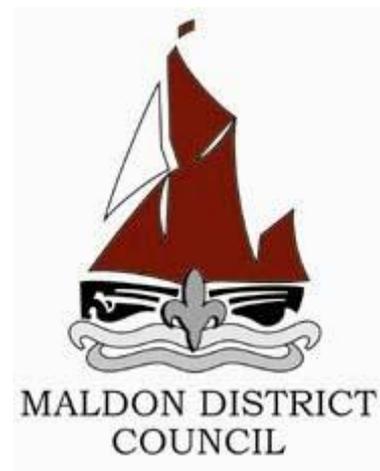


# **Maldon District Local Development Plan**

## Infrastructure Delivery Plan Schedule Update

Maldon District Council  
Council Offices  
Princes Road

June 2013



## Introduction

The Maldon District Infrastructure Delivery Plan (IDP) was produced in June 2012 to provide baseline information on key infrastructure to be considered as part of the production of the Maldon District Local Development Plan Preferred Options consultation document.

This IDP Schedule Update provides an update to the IDP, and outlines the current situation in the District in relation to key infrastructure. The information in this Schedule is based on meetings and on-going consultation with Essex County Council and key infrastructure providers which have taken place between June 2012 and May 2013.

## Contents

	<b>Page No.</b>
<b>1.0 Maldon and Heybridge</b>	<b>3</b>
1.1 Education	3
1.2 Healthcare	7
1.3 Highways	9
1.4 Sustainable Transport	12
1.5 Utilities	13
1.6 Telecommunications	16
1.7 Coast, Flooding and the Environment	18
1.8 Emergency Services	21
<b>2.0 Burnham-on-Crouch</b>	<b>23</b>
2.1 Education	23
2.2 Healthcare	26
2.3 Highways	27
2.4 Sustainable Transport	28
2.5 Utilities	30
2.6 Telecommunications	32
2.7 Coast, Flooding and the Environment	34
2.8 Emergency Services	36

# 1. Maldon and Heybridge

## 1.1 Education

<b>a. Extension to the Plume School</b>	
<b>Commentary</b>	By 2016/17 pressure at the Plume is forecast to be increased to a point where children will not be able to be accommodated. When changes to the existing population are taken into account, there will be a requirement for an additional 60 places to each year group to accommodate the proposed growth.
<b>Estimated Cost</b>	To be confirmed following the outcome of the Plume School Feasibility Study.
<b>Timescale</b>	0 – 5 yrs
<b>Lead Organisation</b>	Plume School, Department for Education
<b>Partner Organisation</b>	Maldon District Council, Developer/landowners
<b>Funding</b>	S106, Department for Education
<b>Risks</b>	<ul style="list-style-type: none"> <li>▪ Failure to extend would cause the School to be over capacity.</li> <li>▪ Securing funding within the timescales required to deliver the extension.</li> </ul>

<b>b. A New Primary School in Maldon</b>	
<b>Commentary</b>	<p>The proposed garden suburb in Maldon is split between two primary school catchments – ‘Purleigh Primary’ and ‘Maldon Schools’. To accommodate growth in Maldon, the Purleigh catchment area would need to be redrawn to exclude this area from the strategic growth area. Each child living in the Maldon catchment has equal access to any of the town’s primary schools.</p> <p>The growth levels in the LDP Preferred Options document would generate a need for 420 primary school places. This would require the identification of a 2.1 ha school site, which could also include the co-location of an early years and childcare facility. The Maldon Schools catchment area currently has limited school capacity and a new school would be required prior to the completion of the first 270 dwellings.</p>
<b>Estimated Cost</b>	Subject to negotiation with Essex County Council on a site by site basis in accordance with their ‘Developers’ Guide to Infrastructure Contributions’ and the ‘Education Supplement’. As a guide, Essex County Council would normally seek £10,866 (April 2012) per primary school place for extension works.
<b>Timescale</b>	0 – 5 yrs
<b>Lead Organisation</b>	Essex County Council, Developer/landowner
<b>Partner Organisation</b>	Maldon District Council
<b>Funding</b>	S106, Department for Education
<b>Risks</b>	<ul style="list-style-type: none"> <li>▪ Failure to provide a new primary school would cause the existing schools to be over capacity.</li> <li>▪ Securing funding within the timescales required to deliver the new primary school at the right time.</li> </ul>

<b>c. A New Primary School in Heybridge</b>	
<b>Commentary</b>	Heybridge Primary School is a 210 place primary school, but has previously accommodated a higher pupil intake. The school has recently been awarded Academy status, but with the condition that its pupil numbers be restricted to existing levels until standards have improved. Consequently, the additional pupils will need to be distributed to local schools in the Maldon urban area. Great Totham primary school is presently a very popular school, and is currently at capacity with limited scope for expansion. As such, a new 420 place primary school will be required at an early stage within the new garden suburb at Heybridge. A minimum 2.1 ha school site (including early years and childcare) will still need to be required.
<b>Estimated Cost</b>	Subject to negotiation with Essex County Council on a site by site basis in accordance with their 'Developers' Guide to Infrastructure Contributions' and the 'Education Supplement'. As a guide, Essex County Council would normally seek £10,866 (April 2012) per primary school place.
<b>Timescale</b>	0 – 5 yrs
<b>Lead Organisation</b>	Essex County Council, Developer/landowner
<b>Partner Organisation</b>	Maldon District Council
<b>Funding</b>	S106, Department for Education
<b>Risks</b>	<ul style="list-style-type: none"> <li>▪ Failure to provide a new primary school would cause the existing schools to be over capacity.</li> <li>▪ Securing funding within the timescales required to deliver the new primary school at the right time.</li> </ul>

<b>d. Early Years and Childcare provision in Maldon</b>	
<b>Commentary</b>	Maldon currently has insufficient permanent places for early years and childcare facilities within the existing urban area, which needs to be addressed. The planned development to the South of Maldon will generate a demand for approximately 115 spaces and as such provision should be provided for full day care facilities within this area. A minimum of 0.13 hectares of land is required for a 56 place Early Years and Childcare Centre, which is unlikely to be sufficient to meet the demand for additional places in Maldon.
<b>Estimated Cost</b>	Subject to negotiation with Essex County Council on a site by site basis in accordance with their 'Developers' Guide to Infrastructure Contributions' and the 'Education Supplement'. As a guide Essex County Council would normally seek £11,643 (April 2012) per early years place.
<b>Timescale</b>	0 – 5 yrs and 5 – 10 yrs
<b>Lead Organisation</b>	Essex County Council, Developer/landowner
<b>Partner Organisation</b>	Maldon District Council
<b>Funding</b>	S106
<b>Risks</b>	<ul style="list-style-type: none"> <li>▪ Failure to provide Early Years and Childcare would cause the existing provision to be over capacity.</li> <li>▪ Securing funding within the timescales required to deliver the necessary facilities at the right time.</li> </ul>

<b>e. Early Years and Childcare provision in Heybridge</b>	
<b>Commentary</b>	Heybridge currently has a lack of full day care provision (day nursery), with existing provision close to capacity. The planned development will generate a demand for approximately 80 Early Years and Childcare spaces and as such provision should be provided for appropriate facilities within this area. A minimum of 0.13 hectares of land is required for a 56 place Early Years and Childcare Centre, which is unlikely to be sufficient to meet the demand for additional places in Heybridge.
<b>Estimated Cost</b>	Subject to negotiation with Essex County Council on a site by site basis in accordance with their 'Developers' Guide to Infrastructure Contributions' and the 'Education Supplement'. As a guide, Essex County Council would normally seek £11,643 (April 2012) per early years place.
<b>Timescale</b>	0 – 5 yrs
<b>Lead Organisation</b>	Essex County Council, Developer/landowner
<b>Partner Organisation</b>	Maldon District Council
<b>Funding</b>	S106
<b>Risks</b>	<ul style="list-style-type: none"> <li>▪ Failure to provide Early Years and Childcare would cause the existing provision to be over capacity.</li> <li>▪ Securing funding within the timescales required to deliver the necessary facilities at the right time.</li> </ul>

## 1.2 Healthcare

<b>a. Maldon Community Hospital</b>	
<b>Commentary</b>	<p>There are a number of significant problems with the physical condition and suitability of several buildings on the St Peter's Hospital site. As such, the existing St Peter's Hospital in Maldon is no longer able to provide an adequate setting for delivering modern, flexible and accessible healthcare services. In addition, the health needs of the population of Maldon District are changing as the population ages. 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 existing and future health service needs of the District and prevents the NHS from achieving its strategic goals.</p> <p>The NHS' 'St Peter's Development Brief' identifies the existing St Peter's Hospital site as the NHS' preferred location for the community hospital. However the NHS' procurement process will allow alternative options to be explored to assess whether they would provide a cost-effective hospital solution. This process will take place following the 'sign-off' of the Outline Business Case, which is currently scheduled post April 2014.</p>
<b>Estimated Cost</b>	circa £5m - £13m
<b>Timescale</b>	0 – 5 yrs
<b>Lead Organisation</b>	NHS
<b>Partner Organisation</b>	n/a
<b>Funding</b>	NHS
<b>Risks</b>	Reforms to the NHS may delay the delivery of the Community Hospital.

<b>b. Healthcare Provision in Maldon and Heybridge</b>	
<b>Commentary</b>	The proposed level of growth at Heybridge (900 dwellings) would generate a need for an additional GP. The proposed level of growth at Maldon (1,250 dwellings) would generate a need for an additional three GPs. This level of requirement would not warrant the need for new floorspace on-site at either of the proposed locations. In line with their procurement procedures, the NHS has indicated a preference that favours larger surgery formats through extensions to existing facilities, which are more cost effective and efficient to run.
<b>Estimated Cost</b>	<p>The associated developer contribution required to mitigate the healthcare impacts at Heybridge amount to £292,800. The associated developer contribution required to mitigate the healthcare impacts at Maldon amount to £405,600.</p> <p>These contributions would be targeted towards the provision of new floorspace and/or the reconfiguration / refurbishment / re-equipping of the catchment GP practices (Longfield Medical Centre and Blackwater Medical Centre).</p>
<b>Timescale</b>	To be confirmed – in line with housing development.
<b>Lead Organisation</b>	NHS
<b>Partner Organisation</b>	Maldon District Council, Developer/landowners
<b>Funding</b>	S106, NHS
<b>Risks</b>	Securing funding within the timescales required to deliver the necessary requirements at the right time.

## 1.3 Highways

<b>a. Maldon and Heybridge Highway Network</b>	
<b>Commentary</b>	<p>Essex Highways undertook modelling in early 2013 to consider the impact on the highway network of 1,000 potential dwellings at land on the north side of Heybridge and 1,250 dwellings across four parcels of land in South Maldon.</p> <p>With the inclusion of a Heybridge Link Road, the resultant changes in traffic flows on the highway network were considered negligible in terms of affecting the performance of junctions in the locality. There would therefore be 'nil detriment' at the junctions of A414/B1022 Heybridge Street/Holloway Road, and the B1022 Colchester Road/Goldhanger Road roundabout.</p> <p>However highways modelling has identified that mitigation measure are required at the B1018/Heybridge Approach/A414 and A414/Spital Road junctions, and the A414/B1018 Limebrook Way roundabout. The modelling has confirmed that a sizable junction would be necessary at the northern end of the A414 West of Maldon link into Wycke Hill. This may entail more detailed feasibility work and entering an agreement with developers to 'free up' additional land.</p>
<b>Estimated Cost</b>	<p>The 'Assessment of Impact of Potential Core Strategy Sites on Existing Junctions' (2010) study assessed the impact of 800 dwelling development in Heybridge on the Maldon and Heybridge highways network, with a sensitivity test of 1,000 dwellings. Through this work it was identified that the mitigation required to minimise the impact of 800 Dwellings at Heybridge included:</p> <ul style="list-style-type: none"> <li>▪ Enhancements to the B1018 / Heybridge Approach / A414 roundabout - £961,000 (excluding land and STATS)</li> <li>▪ Enhancements to the A414 / Spital Road roundabout - £517,000 (excluding land and STATS)</li> <li>▪ Enhancements to the A414 / B1018 Limebrook Way Roundabout - £646,000 (excluding land and STATS)</li> </ul> <p>The 2013 modelling assessed whether growth could be accommodated on the highway network, but did not cost mitigation measures. The cost of mitigation measures required will be considered as the Plan is progressed in order to inform on-going viability assessment.</p>
<b>Timescale</b>	0 – 5 yrs (indicative) – in line with housing development
<b>Lead Organisation</b>	Developer / Landowner & Essex County Council
<b>Partner Organisation</b>	Maldon District Council
<b>Funding</b>	Developer / Landowner
<b>Risks</b>	Impact on development viability

<b>b. Heybridge Link Road</b>	
<b>Commentary</b>	<p>Essex Highways modelling undertaken in early 2013 identified that with the inclusion of a Heybridge Link Road, and all trips assigned to this Link Road, the resultant changes in traffic flows on the highway network were considered negligible in terms of affecting the performance of junctions in the locality. There would therefore be 'nil detriment' at the junctions of A414/B1022 Heybridge Street/Holloway Road, and the B1022 Colchester Road/Goldhanger Road roundabout.</p> <p>However, the link road would have minimal impact on other junctions where mitigation would be required at the B1018/Heybridge Approach/A414 and A414/Spital Road junctions, and the A414/B1018 Limebrook Way roundabout.</p>
<b>Estimated Cost</b>	<p>The costs (at 2010 prices) of delivery the link road include:</p> <ul style="list-style-type: none"> <li>▪ Link road / Holloway Road roundabout - £983,000</li> <li>▪ Link road / Broad Street Green Road roundabout - £882,000</li> <li>▪ Link road itself - £2.66m</li> </ul> <p>The 2013 modelling assessed whether growth could be accommodated on the highway network, but did not cost mitigation measures. The cost of mitigation measures required will be considered as the Plan is progressed in order to inform on-going viability assessment.</p>
<b>Timescale</b>	0 – 5 yrs (indicative) – in line with housing development.
<b>Lead Organisation</b>	Developer / Landowner & Essex County Council
<b>Partner Organisation</b>	Maldon District Council
<b>Funding</b>	Developer / Landowner
<b>Risks</b>	<ul style="list-style-type: none"> <li>▪ Prior to the completion of the Link Road, there will be capacity constraint issues associated with the impact of the new development.</li> <li>▪ Viability of delivering the road alongside other highway mitigation measures.</li> </ul>

<b>c. Wycke Hill Link Road</b>	
<b>Commentary</b>	The Wycke Hill Link Road has been identified through preliminary discussions with the developer/landowner as a potential mitigation measure to reduce the impact of development upon the A414 / B1018 Limebrook Way Roundabout. Highways modelling has confirmed that a sizable junction would be necessary at the northern end of the A414 West of Maldon link into Wycke Hill. This may entail more detailed feasibility work and entering an agreement with developers to 'free up' additional land.
<b>Estimated Cost</b>	£2.3m (developer/landowner estimate)
<b>Timescale</b>	0 – 5 yrs (indicative) – in line with housing development.
<b>Lead Organisation</b>	Developer / Landowner & Essex County Council
<b>Partner Organisation</b>	Maldon District Council
<b>Funding</b>	Developer / Landowner
<b>Risks</b>	<p>Prior to the completion of the Link Road, there will be capacity constraint issues associated with the impact of the new development</p> <p>Viability of delivering the road alongside other highway mitigation measures</p>

## 1.4 Sustainable Transport

a. Bus Network	
<b>Commentary</b>	To facilitate large developments, diversions to existing bus routes or new services will be required to ensure that walking distances to bus stops are sufficiently attractive and accessible to all to encourage modal shift. Bus services should be provided at first occupation.
<b>Estimated Cost</b>	To be confirmed. Policy DM17 of Essex County Council's Development Management Policies document states that the Highway Authority will consider each proposal for development on its merits by assessing supporting information. Where necessary, appropriate highway and/or transportation mitigation measures will be required.
<b>Timescale</b>	This will be negotiated at the time of the planning application.
<b>Lead Organisation</b>	Essex County Council
<b>Partner Organisation</b>	Developer/landowner
<b>Funding</b>	£106
<b>Risks</b>	Development viability

b. The Dart	
<b>Commentary</b>	The 'Dengie Dart' Service is a specialised rural transport service that has been operational since its launch in May 2011. The 'Dart' runs to a fixed schedule between Broomfield Hospital, Maldon Town Centre and the Dengie. There may be a need to expand the service and/or its frequency as a result of development in Maldon and Heybridge.
<b>Estimated Cost</b>	Tbc
<b>Timescale</b>	In line with housing development
<b>Lead Organisation</b>	Arrow Taxis of Maldon
<b>Partner Organisation</b>	Essex County Council
<b>Funding</b>	£106
<b>Risks</b>	n/a

## 1.5 Utilities

<b>a. National Grid (Gas) at Heybridge</b>	
<b>Commentary</b>	To support 900 dwellings at Heybridge, there will be a need to increase capacity and undertake reinforcement works to the gas infrastructure.
<b>Estimated Cost</b>	To be determined on a site by site basis at the time of connection.
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	Developer/landowner & National Grid
<b>Partner Organisation</b>	n/a
<b>Funding</b>	Developer/landowner & National Grid
<b>Risks</b>	Impact on development viability

<b>b. National Grid (Gas) at Maldon</b>	
<b>Commentary</b>	To support 1,250 dwellings at Maldon, there will be a need to increase capacity and undertake reinforcement works to the gas infrastructure.
<b>Estimated Cost</b>	To be determined on a site by site basis at the time of connection.
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	Developer/landowner & National Grid
<b>Partner Organisation</b>	n/a
<b>Funding</b>	Developer/landowner & National Grid
<b>Risks</b>	Impact on development viability

<b>c. UK Power Networks (Electricity) at Heybridge</b>	
<b>Commentary</b>	The 900 dwellings at Heybridge would need to be supplied from a new 11,000volt cable infrastructure fed from Maldon Causeway Primary Substation plus local connection into existing 11,000volt and low voltage network. At present there is sufficient headroom capacity at the Maldon Causeway Primary Substation to cater for the proposed new dwellings without reinforcement.
<b>Estimated Cost</b>	£1,000 per dwelling plus any new/upstream 11,00volt reinforcement costs. Each site would need individual assessment at the time of the connection request.
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	UK Power Networks & Developer/landowners
<b>Partner Organisation</b>	n/a
<b>Funding</b>	Developer/landowners
<b>Risks</b>	Impact on development viability

<b>d. UK Power Networks (Electricity) at Maldon</b>	
<b>Commentary</b>	The proposed 1,250 dwellings would need to be supplied from new 11,000 volt cable infrastructure fed from Maldon Wick Primary Substation plus a local connection into existing 11,000volt and low voltage network. At present there is sufficient headroom capacity at the Maldon Wick Primary Substation to cater for proposed new dwellings without reinforcement.
<b>Estimated Cost</b>	£1,000 per dwelling plus any new/upstream 11,00volt reinforcement costs. Each site would need individual assessment at the time of the connection request.
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	UK Power Networks & Developer/landowners
<b>Partner Organisation</b>	n/a
<b>Funding</b>	Developer/landowners
<b>Risks</b>	Impact on development viability

<b>e. Sewerage Network at Heybridge</b>	
<b>Commentary</b>	Anglian Water has indicated that there is sufficient capacity within the treatment works to accommodate the proposed 900 additional dwellings in Heybridge but there will be a need for a significant upgrade to the foul network which is currently at capacity for the area. Early engagement with Anglian Water is essential to establish the most appropriate sewerage strategy of for the site.
<b>Estimated Cost</b>	To be confirmed following completion a Drainage Impact Assessment
<b>Timescale</b>	In line with housing development
<b>Lead Organisation</b>	Anglian Water & Developer/landowner
<b>Partner Organisation</b>	Environment Agency
<b>Funding</b>	Anglian Water & Developer/landowner
<b>Risks</b>	Impact on development viability

<b>f. Sewerage Network at Maldon</b>	
<b>Commentary</b>	Anglian Water has indicated that there is sufficient capacity within the treatment works to accommodate the proposed 1,250 additional dwellings in Maldon but there will be a need for a significant upgrade to the foul network which is currently constrained. There is particular concern in respect to the networks crossing of the River Chelmer. Early engagement with Anglian Water is essential to establish the most appropriate sewerage strategy of for the site.
<b>Estimated Cost</b>	To be confirmed following completion a Drainage Impact Assessment
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	Anglian Water & Developer/landowner
<b>Partner Organisation</b>	Environment Agency
<b>Funding</b>	Anglian Water & Developer/landowner
<b>Risks</b>	Impact on development viability

<b>g. Water Supply in Maldon and Heybridge</b>	
<b>Commentary</b>	The recent extension to the Abberton Reservoir has ensured that there will be a surplus of water provision in Essex over the next 25 years. There are no water supply issues that will affect Maldon and Heybridge.
<b>Estimated Cost</b>	Each site would need an individual assessment at the time of the connection request.
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	Essex and Suffolk Water & Developer/landowner
<b>Partner Organisation</b>	n/a
<b>Funding</b>	Developer/landowner
<b>Risks</b>	Impact on development viability

## 1.6 Telecommunications

<b>a. Telephone (Landline)</b>	
<b>Commentary</b>	BT has an obligation to provide a landline to every household in the UK. Landline provision is provided by developers and dedicated service providers
<b>Estimated Cost</b>	tbc
<b>Timescale</b>	In line with housing development
<b>Lead Organisation</b>	BT and Developers/landowners
<b>Partner Organisation</b>	n/a
<b>Funding</b>	BT and Developers/landowners
<b>Risks</b>	n/a

<b>b. Telecommunications – Broadband</b>	
<b>Commentary</b>	<p>The National Broadband Strategy 2010 states that every household should be able to access a minimum of 2Mbps broadband and 90% of households will be able to access Superfast broadband (i.e. at least 24Mbps) by 2015.</p> <p>The Essex Rural Commission, in partnership with Essex County Council identified the lack of high speed connectivity as a major limiting factor on the rural economy.</p> <p>An increase in the number of households and the 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.</p>
<b>Estimated Cost</b>	To be determined on a site by site basis
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	Developer/landowner
<b>Partner Organisation</b>	BT and other providers
<b>Funding</b>	Developer/landowner
<b>Risks</b>	Lack of digital accessibility

<b>c. Telecommunications – Mobile Network</b>	
<b>Commentary</b>	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.
<b>Estimated Cost</b>	To be determined on a site by site basis
<b>Timescale</b>	In line with housing development and as technology evolves.
<b>Lead Organisation</b>	Mobile Operators
<b>Partner Organisation</b>	Mobile Operators
<b>Funding</b>	Mobile Operators
<b>Risks</b>	Lack of digital accessibility

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## 1.7 Coast, Flooding and the Environment

<b>a. The Causeway - Flood Mitigation</b>	
<b>Commentary</b>	<p>Flood defence works are required at Heybridge over the long-term to mitigate against the impact of climate change and the projected rising tidal levels. A joint partnership between the Environment Agency and Maldon District Council will be required to fund appropriate infrastructure.</p> <p>The Environment Agency is in the process of undertaking further tidal flood modelling work in respect to the areas flanking the tidal River Chelmer, the River Blackwater/Langford Ditch and Heybridge Creek.</p> <p>The Environment Agency would seek S106 / CIL contributions to contribute towards the Causeway flood defence improvements.</p>
<b>Estimated Cost</b>	Tbc
<b>Timescale</b>	Long-term
<b>Lead Organisation</b>	Environment Agency
<b>Partner Organisation</b>	Maldon District Council
<b>Funding</b>	S106 / CIL, Environment Agency and Maldon District Council
<b>Risks</b>	Area wide flooding

<b>b. Marine Management – Maldon and Heybridge</b>	
<b>Commentary</b>	<p>Any proposed works in the sea or a tidal section of river would need to comply with the Marine Works (Environmental Impact Assessment) Regulations 2007 and the licensing requirements of the Marine and Coastal Access Act 2009 administered by the Marine Management Organisation.</p> <p>The Marine Management Organisation has indicated that the Local Development Plan will need to give consideration to potential landfall sites for the subsea cables associated with these activities associated with energy supply and telecommunications.</p> <p>As the marine planning authority for England, the Marine Management Organisation began marine planning for the East of England Onshore and Offshore areas in April 2011. At its landward extent, a marine plan will apply to the high water mark. To ensure compatibility with existing development plans, which apply down to the low water mark, the Marine Management Organisation are seeking to identify the ‘marine relevance’ of applicable plan policies and ensure that reference is made to the Marine and Coastal Access Act 2009.</p> <p>Any developments taking place below the mean high water springs mark or in any tidal river to the extent of the tidal influence may require a marine licence from the Marine Management Organisation.</p>
<b>Estimated Cost</b>	n/a
<b>Timescale</b>	n/a
<b>Lead Organisation</b>	Marine Management Organisation
<b>Partner Organisation</b>	n/a
<b>Funding</b>	n/a
<b>Risks</b>	n/a

<b>c. Maldon and Heybridge Surface Water Management</b>	
<b>Commentary</b>	<p>Essex County Council has identified the need to assess the risk of flooding in Maldon and Heybridge. The Maldon and Heybridge Surface Water Management Plan will include an action plan to assist in reducing the flood risk within Maldon and Heybridge and provide guidance on its implementation. The findings of Maldon and Heybridge Surface Water Management Plan will directly inform the masterplan process for the proposed garden suburbs.</p> <p>Development at Maldon and Heybridge provides an opportunity in which to introduce surface water flooding mitigation measures that significantly improves the management of surface water within the area to the benefit of all.</p>
<b>Estimated Cost</b>	To be determined on a site by site basis.
<b>Timescale</b>	Final draft of the Maldon and Heybridge Surface Water Management Plan to published and adopted in 2013. Surface water flooding mitigation measures to delivered in line with housing development.
<b>Lead Organisation</b>	Essex County Council
<b>Partner Organisation</b>	Maldon District Council
<b>Funding</b>	Essex County Council and Maldon District Council
<b>Risks</b>	Timescales – early publication and adoption required to inform the LDP process.

## 1.8 Emergency Services

a. Essex Police	
<b>Commentary</b>	<p>The location of the policing hub that provides the police response to emergency and priority incidents is currently located outside of Maldon District Council area. In light of the increased housing, Essex Police would need to consider whether there would be a need for additional resources and infrastructure at locations external to Maldon District Council area. This may include additional staff, equipment and facilities and/or purpose-built new facilities, or an extension and adaptation of existing buildings. It will not be the case that each individual development will give rise to a direct need for a specific item of infrastructure. However all development will contribute towards a cumulative impact on delivery of the policing service.</p> <p>The inclusion of design measures to reduce opportunities for crime will assist in delivering sustainable communities.</p>
<b>Estimated Cost</b>	Tbc
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	Essex Police
<b>Partner Organisation</b>	Developer/landowner
<b>Funding</b>	S106 / CIL
<b>Risks</b>	Insufficient policing levels

b. Essex Fire and Rescue	
<b>Commentary</b>	<p>Strategic developments can impact upon flooding in an area, which in turn an impact upon the rescue operations as a direct result of flooding. Appropriate drainage needs to be planned that will alleviate consequential damage and prevent dangerous conditions from being created.</p> <p>Automatic Water Suppression Systems should be fitted in households identified as at risk or vulnerable on a long-term basis.</p> <p>Appropriate access for emergency appliances is essential to all parts of development.</p>
<b>Estimated Cost</b>	The cost will need to be determined at the planning application stage but as a guide a water suppression system should not cost more than £1,000 per dwelling.
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	Essex Fire and Rescue
<b>Partner Organisation</b>	Developer/landowner
<b>Funding</b>	S106 / CIL
<b>Risks</b>	Insufficient fire prevention and flooding prevention measures

<b>c. East of England Ambulance Service</b>	
<b>Commentary</b>	East of England Ambulance Service seeks to engage with local authority planning departments and partners to ensure that they are responsive to opportunities that arise and ensure that they are aware of developments within the area. Need to consider operational needs in line with the East of England Ambulance Service Estates Strategy.
<b>Estimated Cost</b>	Tbc
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	East of England Ambulance Service
<b>Partner Organisation</b>	n/a
<b>Funding</b>	tbc
<b>Risks</b>	Impact on response rate

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## 2. Burnham-on-Crouch

### 2.1 Education

<b>a. Improvement Works at the Ormiston Rivers Academy</b>	
<b>Commentary</b>	There is sufficient capacity within the Ormiston Rivers Academy to accommodate the level of proposed growth at Burnham on Crouch.
<b>Estimated Cost</b>	N/A
<b>Timescale</b>	N/A
<b>Lead Organisation</b>	Ormiston Rivers Academy, Department for Education
<b>Partner Organisation</b>	Maldon District Council, Developer/landowners
<b>Funding</b>	N/A
<b>Risks</b>	N/A

<b>b. Enhanced Primary School Provision in Burnham-on-Crouch</b>	
<b>Commentary</b>	<p>Development at Burnham-on-Crouch would fall into the catchment of two schools, Burnham on Crouch Primary and St Mary's CE School.</p> <p>The proposed garden suburb to the west of Burnham-on-Crouch would generate approximately 85 additional primary school aged pupils. St Mary's CE School is the closest primary school to the planned development and is currently close to capacity. By contrast, Burnham Primary school has capacity to accommodate an additional 72 places.</p> <p>St Mary's CE School relies on temporary accommodation however through the redevelopment of this temporary accommodation to create permanent accommodation there would be capacity to accommodate the additional primary school aged pupils. However, any plans to remove temporary accommodation at St Mary's would need to be discussed with the School.</p> <p>Due to current use of temporary classrooms by schools in Burnham, and the limited amount of land available for expansion of the existing schools, it is possible that any additional development in Burnham beyond the proposed 450 dwellings may create the need for a new primary schools to be considered.</p>
<b>Estimated Cost</b>	Subject to negotiation with Essex County Council on a site by site basis in accordance with their 'Developers' Guide to Infrastructure Contributions' and the 'Education Supplement'. As a guide Essex County Council would normally seek £10,866 (April 2012) per primary school place.
<b>Timescale</b>	0 – 5 yrs
<b>Lead Organisation</b>	Essex County Council, Developer/landowner
<b>Partner Organisation</b>	Maldon District Council
<b>Funding</b>	S106, Department for Education
<b>Risks</b>	Securing funding within the timescales required to deliver the new primary school provision at the right time.

<b>c. Early Years and Childcare provision in Burnham-on-Crouch</b>	
<b>Commentary</b>	There are no full day care or sessional settings within Burnham-on-Crouch North ward, although there are 3 settings in Burnham-on-Crouch South ward. Two of these are presently at capacity with decreasing capacity available at the third. A minimum of 0.13 hectares of land is required for a 56 place Early Years and Childcare centre, which could potentially meet the requirements for Burnham on Crouch.
<b>Estimated Cost</b>	Subject to negotiation with Essex County Council on a site by site basis in accordance with their 'Developers' Guide to Infrastructure Contributions' and the 'Education Supplement'. As a guide, Essex County Council would normally seek £11,643 (April 2012) per early years place.
<b>Timescale</b>	In line with housing development
<b>Lead Organisation</b>	Essex County Council, Developer/landowner
<b>Partner Organisation</b>	Maldon District Council
<b>Funding</b>	S106
<b>Risks</b>	<ul style="list-style-type: none"> <li>▪ Failure to provide Early Years and Childcare would cause the existing provision to be over capacity.</li> <li>▪ Securing funding within the timescales required to deliver the necessary facilities at the right time.</li> </ul>

## 2.2 Healthcare

<b>a. Healthcare Provision in Burnham-on-Crouch</b>	
<b>Commentary</b>	The planned level of growth at Burnham-on-Crouch is not sufficient enough to support an additional full-time GP. Consequently, this level of requirement would not warrant the provision of new floorspace on-site. In line with their procurement procedures, the NHS has indicated a preference for that favour larger surgery formats through extensions to existing facilities, which are more cost effective and efficient to run.
<b>Estimated Cost</b>	The associated developer contribution required to mitigate the healthcare impacts at Burnham-on-Crouch would amount to £146,400. These contributions would be targeted towards the reconfiguration / refurbishment / re-equipping of the existing GP practice (The Burnham Surgery).
<b>Timescale</b>	tbc – in line with housing development.
<b>Lead Organisation</b>	NHS
<b>Partner Organisation</b>	Maldon District Council, Developer/landowners
<b>Funding</b>	S106, NHS
<b>Risks</b>	Securing funding within the timescales required to deliver the necessary requirements at the right time.

## 2.3 Highways

<b>a. Burnham-on-Crouch Highway Network</b>	
<b>Commentary</b>	<p>Essex Highways undertook modelling in early 2013 to consider the impact on the highway network of 900 dwellings split between 2 main sites in Burnham-on-Crouch.</p> <p>The 'Assessment of Impact of Potential Core Strategy Sites on Existing Junctions' (2010) study set out the mitigation measures required to accommodate growth at the west of Burnham-on-Crouch, and identified that should include the creation of a B1010 Maldon Road / B1021 Church Road roundabout.</p> <p>2013 highways modelling has indicated that the proposed developments could be accommodated satisfactorily on the existing highway network if the mitigation measure identified in the December 2010 study at the B1010 Maldon Road / B1021 Church Road junction is retained.</p>
<b>Estimated Cost</b>	<p>The mitigation measures required to minimise the impact of a new development to the west of Burnham-on-Crouch include the creation of a B1010 Maldon Road / B1021 Church Road roundabout. This would cost approximately £108,000 (at 2010 prices).</p> <p>The 2013 modelling assessed whether growth could be accommodated on the highway network, but did not cost mitigation measures. The cost of mitigation measures required will be considered as the Plan is progressed in order to inform on-going viability assessment.</p>
<b>Timescale</b>	In line with housing development
<b>Lead Organisation</b>	Developer/Landowner & Essex County Council
<b>Partner Organisation</b>	Maldon District Council
<b>Funding</b>	Developer / Landowner
<b>Risks</b>	Development viability

## 2.4 Sustainable Transport

a. Bus Network	
<b>Commentary</b>	To facilitate large developments, diversions to existing bus routes or new services will be required to ensure that walking distances to bus stops are sufficiently attractive and accessible to all so as to encourage modal shift. Bus services should be provided at first occupation.
<b>Estimated Cost</b>	To be confirmed - Policy DM17 of Essex County Council's Development Management Policies document states that the Highway Authority will consider each proposal for development on its merits by assessing supporting information. Appropriate highway and/or transportation mitigation will be required as necessary.
<b>Timescale</b>	This will be negotiated at the time of the planning application.
<b>Lead Organisation</b>	Essex County Council
<b>Partner Organisation</b>	Developer/landowner
<b>Funding</b>	£106
<b>Risks</b>	Impact upon development viability

b. The Dart	
<b>Commentary</b>	The 'Dengie Dart' Service is a specialised rural transport service that has been operational since its launch in May 2011. The 'Dart' runs to a fixed schedule between Broomfield Hospital, Maldon Town Centre and the Dengie. There may be a need to expand the service and/or its frequency as a result of development in Burnham-on-Crouch.
<b>Estimated Cost</b>	To be confirmed.
<b>Timescale</b>	In line with housing development
<b>Lead Organisation</b>	Arrow Taxis of Maldon
<b>Partner Organisation</b>	Essex County Council
<b>Funding</b>	£106
<b>Risks</b>	n/a

<b>c. Railway</b>	
<b>Commentary</b>	<p>Network Rail's built assets within the District include the railway line between South Woodham Ferrers and Southminster. This 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. Since February 2012, Abellio, has been responsible for all maintenance and renewals associated with the above named railway stations. The current rail infrastructure is consistent with the demands placed upon it and the latest Route Utilisation Strategy has not highlighted any future gaps to train service provision along this line.</p> <p>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 for the period 2014 to 2019.</p>
<b>Estimated Cost</b>	n/a
<b>Timescale</b>	n/a
<b>Lead Organisation</b>	n/a
<b>Partner Organisation</b>	Network Rail & Abellio
<b>Funding</b>	Network Rail & Abellio
<b>Risks</b>	n/a

<b>d. Foot and Cycle Bridge over the Railway Line</b>	
<b>Commentary</b>	A foot and cycle bridge is required to link the planned development to the west of Burnham-on-Crouch with the town centre, railway station, existing services and the wider green infrastructure network. Network Rail has a small budget to provide off grade crossings such as footbridges.
<b>Estimated Cost</b>	To be confirmed
<b>Timescale</b>	In line with housing development
<b>Lead Organisation</b>	Developer / Landowner
<b>Partner Organisation</b>	Maldon District Council, Essex County Council, Sustrans, Network Rail
<b>Funding</b>	Developer/landowner, Essex County Council, Network Rail
<b>Risks</b>	Development viability

## 2.5 Utilities

<b>a. National Grid (Gas) at Burnham-on-Crouch</b>	
<b>Commentary</b>	To support 450 dwellings at Burnham-on-Crouch, there will be a need to increase capacity and undertake reinforcement works to the gas infrastructure.
<b>Estimated Cost</b>	To be determined on a site by site basis at the planning application stage
<b>Timescale</b>	In line with housing development
<b>Lead Organisation</b>	Developer/landowner & National Grid
<b>Partner Organisation</b>	n/a
<b>Funding</b>	Developer/landowner & National Grid
<b>Risks</b>	Impact on development viability

<b>b. UK Power Networks (Electricity) at Burnham-on-Crouch</b>	
<b>Commentary</b>	The proposed 450 dwellings would be supplied from a new 11,000volt cable infrastructure fed from the Burnham Primary Substation. At present there is sufficient headroom capacity at the Burnham Primary Substation to cater for proposed new dwellings without reinforcement.
<b>Estimated Cost</b>	£1,000 per dwelling plus any new/upstream 11,000volt reinforcement costs. Each site would need individual assessment at the time of the connection request.
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	UK Power Networks & Developer/landowners
<b>Partner Organisation</b>	n/a
<b>Funding</b>	Developer/landowners
<b>Risks</b>	Impact on development viability

<b>c. Sewerage Network at Burnham-on-Crouch</b>	
<b>Commentary</b>	Anglian Water has indicated that there is sufficient capacity within the treatment works to accommodate the proposed 450 additional dwellings in Burnham-on-Crouch but there will be a need for an upgrade to the foul network. Early engagement with Anglian Water is essential to establish the most appropriate sewerage strategy of for the site.
<b>Estimated Cost</b>	To be confirmed following completion a Drainage Impact Assessment
<b>Timescale</b>	In line with housing development
<b>Lead Organisation</b>	Anglian Water & Developer/landowner
<b>Partner Organisation</b>	Environment Agency
<b>Funding</b>	Anglian Water & Developer/landowner
<b>Risks</b>	Impact on development viability

<b>g. Water Supply in Burnham-on-Crouch</b>	
<b>Commentary</b>	The recent extension to the Abberton Reservoir has ensured that there will be a surplus of water provision in Essex over the next 25 years. There are no water supply issues that will affect Burnham-on-Crouch.
<b>Estimated Cost</b>	An individual assessment at the time of the connection request will be required.
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	Essex and Suffolk Water & Developer/landowner
<b>Partner Organisation</b>	n/a
<b>Funding</b>	Developer/landowner
<b>Risks</b>	Impact on development viability

## 2.6 Telecommunications

<b>a. Telephone (Landline)</b>	
<b>Commentary</b>	BT has an obligation to provide a landline to every household in the UK. Landline provision is provided by developers and dedicated service providers
<b>Estimated Cost</b>	tbc
<b>Timescale</b>	In line with housing development
<b>Lead Organisation</b>	BT and Developers/landowners
<b>Partner Organisation</b>	n/a
<b>Funding</b>	BT and Developers/landowners
<b>Risks</b>	n/a

<b>b. Telecommunications – Broadband</b>	
<b>Commentary</b>	<p>The National Broadband Strategy 2010 states that every household should be able to access a minimum of 2Mbps broadband and 90% of households will be able to access Superfast broadband (i.e. at least 24Mbps) by 2015.</p> <p>The Essex Rural Commission, in partnership with Essex County Council identified the lack of high speed connectivity as a major limiting factor on the rural economy.</p> <p>An increase in the number of households and the 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.</p>
<b>Estimated Cost</b>	To be determined on a site by site basis
<b>Timescale</b>	In line with housing development
<b>Lead Organisation</b>	Developer/landowner
<b>Partner Organisation</b>	BT and other providers
<b>Funding</b>	Developer/landowner
<b>Risks</b>	Lack of digital accessibility

<b>b. Telecommunications – Mobile Network</b>	
<b>Commentary</b>	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.
<b>Estimated Cost</b>	To be determined on a site by site basis.
<b>Timescale</b>	In line with housing development and as technology evolves.
<b>Lead Organisation</b>	Mobile Operators
<b>Partner Organisation</b>	Mobile Operators
<b>Funding</b>	Mobile Operators
<b>Risks</b>	Lack of digital accessibility

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## 2.7 Coast, Flooding and the Environment

<b>a. Surface Water Flooding Mitigation (SUDS)</b>	
<b>Commentary</b>	The Council will expect new development to utilise Sustainable Drainage Systems (SuDS). The SuDS approach encourages water drainage management at the source to minimise potential flood risk. The Council encourages SuDS measures promoted by Essex County Council and the Environment Agency. Essex County Council has produced a SuDs Design and Adoption Guide, which was recently subject to a public consultation (1 August 2012 to 12 September 2012).
<b>Estimated Cost</b>	To be confirmed.
<b>Timescale</b>	In line with housing development
<b>Lead Organisation</b>	Essex County Council
<b>Partner Organisation</b>	Developer/landowner, Environment Agency
<b>Funding</b>	S106 / CIL
<b>Risks</b>	Area flooding

<b>b. Marine Management – Burnham-on-Crouch</b>	
<b>Commentary</b>	<p>Any proposed works in the sea or a tidal section of river would need to comply with the Marine Works (Environmental Impact Assessment) Regulations 2007 and the licensing requirements of the Marine and Coastal Access Act 2009 administered by the Marine Management Organisation.</p> <p>The Marine Management Organisation has indicated that the Local Development Plan will need to give consideration to potential landfall sites for the subsea cables associated with these activities associated with energy supply and telecommunications.</p> <p>As the marine planning authority for England, the Marine Management Organisation began marine planning for the East of England Onshore and Offshore areas in April 2011. At its landward extent, a marine plan will apply to the high water mark. To ensure compatibility with existing development plans, which apply down to the low water mark, the Marine Management Organisation are seeking to identify the ‘marine relevance’ of applicable plan policies and ensure that reference is made to the Marine and Coastal Access Act 2009.</p> <p>Any developments taking place below the mean high water springs mark or in any tidal river to the extent of the tidal influence may require a marine licence from the Marine Management Organisation.</p>
<b>Estimated Cost</b>	n/a
<b>Timescale</b>	n/a
<b>Lead Organisation</b>	Marine Management Organisation
<b>Partner Organisation</b>	n/a
<b>Funding</b>	n/a
<b>Risks</b>	n/a

## 2.8 Emergency Services

a. Essex Police	
<b>Commentary</b>	<p>The location of the policing hub that provides the police response to emergency and priority incidents is currently located outside of Maldon District Council area. In light of the increased housing, Essex Police would need to consider whether there would be a need for additional resources and infrastructure at locations external to Maldon District Council area. This may include additional staff, equipment and facilities and/or purpose-built new facilities, or an extension and adaptation of existing buildings. It will not be the case that each individual development will give rise to a direct need for a specific item of infrastructure. However all development will contribute towards a cumulative impact on delivery of the policing service.</p> <p>The inclusion of design measures to reduce opportunities for crime will assist in delivering sustainable communities.</p>
<b>Estimated Cost</b>	Tbc
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	Essex Police
<b>Partner Organisation</b>	Developer/landowner
<b>Funding</b>	S106 / CIL
<b>Risks</b>	Insufficient policing levels

b. Essex Fire and Rescue	
<b>Commentary</b>	<p>Strategic developments can impact upon flooding in an area, which in turn can impact upon the rescue operations as a direct result of flooding. Appropriate drainage needs to be planned that will alleviate consequential damage and prevent dangerous conditions from being created.</p> <p>Automatic Water Suppression Systems should be fitted in households identified as at risk or vulnerable on a long-term basis.</p> <p>Appropriate access for emergency appliances is essential to all parts of development.</p>
<b>Estimated Cost</b>	The cost will need to be determined at the planning application stage but as a guide a water suppression system should not cost more than £1,000 per dwelling.
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	Essex Fire and Rescue
<b>Partner Organisation</b>	Developer/landowner
<b>Funding</b>	S106 / CIL
<b>Risks</b>	Insufficient fire prevention and flooding prevention measures

<b>c. East of England Ambulance Service</b>	
<b>Commentary</b>	East of England Ambulance Service seeks to engage with local authority planning departments and partners to ensure that they are responsive to opportunities that arise and ensure that they are aware of developments within the area. Need to consider operational needs in line with the East of England Ambulance Service Estates Strategy.
<b>Estimated Cost</b>	Tbc
<b>Timescale</b>	In line with housing development.
<b>Lead Organisation</b>	East of England Ambulance Service
<b>Partner Organisation</b>	n/a
<b>Funding</b>	tbc
<b>Risks</b>	Impact on response rate