infrastructure needs should, wherever possible, be drawn directly from the infrastructure planning that underpins their development plan. The IDP can then be used by the charging authority to identify a selection of indicative infrastructure projects or types of infrastructure that are likely to be funded by the levy and a total infrastructure cost. The charging authority should consider known and expected infrastructure costs and the other sources of funding available, or likely to be available, to meet those costs and thus illustrate that their intended CIL target is justifiable and is based on appropriate evidence.
- 1.14 The inclusion of infrastructure schemes within this IDP does not automatically result in schemes being funded through CIL or S106 agreements in the interim period. It is anticipated that some of the schemes included within the IDP may be funded, or part funded, through CIL, but may also receive funding from other sources.
- 1.15 The following best practice guidance on infrastructure planning and the implementation of CIL have also been published by the Planning Advisory Service (PAS) and the Planning Officers Society (POS) to provide additional clarity:
- A Steps approach to infrastructure planning and delivery (PAS, 2009); and
  - CIL and Infrastructure Planning – An Advice Note (POS, 2011).

(vi) Methodology

- 1.16 The IDP has been carried out by the planning policy team at Maldon District Council. The IDP builds upon earlier work to develop an infrastructure schedule for the District. This early work involved extensive consultation with the key stakeholders including the LSP Place Shaping Group. Specific infrastructure planning advice was also provided by the Planning Advisory Service in October 2011 and further guidance was taken from 'A Steps Approach to Infrastructure Planning and Delivery' (PAS, 2009).
- 1.17 In the initial stages of preparation of the IDP, a desktop study was carried out that analysed existing strategies and plans. All the relevant stakeholders were then contacted between December 2011 and April 2012 to identify existing infrastructure capacity and needs, and any programmes of work to address those needs. A number of consultation techniques were undertaken including interviews, targeted questionnaires and in the case of the Parish Councils, an infrastructure presentation followed by a questionnaire.
- 1.18 The next stage was to discuss a number of potential spatial options and the potential impacts that such sites may have upon the infrastructure providers if brought forward as a strategic growth area within the Local Development Plan. The results of this consultation are recorded within Part 1 of the IDP.
- 1.19 The final stage of Part 1 of the IDP has been to develop an infrastructure schedule (Appendix 1) based on the information provided. This details both essential infrastructure required to unlock growth and deliver the Local Development Plan and desirable infrastructure, which will support and benefit existing local communities over the plan period.
- 1.20 There has been differing levels of response 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. Engagement is on-going with stakeholders and the findings from the Local Development Plan Preferred Options consultation and any outstanding pieces of evidence will inform Part 2 of the IDP.

## 2. Maldon District: Key Evidence Base Documents

### **Greater Essex Demographic Forecasts (Edge Analytics, 2012)**

- 2.1 In response to the proposed revocation of the East of England Plan and its associated housing targets, the Essex Planning Officers Association commissioned the production of new population and housing forecasts to assist Essex local authorities in producing their own housing targets. The Study provides a set of forecasts based on seven scenarios relating to existing Sub-National Population Projections (SNPP) data, alternative levels of migration, previous RSS targets, local authority annual monitoring reports (AMR) and dwelling trajectories, and economic projections in the East of England Forecasting Model (EEFM).
- 2.2 The forecasts for Maldon District identified that the SNPP and EEFM based scenarios forecast the highest level of population growth, and scenarios relating to a continuation of the local authority AMR / dwelling trajectory and net nil migration forecast the lowest level of growth.

### **Heart of Essex Housing Growth Scenarios (Roger Tym and Partners, 2012)**

- 2.3 Roger Tym and Partners were jointly commissioned by the local authorities of Maldon, Brentwood, and Chelmsford to identify and assess appropriate scenarios for housing growth up to 2031. This study was intended to enable the Heart of Essex local authorities to reach an informed view on adopting new housing targets following the proposed revocation of the East of England Plan and its associated housing targets, in accordance with the 'Duty to Co-operate'.
- 2.4 The Study tested four housing scenarios for the District, 146, 200, 263, and 397 dwellings per annum.

### **Heart of Essex Economic Futures Study (Nathaniel Lichfield & Partners, 2012)**

- 2.5 Nathaniel Lichfield and Partners were jointly commissioned by the local authorities of Maldon, Brentwood, and Chelmsford, to provide an economic assessment of the existing conditions and future prospects of the area, in accordance with the 'Duty to Co-operate'. The Study has produced employment forecasts up to 2031 to identify growth scenarios for each district. Key findings for Maldon District include:
- At nearly twice the national average, the largest sector of employment is manufacturing.
  - The District has about 4,300 registered businesses, around 400,000 sq.m of employment space, and has generally high levels of economic activity and low levels of unemployment.
  - Using a 'dwelling constrained' growth scenario of 200 dwellings per annum, total employment would be forecasted to decline by 0.1% between 2012 and 2031.

However, the Districts GVA contribution will grow annually by 1.7% up to 2031, slightly below the UK average of 2.2%. Using a 'sector derived' scenario, which models the impact of an uplift applied to certain individual sectors by 2031 based on local knowledge provided by the local authority rather than historical trends, employment is projected to grow by 0.5% annually up to 2031. This would create 2,800 jobs by 2031.

- In both scenarios, there is no significant quantitative requirement for additional employment land and potentially some scope to reduce allocations. There is however, a strong need to improve the quality and flexibility of employment floorspace to meet the needs of modern business.

#### **Strategic Housing Land Availability Study (URS, 2012)**

- 2.6 The Maldon District Strategic Housing Land Availability Study provides a review of the potential available and deliverable housing land in the District.
- 2.7 The total number of sites assessed as part of the SHLAA was 383. Less than half of these sites were found to be suitable, available and achievable, in terms of the definitions set out in the SHLAA practice guidance. The theoretical total potential housing capacity for years 0-15 of the Local Development Plan is 20,242 dwellings. This includes 286 dwellings currently with planning permission. However, 98% of the overall capacity is located on sites which would only be acceptable if there were to be a policy change in either the Local Development Plan or a Neighbourhood Plan.

#### **Rural Facilities Survey (MDC, 2011)**

- 2.8 The Rural Facilities Survey assessed the availability of facilities and the general level of accessibility to services in each settlement of the District. The Survey examined the spatial distribution of services and facilities across the District, in order to identify existing networks and potential gaps.
- 2.9 The Survey identified that more facilities are located in the urban areas of the District. There is a good provision of facilities within the urban areas, however the only urban area with a police station is Maldon. In the rural north of the District, the Survey identified that only six parishes have a permanent shop, generally consisting of parishes with a population of over 1,000. Across the District the larger parishes provide a greater provision of facilities.

#### **Green Infrastructure Study (MDC, 2011)**

- 2.10 The Green Infrastructure Study assessed the quantity, quality and accessibility of existing green infrastructure in the District, and outlined the level of green infrastructure that would be required alongside the level of growth proposed for the area. The Study provided recommendations on the future standards, type and distribution of green infrastructure required in the District.

- 2.11 The Study concluded that the supply of green infrastructure in the District is relatively good, however there are areas of the District that require improvements. The population of the District is projected to increase over the next 20 years, therefore an increase in green infrastructure will be required to maintain the current level of provision. It is likely that the provision of green infrastructure will continue to be focused in and around larger settlements, therefore the Study identified that it is important to improve accessibility to green infrastructure from rural areas in the future.

**21<sup>st</sup> Century Digital Essex: A Strategy for World-Class Broadband for Essex (Essex County Council, 2011)**

- 2.12 The Strategy aims to provide superfast and much improved broadband services available across Essex, to allow more people to make more effective use of the internet. The objectives of the Strategy are to ensure that:
- By 2015, 100% of premises have at least 2 megabits per second (mbps) broadband connections available to them.
  - By 2017, at least 75% of premises have superfast broadband available to them (more than 24mpbs).
  - Mobile phone coverage penetration is deepened and in settlements of more than 10,000 inhabitants, mobile phone connection is sufficient to have a LTE (4G) internet connection.

**Assessment of Impact of Potential Core Strategy Sites on Existing Junctions (Mouchel, 2010)**

- 2.13 The Assessment considered proposed levels of growth in the District against existing traffic data sources, and undertook further modelling of junction improvements to identify any appropriate mitigation measures. This work determined the impact of potential growth areas that were considered under the Core Strategy on the surrounding key links and junctions in the District, and where appropriate identified measures that would mitigate any potentially detrimental impact.

**Rural Gap Analysis Report (MDC & Writtle College, 2010)**

- 2.14 The Report provided a review of the rural economy in the District, and identified the impact of the decline of traditional industries, flooding, and animal disease on the area. The Report outlined how investment in enterprise, innovation, employment land, provision of relevant skills training and support for the development of young people (post 16) should ensure a robust rural community.
- 2.15 The report concluded that the District has a large amount of potential to provide rural diversification projects, locally produced food, tourism and historical and cultural activities. There was considered to be little opportunity for

diversification into the energy crop market or forestry. Growth in sustainable nature based recreational and historical tourism is considered to offer a large opportunity in relation to existing features of the District.

#### **Maldon Scoping Water Cycle Study (Entec, 2010)**

2.16 The Water Cycle Study aimed to ensure a strategic approach to the management of the water environment alongside proposed levels of growth. The Study reviewed existing information on the water environment in the District to determine existing capacity of water infrastructure, and identify potential barriers to development.

2.17 The key findings of the Study include:

- Due to the high demand for water and the low annual average rainfall limiting supplies in the area, there is little additional water available to abstract for public water supply. The wider area is classified as being under 'serious water stress'.
- There are 14 wastewater treatment works serving the District, nine of which are considered to be operating 'at capacity'.
- Capacity issues exist in the foul sewers in Maldon and Southminster catchments, and Anglia Water is not proposing any infrastructure upgrades before 2016.
- Shellfish Waters are also designated in the Blackwater and Crouch estuaries, which require good quality discharges from some of the District's watercourses.
- It is recommended that all new developments should implement Sustainable Drainage Systems (SuDS) in preference to traditional drainage systems to reduce flood risk and reduce the pressures on the sewerage systems (where combined sewers exist).

#### **Employment Land Review (Roger Tym and Partners, 2009)**

2.18 The Employment Land Review provides a strategic assessment of existing employment land in the District, and evaluates forecasted need of up to 2021 to recommend future levels of employment land that should be allocated. The Review concluded that the District:

- Does not have a high standard of employment space compared to the wider regional market with 20% of sites being rated 'poor';
- Has an excess of currently allocated employment land and should look to rationalise this allocation. Sites identified in the Review as poor or worse should be considered for de-allocation, particularly those sites which may provide a suitable alternative use;

- Should enhance the range and quality of small business opportunities in the major urban centres;
- Should use pro-active planning to encourage investment in infrastructure and services and provide new high quality employment locations in the most attractive locations;
- Should have a permissive approach to employment activities being proposed in rural areas through farm conversions, except where the scale or nature of development has a demonstrably adverse impact on the wider environment.

**North Essex Retail Study, Retail Capacity Update (GVA Grimley, 2009)**

2.19 The Retail Capacity Update provides a Maldon District update to the North Essex Authorities Retail Study (2006). The Study forecasts the need for further convenience and comparison retail floorspace up to 2024. The Study identified that:

- There is an over provision of convenience goods floorspace in the district and subsequently no requirement for additional floorspace.
- Foodstores in the District are generally underperforming in comparison to national levels. Only the out-of-centre Tesco at Fullbridge is performing in line with company averages.
- In qualitative terms, it is recommended that the Council supports improvements to foodstore provision and accessibility in the network of town centres.
- There is forecasted to be insufficient capacity between 2009 and 2014 to support further comparison goods floorspace in the district over and above proposed new schemes coming forward.
- There may be scope to enhance the DIY and decorating / bulky goods retail facilities in the District.
- Retail warehouses selling 'town centre' type goods, such as clothing and footwear, should be resisted due to unacceptable impact on the town centres.

**Mid Essex Strategic Flood Risk Assessment (Scott Wilson, 2007)**

2.20 The Strategic Flood Risk Assessment (SFRA) provides a detailed review of flood risk issues in existing and proposed developments within the District. The assessment of flooding at a strategic scale aims to inform allocation of land for future development, by outlining the current and future risk of flooding from a combination of sources, including tidal inundation, fluvial overspill, storm water management and groundwater.

2.21 The SFRA identified that the main areas considered at risk from flooding are those adjacent to the River Crouch (such as Burnham-on-Crouch and North Fambridge) and areas adjacent

to the River Blackwater (such as Maldon, in particular the Heybridge Basin and the Causeway). The main fluvial flooding sources in the District are the rivers Blackwater and Chelmer. The estuary of the River Crouch presents a flood risk to southern areas of the District. The North Sea also presents a source of tidal flood risk to the District.

### **3. Housing and Accommodation**

3.1 This section considers the baseline infrastructure position in the District in respect to affordable housing and Gypsy and Traveller accommodation.

#### **(i) Affordable Housing**

##### **Lead Agency**

- Maldon District Council
- Housing Associations

##### **Evidence Base**

- Maldon Strategic Housing Market Assessment (DCA, 2009)
- Draft Affordable Housing Guide (MDC, 2012)
- Viability Study (Three Dragons, 2012)
- Older Persons Housing Strategy (MDC, 2010)
- The Renewed Maldon District Sustainable Community Strategy (MDC, 2010)
- Greater Essex Demographic Forecasts Phase 2: Scenario Development incorporating Phase 1: Model development (Edge Analytics, 2012)

##### **Strategic Issues**

- 3.2 Affordable housing is defined as social and affordable rented, shared ownership and intermediate housing provided to eligible local households on incomes whose needs are not met by the market. The Council has a duty to help people find accommodation who are at risk of becoming homeless.
- 3.3 The number of households in the District is projected to increase by circa 9,000 over the period 2010 to 2033 (CLG, 2010). It is expected that a significant proportion of all households will be single people including those over pensionable age, people with disabilities and separated households.
- 3.4 Affordable housing need is high within Maldon District. The shortage of affordable housing is particularly acute in parts of the rural area. There is a District-wide shortage of homes which are affordable and homes which are suitable for older people and specially designed homes for people with learning and physical disabilities. This leads to a strong local need for smaller unit sizes to meet the needs of demographic change.

**Existing Provision**

- 3.5 There are approximately 62,500 people in Maldon District within 24,500 households. This equates to an average household size of 2.55 people. The District's stock of affordable housing is approximately 2,900 (11% of District total housing stock). The Council does not own any affordable homes. This Council's stock was transferred to Moat Housing Association in the 1990s. The main affordable housing providers that operate within the District are: Moat Housing Association, Chelmer Housing Partnership, Hastoe Housing Association, Estuary Housing Association, Colne Housing Society and the Salvation Army Housing Association.

**Gaps in Provision**

- 3.6 The Maldon Strategic Housing Market Assessment Update (SHMA) highlights that the total annual affordable housing need is for 399 units on a 5-year basis and 340 units on a 10-year basis. After allowing for the average 139 net re-lets of the existing social stock, there will still be a total annual affordable housing shortfall of 256.
- 3.7 Between 2006 and 2009 the average annual supply of affordable dwellings was just 27 with a tenure split of 85.2% social rented and 14.8% intermediate housing. There is a continued lack of affordable housing either for rent or intermediate housing in Maldon District. Only 95 affordable homes were built in the District between 2007 and 2011.

**Planned Provision**

- 3.8 The Council should allocate sufficient land within the Local Development Plan to contribute towards and significantly increase the supply of housing, including affordable housing, over the period 2014 to 2029. Following changes to Government policy and legislation, the Council should move towards developing a locally derived housing target. The preferred housing target should be set out in the Local Development Plan Preferred Options consultation document. The Local Development Plan should also enable local parish communities, through Neighbourhood Plans, to increase the housing supply beyond that set out in the preferred approach.
- 3.9 The SHMA recommends that affordable housing policy set out in development policies should be based on what is sustainable, viable and deliverable. It is noted that the scale of affordable need justifies a high target but also highlights that this level has been difficult to achieve nationally, even in the highest priced areas. The SHMA recommends that the overall affordable housing target should be 'up to 40%' of new units. The viability study supports the 40% target (Three Dragons, 2012).

**Development Impact**

- 3.10 Affordable housing will be secured through developer contributions on qualifying sites, where viable. This will lead to increased supply of affordable dwellings across the District.

- 3.11 At this stage it is not possible to predict what proportion of affordable housing will be delivered through the Local Development Plan. This will be based on the targets set out in the Local Development Plan and planning application negotiations.
- 3.12 It is important that the Council plans for high quality market and affordable homes in well-designed neighbourhoods with good access to schools, healthcare and transport links. This will provide the foundation for creating balanced and sustainable communities and can be achieved by:
- Identifying deliverable housing land supply for fifteen years from the date the Plan will be adopted and ensuring that at least a five-year supply of housing land is available for development.
  - Prioritising locations for development that will best contribute to building sustainable, linked, mixed use and balanced communities.
  - Ensuring the provision of an appropriate mix, type and tenure of housing on sites in a range of locations which meet the needs of Maldon District's residents, particularly needs for affordable and supported housing.

#### **Funding Mechanisms**

- 3.13 To provide affordable housing across the District, the Local Development Plan will need to seek to utilise on-site affordable housing provision through S106 agreements including, where appropriate, commuted sums to the Council.
- 3.14 There are other potential funding sources available to the Council that will assist in boosting the supply of affordable housing such as the HCA 'National Affordable Homes Programme' funding.

(ii) Gypsy and Traveller Accommodation

**Lead Agency**

- Maldon District Council
- Essex County Council
- Housing Associations

**Evidence Base**

- Gypsy and Traveller Accommodation Assessment (Fordham Research, 2009)
- Designing Gypsy and Traveller Sites (DCLG, 2008a)

**Strategic Issues**

- 3.15 The Council has a duty under the Housing Act 2004 to assess the accommodation needs of Gypsies and Travellers and demonstrate how that need will be met.
- 3.16 The Government has recently published national planning policy in relation to Planning for Traveller Sites. This indicates that local authorities must plan to meet objectively assessed need, and should demonstrate an adequate five year supply of deliverable land to meet this need.

**Existing Provision**

- 3.17 The Government has recognised that there is an insufficient supply of authorised pitches for Gypsies and Travellers. As a result, The Council has a duty under the Housing Act 2004 to assess the accommodation needs of Gypsies and Travellers and demonstrate how that need will be met. The recent Dale Farm eviction of an unauthorised site in the Greenbelt in nearby Basildon has demonstrated the complexity of the issues associated with planning for the future needs of Gypsies and Travellers.
- 3.18 The Gypsy and Traveller Accommodation Assessment provides the most up to date evidence to assist with planning for future needs in the District. This Assessment indicates that there were 60 authorised pitches in the District. The Council undertakes a bi-annual monitoring exercise to monitor the number of Gypsy and Traveller pitches in the District. The latest count (January 2012) indicated that there are a total of 47 existing and developed pitches within the District.
- 3.19 Only two publicly owned and maintained sites exist within the District. These are both owned and maintained by Essex County Council and are at full capacity. The remainder of the sites in the District are privately owned. Historically, a number of privately owned gypsy and traveller sites have been converted into private residential accommodation for the settled community. As a result, the Council has recently adopted a local definition for

Gypsies and Travellers in order to seek to maintain the existing supply of gypsy and traveller sites, reduce confusion and to ensure that a consistent approach is used to planning in the future. The definition is to be adopted within the Local Development Plan.

#### **Gaps in Provision**

- 3.20 The Gypsy and Traveller Accommodation Assessment identifies a need for 17 additional pitches between 2008 and 2021. To put this into context, overall the Assessment identified a need for an additional 405 additional pitches across Essex.
- 3.21 The latest monitoring data produced by the Council indicates that 47 pitches exist within the District, which is significantly less than the 60 pitches which the Gypsy and Traveller Accommodation Assessment estimated to exist in the District in 2009. No evidence exists which accurately demonstrates the areas of the District in highest need for additional Gypsy and Traveller pitches.

#### **Planned Provision**

- 3.22 Until recently, the Government sought to provide an increased supply of Gypsy and Traveller pitches through the Regional Spatial Strategies, and in the case of the Maldon District, the East of England Plan. This stipulated that the Council was required to provide a minimum of 15 additional pitches between 2006 and 2011. Beyond 2011, provision was to be made for an annual 3% compound increase in residential pitches.
- 3.23 However, the Government is now intending to revoke the East of England Plan, including the targets for Gypsy and Traveller provision. As a result, Maldon District Council will be required to plan for the local needs of the Gypsy and Traveller community through the Local Development Plan, utilising the available evidence base.
- 3.24 The Local Development Plan should seek to establish a locally derived target for Gypsy and Traveller provision over the plan period (2014-2029) which meets objectively assessed need in accordance with national planning policy.

#### **Development Impact**

- 3.25 Provision will be set out in the Local Development Plan which is currently scheduled for adoption in 2014.

## 4. Education

4.1 This section considers the baseline infrastructure position in the District in respect to education provision including pre-school, primary, secondary and sixth form.

### (i) Pre-School Provision

#### Lead Agency

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

#### Evidence Base

- Essex Childcare Sufficiency Assessment (ECC, March 2011)
- Maldon District Childcare Sufficiency Action Plan – Maldon Spring Term 2011 (MDC, 2011)
- Developers' Guide to Infrastructure Contributions 2010 Edition (ECC, 2010)

#### Strategic Issues

4.2 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.

4.3 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.

#### Existing Provision

4.4 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 set out the existing early years provision within Maldon District and highlight areas of constraint. 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.

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

	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	5	0	31	49	10	8	4
Number of places*	238	0	795	155	176	190	110

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

### Gaps in Provision

4.6 Local access to early years and childcare provision in Maldon District is generally well served through current provision and recent expansions and developments. However, there are a number of gaps which are summarised below:

- Purleigh and Tillingham continue to be in need of support to sustain the extended services for families.
- There is a lack of full day care provision (day nursery) in Great Totham, Wickham Bishops and Woodham Walter and Heybridge East areas.
- There is an existing day nursery in Maldon East ward, but it had a 100% take up rate and there is presently no full day nursery or sessional facility in Maldon West ward.
- There is no full day care or sessional settings within Burnham-on-Crouch North ward. However, there is spare capacity in Burnham-on-Crouch South ward, with a 58% take up of places.

4.7 Many of the above childcare options (e.g. breakfast clubs, holiday clubs etc) can be undertaken in flexible space within community halls/rooms etc. At present, there is a lack of such flexible space in Maldon District.

### Planned Provision

4.8 The strategic housing allocations within the Local Development Plan will need to set out and outline the infrastructure needs, which may include childcare provision if appropriate. The infrastructure needs should be addressed within any consequent planning application.

4.9 The precise quantum of development that will trigger a bespoke project cannot be defined exactly, as location will play an important part. The size of such provision will also vary. By way of indication, a 60 place Children's Centre is likely to require a minimum of 0.15 hectares of land.

**Development Impact**

- 4.10 Provision of childcare facilities will meet the needs of the proposed strategic housing allocations and contribute to alleviating pressures from existing under-provision.
- 4.11 At this stage it is not possible to predict what level of childcare provision will be delivered through the Local Development Plan. The quantum of childcare provision should be derived through discussions with key infrastructure providers through the production of a development brief and through pre-application discussions.

**Funding Mechanisms**

- 4.12 The 'Developers' Guide to Infrastructure Contributions 2010 Edition', details the scope and range of the 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. This document includes contributions towards pre-school provision.
- 4.13 The child yield from houses is nine children per one hundred homes (0.09 per dwelling) with half this number expected from flats i.e. 0.045 per dwelling. In the case of smaller developments, contributions will be sought to help extend existing provision, or to pool contributions towards a larger project. All contributions sought are based on, and index linked to, the cost of provision at the start of the financial year. At the start of the financial year 2009/10, each Early Years & Childcare place was estimated to cost £13,698.
- 4.14 Under the Planning Act 2008, pre-school provision is included as a type of infrastructure that could be funded through the CIL.
- 4.15 On large developments, it is likely that new provision will need to be established. Often new provision can be attached to a school or provided as part of a larger community resource.

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

- Essex County Council
- The District's primary schools

**Evidence Base**

- Commissioning School Places in Essex 2011 – 2016 (ECC, 2011)
- Consultation with Essex County Council

**Strategic Issues**

- 4.16 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.
- 4.17 The 'Commissioning School Places in Essex 2011 – 2016' sets out Essex County Council's vision for education. The purpose of this document is to:
- Set out the policies and principles to ensure that there is a sufficient and diverse supply of suitable and good school places to meet statutory requirements for early years, primary and secondary age provision;
  - Provide information on the current organisation of school places, and the existing capacities and number of pupils attending those schools;
  - Provide information about the size of existing school sites and identify opportunities that may exist for further expansion where required to meet housing demands; and
  - Provide forecasts of future pupil numbers, and how any increases might be accommodated, or how any surpluses could be addressed.

**Existing Provision**

- 4.18 There are 19 primary schools in Maldon District. The 'Commissioning School Places in Essex 2011 – 2016' provides an analysis of primary school places and admissions. This document indicates that in May 2011 there was a District-wide surplus of primary school places with a total 4,180 children on the education 'Roll' compared with the existing primary school capacity of 4,730 spaces. This amounted to a surplus of 550 primary school places or an 11% capacity.

- 4.19 Whilst there was an identified district-wide primary school place capacity, the 'Commissioning School Places in Essex 2011 – 2016' identifies the following schools as having a deficit in terms of capacity i.e. oversubscribed:
- St Francis Catholic Primary School, Maldon
  - Cold Norton Primary School
  - Purleigh Community Primary School
  - St Cedd's Church of England (Voluntary Aided) Primary School, Bradwell
  - Great Totham Primary School
- 4.20 There are an additional 4 schools that are at capacity. These are:
- All Saints Maldon Church of England Primary School
  - Tollesbury School
  - Wentworth Primary School
  - Woodham Walter Church of England Primary School
- 4.21 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
  - Burnham-on-Crouch Primary School
  - Southminster Church of England (Voluntary Controlled) Primary School
  - Latchingdon Church of England (Voluntary Controlled) Primary School
- 4.22 Table 2 of the 'Commissioning School Places in Essex 2011 – 2016' indicates that the numbers of primary school pupils declined in Maldon District from 4,462 in 2007 to 4,180 in 2011. Additional evidence from Essex County Council has indicated that reception numbers are forecast to remain stable in Maldon District over the next 5 years, with surplus predicted to reduce slightly. GP registrations currently indicate lower numbers of pre-school children in some rural areas.

#### **Gaps in Provision**

- 4.23 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 (based on the soon to be revoked East of England Plan).

- 4.24 Table 17 of the 'Commissioning School Places in Essex 2011 – 2016' indicates that the number of pupils in the District's primary schools would reduce by 1.9% between 2011 and 2016 if no further houses are constructed. If the housing numbers set out in the East of England Plan are met, then the number of pupils would increase to 4,203. This would leave a surplus of 259 spaces.
- 4.25 The following primary schools are identified as either being in deficit in terms of capacity or being at capacity, if the East of England Plan housing numbers are delivered:
- All Saints Maldon Church of England (Voluntary Controlled) Primary School
  - St Francis Catholic Primary School, Maldon
  - Wentworth Primary School
  - Cold Norton Primary School
  - St Cedd's Church of England (Voluntary Aided) Primary School, Bradwell
  - St Nicholas Church of England (Voluntary Controlled) Primary School, Tillingham
  - Great Totham Primary School
  - Woodham Walter Church of England (Voluntary Controlled) Primary School

#### **Planned Provision**

- 4.26 There is no existing planned provision for increased primary school capacity. Future school provision in the District will need to be planned through the Local Development Plan.

#### **Development Impact**

- 4.27 The combined effect of strategic housing allocations in a particular area and the accumulative impact of smaller housing developments are likely to require additional school place capacity.
- 4.28 The capacity of Heybridge Primary is 367 pupils. Any development of between 800 and 1,750 dwellings in Heybridge will significantly impact upon this capacity. A number of options will be available to mitigate the impact including the provision of a new primary school and/or the expansion of Heybridge Primary.
- 4.29 Development of up to 1,250 dwellings in Maldon has the potential to impact upon the catchments of Wentworth Primary and Maldon Primary School. There is room to expand Wentworth Primary. An alternative option could be to relocate and expand Maldon

Primary, which presently is located on land at the Plume Lower School. Such an option could contribute to releasing land to assist addressing the existing and future capacity issues at The Plume. At present there is no potential site identified for any relocated/expanded Maldon Primary School.

- 4.30 The pupil yield that would result from a development scheme of up to 300 dwellings in Burnham-on-Crouch could be accommodated through the expansion of Burnham-on-Crouch Primary. The school currently uses relocatable classrooms to accommodate approximately 90 pupils. There is on-site capacity to extend the existing buildings.
- 4.31 There is sufficient capacity at Southminster Primary School to accommodate an additional pupil growth.
- 4.32 There is no additional capacity at Great Totham Primary. This would restrict development within its catchment including at locations such as Wickham Bishops, Little Braxted and Langford.
- 4.33 Purleigh Community Primary has some additional capacity. Development growth in the South West of the District will require an expansion of capacity at Purleigh Community Primary. There is however capacity at other schools within the area.
- 4.34 At this stage it is not possible to predict what level of primary school provision will be delivered through the Local Development Plan. This would need to be planned as part of any strategic allocation. Infrastructure needs arising as a consequence of development will be expected to be met by the developer.

#### **Funding Mechanisms**

- 4.35 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.
- 4.36 The 'Developers' Guide to Infrastructure Contributions 2010 Edition', details the scope and range of the financial contributions towards education infrastructure which Essex County Council may seek from developers, through Section 106 agreements, in order to make development acceptable in planning terms. This document sets a threshold of developments of ten or more residential dwellings which will trigger the need for discussions with Essex County Council in respect to education contributions. Applications for smaller developments will normally be exempt unless location necessitates a holistic look at their cumulative impact.
- 4.37 In the case of larger developments, specific projects may need to be identified and contributions secured that fully fund them. The precise number of dwellings that will trigger either a bespoke project or a new school cannot be defined exactly, as location will play an important part. By way of guidance, a development of 700 houses could be expected to produce sufficient pupils to fill a one form entry primary school. A one form

entry primary school requires 1.1 hectares of land whereas a two form entry primary schools requires 1.9 hectares of land.

- 4.38 Under the Planning Act 2008, primary school provision is included as a type of infrastructure that could be funded through the CIL.
- 4.39 There are various complex educational funding sources available to the service provider (in this case Essex County Council). These funding streams are often referred to as 'Devolved Programmes'. Prior to the introduction of Building Schools for the Future Fund (which ceased in 2010), most of the Department's capital budget was handed directly to schools and Local Authorities to spend on their priorities. There are a variety of different streams, each with its own allocation formula, that devolve money to Local Authorities, including 'basic need' funding for new school places where the population has grown.

(iii) Secondary School Provision

**Lead Agency**

- Essex County Council
- The District's secondary schools

**Evidence Base**

- Commissioning School Places in Essex 2011 – 2016 (ECC, 2011)

**Strategic Issues**

4.40 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 2011 – 2016' sets out Essex County Council's vision for education. The purpose of this document is to:

- Set out the policies and principles to ensure that there is a sufficient and diverse supply of suitable and good school places to meet statutory requirements for early years, primary and secondary age provision;
- Provide information on the current organisation of school places, and the existing capacities and number of pupils attending those schools;
- Provide information about the size of existing school sites and identify opportunities that may exist for further expansion where required to meet housing demands; and
- Provide forecasts of future pupil numbers, and how any increases might be accommodated, or how any surpluses could be addressed.

**Existing Provision**

4.41 There are two secondary schools in Maldon District. An analysis of secondary school places and admissions is set out in 'Commissioning School Places in Essex 2011 – 2016'. This study indicates that there was a District-wide surplus of secondary school places in May 2011, with a total 2,634 children on the 'Roll' compared with the existing capacity of 2,934 secondary school spaces. This amounts to a surplus of 300 secondary school places, however, Plume School has a surplus of just 14 spaces whereas St Peter's High, Burnham (Ormiston Rivers Academy from 2011/12) has a surplus of 286 spaces.

4.42 Table 2 of the 'Commissioning School Places in Essex 2011 – 2016' indicates that the numbers of secondary school pupils has remained constant in Maldon District between 2007 and 2011 at between 2,634 and 2,682 pupils per annum.

**Gaps in Provision**

- 4.43 Essex County Council have made a number of pupil forecasts for future secondary pupil forecasts based on historic births, current GP registrations, historic admissions, current numbers on the Roll and new housing trajectories (based on the soon to be revoked East of England Plan).
- 4.44 Table 17 of the 'Commissioning School Places in Essex 2011 – 2016' indicates that the number of pupils in the Districts secondary schools (including sixth form) would reduce by 7.5% between 2011 and 2016 if no further houses were to be constructed. If the housing numbers set out in the East of England Plan are met, then the number of pupils would reduce by 5.2%. However these forecasts do not consider site specific issues such as the capacity constraints and limited expansion opportunities at Plume School.

**Planned Provision**

- 4.45 There is no existing planned provision for increased secondary school capacity. Future school provision in the District will need to be planned through the Local Development Plan.

**Development Impact**

- 4.46 Any future development within the Maldon and Heybridge catchment areas is likely to require additional school place capacity mitigation measures, particularly at The Plume School, Maldon.
- 4.47 Whilst, The Ormiston Rivers Academy has sufficient capacity to absorb significant development, The Plume School is currently at capacity. Any future development in Maldon, Heybridge and surrounding area will place additional pressure on the accommodation of pupils. Any expansion of the school would be problematic given its split site nature. The school also shares the site with Maldon Primary School, which further restricts development options.
- 4.48 At this stage it is not possible to predict what level of secondary school provision will be delivered through the Local Development Plan. This would need to be planned as part of any strategic allocation. Any strategic decisions involving The Plume School will need to be addressed within the development brief.

**Funding Mechanisms**

- 4.49 The 'Developers' Guide to Infrastructure Contributions 2010 Edition', details the scope and range of the 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. This document includes contributions towards education.

- 4.50 This document sets a threshold of developments of ten or more residential dwellings which will trigger the need for discussions with Essex County Council in respect to education contributions. Applications for smaller developments will normally be exempt unless location necessitates a holistic look at their cumulative impact. Developer contributions are only required where there is a current or forecast lack of permanent places at the local school or in the immediate area to the proposed development. In the case of larger developments, specific projects may need to be identified and contributions secured that fully fund them. The precise number of dwellings that will trigger either a bespoke project or a new school cannot be defined exactly, as location will play an important part. Based on the latest available figures (2009), the cost of funding each secondary school place is calculated at £17,217.
- 4.51 Under the Planning Act 2008, secondary school provision is included as a type of infrastructure that could be funded through the CIL.
- 4.52 There are various complex educational funding sources available to the service provider (in this case Essex County Council). These funding streams are often referred to as 'Devolved Programmes'. Prior to the introduction of Building Schools for the Future Fund (which ceased in 2010), most of the Department's capital budget was handed directly to schools and Local Authorities to spend on their priorities. There are a variety of different streams, each with its own allocation formula, that devolve money to Local Authorities, including 'basic need' funding for new school places where the population has grown.

(iv) Sixth-Form Provision

**Lead Agency**

- Essex County Council

**Evidence Base**

- Developers' Guide to Infrastructure Contributions 2010 Edition (ECC, 2010)

**Strategic Issues**

4.53 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 2011 – 2016' document sets out Essex County Council's vision for education. The purpose of this document is to:

- Set out the policies and principles to ensure that there is a sufficient and diverse supply of suitable and good school places to meet statutory requirements for early years, primary and secondary age provision;
- Provide information on the current organisation of school places, and the existing capacities and number of pupils attending those schools;
- Provide information about the size of existing school sites and identify opportunities that may exist for further expansion where required to meet housing demands; and
- Provide forecasts of future pupil numbers, and how any increases might be accommodated, or how any surpluses could be addressed.

**Existing Provision**

4.54 The two secondary schools in Maldon District both have Sixth-Forms and in May 2011, these schools collectively supported 460 pupils.

**Gaps in Provision**

4.55 Table 17 of the 'Commissioning School Places in Essex 2011 – 2016' indicates that if no further houses are constructed between 2011 and 2016 then the number of sixth-form pupils would increase by 6. An assessment was not made on the forecasted pupils based on East of England Plan housing completions however it is likely that any additional development will increase the need for additional spaces.

**Planned Provision**

- 4.56 The strategic housing allocations within the Local Development Plan will need to set out and outline the infrastructure needs, which may include sixth-form provision if appropriate.

**Development Impact**

- 4.57 Sixth-Form provision will need to be considered as part of any strategic development. Whilst, The Ormiston Rivers Academy has sufficient capacity to absorb significant development, The Plume School is currently at capacity. Any future development in Maldon, Heybridge and surrounding area will place additional pressure on the accommodation of pupils at The Plume School. Any expansion of the school would be problematic given its split site nature. The school also shares the site with Maldon Primary School, which further restricts development options.
- 4.58 At this stage it is not possible to predict what level of Sixth-Form provision will be delivered through the Local Development Plan. In general for every one hundred houses constructed there is a demand generated for an additional four sixth form places. However, the quantum of Sixth-Form provision should be considered alongside secondary school provision.

**Funding Mechanisms**

- 4.59 The 'Developers' Guide to Infrastructure Contributions 2010 Edition' states that the majority of Essex secondary schools have a sixth form and in some cases expanding the number of secondary places will naturally lead to an increase in the number of sixth form places demanded. S106 contributions may therefore be sought.
- 4.60 Under the Planning Act 2008, education provision is included as a type of infrastructure that could be funded through the CIL.

**(v) Parish Council: Infrastructure Consultation (Education)**

- 4.61 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to education.

Parishes	Perceived Deficiency & Action
Althorne	Inadequate public transport acts as a barrier to accessing education provision
Heybridge	Need for a new primary school within 5 years
North Fambridge	All children are driven by bus to local schools outside of the village
Tillingham	Tillingham Primary School needs children from other villages to maintain numbers

\*No other Parish Councils responded

## 5. Section 5.0: Health

5.1 This section considers the baseline infrastructure position in the District in respect to health provision.

### (i) GP Medical Provision

#### Lead Agency

- NHS Mid-Essex
- NHS East of England
- Mid Essex Hospital Services NHS Trust
- Future Commissioning Groups

#### Evidence Base

- White Paper “Equity and Excellence: Liberating the NHS” (DH, 2010)
- NHS Future Forum Report (NHS, June 2011)
- Delivering Healthy Communities Five-Year Strategic Plan (2009-2014) Second Edition reviewed January 2010 (NHS Mid-Essex, 2010)

#### Strategic Issues

5.2 The responsibility of health care provision in Maldon District lies with NHS Mid-Essex, a primary care trust (PCT) that also covers the district of Braintree and the borough of Chelmsford. The PCT are accountable to NHS East of England, the strategic health authority that is accountable to the Department of Health. NHS Trusts, such as Mid Essex Hospital Services NHS Trust, are separate organisations that provide health services. The PCT commission services from such providers and from GPs, dentists, pharmacists and opticians, who are independent businesses under contract to them.

5.3 The main functions of the NHS Mid-Essex include:

- To improve the health and well-being of the local population
- To make sure that everyone has access to safe, high quality health services when needed
- To meet the national targets, put NHS policy into local practice and bring the best of modern healthcare to the residents of Mid-Essex
- To make year on year improvements in health services

Governmental Changes to the National Health Service

- 5.4 The governmental health reforms, detailed in the White Paper (July 2010) "Equity and Excellence: Liberating the NHS" and in its response to the NHS Future Forum Report (June 2011), set out new ways of working. Under the reforms the Primary Care Trusts will be abolished and replaced with Clinical Commissioning Groups with representation from GPs, hospital doctors and nurses. The power within the NHS is in effect transferring to front-line clinicians and patients. This change is anticipated to take place between 2013 and 2016. National commissioning will be handled by a new independent NHS Commissioning Board.
- 5.5 Local authorities will take on new functions. They will hold the local health improvement budgets and work closely with health providers, voluntary organisations and local businesses to improve the health of their residents. As part of the new Health and Social Care Bill, health and wellbeing boards will be established in local authorities.
- 5.6 Local authorities and Commissioning Groups will both be responsible for preparing future Joint Strategic Needs Assessments (JSNA's) through the new health and wellbeing boards. The board will also need to produce a high-level 'joint health and wellbeing strategy' which will cover NHS healthcare provision, social care, public health and possibly even wider determinants such as housing and education.

Delivering Healthy Communities Five-Year Strategic Plan (2009-2014) Second Edition reviewed January 2010

- 5.7 The Five-Year Strategic Plan sets out how the PCT will deliver local health services in Mid-Essex. The priorities are stated as being:
- To ensure that the large rural areas within Mid-Essex, including parts of Maldon, have better access to and a wide choice of services; and
  - Improved healthcare provision for the growing elderly population and that there is support for people to make healthy lifestyle choices.
- 5.8 The Five-Year Strategic Plan seeks to deliver more services for people at home or in local surgeries, clinics and health centres. The Five-Year Strategic Plan indicates that investment plans in facilities in Maldon will be subject to review through the Strategic Service Development Plan with specific consideration of the following:
- Maldon Community Hospital
  - Primary Care developments in Maldon
  - Heybridge Primary Care Centre

- 5.9 A commitment is made to improving access to NHS dental services. It is highlighted that an additional £1.1m million has been invested into the Mid-Essex area to improve access to dental services and that a new surgery in Maldon will open in the future.
- 5.10 The Five-Year Strategic Plan highlights that funding is constrained for both capital and revenue and as such investment in the estate will be restricted to projects that have a clear strong link to delivery of the strategic plan combined with a compelling financial case. This will also require strong and effective partnership arrangements to deliver the projects.

#### **Existing Provision**

- 5.11 There are five 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
- 5.12 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.
- 5.13 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**

- 5.14 Each of the medical centres within the District is operating beyond the capacity standards that the PCT seeks to operate within. The PCT standard is that for efficient operation, no more than 1,750 people should be listed per 'whole time equivalent' GP. Each of these

medical centres is operating at approximately 2,000 people listed per 'whole time equivalent' GP with the exception of the Tillingham Medical Centre which is operating at approximately 2,700 people listed per 'whole time equivalent' GP.

- 5.15 In terms of floorspace, the PCT apply a standard of 120m<sup>2</sup> that is required per 'whole time equivalent' GP. The only medical centre that operates within this standard is the Tillingham Medical Centre. The remaining four surgeries all require alterations and extensions to meet the standards. The Blackwater Medical Centre is the most constrained in terms of floorspace and requires the greatest amount of investment to bring it up to standard.
- 5.16 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 PCT seeks to operate within.
- 5.17 The following table sets out the capacity of each of the medical centres.

Surgery Name	List size	GP WTE	Av List size per GP (GP Standard 1,750)	Medical Centre Capacity	m <sup>2</sup> per WTE GP to meet standard	Total m <sup>2</sup> to meet standard	Estimated Cost to meet Floorspace shortfall
Longfield Medical Centre, Princes Road, Maldon	14,325	7.25	1,976	-1637.5	120	283	£566k
Blackwater Medical Centre, Princes Road, Maldon	14,376	6.7	2,146	-2651	120	444	£888k
Burnham Surgery, Foundry Lane, Burnham-on-Crouch	9,634	4.75	2,028	-1321.5	120	147	£294k
William Fisher Medical Centre, High Street, Southminster	5,970	3	1,990	-720	120	114	£228k
Tillingham Medical Centre, 61 South Street, Tillingham	2,782	1	2,782	-1032	120	n/a	n/a
	<b>47,087</b>	<b>22.7</b>	<b>2,074</b>	<b>-7,362</b>	<b>120</b>	<b>988</b>	<b>£1.976 m</b>

Source: Infrastructure Consultation (2012)  
WTE = whole time equivalent

### Planned Provision

- 5.18 The PCT has no planned investment programmes to expand existing medical centres within the District. The Council will plan for strategic growth areas that will comprise sustainable new neighbourhoods. Where appropriate, the Council should ensure that these areas include healthcare facilities and contribute sustainable communities.

### Development Impact

- 5.19 PCTs need 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 adopted by the PCT 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.

5.20 There is a clear GP under-provision across the Maldon District to meet the needs of existing residents. The PCT has identified the need for an additional circa 1,000m<sup>2</sup> of health care floorspace at a cost of £1.976m to meet the existing shortfall in provision.

5.21 It is important that the Council plans for well designed and good quality neighbourhoods and as such it is necessary that appropriate healthcare facilities are planned for that contribute to the creation of balanced and sustainable communities. At this stage it is not possible to predict what level of healthcare will be delivered through the Local Development Plan. The quantum of provision should be derived through discussions with key infrastructure providers.

#### **Funding Mechanisms**

5.22 Funding for health services is provided to PCTs on a capitalisation basis, i.e. an amount per patient. They have a degree of flexibility in this respect, including the use of their own capital, realisation of surplus assets and through other funding mechanisms. Capitalisation funding should follow population growth and provide PCTs 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 creating a subsequent time lag before Health Service revenue funding catches up with the population growth.

5.23 Funding for GP premises comes from PCT budget allocations. PCTs do not receive a specific budget for new premises developments. Funding for the expansion of the current provision would be at the expense of other competing priorities and ultimately may not be possible. Other sources of funding for new facilities have to be explored.

- 5.24 In some instances a form of private finance arrangement exists, where independent contractor GPs enter into agreements with third party developer companies that specialise in building Primary Care developments to lease back to the GPs. However, the GPs will expect this rent to be funded by the PCT and will seek reimbursement assurances prior to the development proceeding.
- 5.25 The PCT does not currently have a developer contribution policy for primary care premises. As a result it is the PCT's policy is to seek S106 contributions towards healthcare for housing developments.
- 5.26 Under the Planning Act 2008, medical and health provision is included as a type of infrastructure that could be funded through the CIL.

(ii) Maldon Community Hospital

**Lead Agency**

- NHS Mid-Essex
- East of England strategic Health Authority
- NHS ProCorp
- 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**

- 5.27 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 PCT considers there to be significant problems with the physical condition with a number of the buildings at the St Peter's site. The PCT has begun a programme in which to deliver a new community hospital by 2016.
- 5.28 The PCT approved a Strategic Outline Case for the development of a new community hospital in Maldon at its Board meeting held in May 2009 with subsequent revisions approved in January 2010. The Strategic Outline Case was approved by the Strategic Health Authority in June 2010. The Strategic Outline Case contained the following key elements:
- A case for a range of community services to be provided as a hub between secondary and primary care
  - A shortlist of options for delivery of the hospital
  - A financial case setting out a requirement for additional recurring revenue of a minimum £1.6m per annum (exc do minimum option) to be met through service redesign
  - The next stage is developing the Outline Business Case, which will re-state the case for change as set out in the Strategic Outline Case and set out the programme for delivery. The PCT is now finalising the Outline Business Case which will be presented for approval by the NHS North Essex Cluster Board at its meeting in May 2012 and approval from the Strategic Health Authority will be sought in parallel.

**Existing Provision**

- 5.29 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**

- 5.30 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.
- 5.31 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**

- 5.32 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 will constitute a material consideration in a future planning application.
- 5.33 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.

5.34 The key milestones for the next stage are as follows:

- Commence procurement - autumn 2012
- Detailed planning consent – spring 2013
- Select preferred partner – early 2014
- Financial close – spring 2014
- Start on site – spring 2014
- Completion – early 2016

**Development Impact**

5.35 The delivery of the new community hospital is currently planned for 2016.

**Funding Mechanisms**

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

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

5.37 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 then construct the facility and lease it back to the CCG/PropCo. The developer will be responsible for the external maintenance of the facility only and as such is “developer light” in contrast to a Private Finance Initiative.

**(iii) Dentists**

5.38 With regards to dental Premises, the PCTs issue a contract to dentists but there are no ongoing capital or revenue issues. 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.

**(iv) Parish Council: Infrastructure Consultation (Health)**

5.39 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to health.

Parishes	Perceived Deficiency & Action
Heybridge	Need for a Primary Health Care Facility. The existing branch facilities can not cope and Heybridge residents need to travel to Maldon.

\*No other Parish Councils responded

## 6. Emergency Services

6.1 This section considers the baseline infrastructure position in the District in respect to emergency service provision.

### (i) Ambulance

#### **Lead Agency**

- East of England Ambulance Service NHS Trust (EEAST)

#### **Evidence Base**

- Strategic Direction 2007-12 – Making the Connections (EEAST, 2007)
- Estates Strategy 2011-2016 (EEAST, 2011)
- East of England Ambulance Service NHS Trust Annual Plan 2012/2013

#### **Strategic Issues**

6.2 The Ambulance Service for Maldon District is provided by the East of England Ambulance Service NHS Trust (EEAST). The EEAST was formed on 1 July 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.

6.3 The East of England Ambulance Service NHS Trust is required to reach 75% of all life threatening emergencies within 8 minutes. This target is now measured from the time the Trust receives the call to arrival on scene. The Trust's main objectives are to:

- Meet these mandatory standards in service delivery;
- Deliver current priorities such as Call Connect and the new digital radio and despatch systems;
- Begin work on projects to deliver the vision, particularly the technical preparation for building a knowledge management system and reshaping HEOCs to move to the emergency and urgent care assessment centre concept; and
- Prepare the organisation to apply for Foundation Trust status.

6.4 EEAST has service level agreements with the PCTs, specifically in respect to 'Accident and Emergency'.

6.5 The future issues and direction for EEAST is set out in its "Strategic Direction" (2007-12) document. EEAST anticipates that the five-year period covered by this Strategic Direction document will see "a major shift in the pattern of demand for services". The shift will be

driven by “radical changes in the way that different types of emergency and urgent calls are classified, how they are commissioned, the need to place the patient at the centre of determining how services are delivered, and a focus on clinical evidence of patient outcomes, as opposed to target response times, as the key measure of performance”. These challenges will result in major changes to the delivery of the ambulance service, which could result in a more flexible “hub and spoke” approach, with operational staff not being assigned to a single centre and only going there as required. This could reduce the number of command centres and therefore result in a reduction of EEAST’s property portfolio.

- 6.6 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:
- Developing 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**

- 6.7 Stations are located in Maldon and Burnham-on-Crouch, although the South Woodham Ferrers and Chelmsford stations provide extra cover.

#### **Gaps in Provision**

- 6.8 None known at present

#### **Planned Provision**

- 6.9 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.
- 6.10 EEAST are seeking to reduce the estate footprint by at least 15%. 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. The Colchester Hub is due for completion in

2012. In addition to the 19 Hub/Depot locations noted above, there are 65 ambulance stations and 48 response posts distributed throughout the operational area.

#### **Development Impact**

- 6.11 Ambulance premises are an issue to be overcome in considering future needs. An increasing population and a changing population structure may create demand for increase ambulance service infrastructure e.g. fully equipped ambulance, a rapid response vehicle and/or a new ambulance station.
- 6.12 At this stage it is not possible to predict what level of ambulance provision that may be required as a result of strategic developments. However any significant growth in Maldon District may require the introduction of other dynamic deployment facilities in line with the EEASTs strategic priorities.

#### **Funding Mechanisms**

- 6.13 The Patient Transport Services are commissioned by Primary Care Trusts and Acute Trusts on a contractual basis and the Primary Care Services are commissioned by Primary Care Trusts across the region. The Trust's main source of income for the emergency services is through NHS Service Level Agreements made with the fourteen Primary Care Trusts in the region and this is reviewed on an annual basis.
- 6.14 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.
- 6.15 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)
- Integrated Risk Management Plan 2011 – 2014 (ECFRS, 2011)

**Strategic Issues**

- 6.16 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.
- 6.17 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) 2011 – 2014 and to set officers 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 have been introduced.

**Existing Provision**

- 6.18 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**

- 6.19 The Progress Report 2010/2011 & Revised Action Plan 2011/2012 provide an annual review of the Property Asset Management Plan, which sets out how ECFRS performed against the Property Asset Management Action plan in the preceding 12 months. It also presents a revised Property Asset Management Plan for the period 2011/2012. A number of asset investment priorities that have been set out for the year 2011/12 include the need to upgrade Tollesbury Station and increased facilities at Maldon Station.

**Planned Provision**

- 6.20 A number of asset investment priorities that have been set out Property Asset Management Action Plan for the year 2011/12 that include the following Maldon District fire stations:

- Tollesbury Station Refurbishment – this project is expected to cost £97k and due to be complete in 2012; and
- Refurbishment of the Breathing Apparatus Rooms at Maldon. A pool of £112k has been allocated for this and a number of similar projects across Essex. This project is due to be completed in 2012.

**Development Impact**

- 6.21 It is likely that the increase in the number of households in the District will add pressure to the Essex County Fire and Rescue Service.
- 6.22 The service requirements of the Essex County Fire and Rescue Service as result of increased housing growth, will need to be taken into consideration in the planning of the strategic housing allocations in the Local Development and any development briefs.

**Funding Mechanisms**

- 6.23 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.
- 6.24 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 Essex Police Authority Business Plan Business Plan 2010 – 2013 (EPS, 2010)

**Strategic Issues**

6.25 Essex Police Constabulary 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.

6.26 The Essex Police Authority is an independent organisation whose purpose is to support and oversee the work of Essex Police. The Police Authority currently comprises of nine councillors, one magistrate and eight independent members of the public. Their job is to provide a link between the public and the police service, ensuring that anyone who may visit, live or work in Essex receives an efficient and effective police service. The Essex Police Authority Business Plan 2010 – 2013 outlines their strategic objectives over a three year period. These can be summarised as follows:

- Influencing the strategic direction of Essex Police and securing the maintenance of an efficient and effective police service;
- Improving the effectiveness of engagement with and accountability to the local community;
- Continuing to develop the authority's partnership work;
- Enhancing our effectiveness in scrutinising and ensuring that Essex Police delivers its performance objectives, priorities and quality outcomes;
- Reviewing and developing our effectiveness as an organisation, ensuring that we fulfil our statutory responsibilities;
- Ensuring value for money; and
- Contributing to the national agenda.

**Existing Provision**

- 6.27 Essex Police has two police stations with one located in Maldon and the other in Burnham-on-Crouch.

**Gaps in Provision**

- 6.28 None known at present

**Planned Provision**

- 6.29 The Essex Police Authority Business Plan contains a budget for financial years 2010/2011 to 2012/2013. For 2010/2011, the overall revenue budget for the Police Authority was £268m, with a capital programme of £14m.
- 6.30 The Essex Reform Programme will bring about structural change to Essex Police. This programme is due to commence on the 1<sup>st</sup> March 2012. This will change the way geographical areas are policed in terms of the chain of command and internal reporting structure. Currently, Neighbourhood Policing is delivered through five geographical divisions. Three local policing areas (LPAs) will be created: LPA North, LPA South and LPA West. Maldon District will fall within LPA North. Each LPA will be under the command of a Superintendent who will be responsible for Neighbourhood Policing, community safety and partnership working. Each local policing area will be divided into a number of District Policing Areas (DPAs), which will see some of the current policing districts joined together.

**Development Impact**

- 6.31 It is likely that the increase in the number of households in the District will add pressure on the Police Service. If an area is going to be subject to significant population increase which will result in a greater demand on services Essex Police would consider what changes may need to be made to resource levels and or infrastructure such as police stations.
- 6.32 The service requirements of the Essex Police will need to be taken into consideration as a result of any strategic growth.

**Funding Mechanisms**

- 6.33 Essex Police is revenue funded by a mixture of Central Government and local government funding, with the former only intended to cover national projects. It is assumed that the Police will effectively fund its capital requirements out of its revenue budget either by saving, borrowing or renting.
- 6.34 There are no set standards on the number of homes needed to justify a new PCSO or Police Officer post in the District. However it is critical that new or enhanced police facilities are provided early on, as there is a need for the Police to be able to build

relationships with expanded or new communities from the outset, and to react to the police service, demand for which will typically commence as soon as growth starts.

- 6.35 Essex Police has actively engaged in the planning system to facilitate community safety. It is generally envisaged that the capital requirement for essential policing infrastructure to meet the demands of planned growth and maintain an acceptable level of service will need to be met from developer contributions. The East of England Police Authorities and the British Transport Police produced a supplementary planning document titled 'Policing Contributions from Development Schemes' (2006). This document (or successor document) will be used to inform any appropriate development contribution.

(iv) Parish Council: Infrastructure Consultation (Emergency Service)

- 6.36 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to the emergency services.

Parishes	Perceived Deficiency & Action
Althorne	Long delays in the arrival of ambulances.
Heybridge	Adequate substitution required for public flood siren.
North Fambridge	Ambulance services take approx 10 to 15 mins to reach the village.
Tillingham	Air ambulance takes up to 2 hours. Lack of Police, Fire and Ambulance provision.

\*No other Parish Councils responded

## **7. Sports Provision**

7.1 This section considers the baseline infrastructure position in the District in respect to sports provision.

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

#### **Lead Agency**

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

#### **Evidence Base**

- Maldon District Green Infrastructure Study (MDC, 2011)

#### **Strategic Issues**

7.2 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.

7.3 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**

7.4 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.

Sports Facility	Provision (total number of facilities in the District)
11-a-side football pitch	38
Mini soccer pitch	10
Cricket pitch	10
Rugby pitch	7
Synthetic turf pitch	3
Sports hall	4
Swimming pool	1
Squash court	0
Heath and fitness facilities	2
Golf course	8.5
Outdoor tennis	14
Indoor tennis	0
Outdoor bowl	4
Indoor bowl	7

Source: MDC 2011

### Gaps in Provision

- 7.5 Indoor Sports Provision - As a result of projected population growth there will be a need for an additional sports hall by 2026. It is suggested that this be provided in the Tollesbury area where there is no existing access to such a facility. It is also recommended that the quality of indoor sports hall provision at Plume School and Dengie Hundred be improved to bring them to modern standards.
- 7.6 Swimming Pools – 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. It was recognised that it should be subject to a feasibility study.
- 7.7 Outdoor Bowls Greens – The provision of outdoor bowls is at good quality 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.
- 7.8 Outdoor Tennis Courts – 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.
- 7.9 Squash Courts - 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.
- 7.10 Grass Pitches - 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. 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. 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 11-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 Study recommends that where possible, four junior football pitches should be provided at a site in the Maldon area with good quality changing facilities. The GI 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.

7.11 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.

7.12 The gaps in provision are summarised in the following table.

<b>Sports Facility</b>	<b>Summary of recommended local standards by 2026</b>
11-a-side football pitch	8 extra pitches in the urban area (Maldon, Burnham and Southminster) 2 extra pitches in the rural area
Mini soccer pitch	3 extra pitches needed
Cricket pitch	2 extra pitches needed
Rugby pitch	2 extra pitches needed
Synthetic turf pitch	No extra provision required
Sports hall	1 extra hall needed
Swimming pool	1 extra pool needed subject to feasibility
Squash court	8 extra courts needed
Heath and fitness facilities	No extra provision required
Golf course	2 extra courses needed
Outdoor tennis	3 extra courts needed
Indoor tennis	4 extra courts needed
Outdoor bowl	1 extra green needed
Indoor bowl	1 extra rink needed

Source: MDC 2011

#### **Planned Provision**

7.13 None known at present.

**Development Impact**

- 7.14 Any future strategic growth will result in the need for additional leisure and cultural facilities. This should be strategically planned and take into account the green infrastructure needs and requirements that arise from the developments and the existing needs within the District.

**Funding Mechanisms**

- 7.15 Green Infrastructure is expected to be delivered via Section 106 contributions / CIL arrangements. These are anticipated to be shared between the local authority and its development partners.
- 7.16 It is very difficult to apply a fixed cost to green infrastructure schemes as a broad brush approach, due to the significant variance in individual scheme costs. Individual scheme costs need to be developed through design and feasibility studies.
- 7.17 The cost of ongoing maintenance can be a significant issue. There are two responses to consider. The objective would be to avoid creating small areas of labour intensive space. There is also a need to consider options for the future maintenance of such space e.g. consider setting up community trusts on larger sites to undertake maintenance. There is considerable scope for formalising the approach taken towards securing developer contributions towards open space provision and maintenance and its ongoing control and maintenance by the parishes.

**(ii) Parish Council: Infrastructure Consultation (Sports Provision)**

- 7.18 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to the sports provision.

<b>Parishes</b>	<b>Perceived Deficiency &amp; Action</b>
Heybridge	Need for increased open space and replacement of Draper's Farm site.
Tolleshunt D'Arcy	Need for further facilities
North Fambridge	Lack of open space / recreation
Southminster	Need for 4.6 hectares of open / recreation space

\*No other Parish Councils responded

## **8. Public Facilities**

8.1 This section considers the baseline infrastructure position in the District in respect to public service provision.

### **(i) Libraries**

#### **Lead Agency**

- Essex County Council

#### **Evidence Base**

- Essex County Council Sources

#### **Strategic Issues**

8.2 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**

8.3 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

8.4 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.

8.5 A mobile library service is provided throughout the District to both the urban areas and rural area. The mobile libraries 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 but are generally fortnightly. The following villages in Maldon District have 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**

- 8.6 Essex County Council has indicated that there is no existing deficiency based on the current population of the District, however a review of service delivery would be necessary should there be any increase in housing provision. Essex County Council has identified Heybridge as a settlement that is already close to reaching the point at which a new standalone library facility will be required, that is, where a community has a population of 7,000 people or more.

#### **Planned Provision**

- 8.7 None known at present.

#### **Development Impact**

- 8.8 The strategic housing growth allocations that will be set out in the Local Development Plan together with the impact of cumulative developments will result in the need for additional library services. For example, any significant development at Heybridge could trigger the need for this facility. The actual impact should be assessed on a site-by-site basis. The opportunity to take advantage of multi-use design and community buildings will also be closely examined and followed whenever practicable.

#### **Funding Mechanisms**

- 8.9 Essex County Council seeks developer contributions from new development to provide new or to enhance existing library services that are affected by any new development. Any contributions are applied flexibly to make provision locally (within or near to new developments) or in accordance with the library service strategy. The contributions are based on the 'Developers' Guide to Infrastructure Contributions 2010 Edition' and 'Public Libraries, Archives and New Development: a Standard Charge approach'" (2008), however the exact nature of new facilities will be subject to service strategy, consultation with local people, user patterns and the prevailing local circumstances. At present Essex County Council seeks a developer contribution of approximately £281 per dwelling. The Essex standard for a new stand-alone library is that it should serve a community of at least 7,000 people.
- 8.10 Under the Planning Act 2008, library provision is included as a type of infrastructure that could be funded through the CIL.

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

- Essex County Council

**Evidence Base**

- Essex County Council Sources

**Strategic Issues**

- 8.11 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 Minerals and Waste LDF being prepared by Essex County Council.
- 8.12 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.
- 8.13 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, has high levels of recycling and Mechanical Biological Treatment (MBT). The Strategy also sets out the waste recycling and composting targets of 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**

- 8.14 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.
- 8.15 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 operate from a depot in Witham,

however the operation will be moved to the Council owned Promenade Park Depot in April 2012.

8.16 In addition to this Essex County Council provides waste infrastructure outside of the Maldon District Council area to manage household waste collected by MDC.

8.17 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 matches 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**

8.18 None identified

#### **Planned Provision**

8.19 There are no planned Essex County Council waste infrastructure projects within the District however low level capital expenditure will take place targeting the two built assets in Maldon and Burnham-on-Crouch to ensure they remain able to operate and manage user/waste throughput.

#### **Development Impact**

8.20 An increase in the number of households and/or a population increase will place pressure on the existing waste infrastructure provided by Essex County Council.

8.21 The collection of waste is managed by a private contract with 'Enterprise'. There is sufficient capacity in the waste collection network over the next 8-years and no further funding is likely to be required. Only in the event that a significant number of new dwellings are constructed would any additional infrastructure be required e.g. the need for a new freighter vehicle.

#### **Funding Mechanisms**

8.22 Maldon District Council is responsible for the refuse collection service and this is funded through council tax charges.

- 8.23 Essex and Southend-on-Sea have been successful in an application for PFI credits which will support the development of capital infrastructure which is essential for the successful delivery of the waste management strategies of Essex and Southend, resulting in increased recycling and diversion of biodegradable waste currently sent to landfill.
- 8.24 The 'Developers' Guide to Infrastructure Contributions 2010 Edition' indicates that the cost of a new and modified waste management network is £187m. This waste management network is likely to consist of one mechanical biological treatment (MBT) plant, six satellite transfer stations, one anaerobic digestion facility, one in-vessel composting facility and a network of easily accessible Recycling Centres for Household Waste (RCHW). Essex County Council is encouraging local authorities to request pro-rata contributions to the capital expenditure required. Developers of new households will therefore be asked to contribute to contribution £305 per new dwelling.
- 8.25 Under the Planning Act 2008, waste and recycling provision is included as a type of infrastructure that could be funded through the CIL.

(iii) Cemetery and Burial Provision

**Lead Agency**

- Maldon District Council
- The Parish Councils
- Religious organisations

**Evidence Base**

- District and Parish Sources

**Strategic Issues**

- 8.26 There is no statutory duty to provide burial space. As a consequence, provision tends to be ad hoc and is largely uncoordinated at the various levels. In addition to municipal cemeteries and churchyards, burial space is also provided by other religious denominations.

**Existing Provision**

- 8.27 There are three main cemeteries within Maldon District which are located at:
- Burnham-on-Crouch Cemetery, Southminster Road, Burnham-on-Crouch;
  - Maldon Cemetery, London Road, Maldon; and
  - Heybridge Cemetery, Goldhanger Road, Heybridge.
- 8.28 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**

- 8.29 None identified

**Planned Provision**

- 8.30 None identified

**Development Impact**

- 8.31 The increase in the elderly population will impact the need for burial spaces.

**Funding Mechanisms**

- 8.32 Under the Planning Act 2008, burial provision is included as a type of infrastructure that could be funded through the CIL.

(iv) Culture and Heritage

**Lead Agency**

- Maldon District Council
- English Heritage
- Museums

**Evidence Base**

- District and Parish Sources

**Strategic Issues**

- 8.33 The Planning (Listed Buildings and Conservation Act) 1990 places several duties on Local Planning Authorities with regard to the preservation of Listed Buildings and the designation, conservation and enhancement of Conservation Areas.

**Existing Provision**

- 8.34 There are over 1,000 listed buildings in the Maldon District including the 13th century Beeleigh Abbey, a medieval vicarage in Maldon, a Victorian railway station and a 20th century icon (Corinthian Yacht club) in Burnham-on-Crouch.
- 8.35 There are conservation areas in the following towns, villages and locations:
- Bradwell on Sea
  - Burnham on Crouch
  - The Chelmer and Blackwater Navigation
  - Goldhanger
  - Heybridge Basin
  - Langford
  - Maldon
  - Purleigh
  - Southminster
  - Stow Maries, World War One Aerodrome

- Tillingham
- Tollesbury
- Tolleshunt D'Arcy

8.36 There are a number of heritage and cultural facilities. The main ones in the District, although this list is not exhaustive, include:

- Maldon Museum, Promenade Park, Maldon District Council - this museum features the history of Maldon through the years
- Museum of Power Langford - exhibits and demonstrates working examples of power sources of all types and chronicles the major roles that they have played in history
- Combined Military Museum, Station Road, Maldon - Houses many exhibits portraying the history of warfare and weapons from the middle ages to the present day
- Beeleigh Abbey - spacious gardens in an historic rural setting
- Wickham Place Garden - a 2 acre walled garden dating from 1706
- Wickham Place - 12 acres of woodland
- Moot Hall - a museum, linking the building to the social history of Maldon across the Centuries
- The Maeldune Heritage Centre – local museum, exhibits of Maldon Society through the ages
- Various churches including St Peters Chapel which was built by St Cedd in AD654
- Theatres – Mac Theatre provides Arts events and Drama for the community. It partially funded by Essex County Council

#### **Gaps in Provision**

8.37 None identified

#### **Planned Provision**

8.38 None identified

#### **Development Impact**

8.39 The increase in the population could increase demand.

**Funding Mechanisms**

8.40 Developer contributions where applicable.

(v) Parish Council: Infrastructure Consultation (Public Facilities)

8.41 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to the public facilities.

Parishes	Perceived Deficiency & Action
n/a	No comments received in respect to public facilities

\*No other Parish Councils responded

## 9. Green Infrastructure

9.1 This section considers the baseline infrastructure position in the District in respect to 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**

9.2 A consideration of green infrastructure is an important component in the adaptation to climate change. Green infrastructure can be defined as a network of multi-functional green space, both new and existing, and rural and urban, which supports the natural and ecological processes and is 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 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.

9.3 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.

- 9.4 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

- 9.5 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:

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

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

#### Gaps in Provision

- 9.7 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.
- 9.8 The GI also highlights a shortage of allotment space within the areas around Mayland and North Fambridge and the villages in the north of the District.
- 9.9 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:

Type	Green Infrastructure Requirements by 2026
Public Park and amenity green spaces	<ul style="list-style-type: none"> <li>- A new District Park to be created</li> <li>- Maintain current level of local parks and neighbourhood amenity spaces</li> <li>- To improve accessibility and connectivity of exiting linear space (sea walls, cycleways and footpaths)</li> </ul>
Natural and Semi Natural Greenspaces	<ul style="list-style-type: none"> <li>- To investigate the potential to create new accessible greenspaces in or around Latchingdon and Tillingham</li> <li>- To improve connectivity between semi-natural greenspaces</li> <li>- To apply a higher level of policy protection to Local Wildlife Sites through the emerging development plan policy</li> </ul>
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>

\*The provision identified in this table includes only publicly accessible facilities in this category. The Study 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.

#### Planned Provision

- 9.10 There are currently no a planned increases in the provision of green infrastructure within the District. The Council has a number of maintenance and upgrade improvements scheduled for the period 2012 to 2016.

#### Development Impact

- 9.11 The increase in the number of dwellings and/or population will increase demand for green infrastructure. Proposed development which has either a direct or indirect impact on natural or semi-natural habitats will have to be mitigated through the policies in the Local Development Plan.

#### Funding Mechanisms

- 9.12 Developer contributions where applicable together with various Councils' resources (County, District and Parish).

(ii) Parish Council: Infrastructure Consultation

9.13 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to the green infrastructure.

<b>Parishes</b>	<b>Perceived Deficiency &amp; Action</b>
Heybridge	Need for increased open space and replacement of Draper's Farm site.
Tolleshunt D'Arcy	Need for further facilities
North Fambridge	Lack of open space / recreation
Southminster	Need for 4.6 hectares of open / recreation space

\*No other Parish Councils responded

## 10. Transport

10.1 This section considers the baseline infrastructure position in the District in respect to transport infrastructure.

### (i) Highways

#### Lead Agency

- Essex County Council
- South East LEP

#### Evidence Base

- Local Transport Plan (LTP3) (ECC, 2011)
- Maldon LDF Core Strategy Assessment of Impact of Potential Core Strategy Sites on Existing Junctions Study (Mouchel, 2010)
- Framework for Prioritising Strategic Transport Infrastructure in the SELEP Area (SKM Colin Buchanan, 2012)

#### Strategic Issues

10.2 The South East 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.

10.3 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 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 will not identify specific schemes with identified funding streams.

10.4 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) are being prepared, including 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.

**Existing Provision**

- 10.5 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**

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

**Planned Provision**

- 10.7 A number of highway schemes have been identified through LTP3 and on-going infrastructure planning work. These schemes are relatively minor at this stage and do not reflect any major schemes that maybe necessary to deliver future demand planned growth. These are outlined below:
- Traffic/Network Management Improvements e.g. 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 monies.
  - Mitigation measures to accommodate new development e.g. 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.

- 10.8 The 'Framework for Prioritising Strategic Transport Infrastructure in the SELEP Area' sets out a number of priority strategic highway projects. None of these are within Maldon District, although there a couple of schemes just beyond the borders which will have an indirect impact, notably A12 improvements and Army and Navy and Chelmsford Town Centre highway improvements.

**Development Impact**

- 10.9 In 2010, a study was undertaken by Mouchel to assess the capacity of certain roads within District and the potential impact of future development growth options that were previously being considered as part of the LDF Core Strategy. Such modelling will identify

areas of the road network that will become under pressure with key junctions under stress, with suggested mitigation measures and costs identified.

- 10.10 The Mouchel Study identified a number of key junctions which would be affected by the significant additional traffic movements arising from new developments. The following junctions were considered constrained and would require significant mitigation measures in order to mitigate against the future development's impact on the highway network.:
- A414/Heybridge Street/Holloway Road roundabout
  - B1022 Colchester Road/Goldhanger Road
  - B1018/Heybridge Approach/A414 roundabout
  - A414/Spital Road roundabout
  - A414/Limebrook Way roundabout
  - B1010 Maldon Road / B1021 Church Road roundabout
- 10.11 Further technical assessments will be required to assess the impact of any site specific schemes upon these junctions. The Mouchel Study should be updated to reflect any strategic growth options within the LDP.

#### **Funding Mechanisms**

- 10.12 Both Maldon District Council and Essex County Council are working together to identify measures to mitigate area-wide impacts of new development. The delivery potential of which is likely to be dependent on the phasing of potential strategic sites and the availability of CIL or other developer contributions
- 10.13 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. It is noted that the method of securing mitigation required may vary depending on the policies and procedures of the Local Planning Authorities. Policy DM18 seeks maintenance payments new specialist and/or additional infrastructure directly related to the proposed development site and its associated highway works.

(ii) Parish Council: Infrastructure Consultation (Highways)

10.14 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to the highway provision.

Parishes	Perceived Deficiency & Action
Langford and Utling	<p>B1018 is too narrow for HGV vehicles to pass from the railway bridge to Witham Road.</p> <p>Relief road required from Mitchells Roundabout to A12 at Witham.</p>

\*No other Parish Councils responded

### (iii) Rail Network

#### **Lead Agency**

- Network Rail
- Abellio Greater Anglia Limited

#### **Evidence Base**

- Route Utilisation Strategies (Network Rail, 2007 & 2011)

#### **Strategic Issues**

- 10.15 Network Rail has the responsibility to operate, maintain, renew and enhance the rail network at this location. 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.
- 10.16 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 RUS that include the railway line to Southminster, these are Greater Anglia RUS published in December 2007 and London & South East RUS published in July 2011. The RUS 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.
- 10.17 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 new franchise.

#### **Existing Provision**

- 10.18 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.

10.19 The Greater Anglia 2007 RUS seeks the extension of the Fambridge Loop on the Southminster branch to allow the operation of additional 12-car trains from Southminster. This would give the operator the flexibility to allocate rolling stock efficiently to meet demand and ensure that full length trains can run on this route. The operation of the extra trains will require power supply upgrades and an extension of the passing loop at Fambridge.

10.20 At Southminster Station, the terminus, is the secured siding and crane, which was used for the transfer of the nuclear flask, from Bradwell Nuclear Power Station, from road to rail freight service when it was still in operation.

#### **Gaps in Provision**

10.21 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**

10.22 No gaps in rail provision have been identified nor have any potential gaps as a result of any future development been identified. Locally there is concern that the Southminster Branch Line is operating at capacity, however Network Rail has not expressed this concern.

#### **Development Impact**

10.23 Future housing growth is unlikely to have an adverse impact upon the rail network.

#### **Funding Mechanisms**

10.24 Network Rail is funded by the Government in five year control periods (CP). The current one, CP4 2009-2014 is due to finish on 31 March 2014. Network Rail is currently going through the latest Periodic Review process of funding, which will conclude in October 2013 (PR13). This will set the funding for all Network Rail's forthcoming renewals and maintenance activities in CP5 2014-2019.

10.25 Any future investment in the rail network within Maldon District would be undertaken by Network Rail and/or Abellio Greater Anglia Limited.

(iv) Parish Council: Infrastructure Consultation (Rail)

10.26 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to the rail provision.

Parishes	Perceived Deficiency & Action
Althorne	Train and bus timetables are not aligned
North Fambridge	Require a train service to Maldon
Southminster	No late night rail service from London
Tillingham	No rail service

\*No other Parish Councils responded

(v) Bus Network

**Lead Agency**

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

**Evidence Base**

- Local Transport Plan (LTP3) (ECC, 2011)
- Essex Bus Information Strategy 2006 – 2011 (ECC, 2006)

**Strategic Issues**

- 10.27 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**

- 10.28 The majority of the bus routes are commercially operated with approximately 15% of bus routes being subsidised by Essex County Council.
- 10.29 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.
- 10.30 The scheme was initiated as part of the 'Access to Services – Access to Healthcare' theme of the Local Area Agreement work 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 also accepted. For other villages along the route, pick-up points are flexible; with passengers required to book in at least 30 minutes in advance of the service's scheduled arrival time.

**Gaps in Provision**

- 10.31 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**

- 10.32** 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.

**Development Impact**

- 10.33 Bus services provide the most accessible public transport option in Maldon District. Increased housing and employment provision will potentially increase bus patronage. The strategic growth allocations should be planned in a strategic manner to take in account the need to ensure that public transport routes e.g. bus routes are delivered early in the development process.

**Funding Mechanisms**

- 10.34 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. Major developments will be expected to contribute towards improving the 'Dengie Dart' service where appropriate. .

**(vi) Parish Council: Infrastructure Consultation (Bus)**

- 10.35 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to the bus provision.

<b>Parishes</b>	<b>Perceived Deficiency &amp; Action</b>
Althorne	Train and bus timetables are not aligned Infrequent bus service
Heybridge	West Heybridge needs an expanded bus service
Langford and Utling	Infrequent bus service
North Fambridge	No available bus to or from the village
Tillingham	Need a direct bus service to Maldon

\*No other Parish Councils responded

(vii) Footpaths, Cycle Routes and Bridleways

**Lead Agency**

- Essex County Council
- Sustrans

**Evidence Base**

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

**Strategic Issues**

- 10.36 Policy 14 of LTP3 sets out ECC's approach to cycling within the county and follows ECC's Cycle Strategy 2001. The policy includes a number of measures such as:
- 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.
- 10.37 ECC'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**

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

**Gaps in Provision**

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

**Planned Provision**

- 10.40 None known at present. The LSP Place Shaping Group has been tasked to identify opportunity for extending the cycle network. This work is on-going.

**Development Impact**

- 10.41 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.
- 10.42 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**

- 10.43 On-site provision or developer contributions could deliver and link cycle and footpath networks.
- 10.44 Walking and Cycling Improvements e.g. the provision of new footpaths and cycleways; improved signage and information could be funded through the Governments' Local Sustainable Transport Fund. LTP3 indicates that walking improvements could be secured through the ECC Integrated Transport Budget and existing and future S106 monies.

(viii) Parish Council: Infrastructure Consultation (Footpaths, Cycle Routes and Bridleways)

10.45 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to the footpaths, cycles routes and bridleways.

<b>Parishes</b>	<b>Perceived Deficiency &amp; Action</b>
Althorne	Train and bus timetables are not aligned Infrequent bus service
Heybridge	Need to maintain the river path
Langford and Utling	Infrequent bus service
North Fambridge	The bridleway network should be improved for cyclists
Southminster	Need for a increased pedestrian walking routes Need for a cycle path from Southminster to Burnham

\*No other Parish Councils responded

(ix) Inland Waterways

**Lead Agency**

- Essex Waterways Ltd
- Essex County Council

**Evidence Base**

- Essex Waterways Ltd Website

**Strategic Issues**

- 10.46 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**

- 10.47 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**

- 10.48 None known at present.

**Planned Provision**

- 10.49 In 2011, repair and maintenance was carried out to the following locks along the Navigation:
- 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.

10.50 In 2012, the following works have been planned:

- 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.

#### **Development Impact**

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

#### **Funding Mechanisms**

10.52 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. Appropriate funding could be secured developer contributions.

#### **(x) Parish Council: Infrastructure Consultation (Inland Waterways)**

10.53 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to inland waterways.

<b>Parishes</b>	<b>Perceived Deficiency &amp; Action</b>
Heybridge	Need to maintain the river path

\*No other Parish Councils responded

## **11. Utilities**

11.1 This section considers the baseline infrastructure position in the District in respect to utilities.

### **(i) Water Supply**

#### **Lead Agency**

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

#### **Evidence Base**

- Final Water Resources Management Plan 2010-2035 (ESW, 2010)
- Asset Management Plan (ESW,2010)
- Maldon Scoping Water Cycle Study (Entec, 2010)

#### **Strategic Issues**

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

#### **Existing Provision**

- 11.5 The 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.
- 11.6 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.

- 11.7 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 40ML/d of effluent. The consent conditions imposed by the EA were framed to ensure that:

- All river quality standards are met;
- There is no deterioration in river quality;
- In areas of uncertainty, the precautionary principle should apply.

#### **Gaps in Provision**

- 11.8 The available evidence indicates that the whole of Essex is marginally in water supply deficit for the existing population.

#### **Planned Provision**

- 11.9 ESW published its Final Water Resources Management Plan (FWRMP) in January 2010. The FWRMP confirmed that the forecasts of a supply demand shortfall in the Essex Resource Zone over the 25 year planning horizon. This shortfall will be met by a scheme known as the 'Abberton Scheme'. This scheme will increase water capacity by 60% and is scheduled for completion in 2013. ESW is confident that as a result of the completion of the Abberton Scheme in 2013, the supply demand balance will remain in surplus throughout the 25 year planning period.

#### **Development Impact**

- 11.10 The water supply infrastructure should be sufficient to meet current and projected demands in Maldon District over the next 25 years.

#### **Funding Mechanisms**

- 11.11 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**

- 11.12 Anglian Water Services Ltd (AWS) is the statutory sewerage undertaker for the Maldon area.
- 11.13 The Water Services Regulation Authority (Ofwat) is the economic regulator of water and sewerage companies in England and Wales.
- 11.14 The water and sewerage companies are required to submit an asset management planning (AMP) every five years to Ofwat. The plans set out each company's view of what it needs to do to maintain its assets, improve services to customers and deal with 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.

**Existing Provision**

- 11.15 In total, there are 14 wastewater treatment works (WwTW) 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.
- 11.16 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.
- 11.17 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
- Wodham Walter
- Bradwell
- Tolleshunt D'arcy
- Little Totham
- St Lawrence

#### **Gaps in Provision**

- 11.18 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 was been advised 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.
- 11.19 The works at Southminster is at capacity and flow capacity at the works cannot accommodate any additional growth without further investment. In addition, the Environment Agency requires the need to make improvements to the quality of the water in Southminster in order to achieve a 'Good' status required under the Water Framework Directive.
- 11.20 The works at Stone St Lawrence is already at capacity. The Stone Works is unable to receive additional flows without additional investment.
- 11.21 There are also capacity concerns at: Bradwell, Little Totham, and Woodham Walter.

**Planned Provision**

- 11.22 Anglian Water set out its planned investment programme for the period 2010 to 2015 in the Water Resources Management Plan. This programme is summarised in the table below.

<b>Scheme – Specific Requirements &amp; Where</b>	<b>When</b>	<b>Why</b>	<b>Cost</b>	<b>Potential Funding Sources</b>
Upgrade 9 Wastewater treatment works Southminster Stone St Lawrence Bradwell Latchingdon Little Totham Purleigh Tillingham Tolleshunt D’Arcy Woodham Walter.	AWS will apply to the EA for a revised consent when requirement is confirmed. Before a revised consent is sought AWS will look at potential for efficiencies, opportunities for betterment, reduction in infiltration.	To increase the consented dry weather flow (DWF) following a flow compliance review to meet existing requirements from effluent flow (rather than providing headroom to accommodate future growth). In some cases there is also a requirement to tighten sanitary conditions of these consents to ensure no increase in load.	From AWS Investment Plan	AWS

**Development Impact**

- 11.23 Anglian Water has not accounted for the upgrading of the sewerage capacity at the pumping station in Maldon within its ‘Water Resource Management Plan’, which sets out the investment programme for the period 2010 to 2015. As such, development growth options are limited within this time period. If significant new development comes forward that impacts upon the Maldon works then a new sewer would be required to support new development north of the Blackwater, whilst in addition increased capacity and a new crossing is required south of the Blackwater.
- 11.24 In Southminster, the sewerage capacity is limited. Anglian Water has indicated that the land around Southminster would be unable to be developed without significant investment to upgrade the capacity of the sewerage mains. There is a significant viability concern in respect of development at this location.
- 11.25 Burnham-on-Crouch has capacity in sewerage and wastewater treatment works to accommodate additional flows.
- 11.26 There is a long lead-in time in terms of providing new sewerage facilities. Depending on the size of the additional facilities and their location, the expansion of an existing sewerage

treatment works would take between 2½ and 5 years. A new sewerage treatment works would take up to 8 years to provide

#### **Funding Mechanisms**

- 11.27 Under the Flood Water Management Act, new development will no longer have the automatic right to connect surface water drainage to sewers. Developers will be required to put Sustainable Drainage Systems in place in new developments, wherever practicable. Connection will be conditional on meeting new national standards on SUDs and drainage however, these have not yet been issued for consultation by Defra.
- 11.28 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.
- 11.29 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 waste water facilities.

(iii) Parish Council: Infrastructure Consultation (Water Supply and Waste)

11.30 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to water and supply and waste.

Parishes	Perceived Deficiency & Action
Althorne	Sewerage and surface drainage inadequate in the Lower Althorne area. Drains can not cope with surface water runoff.
Langford and Utling	Few dwellings are on the main drainage network
North Fambridge	Sewerage infrastructure is inadequate
Southminster	Capacity concerns
Tillingham	Capacity issues. Surface water drainage problems cause flash floods and blockages. Not enough water pressure.
Tolleshunt D'Arcy	Drains can not cope with surface water runoff.

\*No other Parish Councils responded

**(iv) Flood Defence****Lead Agency**

- Environment Agency
- Essex County Council

**Evidence Base**

- Essex and South Suffolk Shoreline Management Plan Draft (EA, 2010)
- Essex Flood Risk Management Strategy (consultation draft) (ECC, 2012)
- Strategic Flood Risk Assessment – Maldon Supplementary Report (2008)

**Strategic Issues**

- 11.31 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 EA is still responsible for the designated ‘main’ water courses as well as critical ordinary water courses. In future, there will not be an automatic right to connect surface water drainage to the public sewer network. The drainage system will need to be approved to meet new National Standards for SuDS. However, Defra guidance on National Standards is yet to be issued.
- 11.32 The Essex and South Suffolk Shoreline Management Plan (SMP) is currently being produced by the Environment Agency. The draft plan was released for consultation in March 2010 and the final version is currently awaiting approval from the Secretary of State. The main aim of the SMP is to develop the intent of management for the shoreline that achieves the best possible and achievable balance of all the interests around the shoreline, for the next 100 years. The Shoreline Management Plan (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 the area, including Maldon district.

**Existing Provision**

- 11.33 The main fluvial flooding sources in the District of Maldon are the rivers Blackwater and Chelmer. The estuary of the River Crouch also presents a flood risk to the southern regions of the District.

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- 11.34 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 area 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.
- 11.35 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 fairly 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.
- 11.36 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.
- 11.37 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**

- 11.38** Information within the draft SMP for Maldon District includes indications of areas where defences may be realigned and also where they may be maintained and/or upgraded.

#### **Planned Provision**

- 11.39 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 policy to achieve this intent is to maintain 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.
- 11.40 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

11.41 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.

11.42 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.

11.43 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.

11.44 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.

11.45 For all the other defended frontages, detailed analysis beyond the SMP is needed to determine the appropriate standard of protection.

#### **Development Impact**

11.46 Future development will need to adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

11.47 Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change.

#### **Funding Mechanisms**

11.48 In the UK, there is no statutory responsibility on anyone to provide or maintain flood and erosion defences. The Environment Agency and the maritime local authorities only have powers to do so, and they need to work within the limited budgets that they have available. Therefore implementing SMP policies will depend on funding being available. This may be from the national flood and coastal erosion risk management budget, but it could also come from other national sources, or from local and/or third-party funding.

11.49 Flood resistance or resilience measures will be expected to be funded by the developer.

(v) Parish Council: Infrastructure Consultation (Flooding)

11.50 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to flooding.

Parishes	Perceived Deficiency & Action
Althorne	Flooding concerns during heavy rain
Heybridge	Need to maintain the river path
Langford and Utling	Village Hall is prone to flooding
Tillingham	Surface water flooding is common during heavy rain
Tolleshunt D'Arcy	Localised surface water flooding issues

\*No other Parish Councils responded

**12. Energy Supply**

- 12.1 This section considers the baseline infrastructure position in the District in respect to energy supply.

**(i) National Grid – Electricity****Lead Agency**

- National Grid

**Evidence Base**

- n/a

**Strategic Issues**

- 12.2 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.
- 12.3 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.
- 12.4 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.
- 12.5 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.
- 12.6 UK Power Networks owns and operates the local electricity distribution network in Maldon District Council's administrative area.

**Existing Provision**

- 12.7 There are generally no existing capacity issues across the District.

**Gaps in Provision**

- 12.8 The Council is not aware of any gaps in provision.

**Planned Provision**

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

**Development Impact**

- 12.10 It will be important to fully engage with National Grid Gas once specific site information is available, specifying 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**

- 12.11 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**

- 12.12 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.
- 12.13 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.
- 12.14 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**

- 12.15 There are no known existing capacity issues.

**Gaps in Provision**

- 12.16 The Council is not aware of any significant gaps in provision however, there are a number of rural locations that are not connected to the gas network.

**Planned Provision**

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

**Development Impact**

- 12.18 It will be important to fully engage with National Grid Gas once specific site information is available, specifying 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.

- 12.19 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**

- 12.20 Connection to appropriate utilities would be the responsibility of the developer.
- 12.21 National Grid's infrastructure budgets are regulated by OFGEM and as focused on reinforcement projects on a very reactive basis to when new loads connect to the network.

#### **(iii) Parish Council: Infrastructure Consultation (Electricity and Gas)**

- 12.22 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to electricity and gas.

<b>Parishes</b>	<b>Perceived Deficiency &amp; Action</b>
Langford and Utling	Very few properties in the Parish are connected to gas
North Fambridge	No gas connection
Southminster	Poor electricity supply to the east of the village / low voltage
Tillingham	No gas connection

\*No other Parish Councils responded

### **13. Telecommunications**

13.1 This section considers the baseline infrastructure position in the District in respect to energy supply.

#### **(i) Telecommunications (Landline)**

13.2 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 want to facilitate this to market their developments.

#### **(ii) Telecommunications (Broadband)**

##### **Lead Agency**

- British Telecom
- Essex County Council
- Buzzcom

##### **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**

13.3 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.

13.4 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.

13.5 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**

- 13.6 The document '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.
- 13.7 In November 2009, ECC allocated £30,000 towards a pilot broadband project for the Maldon District area. The objective was to select a supplier to deliver broadband services to the entire area and that funding for the pilot should be used to act as a catalyst for a countywide scheme. The main objectives of the funding were to:
- Make available a high-speed service to at least 80% of homes and businesses in the area
  - The bandwidth speed would be at least 4Mbps as both upload and download (synchronous)
  - Once implemented the service would be solely supported by the supplier using the income from subscriber tariffs
  - Different bandwidth and speed options were to be available to meet user needs
  - All infrastructure and on-going maintenance support was the suppliers responsibility
  - Ideally a county based supplier should to be chosen
- 13.8 In early 2010, Buzcom's FibreWiFi solution was chosen as ECC's preferred broadband supplier. Buzcom is a communications company based in Chelmsford that supplies Super Fast and Ultra Fast broadband connections without the need for telephone lines and instead uses radio's to deliver the service to customers. Coverage across the Maldon District was launched on 1 June 2010 and over 700 residents in the district have signed up to the Fibrewifi service.

#### **Gaps in Provision**

- 13.9 The Essex Rural Commission, in partnership with ECC identified the lack of high speed connectivity as a major limiting factor on the rural economy. ECC 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 ECC's plan to address this issue and increase economic competitiveness.

**Planned Provision**

13.10 As above

**Development Impact**

13.11 Increase in households and economic sector will mean greater demand for broadband and wireless capabilities. Provision for these should be accounted for at the outset of proposals and aligned with other underground works to reduce disruption on roads.

**Funding Mechanisms**

13.12 ECC allocated £30,000 towards a pilot broadband project for the Maldon District area. It is unclear whether there will be any future funding for broadband projects.

13.13 Developers own responsibility to connect to a broadband network. Developers will want to facilitate this to market their developments.

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

- Telecommunications providers

**Evidence Base**

- n/a

**Strategic Issues**

- 13.14 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.
- 13.15 Mobile is fast becoming the web access medium of choice, fuelled by the growth of smartphones, tablets, and laptop and dongle. At the end of 2010, over a quarter of adults in the UK (27 per cent) and almost half of teenagers (47 per cent) owned a smartphone and 28 per cent of people use their mobile phones for internet access. By 2015, 75% of all phones are expected to be smart phones, and by 2014, 20% of computers are expected to be tablets.
- 13.16 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.
- 13.17 Mobile phones, dongles, and tablet computers 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 120 calls at any one time.

**Existing Provision**

- 13.18 The following table sets out the existing mobile phone sites within 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

Operator	Site Name
O2	Cornerstone 4809_Vodafone 74740_0, Plot 10
Vodafone	R.L.Orth+Sons,10 Whitehorse Lane, Farmbridge Road
Vodafone	British Rail, Burnham on Crouch Railway Station
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**

13.19 No known gaps in provision.

**Planned Provision**

13.20 The following table sets out the planned mobile phone sites within 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**

13.21 Increase in households and economic sector will mean greater demand for mobile technology. Provision for these should be accounted for at the outset of proposals and aligned with other underground works to reduce disruption on roads.

**Funding Mechanisms**

13.22 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.

13.23 Telecom services should be provided as new housing and commercial development are delivered. The private sector generally bears the infrastructure cost in respect to telecommunication provision.

**(iv) Parish Council: Infrastructure Consultation (Telecommunications)**

13.24 As a part of the infrastructure planning policy and extensive consultation process was undertaken with the Parish Councils to understand the issues affecting their areas. The following table provides a summary of the responses in respect to telecommunications.

Parishes	Perceived Deficiency & Action
Althorne	Average broadband speeds are below 2mbps with frequent loss of service. Parish Council is investigating how the service varies across the village.
Langford and Utling	Very slow broadband speeds
North Fambridge	Slow broadband speeds
Southminster	Slow broadband speeds

\*No other Parish Councils responded

## 14. Strategic Growth Options

### (i) Introduction

14.1 Housing growth is an important component of the emerging Local Development Plan (LDP) for the District. The Local Development Plan will set the level of development that will take place over a 15-year period between 2014 and 2029. The housing and growth strategy in the Local Development Plan will have two parts. Firstly, the housing target, which will set the housing target for the District over the LDP plan period. The second component is the identification of a preferred spatial distribution of strategic growth. This section will explore the infrastructure implications of future strategic growth.

### (ii) A Local Housing Target

14.2 The Heart of Essex is an informal sub-regional partnership comprising Maldon District Council, Brentwood Borough Council and Chelmsford City Council. In light of the change in national planning policy which requires local planning authorities to set their own housing targets, the Heart of Essex commissioned Roger Tym and Partners to identify a robust range of potential Housing Growth Scenarios for each of the local authorities that could be used to inform their spatial strategies (Heart of Essex Growth Scenarios, 2012). The study was informed by up-to-date demographic projections produced by Edge Analytics and commissioned by the Essex Planning Officers Association (EPOA).

14.3 The housing growth study was also informed by a number of the Council's existing evidence base documents, including the Strategic Housing Land Availability Assessment (SHLAA, 2012) and the Council's Strategic Housing Market Assessment (SHMA, 2009).

14.4 The housing growth study identified four potential scenarios for deriving a new local housing target for Maldon District. These are summarised below.

#### **Scenario 1: Population Stable**

14.5 Given the projected demographic changes (ageing population and net in migration) and reducing household sizes, additional homes are required in the Maldon District to maintain the existing population size over the forthcoming plan period. This scenario would provide sufficient homes to maintain the existing population in the District. This scenario would require a minimum number of 146 dwellings per annum. The minimum housing target over the plan period would amount to 2,190 dwellings.

14.6 This housing level would result in a changed population profile with the proportion of people aged over 60/65 projected to increase from around 25% in 2012 to 40% by 2033. The proportion of children in the District would also fall by one quarter and the size of the economically active population would fall by around 3,500 people.

14.7 For indicative purposes only, this scenario could potentially generate £3.2m in funding through the New Homes Bonus. This is illustrated the table below.

**New Homes Bonus**

Year	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Year One	193,175	193,175	193,175	193,175	193,175	193,175	n/a
Year Two	n/a	56,933	56,933	56,933	56,933	56,933	56,933
Year Three	n/a	n/a	96,840	96,840	96,840	96,840	96,840
Year Four	n/a	n/a	n/a	96,840	96,840	96,840	96,840
Year Five	n/a	n/a	n/a	n/a	96,840	96,840	96,840
Year Six	n/a	n/a	n/a	n/a	n/a	200,675	200,675
Year Seven	n/a	n/a	n/a	n/a	n/a	n/a	200,675
Year Total	193,175	250,108	346,948	433,788	540,628	741,303	748,803
						TOTAL	3,254,753

\* £193,175 represents the Council's NHB allocation for year one of the initiative (2011/12)

\* £56,933 represents the Council's NHB allocation for year two of the initiative (2012/13)

\* £96,840 represents the assumption of 60 houses, with half affordable built per year inline with MDC Finance Departments calculations

\* 2016/17 Year likely for LDP plan delivery rates to start to take effect.

\* £200,675, figure based on applying the 146 per annum to the current makeup of Council Tax band distribution in the District. Also applying 40 per cent affordable threshold and assuming no gross housing loss.

- 14.8 The Maldon District Strategic Housing Land Availability Assessment assessed in excess of 370 potential development sites. As a part of the SHLAA viability assessment it was assumed the CIL contributions would amount to £10k per dwelling. On this basis it was found that nearly all the assessed sites were viable. Whilst further work will need to be carried out to determine the CIL level, for indicative purposes, using the £10k per dwelling, this dwelling scenario could generate approximately £21.9m from CIL.

**Scenario 2: Work Force Stable**

- 14.9 This scenario provides sufficient homes to increase the size of the resident population and maintain the size of the economically active population of the District. The scenario would require a minimum of 263 additional dwellings per annum which would amount to a total of 3,945 dwellings over the plan period. This scenario would result in a significant release of greenfield sites to meet the housing requirement.
- 14.10 For indicative purposes only, this scenario could potentially generate £3.7m in funding through the New Homes Bonus. This is illustrated the table below.

**New Homes Bonus**

Year	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Year One	193,175	193,175	193,175	193,175	193,175	193,175	n/a
Year Two	n/a	56,933	56,933	56,933	56,933	56,933	56,933
Year Three	n/a	n/a	96,840	96,840	96,840	96,840	96,840
Year Four	n/a	n/a	n/a	96,840	96,840	96,840	96,840
Year Five	n/a	n/a	n/a	n/a	96,840	96,840	96,840
Year Six	n/a	n/a	n/a	n/a	n/a	357,816	357,816
Year Seven	n/a	n/a	n/a	n/a	n/a	n/a	357,816
Year Total	193,175	250,108	346,948	433,788	540,628	898,444	1,063,085
						TOTAL	3,726,176

\* £193,175 represents the Council's NHB allocation for year one of the initiative (2011/12)

\* £56,933 represents the Council's NHB allocation for year two of the initiative (2012/13)

\* £96,840 represents the assumption of 60 houses, with half affordable built per year inline with MDC Finance Departments calculations

\* 2016/17 Year likely for LDP plan delivery rates to start to take effect.

\* £357,816, figure based on applying the 263 per annum to the current makeup of Council Tax band distribution in the District. Also applying 40 per cent affordable threshold and assuming no gross housing loss.

- 14.11 The Maldon District Strategic Housing Land Availability Assessment assessed in excess of 370 potential development sites. As a part of the SHLAA viability assessment it was assumed the CIL contributions would amount to £10k per dwelling. On this basis it was found that nearly all the assessed sites were viable. Whilst further work will need to be carried out to determine the CIL level, for indicative purposes, using the £10k per dwelling, this dwelling scenario could generate approximately £39.5m from CIL.

**Scenario 3: Meeting Projected Demand**

- 14.12 This scenario would provide for the projected demand in the District for future household growth. The scenario would require a minimum of 397 additional dwellings per annum which would amount to a total of 5,955 dwellings over the plan period. This scenario would result in a significant release of greenfield sites to meet the housing requirement.
- 14.13 For indicative purposes only, this scenario could potentially generate £4.1m in funding through the New Homes Bonus. This is illustrated the table below.

**New Homes Bonus**

Year	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Year One	193,175	193,175	193,175	193,175	193,175	193,175	n/a
Year Two	n/a	56,933	56,933	56,933	56,933	56,933	56,933
Year Three	n/a	n/a	96,840	96,840	96,840	96,840	96,840
Year Four	n/a	n/a	n/a	96,840	96,840	96,840	96,840
Year Five	n/a	n/a	n/a	n/a	96,840	96,840	96,840
Year Six	n/a	n/a	n/a	n/a	n/a	514,061	514,061
Year Seven	n/a	n/a	n/a	n/a	n/a	n/a	514,061
Year Total	193,175	250,108	346,948	433,788	540,628	1,054,689	1,375,575
						TOTAL	4,194,911

\* £193,175 represents the Council's NHB allocation for year one of the initiative (2011/12)

\* £56,933 represents the Council's NHB allocation for year two of the initiative (2012/13)

\* £96,840 represents the assumption of 60 houses, with half affordable built per year inline with MDC Finance Departments calculations

\* 2016/17 Year likely for LDP plan delivery rates to start to take effect.

\* £514061, figure based on applying the 363 per annum to the current makeup of Council Tax band distribution in the District. Also applying 40 per cent affordable threshold and assuming no gross housing loss.

- 14.14 The Maldon District Strategic Housing Land Availability Assessment assessed in excess of 370 potential development sites. As a part of the SHLAA viability assessment it was assumed the CIL contributions would amount to £10k per dwelling. On this basis it was found that nearly all the assessed sites were viable. Whilst further work will need to be carried out to determine the CIL level, for indicative purposes, using the £10k per dwelling, this dwelling scenario could generate approximately £59.6m from CIL.

**Scenario 4: Optimum**

- 14.15 This scenario was developed following consultation to reflect local aspirations and was informed by preliminary work undertaken as part of the Infrastructure Delivery Plan. This scenario would require a minimum of 200 additional dwellings per annum which would amount to a minimum of 3,000 dwellings over the plan period. This scenario would also result in a significant release of greenfield sites to meet the housing requirement.
- 14.16 For indicative purposes only, this scenario could potentially generate £3.4m in funding through the New Homes Bonus. This is illustrated the table below.

**New Homes Bonus**

Year	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Year One	193,175	193,175	193,175	193,175	193,175	193,175	n/a
Year Two	n/a	56,933	56,933	56,933	56,933	56,933	56,933
Year Three	n/a	n/a	96,840	96,840	96,840	96,840	96,840
Year Four	n/a	n/a	n/a	96,840	96,840	96,840	96,840
Year Five	n/a	n/a	n/a	n/a	96,840	96,840	96,840
Year Six	n/a	n/a	n/a	n/a	n/a	258,706	258,706
Year Seven	n/a	n/a	n/a	n/a	n/a	n/a	258,706
Year Total	193,175	250,108	346,948	443,788	540,628	799,334	864,865
						TOTAL	3,438,846

\* £193,175 represents the Council's NHB allocation for year one of the initiative (2011/12)

\* £56,933 represents the Council's NHB allocation for year two of the initiative (2012/13)

\* £96,840 represents the assumption of 60 houses, with half affordable built per year inline with Finance Departments

\* 2016/17 Year likely for LDP plan delivery rates to kick in.

\* £258,706, figure based on applying the 200 per annum to the current makeup of Council Tax band distribution in the District. Also applying 40 per cent affordable threshold and assuming no gross housing loss.

- 14.17 The Maldon District Strategic Housing Land Availability Assessment assessed in excess of 370 potential developments sites. As a part of the SHLAA viability assessment it was assumed the CIL contributions would amount to £10k per dwelling. On this basis it was found that nearly all the assessed sites were viable. Whilst further work will need to be carried out to determine the CIL level, for indicative purposes, using the £10k per dwelling, this dwelling scenario could generate approximately £30m from CIL.

(iii) Identification of Potential Strategic Growth Areas

14.18 The selection of 'potential strategic growth areas' for assessment was informed by: existing technical studies such as the draft Strategic Housing Land Availability Assessment (SHLAA) study; engagement with District Councillors and discussions at Planning Policy Panel; and sites already being actively promoted for housing development in the District. The outcomes of this process identified the following sites and broad areas for assessment:

- Land to the north of Heybridge;
- Land to the south of Maldon;
- Land around Burnham-on-Crouch;
- Land around North Fambridge;
- Land around Southminster;
- Land around Wickham Bishops;
- Land around Little Braxted;
- Land around Great Totham; and
- Land to the west of Langford; and
- Growth to the south-west (Land around South Woodham Ferrers).

14.19 The key infrastructure stakeholders and partner organisations were contacted in December 2011 to establish the baseline infrastructure situation for the respective areas. As part of this process, views of the infrastructure providers and partner organisations (Appendix 2) were sought for each of the potential growth areas. In the first instance a questionnaire was sent out to all relevant stakeholders and partner organisations (a sample questionnaire is provided in Appendix 3). A criteria approach was developed by the Council and used in the assessment of the sites (Appendix 4). The criterion was approved at the Planning and Licensing Committee on 17 November 2011. In the majority of instances this was then followed up by face to face or telephone interviews. The baseline infrastructure evidence in respect to these sites is set out below.

**Land to the North of Heybridge**

- 14.20 This broad location was assessed to consider its potential to deliver between 800 and 1,500 dwellings.

**Highway Capacity of the Surrounding Network**

- 14.21 Essex County Council provided a highways capacity response to the Infrastructure Consultation that was broadly based upon the assessment findings of the Mouchel Study (2010) which had previously assessed the potential of strategic housing growth at land north of Heybridge. The Mouchel Study assessed a range of between 800 and 1,000 dwellings.
- 14.22 One of the key infrastructure requirements that was identified in the Mouchel Study was the need to deliver the possibility of a link road between Broad Street Green Road and Langford Road.
- 14.23 The Mouchel Study identified a number of key junctions surrounding the site, which would be affected by the increase in traffic movements to and from the site and the surrounding network. The report concluded that the following junctions were too constrained for any significant improvement but their performance would not deteriorate if a new link road was to be provided, otherwise there would be capacity constraints:
- A414/Heybridge Street/Holloway Road roundabout
  - B1022 Colchester Road/Goldhanger Road
- 14.24 The report concluded that the following junctions would experience some queuing at peak times (AM or PM), but opportunities existed at the junctions for suitable mitigation measures to provide a nil detriment situation. These junctions were:
- B1018/Heybridge Approach/A414 roundabout
  - A414/Spital Road roundabout
  - A414/Limebrook Way roundabout
- 14.25 The following junction will still be operating within capacity given the scale of development: B1022 Colchester Road/B1022 Broad Street Green Road/Scraley Road
- 14.26 Whilst the Mouchel report modelled a capacity of between 800 and 1,000 dwellings, it was suggested that a development in excess of 1,000 dwellings would create similar issues to that identified at key junctions, but the impact would be more exaggerated.

Education

- 14.27 A scheme of between 800 and 1,500 dwellings would create a demand for between 70 and 135 early school spaces.
- 14.28 A scheme of between 800 and 1,500 dwellings would create a primary school place deficit of between 190 and 400 spaces. Essex County Council has suggested that the solutions to resolving this deficit could include the expansion of Heybridge Primary and the potential to establish a new school that could also provide a community focus.
- 14.29 A scheme of between 800 and 1,500 dwellings would result in a deficit of between 160 and 417 secondary school spaces at the Plume School. The existing school site is too constrained and as a result, any future expansion of this school would be problematic. A creative solution would be required to increase capacity at this school. Further assessment modelling would be required.

Libraries

- 14.30 The community at Heybridge is already close to the current standard for library provision i.e. the Essex standard for a new stand-alone library is that it should serve a community of at least 7,000 people. A scheme of between 800 and 1,500 dwellings could trigger the need for such a facility.

Medical Provision

- 14.31 There is no existing GP capacity within Heybridge with the existing surgeries currently being over-subscribed. A scheme of between 800 and 1,500 dwellings would place additional pressures upon existing GP capacity. However, such a scheme could trigger the need to develop either a new medical surgery or an additional branch surgery.

Sewerage

- 14.32 Anglian Water has indicated that there is sufficient capacity within the treatment works to accommodate additional development but there will be a need for a significant upgrade to the foul network which is currently at capacity for the area. If development were to come forward then early engagement with Anglian Water is essential to ensure that the right infrastructure is in place at the right time.

Water Supply

- 14.33 No constraints

Electricity, Gas and Telecommunications

- 14.34 No Constraint

#### Coastal and Fluvial Flooding

- 14.35 A small part of the site to the west of the B1022 is located in a Flood Zone Two and Flood Zone Three area.

#### Surface Water Flooding

- 14.36 The site includes areas of lower and intermediate surface water flooding. A small section of high risk surface water flooding is located on the boundary, but would not affect the use of the site.

#### Green Infrastructure

- 14.37 A scheme of between 800 and 1,500 dwellings would generate demand for green infrastructure. This may take various forms. The Council's Green Infrastructure Study sets out clear standards that should be applied within the planning of any strategic site. For example, all new housing developments should be within 500m of the nearest neighbourhood amenity spaces, within 1km of a local park, and 5km of a District park and that 1 ha of open space and 0.2 ha of allotment space should be provided per 1,000 population. There would also be a need for additional outdoor sports facilities.
- 14.38 The Council has identified the need for a new District Park within the north-eastern part of the District being the preferred location. This strategic site could provide an opportunity in which to delivery a District Park.

**Land to the South of Maldon**

- 14.39 This broad location was assessed to consider its potential to deliver between 700 and 1,250 dwellings.

**Highway Capacity of the Surrounding Network**

- 14.40 Strategic growth at this location was not considered in the Mouchel Study and as such Essex County Council provided a qualitative assessment based on 700 dwellings. Further assessment and modelling would be required to assess the highways capacity and mitigation measures that would be necessary if strategic development were to take place at this location.
- 14.41 The A414/Limebrook Way junction is likely to be constrained if any significant development is planned at this location. Further assessment work would be required to identify the impact and possible mitigation measures.
- 14.42 Essex County Council has suggested that there may be an opportunity for infrastructure to be put in place to bypass the Spital Road/Wycke Hill/Limebrook Way roundabout to the north of the existing A414.

**Education**

- 14.43 A scheme of between 700 and 1,250 dwellings would create a demand for between 60 and 115 early school spaces.
- 14.44 A scheme of between 700 and 1,250 dwellings would create a primary school place deficit of between 165 and 335 spaces. Essex County Council has suggested that the solutions to resolving this deficit could include the expansion of Wentworth Primary to 3fe, although this is not the preferred ECC model for a primary school (2fe). An alternative option could be to relocate and expand Maldon Primary or build a new primary school.
- 14.45 A scheme of between 700 and 1,250 dwellings would result in a deficit of between 150 and 260 secondary school spaces at the Plume School. The existing school site is too constrained and as a result any future expansion of this school would be problematic. A creative solution would be required to increase capacity at this school. Further assessment modelling will be required.

**Medical Provision**

- 14.46 There is no existing excess GP capacity within Maldon with the existing surgeries currently being over-subscribed. A scheme of between 700 and 1,250 dwellings would place additional pressures upon existing GP capacity. However, such a scheme could trigger the need to develop an additional branch surgery or expansion of an existing facility.

Sewerage

- 14.47 Anglian Water has indicated that there is sufficient capacity within the treatment works for this level of development but there will be a need for a significant upgrade to the foul network which is currently at capacity for the area. The main constraint is the need for a second foul sewerage network crossing of the River Chelmer. Anglian Water has suggested that this location would need to be brought forward in collaboration with the Heybridge site so that a foul sewerage network could be developed using economies of scale. If development were to come forward then early engagement with Anglian Water is essential to ensure that the right infrastructure is in place at the right time.

Water Supply

- 14.48 No constraints

Electricity, Gas and Telecommunications

- 14.49 No Constraint

Coastal and Fluvial Flooding

- 14.50 Minor constraint – Part of the site is within Flood Zone Two and Three.

Surface Water Flooding

- 14.51 Minor constraint - The site includes some small areas of lower and intermediate surface water flooding.

Green Infrastructure

- 14.52 A scheme of between 700 and 1,250 dwellings will generate demand for green infrastructure. This may take various forms. The Council's Green Infrastructure Study sets out clear standards that should be applied within the planning of any strategic site. For example, all new housing developments should be within 500m of the nearest neighbourhood amenity spaces, within 1km of a local park, and 5km of a District park and that 1 ha of open space and 0.2 ha of allotment space should be provided per 1,000 population. There will also be a need for additional outdoor sports facilities.

**Land around Burnham-on-Crouch**

- 14.53 A total of four broad locations around Burnham-on-Crouch were assessed to consider their potential to deliver up to 800 dwellings.

**Highway Capacity of the Surrounding Network**

- 14.54 Essex County Council provided a highways capacity response to the Infrastructure Consultation that was broadly based upon the assessment findings of the Mouchel Study (2010) which assessed the potential for strategic housing growth at the broad locations around Burnham-on-Crouch. The Mouchel Study assessed a range of between 800 and 1,000 dwellings.
- 14.55 The Mouchel Study modelled a cumulative impact of additional dwellings at two sites to the south of the B1010 Maldon Road in Burnham-on-Crouch of between 350 and 600 dwellings. The following junctions were considered to be operating within capacity at the above levels of development.
- B1021 / Southminster Road / Church Road / Marsh Road Junction
  - B1021 Station Road / Alexandra Road Junction
  - B1021 Station Road / Foundry Lane / Devonshire Road Junction
  - B1010 Maldon Road / Creeksea Lane
- 14.56 However, the report did identify that, at the suggested level of growth, the B1010 Maldon Road / B1021 Church Road roundabout would require some mitigation measures. Essex County Council suggested that further assessment work may be necessary to clarify if the maximum dwelling range would require any further mitigation measures.
- 14.57 The Mouchel Study assessed between 250 and 500 dwellings on land east of Burnham-on-Crouch. The Study only identified the junction of the B1010 Maldon Road/B1021 Church Road as requiring mitigation. However this location has a major constraint in respect to access. There is no access that would be considered appropriate from Marsh Road due to levels issues and safety concerns, including the restricted visibility in a 60mph speed limit, as well as no footway provision. There are also visibility issues at the junction of Alexandra Road and Church Road B1021. The existing estate roads would not be suitable to serve the additional level of housing suggested.
- 14.58 The Mouchel Study assessed between 350 and 450 dwellings on land north of Burnham-on-Crouch. There are no major constraints in respect to highways capacity, however, the more western of the two sites has a major issue in terms of access. No vehicular access would be considered appropriate from Green Lane. Access from Southminster Road B1021 would have restricted visibility due to the existing road alignment, and give rise to safety concerns. The eastern of the two sites only has a minor constraint in terms of access.

Education

- 14.59 The delivery of up to 800 dwellings in Burnham-on-Crouch would create a demand for approximately 70 early school spaces.
- 14.60 The delivery of up to 800 dwellings in Burnham-on-Crouch would create a primary school place deficit of about 260 spaces. Essex County Council has indicated that up to 300 dwellings could be accommodated within the potential capacity of the existing primary school through extensions, but a dwelling figure in excess of this would cause a major education constraint.
- 14.61 The demand for secondary spaces that will result from the delivery of up to 800 dwellings in Burnham-on-Crouch could be accommodated within the existing capacity of The Ormiston Rivers Academy.

Medical Provision

- 14.62 There is no existing excess GP capacity within Burnham-on-Crouch with the existing surgery being significantly over-subscribed. The delivery of up to 800 dwellings would place significant pressures upon existing GP capacity. However, such a scheme could trigger the need to develop an additional branch surgery or expansion of an existing facility.

Sewerage

- 14.63 Anglian Water has indicated that there is sufficient capacity within the treatment works for this level of development although some upgrades may be required. There will be a need for some upgrades to the foul sewerage network to accommodate development. If development were to come forward then early engagement with Anglian Water is essential to ensure that the right infrastructure is in place at the right time.

Water Supply

- 14.64 No constraint

Electricity, Gas and Telecommunications

- 14.65 No constraint

Coastal and Fluvial Flooding

- 14.66 No constraint

Surface Water Flooding

- 14.67 Minor constraint - The site includes some small areas of lower and intermediate surface water flooding.

Green Infrastructure

- 14.68 The delivery of up to 800 dwellings in Burnham-on-Crouch will generate demand for green infrastructure. This may take various forms. The Council's Green Infrastructure Study sets out clear standards that should be applied within the planning of any strategic site. For example, all new housing developments should be within 500m of the nearest neighbourhood amenity spaces, within 1km of a local park, and 5km of a District park and that 1 ha of open space and 0.2 ha of allotment space should be provided per 1,000 population. There will also be a need for additional outdoor sports facilities.

**Land around North Fambridge**

- 14.69 A broad location around North Fambridge, based on an 800-metre walking distance from the train station, was assessed to consider its potential to deliver up to 125 dwellings.

Highway Capacity of the Surrounding Network

- 14.70 Essex County Council indicated that there are no constraints envisaged in terms of capacity but recommended that further assessment work is carried out to clarify this. Further assessment will also be required in respect to access however any new access will be required to meet the necessary visibility splays appropriate for the speed of the road.

Education

- 14.71 The delivery of up to 125 dwellings in North Fambridge would create a demand for 11 early school spaces.
- 14.72 The delivery of up to 125 dwellings in North Fambridge would create a primary school place deficit of 11 primary school spaces. This would need to be accommodated beyond the 2 miles safe walking route standard.
- 14.73 The demand for secondary spaces that will result from the delivery of up to 125 dwellings in North Fambridge could be accommodated within the existing capacity of The Ormiston Rivers Academy.

Medical Provision

- 14.74 There appears to be existing capacity to accommodate the demand for medical provision from this scale of development. This will need to be assessed in consultation with the NHS.

Sewerage

- 14.75 New development would not be able to be accommodated within the existing Environment Agency flow consents, therefore a new flow consent would be required. Upgrading the network would be problematic due to the distance of Latchingdon treatment works. Anglian Water has indicated that there may be scope for a dedicated village-level treatment works but considers that a significantly greater level of housing is likely to be required to make this viable. Any sewerage mitigation measures will need to be viably tested in collaboration with Anglian Water.

Water Supply

- 14.76 No constraint

Electricity, Gas and Telecommunications

- 14.77 No constraint

Coastal and Fluvial Flooding

- 14.78 Minor constraint - The area includes some land classified as Flood Zone Two and Flood Zone Three.

Surface Water Flooding

- 14.79 Minor constraint - The area includes some lower and intermediate surface water flooding areas.

Green Infrastructure

- 14.80 The delivery of up to 125 dwellings in North Fambridge will generate demand for green infrastructure. This may take various forms. The Council's Green Infrastructure Study sets out clear standards that should be applied within the planning of any strategic site. For example, all new housing developments should be within 500m of the nearest neighbourhood amenity spaces, within 1km of a local park, and 5km of a District park and that 1 ha of open space and 0.2 ha of allotment space should be provided per 1,000 population. There will also be a need for additional outdoor sports facilities.

**Land around Southminster**

- 14.81 A number of potential housing sites around Southminster have been identified and assessed that would collectively amount to 500 dwellings.

Highway Capacity of the Surrounding Network

- 14.82 There are no envisaged constraints in terms of highway capacity but Essex County Council recommended that further assessment work be carried out to clarify this. In general there are no constraints in terms of access to these sites with the exception of one site where there are potential visibility issues from Queenborough Road, which would require further investigation. In addition land south of New Moor Farm, Southminster was subject to an outline planning application (MAL/01042/10) for residential development, which was refused by Maldon District Council. Essex County Council submitted objections to the application on the grounds of safety and pedestrian accessibility in relation to the proposed bellmouth access.

Education

- 14.83 The delivery of up to 500 dwellings in Southminster would create a demand for 45 early school spaces.
- 14.84 The delivery of up to 500 dwellings in Southminster would create a primary school place deficit of between 28 primary school spaces. These could be accommodated by minor expansions to existing buildings.
- 14.85 The demand for secondary spaces that will result from the delivery of up to 500 dwellings in Southminster could be accommodated within the existing capacity of The Ormiston Rivers Academy.

Medical Provision

- 14.86 There is no existing excess GP capacity within Southminster with the existing surgery being significantly over-subscribed. The delivery of up to 500 dwellings would place significant pressures upon existing GP capacity. However, such a scheme could trigger the need to develop an additional branch surgery or expansion of an existing facility.

Sewerage

- 14.87 Sewerage capacity represents a major constraint to development. The treatment works is operating at capacity. Anglian Water has indicated that there is limited scope for increasing capacity at the treatment works. Any new development would require a new Environment Agency flow consent, and may require approval from OFWAT. Local water quality is currently at a moderate level under the Waste Water Directive, and will be required to achieve a good status by 2027. As such an 'Urban Pollution Management Study' would need to be produced.

Water Supply

14.88 No constraint

Electricity, Gas and Telecommunications

14.89 No constraint

Coastal and Fluvial Flooding

14.90 Minor constraint - Parts of the site is located within a Flood Zone Two and Flood Zone Three area.

Surface Water Flooding

14.91 Minor constraint - Some low and intermediate surface water flooding areas run to the north of the site

Green Infrastructure

14.92 The delivery of up to 500 dwellings in Southminster would generate demand for green infrastructure. This may take various forms. The Council's Green Infrastructure Study sets out clear standards that should be applied within the planning of any strategic site. For example, all new housing developments should be within 500m of the nearest neighbourhood amenity spaces, within 1km of a local park, and 5km of a District park and that 1 ha of open space and 0.2 ha of allotment space should be provided per 1,000 population. There will also be a need for additional outdoor sports facilities.

**Land around Wickham Bishops**

- 14.93 A broad location around Wickham Bishops was assessed to consider its potential to deliver up to 125 dwellings.

Highway Capacity of the Surrounding Network

- 14.94 There are no envisaged constraints in terms of highway capacity but Essex County Council recommended that further assessment work is carried out to clarify this and to assess potential access.

Education

- 14.95 The delivery of up to 125 dwellings in Wickham Bishops would create a demand for 10 early school spaces.
- 14.96 The delivery of up to 125 dwellings in Wickham Bishops would generate approximately 38 additional pupils, and cause the school to be over capacity by approximately 50 pupils. The school is already overcapacity and has no available land to expand.
- 14.97 The nearest secondary school is the Plume in Maldon, which is at capacity with limited room for expansion. Creative mitigation measures would be required required.

Medical Provision

- 14.98 There appears to be existing capacity to accommodate the demand for medical provision from this scale of development. This will need to be assessed in consultation with the NHS.

Sewerage

- 14.99 There is capacity at the treatment works, and the potential flows could be accommodated within Environment Agency consent parameters. The network would require minor upgrades to connect to the treatment works, which may be problematic.

Water Supply

- 14.100 No constraint

Electricity, Gas and Telecommunications

- 14.101 No constraint

Coastal and Fluvial Flooding

- 14.102 No constraint

Surface Water Flooding

- 14.103 Major constraint - The area includes some lower, intermediate, and high surface water flooding areas.

Green Infrastructure

- 14.104 The delivery of up to 125 dwellings in Wickham Bishops would generate demand for green infrastructure. This may take various forms. The Council's Green Infrastructure Study sets out clear standards that should be applied within the planning of any strategic site. For example, all new housing developments should be within 500m of the nearest neighbourhood amenity spaces, within 1km of a local park, and 5km of a District park and that 1 ha of open space and 0.2 ha of allotment space should be provided per 1,000 population. There will also be a need for additional outdoor sports facilities.

**Land around Little Braxted**

- 14.105 A broad location around Little Braxted was assessed to consider its potential to deliver up to 125 dwellings.

Highway Capacity of the Surrounding Network

- 14.106 There are no envisaged constraints in terms of highway capacity but Essex County Council recommended that further assessment work is carried out to clarify this and to assess potential access.

Education

- 14.107 The delivery of up to 125 dwellings in Little Braxted would create a demand for 10 early school spaces.
- 14.108 The delivery of up to 125 dwellings in Little Braxted would generate approximately 38 additional pupils, and cause the local school to be over capacity by approximately 50 pupils. The school is already overcapacity and has no available land to expand.
- 14.109 The nearest secondary school is the Plume in Maldon, which is at capacity with limited room for expansion. Creative mitigation measures would be required.

Medical Provision

- 14.110 There appears to be existing capacity to accommodate the demand for medical provision from this scale of development. This will need to be assessed in consultation with the NHS.

Sewerage

- 14.111 Sewerage would represent a potential constraint to development. The EA flow consents would need to be reviewed and foul network upgrades may be required.

Water Supply

- 14.112 No constraint

Electricity, Gas and Telecommunications

- 14.113 No constraint

Coastal and Fluvial Flooding

- 14.114 Constraint

Surface Water Flooding

- 14.115 Major constraint - The area includes some lower, intermediate, and high surface water flooding areas.

Green Infrastructure

- 14.116 The delivery of up to 125 dwellings in Little Braxted would generate demand for green infrastructure. This may take various forms. The Council's Green Infrastructure Study sets out clear standards that should be applied within the planning of any strategic site. For example, all new housing developments should be within 500m of the nearest neighbourhood amenity spaces, within 1km of a local park, and 5km of a District park and that 1 ha of open space and 0.2 ha of allotment space should be provided per 1,000 population. There will also be a need for additional outdoor sports facilities.

**Land around Great Totham**

- 14.117 A broad location around Great Totham was assessed to consider its potential to deliver up to 125 dwellings.

Highway Capacity of the Surrounding Network

- 14.118 There are no envisaged constraints in terms of highway capacity but Essex County Council recommended that further assessment work is carried out to clarify this. Access represents a constraint. Access from Hall Road raises visibility and safety issues and there is a lack of footways and narrow carriageway. Further investigation is required.

Education

- 14.119 The delivery of up to 130 dwellings in Great Totham would create a demand for 12 early school spaces.
- 14.120 The delivery of up to 130 dwellings in Great Totham would generate approximately 39 additional pupils, and cause the local school to be over capacity by approximately 51 pupils. The school is already overcapacity and has no available land to expand.
- 14.121 The nearest secondary school is the Plume in Maldon, which is at capacity with limited room for expansion. Creative mitigation measures would be required.

Medical Provision

- 14.122 There is no existing excess GP capacity within Great Totham with the existing surgery being significantly over-subscribed. The delivery of up to 130 dwellings would place significant pressures upon existing GP capacity. However, such a scheme could trigger the need to develop an additional branch surgery or expansion of an existing facility.

Sewerage

- 14.123 There is capacity at the treatment works, and the potential flows could be accommodated within Environment Agency consent parameters. The network would require minor upgrades to connect to the treatment works, which may be problematic.

Water Supply

- 14.124 No constraint

Electricity, Gas and Telecommunications

- 14.125 No constraint

Coastal and Fluvial Flooding

14.126 No constraint

Surface Water Flooding

14.127 Minor constraint - Some lower and intermediate surface water flooding areas are located on the site.

Green Infrastructure

14.128 The delivery of up to 130 dwellings in Great Totham would generate demand for green infrastructure. This may take various forms. The Council's Green Infrastructure Study sets out clear standards that should be applied within the planning of any strategic site. For example, all new housing developments should be within 500m of the nearest neighbourhood amenity spaces, within 1km of a local park, and 5km of a District park and that 1 ha of open space and 0.2 ha of allotment space should be provided per 1,000 population. There will also be a need for additional outdoor sports facilities.

**Land to the West of Langford**

- 14.129 A broad location to the west of Langford was assessed to consider its potential to deliver up to 60 dwellings.

Highway Capacity of the Surrounding Network

- 14.130 Essex County Council indicated that whilst there is highway capacity on the B1018 and B1019, any traffic heading towards Maldon may experience queuing at the B1018/Langford Road roundabout, but mitigation measures could be implemented.
- 14.131 The site would however constitute a constraint in terms of access. It would generate potential issues regarding accessibility to local services and facilities by modes of travel other than the private car.

Education

- 14.132 The potential site lies within the catchment of Heybridge Primary. The proposed development of 60 dwellings would generate approximately 18 additional pupils, which could be accommodated at Heybridge Primary. However the distance to this primary school would represent a significant constraint as there is no safe walking route to school (i.e B1018/B1019 Maldon Road), and other public services.
- 14.133 The nearest secondary school is the Plume in Maldon, which is at capacity with limited room for expansion. Creative mitigation measures would be required.

Medical Provision

- 14.134 There is no existing GP capacity within Langford with the existing local surgeries being significantly over-subscribed. There are no surgeries within the NHS standard of 2km walk or 5 minute drive time. The delivery of up to 60 dwellings would place significant pressures upon existing GP capacity.

Sewerage

- 14.135 Sewerage represents a major constraint. The treatments works do have capacity, but there are no sewers in the immediate area. Cost could be significant and may require an upgrade of the pumping station. Viability could be an issue.

- 14.136 Water Supply

- 14.137 No constraint

Electricity, Gas and Telecommunications

- 14.138 No constraint

Coastal and Fluvial Flooding

14.139 No constraint

Surface Water Flooding

14.140 Minor constraint - The site includes some areas of lower and intermediate surface water flooding.

Green Infrastructure

14.141 The delivery of up to 60 dwellings in Langford would generate demand for green infrastructure. This may take various forms. The Council's Green Infrastructure Study sets out clear standards that should be applied within the planning of any strategic site. For example, all new housing developments should be within 500m of the nearest neighbourhood amenity spaces, within 1km of a local park, and 5km of a District park and that 1 ha of open space and 0.2 ha of allotment space should be provided per 1,000 population. There will also be a need for additional outdoor sports facilities.

**Growth to the South-West of the District (Land around South Woodham Ferrers)**

- 14.142 A broad location to the east of South Woodham Ferrers was considered with the prospect of delivering up to 1,000 dwellings. There are no reasonably available sites or settlements in close proximity in which to use as a basis to make a qualified assessment of the infrastructure need and requirements. The development of a new settlement in this location would require significant further work and assessment.

## Appendix 1: Infrastructure Schedule

Topic	Project	Area Covered	Description	Funding Source	Cost	Lead Organisation	Partners	Any other Considerations	0-5 yr	6-10 yr	11-15 yr
Green Infrastructure	Maldon Promenade Park	Maldon	Central redevelopment Lighting picnic area Water conservation Events Equipment Replacement Pay & Display Equipment Entrance Refurbishments	MDC approved Capital Programme & Funding (5 year)	£613k	Maldon District Council			Y	-	-
Green Infrastructure	Burnham Riverside Park	Burnham-on-Crouch	Low level Bollard Lighting	MDC approved Capital Programme & Funding (5 year)	£15k	Maldon District Council			Y	-	-
Green Infrastructure	Elms Farm Park	Heybridge	Footpath upgrades	MDC approved Capital Programme & Funding (5 year)	£70k	Maldon District Council			Y	-	-
Green Infrastructure	Brickhouse Farm	Maldon	Play site	MDC approved Capital Programme & Funding (5 year)	£40k	Maldon District Council			Y	-	-
Green Infrastructure	Chapel at Burnham Cemetery	Burnham-on-Crouch	Refurbishment is in state of disrepair	MDC approved Capital Programme & Funding (5 year)	£23k	Maldon District Council			Y	-	-
Green Infrastructure	Maldon Cemetery	Maldon	Infrastructure Upgrade is in state of disrepair	MDC approved Capital Programme & Funding (5 year)	£25k	Maldon District Council			Y	-	-
Green Infrastructure	Riverside Access	Maldon	Wherever possible ensure public access along the river is delivered.	tbc	tbc	Maldon District Council			Y	Y	Y
Green Infrastructure	Leisure Quarter 1	Maldon	Increased leisure uses with associated retail use.	tbc	tbc	Maldon District Council			Y	Y	Y
Green Infrastructure	Allotments	District-wide	Increase the provision of allotments across the District in line with identified need	£106	tbc	Maldon District Council	Developers		Y	Y	Y
Green Infrastructure	Parks	Maldon	Increase the provision of parks across the District in line with identified need	£106	tbc	Maldon District Council	Developers		Y	Y	Y
Green Infrastructure	Sports facilities	Maldon	Increase the provision of sports facilities across the District in line with identified need	£106	tbc	Maldon District Council	Developers		Y	Y	Y
Green Infrastructure	District Park	Maldon	Make provision for a district park.	£106	tbc	Maldon District Council	Developers		Y	Y	Y

Topic	Project	Area Covered	Description	Funding Source	Cost	Lead Organisation	Partners	Any other Considerations	0-5 yr	6-10 yr	11-15 yr
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	£200k	Maldon District Council	Parish & Town Councils	The Council could administer match funding grants to local Parish & Town Councils to improve the sport and leisure facilities which address identified deficits.	Y	-	-
Green Infrastructure	Biodiversity Fund	District-wide	Establish a new fund to support conservation management of small sites.		tbc	Maldon District Council	Farming & Wildlife Group	Initiative to be supported by this new fund include tree & hedgerow planting; work on protecting species and plant habitats.	Y	-	-
Green Infrastructure	Coastal Trail	District-wide	Development of a 75 mile coastal footpath around the district as a tourist asset. There are opportunities to develop themed walks associated with such an asset. Capital improvement to provide a quality experience is required.	DEFRA	tbc	Maldon District Council	DEFRA Essex County Council		Y	-	-
Green Infrastructure	Burnham on Crouch Gateway	Burnham on Crouch	Develop activities and infrastructure which supports the visitor experience to the town and access to Wallasea Wildlife Park by river via the connection at the Southminster railway line.	DEFRA Rural Economy Grant	tbc	Maldon District Council		Attract visitors who will stay and invest in the area. The toilet block at Burnham requires upgrading. There is also an opportunity to combine a small visitor centre with offices for the crouch Harbour Authority and RSPB.	Y	-	-
Green Infrastructure	Visitor Centre Promenade Park - Maldon	Maldon	Gateway facility too many other tourist, leisure and natural environment opportunities.	tbc	tbc	Maldon District Council			Y	-	-

Topic	Project	Area Covered	Description	Funding Source	Cost	Lead Organisation	Partners	Any other Considerations	0-5 yr	6-10 yr	11-15 yr
Green Infrastructure	Eco Tourism	District-wide	There is scope for small scale businesses taking advantage of the landscape and wildlife. Walking, cycling bird watching, canoeing photography course, wildlife trips i.e. to see the seals, bat roosts etc.	tbc	tbc	Maldon District Council		This requires more work to coordinate the eco-tourism offer	Y	Y	Y
Physical Infrastructure	Upgrade 9 Wastewater treatment works	Southminster; Stone St Lawrence; Bradwell; Latchingdon; Little Totham; Purleigh; Tillingham; Tolleshunt D'Arcy; Woodham Walter.	AWS will apply to the EA for a revised consent when requirement is confirmed. Before a revised consent is sought AWS will look at potential for efficiencies, opportunities for betterment, reduction in infiltration.  To increase the consented dry weather flow (DWF) following a flow compliance review to meet existing requirements from effluent flow (rather than providing headroom to accommodate future growth). In some cases there is also a requirement to tighten sanitary conditions of these consents to ensure no increase in load.	Anglian Water Services	From Anglian Water Services Investment Plan	Anglian Water Services		Sustainability. Future legislation. Environmental cost	Y	Y	Y
Physical Infrastructure	Upgrade capacity of foul sewers	Maldon	Upgrade capacity of foul sewers in Maldon catchment area.	S106 / Anglian Water Services	tbc	Anglian Water Services			Y	Y	Y
Physical Infrastructure	Upgrade capacity of foul sewers	Southminster	Upgrade capacity of foul sewers in Southminster catchment	S106 / Anglian Water Services	tbc	Anglian Water Services			Y	Y	Y
Physical Infrastructure	SuDS	District-wide	Maintenance and adoption of Sustainable Drainage Systems (SuDS) or alternative approaches approved by EA in preference to traditional piped drainage systems	Scheme specific development requirement	Scheme specific	Environment Agency; Essex County Council (SAB)*; Anglian Water			Y	Y	Y

Topic	Project	Area Covered	Description	Funding Source	Cost	Lead Organisation	Partners	Any other Considerations	0-5 yr	6-10 yr	11-15 yr
Physical Infrastructure	Abberton Scheme	District-wide	Abberton Reservoir Enhancement - increase storage capacity by enlargement of existing reservoir  Increase abstraction and water transfer by variation of abstraction licences held by EA  transfer enhancement	Essex and Suffolk Water Asset Management Plan 4 and 5	£150m from ESW Investment Plan	Essex and Suffolk Water (ESW)		Reservoir expected to be fully operational by 2012	Y	-	-
Physical Infrastructure	Deployment of new Nuclear Power Station at Bradwell.	Bradwell	Informed by a Strategic Siting Assessment process, the revised National Policy Statement for Nuclear Power Generation (EN-6) identifies 8 sites judged potentially suitable – including Bradwell.  Central Govt. expects new nuclear power generation to make a significant contribution to meeting the national need for 25GW of new non-renewable capacity by 2025.	EDF Energy  Department of Energy and Climate Change	tbc	EDF Energy  Department of Energy and Climate Change		National Policy Statement for Nuclear Power Generation (EN-6)  Need to link development to local skills and local businesses	Y	Y	Y
Physical Infrastructure	High Speed Broadband connectivity rural project.	Rural District	Lack of high speed connectivity (at least 4 Mgb/s symmetric) limiting rural economic development.  Pilot Project (Dengie Peninsula & Tolleshunt D'Arcy, Tolleshunt Knights & the Tothams area) is designed to test the appetite for higher speed broadband & assess longevity of contracts and quality of delivery.	Essex County Council Rural Fund; BDUK	£30k Pilot funding from ECC Rural Trans-formation Commission  Post Pilot to be funded commercially	Essex Rural Commission & ECC (Pilot)	Buzcom / FibreWiFi solution / BDUK	Over 1,000 customers achieved during the pilot project  BT Business Plan	Y	-	-
Physical Infrastructure	Waste Collection	District-wide	Waste Collection new bins, banks and kerbside recycling boxes replacement refuse vehicle fleet waste collection depot & transfer station replacement garden waste vehicles  Minimising waste and maximising recycling and collection provision. Annual programme (£25k p.a.) of replacement and new provision.	Maldon District Council	Contract arrangement	Maldon District Council Environment Services; and Enterprise		'Enterprise's' contract runs for 8-years. They currently operate from Witham but will be relocating to a site at Promenade Park in 2012.	Y	Y	-

Topic	Project	Area Covered	Description	Funding Source	Cost	Lead Organisation	Partners	Any other Considerations	0-5 yr	6-10 yr	11-15 yr
Physical Infrastructure	Waste Collection Depot	District-wide	Refurbishment of Promenade Park Depot	Maldon District Council	£200k	Maldon District Council Environment Services; and Enterprise		'Enterprise's' contract runs for 8-years. They currently operate from Witham but will be relocating to a site at Promenade Park in 2012.	Y	-	-
Physical Infrastructure	Maldon Recycling Centre	Maldon and surrounding area	Maintenance and minor upgrades of existing facility and ensure efficient operation and management of user throughput.	Essex County Council Capital Programme	Low level investment	Essex County Council			Y	-	-
Physical Infrastructure	Burnham-on-Crouch Recycling Centre	Burnham-on-Crouch and the Dengie	Maintenance and minor upgrades of existing facility and ensure efficient operation and management of user throughput.	Essex County Council Capital Programme	Low level investment	Essex County Council			Y	-	-
Physical Infrastructure	Vocational training and skills	Maldon	Increased and improved educational / training provision	tbc	Estimated £10m	Maldon District Council	Essex County Council		Y	Y	Y
Physical Infrastructure	Empty homes	District-wide	Restoring empty homes for use for temporary workers.	£106 / CIL	Up to £1.6M	Maldon District Council	Registered Social Landlord & MDC (including funding)	To confirmed as strategic allocations are brought forward	Y	Y	Y
Physical Infrastructure	Redundant Buildings Diversification & Employment Scheme	District-wide	Grants & loans provided to farmers to convert redundant rural buildings into employment use.	DEFRA (small grants)	£300k	Maldon District Council to administer the scheme over 3 year period.			Y	-	-
Social Infrastructure	Maldon Community Hospital	District-wide	- Build a new facility on the existing site at St. Peter's; or - Build a new facility on a new site	Primary Care Trust (PCT) internal funds	Estimated Capital costs: circa £5m - £13m	NHS	n/a	Strategic Health Authority (SHA) internal funds	Y	-	-

Topic	Project	Area Covered	Description	Funding Source	Cost	Lead Organisation	Partners	Any other Considerations	0-5 yr	6-10 yr	11-15 yr
Social Infrastructure	Medical Provision	District-wide	Enhanced access to GP provision	S106 / CIL / NHS funds	tbc	NHS	n/a	Specific medical provision will be determined at a site specific level.  Feasibility of expanding surgeries, provision of additional branch surgeries and building new surgeries	Y	Y	Y
Social Infrastructure	Education Provision	District-wide	Education for Maldon District Early Years & Childcare (new provision required through land allocation to cater for strategic growth) Primary School Places Secondary School Places Post 16 Provision Adult Education	S106 / CIL	In accordance with ECC Developers' Guide to Infrastructure Contributions 2010	Essex County Council Schools Service	Maldon District Council; Developers / Landowners	Specific education provision will be determined at a site specific level.  Feasibility of expanding existing schools or building new schools	Y	Y	Y
Social Infrastructure	Supported Housing Provision	Maldon / Heybridge	Supported housing provision to meet low to moderate mental health needs. Location close to existing amenities: 8-10 units in Maldon / Heybridge.	Homes & Communities Agency; Housing Association; Maldon District Council; Essex County Council  Revenue – Housing related support from ECC	Capital costs for 8-10 units: £1.5m-£2.5m	Maldon District Council	Housing Associations	Viability – land must be available at nil or sub market value at least.  Change of use of existing properties is option an option.	Y (post 2012)	-	-
Social Infrastructure	Supported Housing Provision	Burnham-on-Crouch / Southminster	Supported housing provision to meet low to moderate mental health needs. Location close to existing amenities: 4-6 units in Burnham-on-Crouch / Southminster.	Homes & Communities Agency; Housing Association; Maldon District Council; Essex County Council  Revenue – Housing related support from ECC	Capital costs for 4-6 units: £1m-£1.5m	Maldon District Council	Housing Associations	Viability – land must be available at nil or sub market value at least.  Change of use of existing properties an option.	Y (post 2012)	-	-

Topic	Project	Area Covered	Description	Funding Source	Cost	Lead Organisation	Partners	Any other Considerations	0-5 yr	6-10 yr	11-15 yr
Social Infrastructure	Extra Care Housing Units	Maldon	Extra care housing units in Maldon Town area - minimum of 60 units.	Homes & Communities Agency; Housing Association; Maldon District Council; Primary Care Trust (or equivalent successor); Private Finance	Build cost: £5m	Maldon District Council	Housing Associations	Viability – land must be available at nil or sub market value at least.  Identification of large urban site.	Y (post 2012)	-	-
Social Infrastructure	Gypsy and Traveller and Travelling Showpeople Provision	District-wide	Provision of specialist residential accommodation for gypsy and travellers and travelling showpeople.	Homes & Communities Agency; Housing Association; Private finance	tbc	Maldon District Council	Essex County Council	Subject to planning permissions and policies within the emerging Local Development Plan.	Y	Y	Y
Social Infrastructure	Public Convenience Refurbishment	Burnham-on-Crouch	Refurbish / replace Public Conveniences at Doctors Lane, Burnham-on-Crouch	Maldon District Council 5-Year Capital Programme	£175k	Maldon District Council Environmental Services		Currently being refurbished	Y	-	-
Social Infrastructure	Public Convenience Action Plan	District-wide	To review the condition of the existing public convenience facilities across the District.	Maldon District Council 5-Year Capital Programme	tbc	Maldon District Council Environmental Services		Subject to resources and outcome of review.	Y	-	-
Social Infrastructure	Library Provision	District-wide	District-wide Library Services Provision including provision in Heybridge area	S106 / CIL	tbc in accordance ECC Developers' Guide to Infrastructure Contributions 2010	Essex County Council	Maldon District Council	Subject to the policies and spatial strategy within the emerging Local Development Plan.	Y	Y	Y
Social Infrastructure	Museum	Maldon	Improved and increased museum provision	tbc	tbc	Maldon District Council	tbc		Y	Y	Y
Social Infrastructure	Promenade Park Visitor Centre	Maldon	Provision of a multi-use hub in the park to include: exhibition and conference space; café/restaurant facility; park rangers office space; associated retail use; evening use; and other community functions	tbc	tbc	Maldon District Council	tbc		Y	Y	Y
Social Infrastructure	Town Market	Maldon	Provision for a permanent quality town centre market	tbc	tbc	Maldon District Council	tbc		Y	Y	Y
Social Infrastructure	Business Enterprise Grants	District-wide	Work in partnership with DEFRA to fund business enterprise grants.	DEFRA - Rural Economy Grant	£360k	Maldon District Council	DEFRA		Y	-	-

Topic	Project	Area Covered	Description	Funding Source	Cost	Lead Organisation	Partners	Any other Considerations	0-5 yr	6-10 yr	11-15 yr
Social Infrastructure	Village Shop Scheme (Rural Retailers)	Dengie	Up to 20 village/rural shops to be supported within the Dengie peninsula. Encouraging local retailers to promote their businesses and services on-line.	DEFRA - Rural Economy Grant - Grant assistance up to £5,000 provided to village shops to improve their frontage, invest in new ICT equipment, and electrical equipment & broadband to improve the offer and range of facilities they are able to supply.	£50k	Maldon District Council	DEFRA		Y	-	-
Social Infrastructure	Employment Grant	District-wide	Employment grant of around £10,000 per year to be paid to an employer to take on a young person or redundant employee.	Job Centre Plus Match funding.	£300k	Maldon District Council			Y	-	-
Social Infrastructure	Wheels to Work	District-wide	Provision of leased/loan young person mopeds to provide access to work within the rural environment.	Essex County Council	£100k	Essex County Council	Maldon District Council		Y	-	-
Social Infrastructure	Research & Development Grants	District-wide	Business research and development programme grants £5,000 per company.	Invest Essex	£50k	Maldon District Council			Y	-	-
Social Infrastructure	Rural Enterprise Hub	District-wide	Work club to offer support training and job search. Encourage new creative businesses.	DEFRA	£5m	Maldon District Council	DEFRA; Writtle College		Y	-	-
Social Infrastructure	Community Use of the existing Visitor Centre		The building could be taken on as a community asset and used for sport/leisure use. In addition to taking on the asset it would be necessary to take a commuted sum for any remediation works and cover the running costs for several years.		£300k	Maldon District Council	Parish & Town Councils		Y	-	-
Transport Infrastructure	Connectivity between Promenade Park and the Town Centre	Maldon	Improve the links between the Town Centre and surrounding areas through a programme of public realm enhancement.	tbc	tbc	Maldon District Council			Y	Y	Y

Topic	Project	Area Covered	Description	Funding Source	Cost	Lead Organisation	Partners	Any other Considerations	0-5 yr	6-10 yr	11-15 yr
Transport Infrastructure	Highway Provision	District-wide	Strategic Allocations - Junction upgrades, new roads and Site specific mitigation measures	S106 / CIL	tbc	Essex County Council Highways	Maldon District Council; Developers / Landowners	To confirmed as strategic allocations are brought forward	Y	Y	Y
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 and existing and future s106 monies  Some minor schemes already have funding secured, but others will be identified following modelling and consideration of planning applications, planned growth and S106 agreements.  Central Government Funding is presently limited and new funding mechanisms will need to be identified and implemented as part of a new flexible approach.	To be identified in the consideration of planning applications and the impact of planned growth on route networks etc	Essex County Council Highways	Maldon District Council; Developers / Landowners	Area Implementation Plans (AIPs) are being prepared, including 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.	Y	Y	Y

Topic	Project	Area Covered	Description	Funding Source	Cost	Lead Organisation	Partners	Any other Considerations	0-5 yr	6-10 yr	11-15 yr
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	ECC Integrated Transport Budget and existing and future s106 monies  Some minor schemes already have funding secured, but others will be identified following modelling and consideration of planning applications, planned growth and S106 agreements.  Central Government Funding is presently limited and new funding mechanisms will need to be identified and implemented as part of a new flexible approach.	To be identified in the consideration of planning applications and the impact of planned growth on route networks etc	Essex County Council Highways	Maldon District Council; Developers / Landowners	Area Implementation Plans (AIPs) are being prepared, including 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.	Y	Y	Y

Topic	Project	Area Covered	Description	Funding Source	Cost	Lead Organisation	Partners	Any other Considerations	0-5 yr	6-10 yr	11-15 yr
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	<p>ECC Integrated Transport Budget and existing and future s106 monies</p> <p>Some minor schemes already have funding secured, but others will be identified following modelling and consideration of planning applications, planned growth and S106 agreements.</p> <p>Central Government Funding is presently limited and new funding mechanisms will need to be identified and implemented as part of a new flexible approach.</p>	To be identified in the consideration of planning applications and the impact of planned growth on route networks etc	Essex County Council Highways	Maldon District Council; Developers / Landowners	Area Implementation Plans (AIPs) are being prepared, including 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.	Y	Y	Y

Topic	Project	Area Covered	Description	Funding Source	Cost	Lead Organisation	Partners	Any other Considerations	0-5 yr	6-10 yr	11-15 yr
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 and existing and future s106 monies  Some minor schemes already have funding secured, but others will be identified following modelling and consideration of planning applications, planned growth and S106 agreements.  Central Government Funding is presently limited and new funding mechanisms will need to be identified and implemented as part of a new flexible approach.	To be identified in the consideration of planning applications and the impact of planned growth on route networks etc	Essex County Council Highways	Maldon District Council; Developers / Landowners	Area Implementation Plans (AIPs) are being prepared, including 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.	Y	Y	Y
Transport Infrastructure	'Dengie Dart' Service	Dengie & Maldon	Demand Responsive Transport scheme provides a bus service linking parts of Dengie with Broomfield and St Peters Hospitals	Essex County Council & Arrow Taxis of Maldon	Committed under LTP3	Arrow Taxis of Maldon	Essex County Council	Demand for the service	Y	Y	Y
Transport Infrastructure	Rail Passenger Capacity Improvement	North Fambridge	Extension of the passing loop at North Fambridge	Network Rail	Complete				-	-	-
Transport Infrastructure	Leisure Quarter 2	Maldon	Investigate feasibility of a park and ride facility to improve public transport connectivity between the Town Centre and Leisure Quarter	tbc	tbc	Maldon District Council	n/a				

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## Appendix 2: Infrastructure Stakeholders

Stakeholder
Ambulance Service
Anglian Water
BT
ECC Assets (landholdings)
ECC Education
ECC Education
ECC Health
ECC Highways
ECC Libraries
ECC Social Care
ECC Waste
EDF Energy
Environment Agency
Essex and Suffolk Water
Essex Fire Service
Essex Police Services
Essex Waterways
First Buses
Abellio Greater Anglia Limited
Hedingham Buses
MDC Assets
MDC Economic Development
MDC Housing
MDC Parks and Leisure
MDC Waste
Mobile Operators Association
National Grid
Network Rail
Stephenson Buses

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**Appendix 3 : Infrastructure Questionnaire - Sample**

## Section 1: Service Details

1. Contact / Organisation / Role:
2. Contact Details:
3. Other key contacts within your organisation:
4. Services provided:
5. Geographical Area Covered:

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## Section 2: Current Infrastructure Provision in Maldon District

6. Could you indicate the location of your built assets in Maldon District?
7. What measures or standards do you use to determine the level of service provided in Maldon District? Are these set by your organisation or are they statutory?
8. Are the measures / standards likely to be revised in the future? If so when, and what are the likely implications of these changes?

9. Could you identify any deficiencies in the existing service you provide in Maldon District when assessed against your standards in the table below? Do have any evidence to demonstrate this?

Existing Deficiency (please describe and quantify)	Areas Affected (e.g. settlement, ward, whole district)	Evidence Available (e.g. studies, data or publications)	Service response / Action to Deficiency

Section 3: Planned Infrastructure Programme

10. If applicable, could you outline your Maldon District capital programme in the box below?
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Time Period	Planned New or Improved Infrastructure	Area Affected	Specification Summary	Status	Cost	Funding Secured? [Y/N]	Funding Source
0 to 5yrs							
5 to							

10yrs							
10 to 15yrs							
15+ yrs							

Section 4: Infrastructure Requirements to Support Development

<p>11. Will the standards referred to in Q7 and Q8 be applied to areas of population intensification and growth? If not, what standards will be applied?</p>
<p>12. Are there any key drivers that are not referred to above that will have an impact on future provision? (e.g. demographic change, site specific developments or national policy)</p>

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13. Will your service require improved or additional infrastructure in Maldon District to support any future levels of growth? Please indicate the thresholds which will trigger the need for infrastructure in the table below

Level of Development	Location	Improved or additional infrastructure required?	Description of infrastructure needed to support the development?	When do you think this infrastructure will be required? (i.e. commencement of development: 0 to 5yrs; 6 to 10yrs; 11 to 15yrs; and 15+ yrs)

14. Are there any other comments on infrastructure provision that you would like to make?

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## Appendix 4 Criteria - Strategic Housing Assessment (Planning and Licensing Committee 17 November 2011)

Critical constraint means constraint that is highly unlikely to prevent any housing development on site in the plan period

Major constraint means constraint that would require significant mitigation measures to be implemented

Minor constraint means constraint that could be addressed/tolerated

No constraint means no constraint identified

### Suitability

#### Physical and land use issues

Local Plan Designations	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	Site outside of existing development boundary
Minor constraint	Site outside but adjacent to existing development boundary
No constraint	Site mostly / entirely within existing development boundary

Existing land use	
Critical constraint	Hazardous land use on site which is impossible to mitigate within reasonable timescale
Major constraint	Incompatible land use on site which is difficult to mitigate. Existing employment, business, community or visitor use which outweighs potential community benefit for housing.
Minor constraint	Unsuitable land use which can be mitigated. Loss of existing land use which can be sufficiently compensated.
No constraint	Land not in use, or compatible land use

Preference for development on Previously Developed Land	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Minor constraint	Site not previously developed
No constraint	Site previously developed

Agricultural Land Classification	
Critical constraint	N/A
Major constraint	N/A
Minor constraint	Grade 1,2 or 3a agricultural land
No constraint	Grade 3b, 4 or 5 agricultural land

Neighbouring land use (directly adjacent or in close proximity to site)	
Critical constraint	Hazardous neighbouring use (e.g. hazardous chemical storage, Control of Major Accident Hazard Areas (COMHA)) which is impossible to mitigate within reasonable timescale
Major constraint	Incompatible neighbouring use (e.g. heavy industries) which cannot easily be mitigated against
Minor constraint	Unsuitable neighbouring use on site which can be mitigated
No constraint	Compatible land use

Coastal and fluvial flooding	
Critical constraint	Entire site (or all access to site) is located within EA FZ2/3 and High Hazard Area identified in the SFRA.
Major constraint	Majority of the site is located within EA FZ2/3 or identified in the Shoreline Management Plan as potential sites for coastal realignment.
Minor constraint	Small part of the site (less than 50%) is located within EA FZ2/3

No constraint	The entire site is located within EA FZ1
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Surface water flooding	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	Site includes area which is identified as of higher risk of surface water flooding by the EA flood map.
Minor constraint	Site includes area which is identified as of intermediate/lower risk of surface water flooding by the EA flood map.
No constraint	No risk identified by EA flood map

## Landscape, heritage issues

Conservation Area	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	Large part of the site is located within or adjoining Conservation Area
Minor constraint	Site is in the proximity of Conservation Area of which development on site could have an adverse impact on the Conservation Area
No constraint	Site located away from Conservation Area and is unlikely to adversely impact on the Conservation Area

Listed Buildings, Registered Park and Gardens, Registered Battlefields and Scheduled Monuments	
Critical constraint	Potential development will cost material harm to the listed/registered historic asset and its setting which can not be mitigated
Major constraint	Potential development will cost material harm to the listed/registered historic asset and its setting which is very difficult to be mitigated
Minor constraint	Potential development could cost material harm to the listed/registered historic asset and its setting but can be mitigated
No constraint	Potential development will not cost material harm to the listed/registered historic asset and its setting

Special Landscape Areas*	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	All or most of the site is within a designated Special Landscape Area in the Replacement Local Plan
No constraint	All or most of the site is outside a designated Special Landscape Area in the Replacement Local Plan

\*Suggested Planning and Management Guidelines in the Landscape Character Assessment (2006) should also be followed.

Landscape and Visual Impact	
Critical constraint	Site within national landscape designation e.g. national park, AONB etc.
Major constraint	Visual impact which would be difficult to mitigate.
Minor constraint	Visual impact which could be partially mitigated.
No constraint	Visual impact which could be satisfactorily mitigated through planting

#### Physical infrastructure issues

Access to A road	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	All or most of the site is within 5km of an A road
No constraint	All or most of the site is within 1km of an A road

Highway capacity of surrounding network	
Critical constraint	TBC – ECC highways to be consulted
Major constraint	TBC – ECC highways to be consulted

Minor constraint	TBC – ECC highways to be consulted
No constraint	TBC – ECC highways to be consulted

Access to bus and train	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	All or most of the site is beyond 0.5km of an existing or proposed bus stop with hour reasonable frequency services (i.e. hourly) or a railway station
No constraint	All or most of the site is within 0.5km of an existing or proposed bus stop with hour reasonable frequency services (i.e. hourly) or a railway station

Walking and Cycling	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	Site is not connected to existing walking/cycling network and future development on site is not going to provide such connections.
No constraint	Site is well connected to existing walking/cycling network, or development proposal includes plan to introduce/enhance walking/cycling connections.

Sewerage	
Critical constraint	Identified critical sewer and treatment capacity issue both locally and by service provider
Major constraint	Identified major sewer and treatment capacity issue both locally and by service provider
Minor constraint	Identified sewer and treatment capacity issue both locally and by service provider
No constraint	No identified sewer and treatment capacity issue both locally and by service provider

Water, gas and electricity	
Critical constraint	Identified critical supply issue both locally and by service provider
Major constraint	Identified major supply issue both locally and by service provider
Minor constraint	Identified supply issue both locally and by service provider
No constraint	No identified supply issue both locally and by service provider

Telecommunication (including TV, telephone and broadband)	
Critical constraint	Identified critical connection issue both locally and by service provider
Major constraint	Identified major connection issue both locally and by service provider
Minor constraint	Identified connection issue both locally and by service provider
No constraint	No identified connection issue both locally and by service provider

## Social infrastructure issues

Access to post office*	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	No post office within 1 miles of the site
No constraint	Site within 1 mile of a post office

\*Criteria currently applied by the Department of Business, Innovation and Skills  
<http://www.bis.gov.uk/policies/business-sectors/postal-services/post-office-network/access-criteria>

Access to a primary school*	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	No primary school with 2 miles of the site

No constraint	Site within 2 mile of a primary school
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\* All potential sites would require an education assessment by Essex County Council.

Primary school places*	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	Insufficient places in the nearest primary school
No constraint	Sufficient places in the nearest primary school

\*ECC Accessibility Criteria for Schools

Access to a GP with extra capacity	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	All or most of the site is beyond 5km of a GP
No constraint	All or most of the site is within 1km of a GP

GP capacity (subject to consultation with the PCT)	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	Insufficient capacity in the nearest GP
No constraint	Sufficient capacity places in the nearest GP

Access to employment area (existing active employment allocations, main towns and local service centres)	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation

Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	All or most of the site is beyond 5km of employment area
No constraint	All or most of the site is within 1km of employment area

Access to main retail area (SH1 area as designated in the RLP)	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	All or most of the site is beyond 5km of SH1 area
No constraint	All or most of the site is within 1km of SH1 area

Access to local and district parks*	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	All or most of the site is beyond 5km of a district park
No constraint	All or most of the site is within 1km of a local park and 5km of a district park

\*as defined in the Green Infrastructure Study

Access to grass pitches*	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	All or most of the site is beyond 5km of a grass pitch
No constraint	All or most of the site is within 1km of grass pitch

\*as defined in the Green Infrastructure Study

Natural environment issues

International /National designations (including Ancient Woodland; Site of Special Scientific Interest (SSSI); Ramsar Sites; Special Protection Area (SPA); National Nature Reserve (NNR); Local Nature Reserve (LNR);
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County Wildlife Sites (CWS), and; Special Area of Conservation (SAC)	
Critical constraint	Potential development will cause material harm to the designations and its setting which can not be mitigated or compensated
Major constraint	Potential development will cause material harm to the designations and its setting which is very difficult to be mitigated or compensated
Minor constraint	Potential development could cost material harm to the designations and its setting but can be mitigated
No constraint	Potential development will not cost material harm to the designations

Renewable, low carbon and decentralised energy	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	N/A – unlikely to be a ‘major constraint’ when considered in isolation
Minor constraint	Potential development proposal does not offer opportunities to encourage renewable, low carbon and decentralised energy
No constraint	Potential development proposal offers opportunities to encourage renewable, low carbon and decentralised energy

## Availability

<b>a) Mineral and Waste sites *</b>			
1.1	Critical constraint	1.2	Operating M/W site
1.3	Major constraint	1.4	Site identified by the emerging Essex Mineral and Waste DPD (including Preferred Mineral Extraction Sites, Safeguarded Mineral Transhipment Sites; Strategic Aggregate Recycling Sites, and; Mineral Safeguard Areas)

\*Details can be referred to the emerging Essex Mineral and Waste DPD

Willingness of landowners and/or developers	
Critical constraint	Interest of landowner is against housing development

Major constraint	No interest identified
Minor constraint	Interest identified but not actively pursued
No constraint	Ongoing discussion with landowner and developers on potential scheme

Site ownership and legal issues	
Critical constraint	Legal issues which discourage housing development e.g. easement, covenant, charges, lease, history of planning applications, appeal decisions and Local Plan Inquiry findings etc
Major constraint	Mixed ownership with no prospect of joint-working
Minor constraint	Mixed ownership with reasonable prospect of joint working
No constraint	No ownership or legal issues

#### Achievability

Issues of achievability are considered mainly during later stages in the planning process. An initial assessment may be made with regard to potential viability and how this maybe affected by developer contributions, and the previous responses to various public consultations.

Viability and Developer contribution	
Critical constraint	Essential contribution required which will render development unviable
Major constraint	Preferable contribution which will render development unviable
Minor constraint	Mixed ownership with reasonable prospect of joint working
No constraint	No viability issue

Consultation / public views	
Critical constraint	N/A – unlikely to be a ‘critical constraint’ when considered in isolation
Major constraint	Previous representation made through public consultation (CSIO1, CSIO2 and CS Reg25) with significant level of public objection.
Minor constraint	Previous representation made through public consultation (CSIO1, CSIO2 and CS

	Reg25) with some public objection.
No constraint	Previous representation made through public consultation (CSIO1, CSIO2 and CS Reg25) with general public support.

