

**Maldon District Council**  
**Local Development Plan**

**Statement of Common Ground in respect of Matter 4: South Maldon Garden Suburb**

**January 2014**

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Between:

- 1) Commercial Estates Group (CEG) - promoters of South Maldon Garden Suburb
  - 2) Dartmouth Park Estates (DPE) - promoters of South Maldon Garden Suburb
  - 3) Essex County Council (ECC), the Local Highway Authority
  - 4) Maldon District Council (MDC) – the Local Planning Authority
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1.1 This statement has been prepared by the above parties in response to the Inspector's Matter 4 relating to the South Maldon Garden Suburb as referred to in the Maldon District Local Development Plan at Policies S2, S3 and S4.

1.2 Discussions have been held between Essex County Council, Maldon District Council and the promoters of the South Maldon Garden Suburb, further to the release of the Inspector's Questions.

**BACKGROUND**

1.3 To support the report presented to the Inspector in August 2014 (CED10) the Council intended to submit a position statement for each of the Garden Suburbs allocated in the LDP. At that time and due to matters outside of the Council's control a South Maldon Garden Suburb Position Statement could not be agreed between all parties, and was therefore not submitted to the Inspector. This Statement of Common Ground provides an up to date position statement.

1.4 The parties have been working closely together to bring forward proposals for the South Maldon Garden Suburb in accordance with the policies and development principles set out in the LDP. This has included the preparation of the South Maldon Garden Suburb Strategic Masterplan Framework which was approved by MDC for development management purposes in September 2014. Significant progress has been made on the planning applications for these sites. Outline planning consent was granted by the Council for development of Site S2(c) Wyke Hill (south) in November 2014 and an outline planning application was submitted for Site S2(a) in November 2014. EIA Screening Opinion Request was submitted in December 2014 in respect of Site S2(b).

## **AREAS OF COMMON GROUND**

- 1.5 This statement sets out the areas of common ground between the parties in respect of the questions raised by the Inspector under Matter 4.

**Question 1: Is the strategy for development for these strategic sites appropriate, justified, effective, sustainable, viable, soundly based and consistent with the Plan's strategy?**

- 1.6 The parties agree that the strategy for development of South Maldon Garden Suburb is consistent with the Plan's strategy to contain the majority of growth in the most sustainable, accessible and appropriate locations within and adjacent to the main settlements taking into account environmental and infrastructure constraints and the need to protect the rural character of the District. The concentration of development will enable the provision of the key infrastructure necessary to enable strategic growth to take place in a sustainable manner including increased local highway capacity, improved public transport provision and increased schools provision. The development principles set out in Policies S3 and S4 will ensure a joined-up approach to the delivery of high quality sustainable development and infrastructure at the Garden Suburb and other strategic locations as opposed to piecemeal development proposals being prepared in isolation.
- 1.7 The parties agree that the LDP provides a clear strategy for the development of the South Maldon Garden Suburb. It sets out the key infrastructure elements to be provided and the broad development principles to be incorporated in future planning applications. The parties agree that the strategy for the development of South Maldon Garden Suburb has been positively prepared and in accordance with the NPPF.
- 1.8 The parties are working with other stakeholders and the local community to bring forward development of the South Maldon Garden Suburb in accordance with the policies and development principles set out in the LDP. The parties have agreed a Governance Structure to take forward proposals and to ensure the effective implementation of the Garden Suburbs. This includes the creation of two new groups for the South Maldon Garden Suburb- an Implementation Group with representatives of MDC, Essex CC, the Environment Agency, developers/promoters and other key stakeholders to ensure the coordinated delivery of necessary infrastructure and a Community Liaison Group to ensure the engagement of the Town Council, Parish Councils and representatives of the local community at each stage of the development process.

1.9 The parties agree that the strategy for development of the South Maldon Garden Suburb is:

**Positively prepared-** The allocation forms a key part of the overall strategy to meet objectively assessed needs and to provide for future infrastructure requirements in the most sustainable manner possible.

**Justified-** The allocation has been informed by all relevant evidence, including the Sustainability Appraisal, SHLAA, Viability Studies, IDP (baseline), and highway assessment studies.

**Effective-** the strategy is deliverable and is based on effective joint working between the parties and other key stakeholders at each stage of the plan making process. The allocated sites are available for development and can be brought forward within the timescale required by the LDP. The South Maldon Garden Suburb Strategic Masterplan Framework provides further supplementary guidance on the policies and development principles as set out in the LDP and was approved by the Council for development management purposes in September 2014. This will assist in the delivery of the Garden Suburb and necessary infrastructure.

**Sustainable-** development of the South Maldon Garden Suburb will enable the delivery of sustainable development in line with policies set out in the NPPF and guidance in the NPPG. Maldon is the largest settlement in the District and the development of the South Maldon Garden Suburb reflects its role as the main employment, retail and service centre.

**Viable-** It is recognised that pursuing sustainable development requires careful attention to viability and costs. The costs identified for infrastructure provision have been informed by numerous extensive consultation exercises and engagement with infrastructure providers, landowners, stakeholders and site promoters. The parties are in agreement on issues of infrastructure phasing as set out in the updated Infrastructure Phasing Plan (attached as Appendix A)<sup>1</sup> which has been amended to assist viability whilst ensuring delivery of necessary infrastructure at the appropriate time. Discussions are continuing between MDC and the promoters of the South Maldon Garden Suburb on issues relating to the level of affordable housing provision.

**Soundly based-** the proposed development of the South Maldon Garden Suburb is soundly based and follows an assessment of reasonable alternatives undertaken as part of the LDP process.

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<sup>1</sup> The updated Infrastructure Phasing Plan is also attached as Appendix 4 to MDC's Hearing Statement

**Question 3: Should any of the information contained in the South Maldon Garden Suburb Draft Strategic Masterplan Framework be placed in these policies or IDP, particularly Policy S4**

- 1.10 The parties are of the view that the policies in the LDP contain sufficient detail to provide clarity to developers, local communities and other interests about the nature and scale of development and clear policies relating to the development of the Garden Suburbs. The South Maldon Garden Suburb Strategic Masterplan Framework expands on the key development principles set out in Policy S4 and provides further guidance on how the objectives set out in the LDP can be met in the preparation of planning applications. It does not propose additional policies or new allocations which are not included in the LDP.
- 1.11 The parties agree that the LDP provides the necessary detail and clarity required by the NPPG and regulations set out in the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.12 The parties agree that the requirement for masterplans and possible adoption as SPDs will not, therefore, result in delays in bringing development forward; rather it will have benefits in terms of timescale and efficiency of the planning process.

**Question 4: How much development can take place on each allocated site before a specified piece of infrastructure in CED10 Appendix 13 has to be provided?**

- 1.13 MDC, ECC and the promoters have reviewed the phasing of infrastructure provision, taking into account further modelling of proposed infrastructure phasing undertaken by ECC (EB004e). The parties agree that the updated Infrastructure Phasing Plan (Appendix A) sets out a realistic timescale for the delivery of strategic infrastructure and how much development can take place within the South Maldon Garden Suburb before a specified piece of infrastructure is provided.

**Question 5: Much of the infrastructure relies on pooled funds from various sites. Bearing in mind the answer to the above question, will this pooling arrangement prevent the delivery of individual sites if monies are not available for key infrastructure works because other sites have not progressed as fast?**

- 1.14 The parties agree that the pooling arrangements will not detrimentally impact the delivery of key sites. This will be achieved by joint working between the parties and other key delivery agencies. The parties are confident that development will come forward and key infrastructure will be delivered in accordance with the requirements of the LDP. This includes the phased delivery of schools and highways

infrastructure to correlate with proposed housing growth and the viable provision of contributions, without stalling the delivery of individual sites.

1.15 A route based strategy for the A414 between Chelmsford and Maldon has been allocated £4m (£2m of SELEP funding matched by £2m from Essex County Council). The prioritised schemes below have been approved by the ECC Cabinet Member for Highways and Transportation, and specific designs are being progressed at the relevant junctions. In order to secure the Local Growth Fund monies schemes are required to have commenced in 2016/17. The package includes improvements to the following junctions, in order of priority:

(i) A414 / B1018 Limebrook Way (est £1.47m)

The widening of Limebrook Way and A414 west approaches to the junction and widening of the A414 North exit arm, as identified as a requirement to support early delivery of development in the LDP. Widening will provide two entry lanes on all four approaches to the junction.

Further investigation is being progressed into providing left turn slip options for both the A414 eastbound to A414 northbound (the higher priority), and Limebrook Way to A414 westbound. Left turn slip lane options are yet to be costed, but there is some funding available within SELEP monies.

(ii) A414 / Little Baddow Road / Mayes Lane (Eves Corner) (est £0.28m)

Providing pre-signals on the minor approaches to the junction to provide additional capacity and improve peak time traffic operations on the A414.

(iii) A414 / Well Lane (est £0.235m)

Provide a priority junction including eastbound right turn lane to replace the current mini-roundabout, to improve traffic flow along the A414, and in combination with improvements at Eves Corner to deter 'rat running'.

(iv) A414 / Spital Road (est £0.94m)

Widening to provide a dedicated northbound lane at the roundabout and widening of the north and southbound approaches to the junction.

1.16 All parties note, that Junctions, i, ii, and iv listed above were identified by ECC as requiring mitigation to support the growth identified in the submitted LDP, and are identified in the IDP, Appendix 13 as being funded through pooled contributions (i and iv) and CIL (ii). The commitment to fund these schemes under the Local Growth Fund will ease the viability on these developments, and ensure early delivery of key highway infrastructure to deliver the LDP (ie by 2016/17).

1.17 All parties agree, that the approved package of measures will assist in reducing congestion and improve journey times along the A414 between Maldon and

Chelmsford; primarily consisting of four junction improvement schemes, to provide additional capacity to ease current traffic flows, and to provide for future demand (as foreseen in the submitted LDP).

- 1.18 Development within the Garden Suburbs will be expected to contribute collectively and proportionally to the infrastructure.. The identification of trigger points will ensure that necessary infrastructure is brought forward at the appropriate time and the delivery of individual sites will not be prevented if other sites have not come forward.

**Question 6: At paragraph 2.17 of the North Heybridge Garden Suburb Position Statement (DOC103), the Hatfield Peverel B1019/B1137 junction concerns affect all the principal developers in Maldon and North Heybridge. Is this correct? If so, should the costs etc be included for the sites included under this Matter as well as North Heybridge? How does this affect the policies and the IDP?**

- 1.19 The parties agree that the issues expressed in respect of the Hatfield Peverel B1019/B1137 junction primarily relate to long-term concerns about the impact of future growth across this part of the region, rather than being matters that would materially constrain the implementation of the Maldon District Local Plan.

- 1.20 The parties would also wish to draw the Inspector's attention to recent HM Government announcements regarding Infrastructure Funding. On the 2nd December 2014, the Government released its Road Building Strategy which includes as Commitments D12 and D13 upgrades to the A12 to be commenced by the end of Road Period 1 (2021), including widening to 3 Lanes from Chelmsford through to the junction with the A120 South of Colchester. All parties agree that the upgrades to the A12 will benefit the strategic highway network. In addition, Upgrades to the A12 will clearly improve its reliability. ECC advise that the limited level of queuing at Hatfield Peverel observed in the surveys undertaken by Mayer Brown on behalf of Countryside Properties (Appendix B to the SOCG on Transport in relation to Matter 3) will form a more regular occurrence in the future (as opposed to the longer queuing that can on occasions occur currently in situations where the A12 is not operating smoothly and traffic diverts through Hatfield Peverel to other routes).

- 1.21 The parties agree that a combination of the public transport improvements proposed to support the plan, together with small scale mitigation measures would provide an appropriate level of mitigation in the short term. The development of the South Maldon Garden Suburb will deliver new or enhanced public transport services and this is already referred to in Policy S4 and the IDP and the small scale mitigation measures will be funded from other sources. The parties are therefore of the view

that there is no requirement for contributions to be secured from the development of South Maldon Garden Suburb to fund mitigation measures at Hatfield Peverel.

**Question 7: What further work has been carried out since DOC100 regarding highway improvements at Eves Corner at Danbury and what does this indicate needs to be provided? Does this alter the IDP and CED10 Appendix 13?**

1.22 Further highways assessment and modelling has been undertaken by ECC in relation to Eves Corner and Well Lane in Danbury (EB004d). The parties support the findings of the further highway modelling and assessment and agree that the provision of pre-signals at Eves Corner and a new priority junction at Well Lane would provide short term additional capacity on the A414 and an improvement in queuing over the existing double mini-roundabout layout and assist in prioritising A414 movements over the minor road.

1.23 The junction improvement schemes at Eves Corner and Well Lane have been identified as a priority project to be funded under the SELEP Local Growth Fund (LGF). Project proposals, including specific scheme design, have been prepared and costed and will be submitted to SELEP in early 2015. In order to secure LGF monies these schemes are required to have commenced by 2016/17, and will ensure early delivery of key infrastructure identified in the LDP.

**Question 8: Should Policy S4 refer to the above highway works?**

1.24 The parties agree that it is not necessary to refer specifically to the requirement for highways mitigation measures at Hatfield Peverel and Eves Corner in Policy S4. Appropriate references to these and other highways mitigation measures are already contained in the explanatory text to Policy S4 (paragraphs 2.63- 2.68) and in the IDP. The route based strategy for the A414 between Chelmsford and Maldon will bring forward improvements to the strategic highway network including junctions at Eves Corner and Well Lane, Danbury. Final details of the improvement schemes are to be determined.

1.25 The parties agree that Policy S4 sets out clear development principles for the Garden Suburbs (including the requirement for appropriate mitigation measures and junction improvements) and that the level of detail contained in the LDP is consistent with the guidance contained in the NPPF and Planning Practice Guidance (PPG) (See NPPF (paras 156-157) and Planning Practice Guidance on Local Plans (ID 12-010-20140306 (paras 006 and 010))).

**Question 9: Are flooding and sewerage issues now resolved?**

- 1.26 The parties agree that flooding and sewerage issues have been addressed and provision can be made at the detailed design stage to ensure that the development will not lead to increased flood risk or water pollution. The EA and Anglian Water have been fully engaged in the preparation of the LDP and subsequently in the South Maldon Garden Suburb Strategic Masterplan Framework. The developer(s) have liaised with Anglian Water and a drainage solution has been identified and are continuing to work closely with the EA through the planning application process.

**Question 10: CD10 Appendix 13 shows healthcare provision, presumably for GP surgeries. Where will these be provided?**

- 1.27 MDC and the promoters of the South Maldon Garden Suburb have engaged with the NHS and local GPs to identify the requirements for additional health provision arising from the development. This is reflected in the IDP and developers will be required to make contributions to enhanced medical provision in the area. On-going discussions are taking place with the NHS and GPs and at the present time, it is proposed that contributions will be used to enhance existing health facilities in Maldon to serve the needs arising from the development of the South Maldon Garden Suburb, with the provision of a new health facility in the North Heybridge Garden Suburb.

**Question 11: In the policy S4 general development principles:**

**a. What new or enhanced public transport provision?**

- 1.28 The promoters of the Garden Suburb are working closely with MDC, Essex CC and bus operators to develop a public transport strategy. The strategy will focus on improvements to existing routes to Maldon town centre, Chelmsford and Witham for access to the train station for commuting purposes.
- 1.29 Travel by non-car modes will be encouraged by the provision of travel packs and free travel by bus for an initial period of time for new residents. Contributions to new or enhanced bus services and travel plans will be secured under an appropriate legal agreement at the planning application stage.
- 1.30 Following the Council resolution at the meeting on 13 November (DOC111), a Joint Garden Suburb Transport Working Group is to be established covering both Garden Suburbs to progress proposals for public transport and the promotion of other sustainable transport modes, notably walking and cycling. This Working Group will comprise representatives of MDC and Essex CC, promoters of both garden Suburbs and public transport operators and will be supported by ATLAS.



**b. Is the road network capacity capable of accommodating the developments?**

- 1.31 The parties agree that the road network capacity is capable of accommodating the proposed development subject to the implementation of highways and junction improvements as identified in the Infrastructure Delivery Plan and updated Infrastructure Phasing Plan (Appendix A).
- 1.32 A comprehensive Transport Assessment form part of the planning applications submitted in respect of Sites S2(a) and S2(c) and set out how the development can be accommodated and the requirement for any necessary mitigation to the highway network.

**c. What highway mitigation measures and junction improvements?**

- 1.33 The package of highways and transport measures required to support the development of the South Maldon Garden Suburb is set out in the Infrastructure Phasing Plan and the IDP. However, the final details and prioritisation of when measures come forward will be determined at the planning application stage. Essex CC and Essex Highways are seeking to be as pro-active as possible to assist the viability of the development as well as ensure that impacts on the strategic highway network are minimised. SELEP funding will be taken into account in future updates of the IDP/LDP and necessary developer contributions may need to be amended accordingly. This will enable earlier implementation of highways improvements and further assist viability and delivery of the plan. The Mitigation Measures to support the development of the South Maldon Garden Suburb comprise:
- a) The Delivery of the South Maldon Relief Road- to be constructed in three phases (2019/20, 2021/2022, 2023/24) and completed by 2023/24
  - b) Off-Site Highways Improvements, subject to consideration of the submitted Transport Assessment at the junctions of;
    - (i) A414/Spital Road Roundabout- funding under SELEP to be implemented by 2016/17
    - (ii) A414/B1018 Limebrook Way- funding under SELEP to be implemented by 2016/17
    - (iii) Eves Corner/ Well Lane, Danbury- funding under SELEP to be implemented by 2016/17
    - (iv) A414 Oak Corner Junction- to be implemented by 2018/19

- c) The Delivery of Bus Services in accordance with an agreed Public Transport Strategy
- d) The Delivery of a Travel Plan, including measures to encourage journeys on foot/by cycle and public transport.

**d. What form and scale of community hubs and local centres are needed?**

- 1.34 The community hubs and local centres will provide community facilities to serve the new community and existing residents in South Maldon as specified in Policy S4, including a new primary school and early year and childcare facilities. Further detailed layouts will be provided at the planning application stage.
- 1.35 The South Maldon Garden Suburb Strategic Masterplan Framework provides some supplementary guidance to the principles set out in Policy S4. Feedback from stakeholder consultation during preparation of the Strategic Masterplan Framework supported the co-location of community and commercial uses to ensure the Garden Suburb has a vibrant heart which is accessible by pedestrian and cycle links to the new community and existing residents in South Maldon. Essex CC has encouraged dual use of the new primary school by the local community.

**e. What and where is the green infrastructure and youth and children's facilities?**

- 1.36 Garden Suburbs are characterised by a strong landscaped character that incorporates well managed open spaces, tree lined streets and natural areas for amenity and wildlife. This is reflected in the principles set out in Policies S3 and S4. A network of green infrastructure will be provided throughout the Garden Suburb including play spaces to meet the needs of each phase of development. Provision of green infrastructure and the enhancement of existing green infrastructure including Maldon Wick Local Nature Reserve will also be in accordance with Policy N1. Contributions towards youth and children's facilities will be secured through legal agreements at the planning application stage and the nature of provision will be determined through consultation with key stakeholders.
- 1.37 The South Maldon Garden Suburb Strategic Masterplan Framework provides further supplementary guidance to the principles set out in Policies S3 and S4. At the meeting on 18 December, the Council resolved to adopt and manage suitable areas of open space and public realm in new developments provided that the costs and resources required to manage and maintain the facilities over an appropriate timescale are secured through the planning process. In the Garden Suburbs, the Council will work in partnership with stakeholders and the community to develop

appropriate governance arrangements for the future management of green spaces and public realm (DOC112).

**f. What is meant by adequate provision for affordable housing?**

- 1.38 Discussions are continuing between MDC and the promoters of the South Maldon Garden Suburb on issues relating to the level of affordable housing provision. Affordable housing provision will reflect local housing need and demand as set out in the SHMA, subject to site specific viability testing.

**g. What proportion of housing for older people?**

- 1.39 The LDP does not define the proportion of housing for older people and housing mix should be in accordance with Policy H2 and the needs and demand of the District's existing and future communities as defined in the SHMA update. It would be inappropriate to specify an exact proportion in the LDP as needs and locational and/or market factors may change over the timescale of the plan. The parties will work closely to ensure that new housing reflects the needs of the District.

**Question 12: Depending on the replies to the above, the Council may wish to consider making suggested modifications to the policies and text to provide the “what, where, when and how” answers required of a local plan policy in the PPG (ID 12-002).**

- 1.40 The parties are of the view that the policies in the LDP contain sufficient detail to provide clarity to developers, local communities and other interests about the nature and scale of development and clear policies relating to the development of the South Maldon Garden Suburb.

**Question 13: Does the Housing Mix (policy H2) need altering to make the sites viable? If so, how?**

- 1.41 The parties consider it is appropriate to retain a degree of flexibility regarding housing mix within the plan rather than include a specified requirement which would become outdated over the lifetime of the plan, thereby ensuring that it remains responsive and that requirements are not unrealistic or over-prescriptive.

## **CONCLUSION**

- 1.42 The parties are committed to continue working together to secure the delivery of the South Maldon Garden Suburb in accordance with the policies and principles set out in the LDP.

### **Signed**

- 1/ On behalf of Essex County Council  
Andrew Cook, Director for Environment and Economy
  
- 2/ On behalf of Commercial Estates Group  
David Lewis
  
- 3/ On behalf of Dartmouth Park Estates Ltd  
Nicholas Mann
  
- 4/ On behalf of Maldon District Council  
David Coleman, Planning Policy Team Leader

**Appendix A: Updated Infrastructure Phasing Plan (January 2015)**

Updated Maldon District LDP Infrastructure Phasing Plan January 2015

Financial Year	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	Total
<b>LDP Strategic Housing Growth</b>																
S2(a) South of Limbrook Way			25	40	85	85	85	85	85	85	85	85	85	85	85	1000
S2(b) Wycke Hill (North)			50	50	50	50	50	50								300
S2(c) Wycke Hill (South)		25	25	25												75
<b>South Maldon GS</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>115</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>85</b>	<b>85</b>	<b>85</b>	<b>85</b>	<b>85</b>	<b>85</b>	<b>85</b>	<b>1375</b>
<b>South Maldon GS (Cumulative)</b>	<b>0</b>	<b>25</b>	<b>125</b>	<b>240</b>	<b>365</b>	<b>510</b>	<b>645</b>	<b>780</b>	<b>865</b>	<b>950</b>	<b>1035</b>	<b>1120</b>	<b>1205</b>	<b>1290</b>	<b>1375</b>	
S2(d) North of Heybridge			0	62	88	88	88	88	88	88	89	89	89	89	89	1035
S2(e) Land to the North of Holloway Road			34	33	33											100
S2(f) West of Broad Street Green Road			34	33	33											100
<b>North Heybridge GS</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>128</b>	<b>154</b>	<b>88</b>	<b>88</b>	<b>88</b>	<b>88</b>	<b>88</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>89</b>	<b>1235</b>
<b>North Heybridge GS (Cumulative)</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>196</b>	<b>350</b>	<b>438</b>	<b>526</b>	<b>614</b>	<b>702</b>	<b>790</b>	<b>879</b>	<b>968</b>	<b>1057</b>	<b>1146</b>	<b>1235</b>	
<b>Total Garden Suburbs (Cumulative)</b>	<b>0</b>	<b>25</b>	<b>193</b>	<b>436</b>	<b>725</b>	<b>948</b>	<b>1171</b>	<b>1394</b>	<b>1567</b>	<b>1740</b>	<b>1914</b>	<b>2088</b>	<b>2262</b>	<b>2525</b>	<b>2610</b>	
S2(g) Park Drive			40	40	40											120
S2(h) Heybridge Swifts			34	33	33											100
<b>Maldon and Heybridge SA</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>73</b>	<b>73</b>											<b>220</b>
S2(i) West of Burnham on Crouch		30	40	40	40	30										180
S2(j) North of Burnham on Crouch (West)			50	50	50	30										180
S2(k) North of Burnham on Crouch (East)			30	30	30											90
<b>Burnham on Crouch SA</b>	<b>0</b>	<b>30</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>60</b>										<b>450</b>
																<b>3280</b>

Infrastructure Phasing		Key															Updated funding arrangements (Jan 2015)	
Project	Funding required	LDP / IDP funding arrangement (as submitted)	Construction of infrastructure															
			X Completion of infrastructure															
<b>Highways</b>																		
North Heybridge relief road	£11,122,000	Pooled S106 between sites S2d, S2e, & S2f														X	To be delivered early in the plan period to alleviate any impact on two Heybridge junctions already operating at capacity. The Relief Road to be completed by 2020/21, and approx 526 dwellings at NHGS.	
South Maldon relief road (A414/Wycke Hill)	£6,101,000	Pooled between sites S2a, S2b, & S2c							X Phase 1							X Phase 2	X Phase 3	Agreed by ECC. Development in line with the phasing of sites S2(a) and S2(b)
B1018 Langford Rd / Heybridge Approach	£123,000	Pooled S106 between sites S2a, S2b, S2c, S2d, S2e															X	With the North Heybridge Relief Road in place identified improvements will be required by 2024/25, and approx 1914 dwellings at the Garden Suburbs.
B1018 / Heybridge Approach / A414 roundabout	£2,278,000	Pooled S106 between sites S2a, S2b, S2c, S2d, S2e															X	With the North Heybridge Relief Road in place identified improvements will be required by 2024/25, and approx 1914 dwellings at the Garden Suburbs.
A414 / Spital Rd roundabout	£1,538,000	Pooled S106 between sites S2a, S2b, S2c, S2d, S2e				X												SELEP - Local Growth Fund/ECC commitment for £0.94m to be implemented by 2016/17 - approx 193 dwellings at Garden Suburbs.
A414 / B1018 Limebrook Way	£689,000	Pooled S106 between sites S2a, S2b, S2c, S2d, S2e				X												SELEP - Local Growth Fund/ECC commitment for £1.47m to be implemented by 2016/17 - approx 193 dwellings at Garden Suburbs.
A414 Oak Corner Junction	£686,000	Pooled S106 between sites S2a, S2b, S2c, S2d, S2e							X									Mitigation required after approx 725 dwellings at Garden Suburbs
Eves Corner Junction, Danbury	£120,000	CIL				X												SELEP - Local Growth Fund/ECC commitment for works at Eves Corner (£0.28m) and Well Lane, Danbury (£0.235m) to be implemented by 2016/17 - approximately 193 dwellings.
Burnham-on-Crouch highway improvements (B1010/B1021 junction)	£58,000	Pooled S106 between sites S2h, S2i, and S2j																ECC modelling/planning applications identify capacity issues at Maldon Road in PM peak, however these dissipate quickly, and proposed development does not significantly impact junction. Improvements to be implemented in line with developer viability
<b>Passenger Transport</b>																		
Passenger Transport improvements for South Maldon	£2,193,750	Pooled between sites S2a, S2b, & S2c																Project completion dates are MDC estimates. Improvements will be provided alongside new development. MDC to provide in relation to application
Passenger Transport improvements for North Heybridge	£2,193,750	Pooled S106 between sites S2d, S2e, & S2f																Between 526 - 790 dwellings - expect they refer to enhanced and new service, as indicated in bus strategy
Passenger Transport improvements for Burnham on Crouch	n/a	ECC / CIL																Project completion dates are MDC estimates. Improvements will be provided alongside new development.

Education - Early Years and Childcare																			
Stand alone 56-place EY&C facility in South Maldon	£1,100,000	Pooled between sites S2a, S2b, & S2c															X	To be delivered by approx 800 dwellings at South Maldon GS	
56-place EY&C facility in South Maldon within new primary school	See primary school cost	Pooled between sites S2a, S2b, & S2c						X										To be delivered alongside Phase 1 of the new primary school (1fe), as indicated in Education - Primary below (approx 510 dwellings). The Early Years and Childcare facility will be required in advance of the school after approx 300 dwellings	
Stand alone 56-place EY&C facility in North Heybridge	£1,100,000	Pooled S106 between sites S2d, S2e, & S2f					X											To be delivered by approx 196 dwellings	
56-place EY&C facility in North Heybridge within new primary school	See primary school cost	Pooled S106 between sites S2d, S2e, & S2f															X	To be provided shortly after the primary school, as indicated in Education - Primary below, and after approx 702 dwellings	
One 56-place EY&C facility in Burnham on Crouch	£1,100,000	Pooled S106 between sites S2h, S2i, and S2j																There are minimal places available at existing providers, and any new facility will be required to be provided in the early phases of development in line with the implementation of the allocated strategic sites - after approx 220 dwellings	
Education - Primary																			
1.5 form entry primary school in South Maldon	£5,900,000	Pooled between sites S2a, S2b, & S2c								X Phase 1								X Phase 2	To be delivered in two phases, which will increase the cost of the project to £6.4m. Phase 1 - to provide the school including common areas to 1.5fe capacity to be required by September 2019 after approximately 510 dwellings in SMGS. Funding Required: financial years - 2017/18 (15%); 2018/19 (40%); 2019/20 (40%); 2020/21 (5%). Phase 2 - to provide four additional class-bases and associated infrastructure by September 2027 after approx 1290 dwellings at SMGS. Funding required: financial years 2025/26 (50%) and 2026/27 (50%).
One class base expansion of existing primary school in Maldon	£280,000	Pooled between sites S2a, S2b, & S2c								X								The strategic allocation at Park Drive S2(g) has been granted permission, and the s106 identifies a contribution to fund removing and replacing the re-locatable with a permanent class-base at Maldon Primary School. Contributions phased prior to commencement, first occupation, and specified completions	
1 form entry primary school and combined 56 place EY&C facility in North Heybridge	£4,600,000	Pooled S106 between sites S2d, S2e, & S2f															X	Required after approx 614 dwellings at NHGS. Funding Required: financial years - 2018/19 (15%); 2019/20 (40%); 2020/21 (40%); 2021/22 (5%).	
Replacement of temporary class base at St Mary's School in Burnham on Crouch	£280,000	Pooled S106 between sites S2h, S2i, and S2j								X								Given the level of development in Burnham on Crouch and emerging applications in Southminster developer contributions are required to expand one of the existing primary schools, as development progresses	

