

COUNCIL – 22 MARCH 2017

BACKGROUND PAPERS – AGENDA ITEM 10

Please find enclosed the following **background papers**, for consideration in relation to Agenda Item 10 – Implementation of the Garden Suburbs on the agenda for the above meeting:

- North Heybridge Garden Suburb Strategic Masterplan Framework
- South Maldon Garden Suburb Strategic Masterplan Framework

THIS PAGE IS INTENTIONALLY BLANK

10. **Implementation of the Garden Suburbs** (Pages 3 - 204)

To consider the report of the Director of Planning and Regulatory Services (copy enclosed).



Document with Schedule of
Modifications as endorsed by
Council on 30 October 2014

North Heybridge Garden Suburb Consultation Draft

Page 3

Strategic Masterplan Framework

Agenda Item 10



Hampstead Garden Suburb by William Ratcliffe c1914

1.	Introduction	4	5.4	Public Transport	42
1.1	Background	4	5.5	Vehicular Links across land ownership/land control boundaries	43
1.2	Status of this document	5	5.6	Walking and Cycling within the new Garden Suburb	44
1.3	What is a Garden Suburb?	6	5.7	Walking and Cycling between the new Garden Suburb and Heybridge	44
1.4	How has the Strategic Masterplan Framework been prepared?	7	5.8	The Local Centre	46
1.5	What is the purpose of the Strategic Masterplan Framework?	8	5.9	Education	46
1.6	Contents of the Document	8	5.10	Health	46
2.	Planning Policy Context	10	5.11	Green and Blue Corridors	48
2.1	National Planning Policy Framework	10	5.12	Heybridge Wood and other areas of ecological value	48
2.2	Maldon District Local Development Plan	10	5.11	Open Space and Recreation	50
3.	Site and Surrounding Context	16	5.14	The Composite Masterplan Framework	52
3.1	Heybridge in Context	16	5.15	Land Use Framework Plan	54
3.2	Parish Boundaries and Land Parcels	17	5.16	Access and Movement Framework Plan	55
3.3	Flood Risk	18	5.17	Green Infrastructure Framework Plan	56
3.4	Heybridge Wood	19	6.	Design Guidelines	58
3.5	Trees and Hedgerows	19	6.1	Purpose of the Design Guidelines	58
3.6	Ditches	19	6.2	Existing Design Guidance	58
3.7	Archaeology and Heritage	20	6.3	Design Principles	58
3.8	Public Rights of Way, Farm Rides and The Rail Trail	20	6.4	Character Areas	60
3.9	Topography	22	6.5	Gateways	63
3.10	Overhead Pylons	22	6.6	Design for Movement	65
3.11	Key Site Features	23	6.7	Design Examples	66
4.	Vision, Objectives and Consultation	24	7.	Infrastructure and Delivery Plan	68
4.1	Garden Suburbs and North Heybridge	24	7.1	Infrastructure Requirements	68
4.2	Developing Shared Vision and Objectives	26	7.2	Strategic Flood Alleviation	69
4.3	Maldon and Heybridge Visioning Workshop	27	7.3	Infrastructure Delivery	71
4.4	Stakeholders Workshop	28	7.4	Phasing	73
4.5	Public Consultation Event	32	7.5	Housing Mix	73
4.6	Establishing the Vision and Objectives for North Heybridge	34	7.6	Community Development	73
5.	Developing the Masterplan Framework	36	7.7	Requirements for Planning Applications	74
5.1	Strategic Flood Alleviation	36	7.8	Implementation, Delivery and Monitoring	75
5.2	On-Site Surface Water Management	36			
5.3	Link Road from Langford Road to Broad Street Green Road	40			
				Appendix 1 Relevant Policies in Maldon District Local Development Plan (As Submitted for Examination April 2014)	76

1.1 Background

1.1.1. The emerging Maldon District Local Development Plan (LDP) sets out how the District's housing needs will be accommodated in the period up to 2029 and includes proposals for the development of two new Garden Suburbs at North Heybridge and South Maldon. Policy S4 sets out the key infrastructure elements to be incorporated in each of the proposed Garden Suburbs and the broad development principles which the Council will expect to be applied. The LDP was submitted to the Secretary of State for examination in April 2014 and an Examination in Public (EiP) is expected to be held later in the year.

In summary, the LDP states that the North Heybridge Garden Suburb is expected to accommodate the following key elements:

- 1,235 dwellings (including affordable housing and dwellings which meet the housing needs for an older population)
- a community hub/local centre
- supporting infrastructure including:
 - a new 1 form entry primary school;
 - two new 56 place early year and childcare facilities;
 - necessary contributions towards the sufficient expansion of the Plume School;
 - provision for youth and children's facilities;
 - a new outer relief road between Langford Road and Broad Street Green Road;
 - A Country Park focused to the west of Maypole Road;
 - a strategic flood alleviation scheme;
 - new and/or enhanced public transport routes
 - new and/or enhanced walking and cycling routes within the Garden Suburb and externally connected to the wider area especially the Maldon and Heybridge Central Area;
 - adequate provision for enhanced medical provision in cooperation with the relevant health bodies;
 - a community hub and local centre;
 - increased and enhanced green infrastructure; and
 - appropriate drainage & sewerage infrastructure including sustainable urban drainage schemes (SUDs).
- other necessary supporting infrastructure improvements and mitigation measures that may arise from further highways work undertaken by Essex County Council.

1.1.2. Policy S3 of the LDP states that Masterplans for each of the Garden Suburbs at Maldon and Heybridge will be prepared in conjunction with relevant stakeholders. The policy clarification provided at paragraph 2.45 states that planning consents for development within the Garden Suburbs will only be granted by the Council if the proposals are in accordance with the respective masterplans which are endorsed by the Council and that where appropriate, the Council will adopt the masterplans as SPD. Given the significant pressure for development in the District and the requirement to demonstrate a 5 Year housing land supply, the Council has taken the decision to commence work on the Masterplans for the proposed Garden Suburbs in advance of adoption of the LDP. This will enable key strategic issues such as infrastructure provision, strategic flood attenuation and environmental protection and management to be considered in a coordinated manner.

1.2. Status of this document

1.2.1 This document sets out the Draft Strategic Masterplan Framework for the proposed North Heybridge Garden Suburb and provides further supplementary guidance on the site allocations and policies contained in the LDP. The area to which the masterplan relates is defined on the LDP proposals map and is illustrated in Figure 1. The Strategic Masterplan Framework will be reviewed and amended to reflect any changes to the relevant LDP policies following the Examination in Public and adoption of the LDP. Where appropriate, the Strategic Masterplan Framework will be adopted as a Supplementary Planning Document (SPD) following adoption of the LDP. The Strategic Masterplan Framework will be a material consideration in the determination of future planning applications.

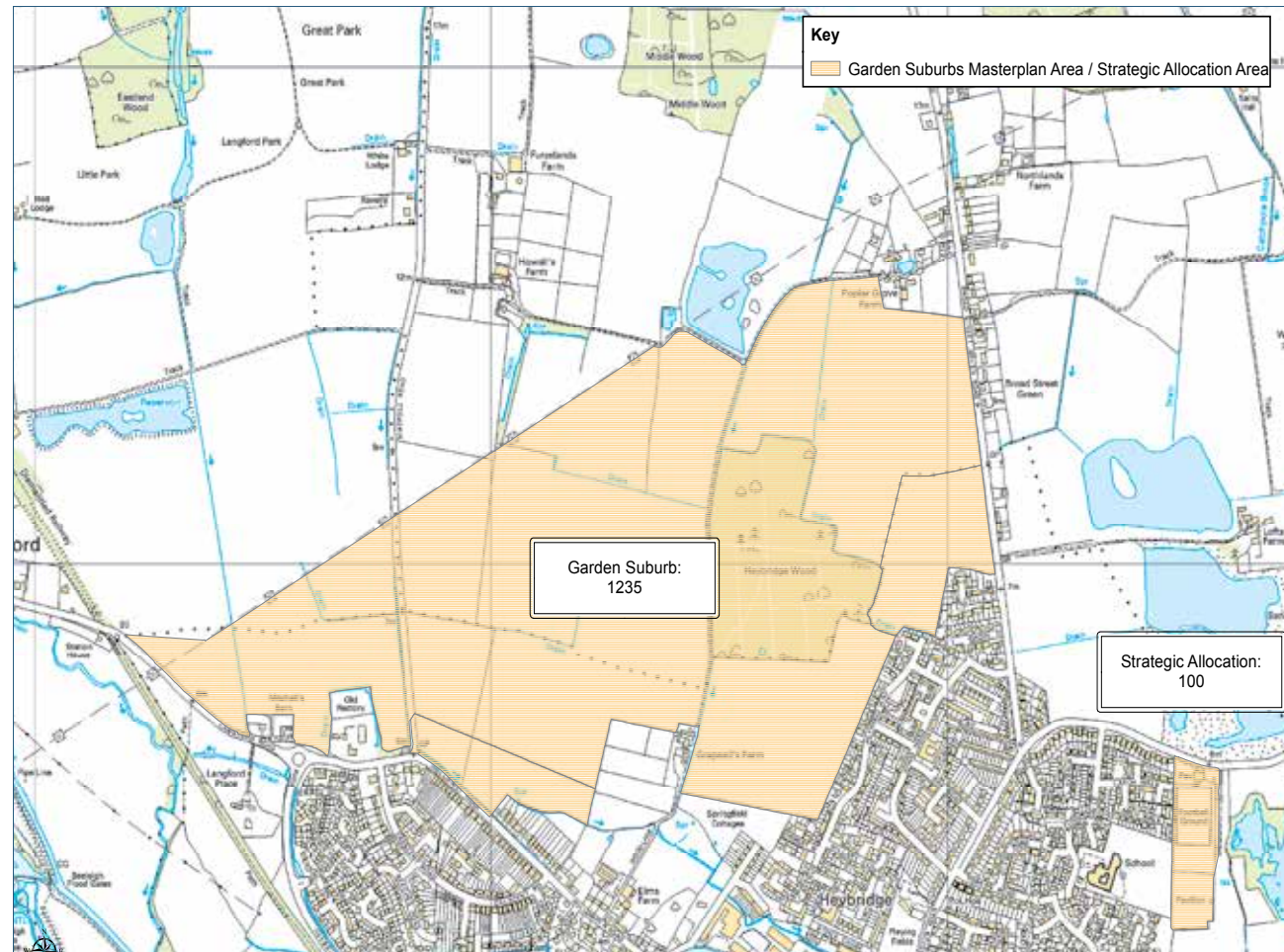


Figure 1 –North Heybridge Garden Suburb and Strategic Allocation- Extract from Local Development Plan (submitted for Examination April 2014)

1.3 What is a Garden Suburb?

1.3.1 The overall aspiration is to create a high quality Garden Suburb that reflects its context on the edge of Heybridge. In accordance with the spatial vision and policies set out in the LDP, the North Heybridge Garden Suburb is being planned as a high quality, vibrant and distinctive new neighbourhood which is well linked to and integrated with surrounding communities. It will make a significant contribution to meeting the requirement for new homes in the District and development proposals will be required to incorporate the following principles:

- A comprehensive and well planned approach that provides homes, and community facilities;
- Places where people will want to live and interact through active citizenship and civic amenity;
- A strong landscaped character that incorporates well managed open space, tree lined streets and natural areas for amenity and wildlife;
- Integrated and easily accessible transport systems, incorporating public transport, walking and cycling;
- A clear and harmonious relationship between town and country;

- High quality and detailed architecture that is characterful, innovative and adaptable;
- A local centre which will act as the community focus with a mix of businesses and community uses that are well served by public transport and connected to the town centre by safe walking and cycling routes;
- A network of safe and usable paths and streets for pedestrians, cyclists and vehicles which prioritises accessibility to open spaces, education and health facilities
- Fully integrated with the surrounding communities through shared community uses and a variety of transport modes including walking, cycling and public transport;
- Provide for the requirements of site service and communication infrastructure;
- Provide dwellings that meet the District's housing needs for an older population.

1.3.2 The development of the North Heybridge Garden Suburb will be required to incorporate and deliver new infrastructure to meet the needs arising from the development, as set out in Policies S4 and I1 of the LDP. It is proposed in the LDP that Green infrastructure will play a significant part in creating the character of the Garden Suburb.



1.4 How has the Strategic Masterplan Framework been prepared?

1.4.1 The Draft Strategic Masterplan Framework has been developed in partnership between Maldon District Council, developers/landowners, relevant stakeholders and the local community with advice being provided by ATLAS (Advisory Team for Large Applications – part of the Home & Communities Agency). A Strategic Masterplan Framework Brief was approved by the Planning & Licensing Committee on 14 November 2013 and has subsequently been updated to reflect LDP changes. The revised brief was endorsed by Planning & Licensing Committee on 12 June. The Brief promotes a collaborative approach between the Council and relevant landowners/developers and a project management structure was established in December 2013 to ensure effective joint working.

1.4.2 A masterplanning working group has been established with landowners/developers and key infrastructure providers including Essex County Council and the Environment Agency to progress preparation of the masterplan. A Members Briefing Group has also been established to receive regular updates on progress with development of the masterplans for the two Garden Suburbs and to act as a sounding board for emerging ideas around the masterplan concepts. Meetings have taken

place with Heybridge Parish Council and Langford & Ulting Parish Council to keep them up to date with progress on the masterplanning process. An Executive Partnership Group has been established comprising Maldon District Council, Essex County Council, the Environment Agency, Essex Waterways and the developers/landowners to secure the design, implementation and management of an appropriate strategic flood mitigation scheme that satisfies the requirements of Policy S4.

1.4.3 Consultation on key issues and options has been undertaken with stakeholders and the local community and this has informed the development of the Draft Strategic Masterplan Framework.



Stakeholder Consultation Event 7th March 2014



Public Exhibition 21st June 2014

1.5 What is the purpose of the Strategic Masterplan Framework?

1.5.1 Preparation of the Strategic Masterplan Framework will help to ensure that development of the North Heybridge Garden Suburb takes place in a coordinated way in accordance with the policies in the LDP, with the timely delivery of new housing and necessary infrastructure such as roads, drainage and schools and environmental protection measures and the creation of a high quality living environment well integrated with the wider urban area. The Strategic Masterplan Framework aims to:

- Expand on the key development principles set out in Policies S3 and S4 to enable a co-ordinated approach to delivering the proposed level of growth in a garden suburb context;
- Provide guidance to inform detailed masterplans/layouts at the planning application stage;
- Provide guidance on how the policies may be implemented.

1.6 Contents of the Document

1.6.1 The Strategic Masterplan Framework provides guidance on how the North Heybridge Garden Suburb can be delivered in accordance with the policies set out in the LDP. It addresses the spatial form of development and provides guidance on development, design and infrastructure delivery. It is arranged in two parts: -

Part 1: **Planning and Design** (Sections 2-6)

Part 2: **Infrastructure and Delivery** (Section 7)

Sections 2 - 6 provide an assessment of the site and surrounding context and sets out a Vision and set of Objectives for the North Heybridge Garden Suburb. It establishes a comprehensive approach and a set of principles which underpin the Strategic Masterplan Framework and provide guidance for future development.

- Section 2 sets out the planning policy context;
- Section 3 provides an assessment of the site and the key opportunities and constraints which have been identified in the technical studies and

assessment work which has been undertaken.

- Section 4 presents the overarching vision for the creation of a high quality garden suburb and how the vision and objectives have been evolved through collaborative working and stakeholder and community engagement. It also provides a summary of the responses received as a result of public consultation on the proposals and the manner in which the Draft Strategic Masterplan Framework seeks to address the issues raised.
- Section 5 sets out the Draft Strategic Development Framework. This will provide the framework for the development of the North Heybridge Garden Suburb.
- Section 6 provides further suggested design guidelines, to assist in the preparation of detailed design proposals in due course.

- Section 7 sets out how the vision and objectives for North Heybridge Garden Suburb will be secured in accordance with the policies set out in the LDP including the delivery of necessary infrastructure, such as improvements to the highway network, strategic flood alleviation works, education facilities and public transport. It also considers future arrangements for management and community involvement and the possible content of future planning applications.



Figure 2 –Plan Showing Maldon and Heybridge in context

2.1 National Planning Policy Framework

2.1.1 The National Planning Policy Framework (NPPF) (March 2012) sets out the key national policy guidance for development. A key focus of the NPPF is to create high quality and sustainable new developments that are deliverable.

2.1.2 The NPPF also recognises the value of garden city principles for large scale developments such as the North Heybridge Garden Suburb. This policy reference is supplemented by recent guidance on the subject produced by the Town and Country Planning Association which provides a useful set of principles and helpful design guidance that can inform the delivery of a sustainable Garden Suburb. This guidance has informed the preparation of this Strategic Masterplan Framework.

2.1.3 Paragraph 153 of the NPPF explains that Supplementary Planning Documents should be used where they can help applicants make successful applications, and fundamentally the purpose of this document is to assist future applicants, by:

- Setting out in advance the Council's aspirations for the development – where applicants come forward with planning applications that respond

positively to the contents of this document, they can have comfort that the scheme is likely to be one that the Council would wish to approve;

- Providing a Framework through which the broad strategic principles and layout of the Garden Suburb can be subject to stakeholder and public consultation in advance of the submission of any application, thereby minimising the risk for applicants that follow the broad principles set out in this document; and
- Bringing together the key technical, contextual and design issues that are likely to be pertinent to the Council's consideration of applications, with suggestions as to how these can be addressed.

2.2 Maldon District Local Development Plan (LDP)

2.2.1 Maldon District Council submitted the Maldon District Local Development Plan (LDP) to the Secretary of State for examination in April 2014. The LDP sets out how the Council proposes to meet its objectively assessed needs for housing and other development in the period up to 2029 and

includes the allocation of land to the north of Heybridge for the development of a new Garden Suburb.

2.2.2 The policies set out in this document are as currently set out in the LDP which has been submitted for examination. It will be necessary to review the Strategic Masterplan Framework and to make any necessary modifications to reflect policy changes following examination and adoption of the plan and prior to the adoption of this document as a Supplementary Planning Document (SPD).

2.2.3 Key policies of particular relevance to the proposed North Heybridge Garden Suburb are summarised below.

2.2.4 Policy S2: Strategic Growth
Policy S2 states that:

“Strategic growth will be focused in the District's main settlements as they constitute the most suitable and accessible locations in the District.

To meet the objectively assessed housing need for the District, the Council will plan for a minimum of 4,410 dwellings between 2014 and 2029 (294 per annum) including provision for market housing, affordable housing, housing for an aging population and other

	Total	Year 0-5	Year 6-10	Year 11-15
North Heybridge Garden Suburb	1,235	350	440	445
S2(d) North of Heybridge	1,035	150	440	445
S2(e) Land to the north of Holloway Road	100	100	N/A	N/A
S2(f) West of Broad Street Green Road	100	100	N/A	N/A

Table 2.1- Extract from Policy S2- Residential Phasing

types of housing for specialist needs. The majority of new strategic growth will be delivered through sustainable extensions to Maldon, Heybridge and Burnham-on-Crouch in the form of Garden Suburbs and Strategic allocations. The scale, type, uses and form of development will reflect their role as employment, retail and service centres, their level of accessibility and environmental and infrastructure constraints. Residential supply to meet the minimum requirements and the projected phasing of the developments between 2014 and 2029 are as follows:" (in respect of North Heybridge Garden Suburb)

2.2.5 Policy S3: Place Shaping

Policy S3 requires that:

"The Garden Suburbs and Strategic Allocations at Maldon, Heybridge and Burnham-on-Crouch will be planned as high

quality, vibrant and distinctive neighbourhoods that will complement and enhance the character of the District and protect and enhance the environmental qualities of the surrounding area. Development proposals for the Garden Suburbs and Strategic Allocations must incorporate the following principles:

- 1. A comprehensive and well planned approach that provides homes, jobs, and community facilities;*
- 2. Places where people want to live and interact through active citizenship, civic amenity and a vibrant urban life;*
- 3. A strong landscaped character that incorporates well managed open space, tree-lined streets and other landscaping and natural areas for amenity and wildlife habitat and to address the effects of climate change;*
- 4. The historic environment is instrumental in establishing landscape*

- 5. and built character and providing a sense of place and identity, and this should be recognised through the protection, management and enhancement of heritage assets; There will be a clear and harmonious relationship between town and country;*
- 6. High quality and detailed architecture that is characterful, innovative and adaptable;*
- 7. The local centres will act as the community focus within the Garden Suburbs, with a mix of businesses and community uses that are well served by public transport and connected to the town centre by safe walking and cycling routes;*
- 8. There will be a network of safe and usable paths and streets for pedestrians, cyclists and vehicles. This network should prioritise accessibility to open spaces, education facilities and health facilities;*

9. *Fully integrated with the surrounding communities through shared community uses, and a variety of transport modes including walking, cycling and public transport;*
10. *Provide for the requirements of site service and communication infrastructure, in particular high speed broadband, with minimal disruption and need for reconstruction and allow for future growth in service infrastructure; and*
11. *Provide dwellings which meet the District's housing needs for an older population, as identified and required by the Council.*

A masterplan for the each of the Garden Suburbs at Maldon and Heybridge will be prepared and developed, in partnership between the Council, relevant stakeholders, infrastructure providers and developer / landowners”.

2.2.6 Policy S4: Maldon and Heybridge Strategic Growth

Policy S4 states that:

“Strategic developments in the North Heybridge Garden Suburb will incorporate the following key infrastructure elements;

- *A new 1 form entry primary school;*
- *Two new 56-place early year and childcare facilities;*
- *Necessary contributions toward the sufficient expansion of the Plume School;*
- *Provision for youth and children's facilities;*
- *A country park focussed to the west of Maypole Road;*
- *A new outer relief road to the north of Heybridge between Langford Road and Broad Street Green Road;*
- *A strategic flood alleviation scheme.*

Garden Suburbs and Strategic Allocations within the Maldon and Heybridge area will be comprehensively planned with the quantum of development as set out in Policy S2 and E1. Permission will be given for development

at the Garden Suburbs / Strategic Allocations provided that they are in compliance with the broad development principles set out in policy S3, and that:

- *New and / or enhanced public transport provision is incorporated within the new Garden Suburbs / Strategic Allocations;*
- *New and / or enhanced walking and cycling routes are included internally within the new Garden Suburbs and where appropriate Strategic Allocations and externally connected to the wider area especially the Maldon and Heybridge Central Area;*
- *Development can be accommodated within the capacity of the Maldon and Heybridge road network and junctions, and wider network following appropriate mitigation measures and junction improvements;*
- *Pupil demand from the development can be accommodated within existing and / or proposed new primary, secondary and early years and childcare facilities, as well as adult community learning;*
- *Adequate provision is made for*

- enhanced medical provision in cooperation with the relevant health bodies;
- Community hubs and local centres of appropriate form and scale are integrated into the design and layout of development proposals;
- Flood risk management and surface water mitigation measures must be planned in conjunction with relevant stakeholders including the Environment Agency and Essex County Council and must be integral to the development proposals for the Strategic Growth areas as a whole;
- Adequate provision is made for enhanced and comprehensive sewerage infrastructure;
- Adequate provision is made for increased and enhanced green infrastructure including provision for youth and children's facilities;
- Adequate provision is made for affordable housing;
- A significant proportion of the proposed dwellings for Maldon and Heybridge are of a form, tenure and dwelling mix that is appropriate for meeting the housing needs of an older population including the provision of

- bungalows, sheltered housing, extra care housing, private retirement homes and lifetime homes etc.;
- Development proposals must be accompanied by a comprehensive and detailed ecological survey; and
- development proposals must be accompanied by a comprehensive and detailed archaeological assessment.

Further details on infrastructure requirements, delivery and funding mechanisms are included in the infrastructure delivery plan. Development proposals within both the South Maldon Garden Suburb and the North Heybridge Garden suburb must be in accordance with the masterplan endorsed by the council for the respective areas.

The following masterplanning principles should form the basis of the masterplan for the North Heybridge Garden Suburb or any proposed developments within the masterplan area in order to maintain a clear defensible northern boundary to Heybridge and reduce the potential for further coalescence with neighbouring villages:

- The new relief road should form a northern boundary of the development. Only strategic flood alleviation measures and landscaping measures may be allowed to the north of the new relief road;
- Strategic flood alleviation measures may be permitted outside of the masterplan area where appropriate and required; and
- The area between the new relief road, Maypole Road, and Langford Road will be used for green infrastructure, flood alleviation and / or landscaping measures.

Further detailed layouts of the different land use components within the Garden Suburbs will be defined through masterplans produced in partnership with the Council, relevant delivery partners and stakeholders, including developers, landowners, and parish / town councils".

2.2.7 Policy I1 Infrastructure and Services

Policy I1 states:

“The Council will work with relevant partners and infrastructure providers to maintain and improve infrastructure provision in the District by:

- 1) *Ensuring that existing infrastructure and services are protected and/or improved to meet the existing and future needs of the District;*
- 2) *Ensuring that an appropriate level and type of infrastructure is provided for new developments where required to meet community and infrastructure needs;*
- 3) *Maximising opportunities for reconfiguration, expansion and co-location of facilities to improve the infrastructure capacity, accessibility and viability;*
- 4) *Providing information on known infrastructure requirements in the District and the most appropriate methods of delivery; and*
- 5) *Requiring planning applications to take account of relevant business plans and programs produced by*

infrastructure providers to ensure development is appropriately phased and does not prejudice the planned delivery of infrastructure improvements.

In assessing infrastructure and service requirements, the Council will have regard to the cumulative impact of developments in the locality and across the District. Where appropriate, necessary infrastructure will be required to be delivered in advance of development taking place to ensure that community and environmental benefits are realised at the start of development. On a strategic level, the Council may require certain developments to be phased in order to optimise infrastructure delivery.

Developer Contributions

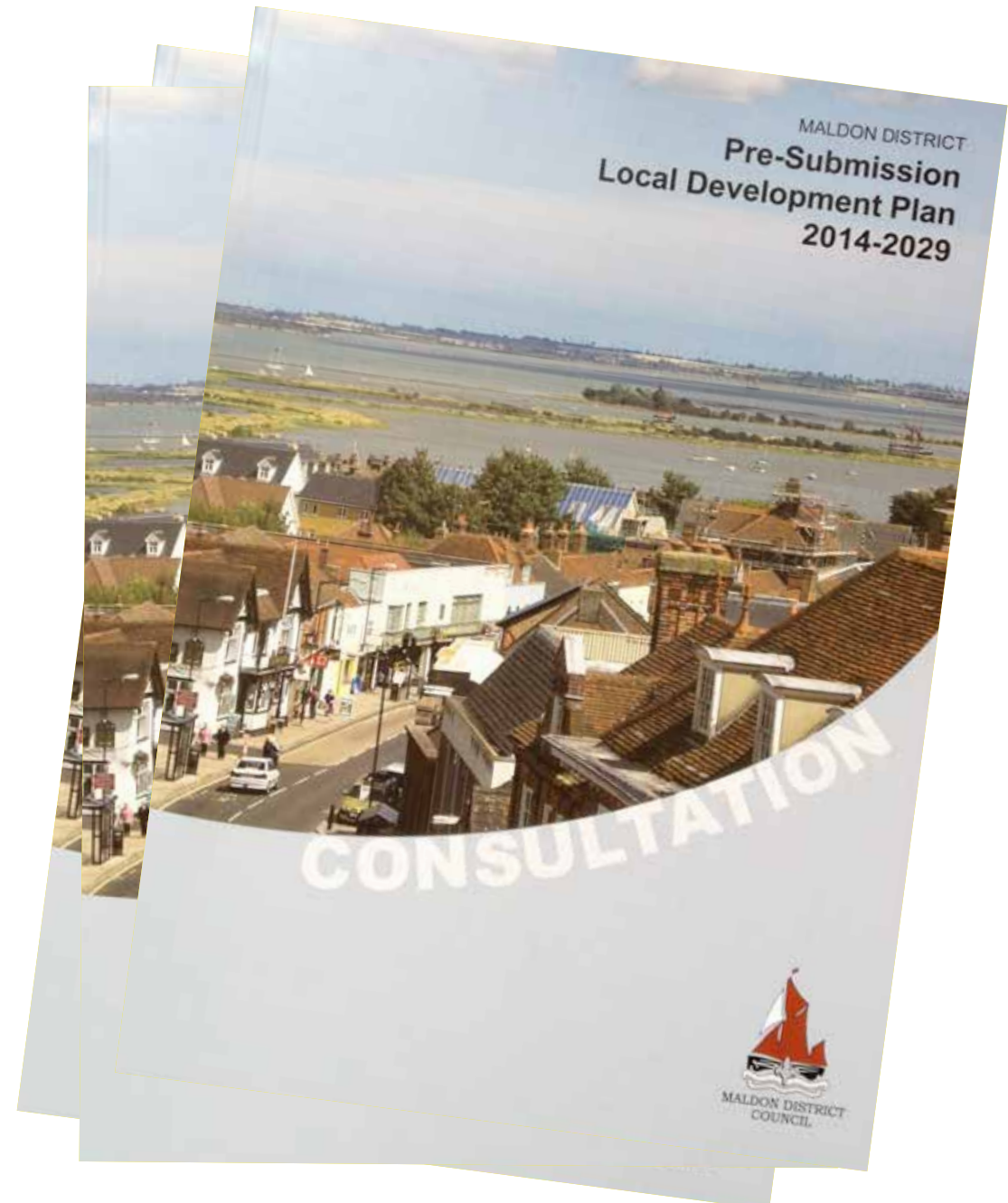
Developers will be required to contribute towards local and strategic infrastructure and services necessary to support the proposed development. Where the development may impact upon the local area, a Section 106 contribution may be agreed between the Council and the developer to mitigate those impacts. Where the impact may be on the public highway network, then an agreement may be made under Section 278 of the

Highways Act 1980 between the developer and the Highways Authority for the developer to undertake or pay for works.

In addition, development proposals within each of the strategic growth areas (including all sites within the Garden Suburbs and Strategic Allocations as identified in policy S2) will be expected to contribute collectively and proportionally towards delivering the necessary infrastructure requirements which are related to the respective strategic growth areas.

The Council will introduce a Community Infrastructure Levy (CIL) to further enable contributions to be made towards strategic infrastructure and service provision from new developments. Where necessary, the Council will review developer contributions for Garden Suburbs and Strategic Allocations alongside the production and implementation of CIL”.

2.2.8 Other policies of relevance to the development of the North Heybridge Garden Suburb are listed in Appendix 1.



3.1 Heybridge in Context

3.1.1 The proposed Garden Suburb lies immediately north of the existing built-up area of Heybridge, around 1km north of The Causeway and around 2km north of Maldon Town Centre. The land lies principally between the 'arms' of Langford Road to the west, and Broad Street Green Road to the east. To the north, the land rises towards the wooded hills upon which the villages of Wickham Bishops and Great Totham stand.

3.1.2 The existing settlement of Heybridge comprises a number of different character areas:

- The historic core of the village, lying along The Street, includes the Church of St Andrew and a mix of residential, retail, and commercial uses, stretching between The Causeway and the canal bridge. Immediately east of the canal lies the Bentalls shopping centre;
- The route south to Maldon, along The Causeway, comprises a busy industrial area;
- Two existing residential quarters – to the north-east of the village, residential suburbs were created either side of Colchester Road, predominantly in the 1950s. To the north-west, the area between Holloway Road and

Heybridge Approach has been developed as a second residential suburb, predominantly in the 1990s.

3.1.3 The new Garden Suburb will form a third neighbourhood, lying between and well integrated with the other two. It will provide new housing, a new Local Centre, community uses and open space.

3.1.4 The proposed new Garden Suburb therefore forms an integral part of the continuing organic growth of Heybridge. The village has expanded in the past to provide new residential quarters, and the new North Heybridge Garden Suburb will be part of that process of evolution, designed to complement the existing character areas of Heybridge, not to compete with them.



1881



1924



1979

3.2 Parish Boundaries and Land Parcels

3.2.1 The site lies within three different parishes: Heybridge, Great Totham and Langford and Ulting. Although located immediately north of the settlement of Heybridge, only that part of the site lying to the south of Heybridge Wood actually falls within Heybridge Parish. Nevertheless, the new Garden Suburb will provide linkages to the existing settlement, and will have impacts upon Heybridge, and therefore the relationship with Heybridge itself is of course extremely important.

3.2.2 As set out in Table 2.1 in Section 2, Policy S2 of the Local Development Plan splits the allocation of housing at North Heybridge between three land parcels, referred to as sites S2(d) (North Heybridge), Site S2(e) (land to the north of Holloway Road) and site S2(f) (west of Broad Street Green Road). The accompanying plan shows the locations of the three land parcels.



Figure 3 – Plan Showing Parish Boundaries and Land Parcels

3.3 Flood Risk

3.3.1 Heybridge is affected by localised flooding in the central area and in the broad area south of Holloway Road. The emerging Local Development Plan seeks to implement strategic flood alleviation infrastructure that can address this. It is also necessary to address the possible effects of the new development on the existing drainage system and the potential for increased flooding.

3.3.2 Heybridge occupies a low-lying position at the confluence of the rivers Blackwater and Chelmer. To the north the essentially agricultural landscape forms a wide 'catchment area' upon which rain falls and is drained via a network of ditches and waterbodies into the Blackwater and Chelmer.

3.3.3 During severe weather, these ditches can carry a high volume of water which then has to flow through a complicated series of culverts and open channels with small bridges for driveway access. Flooding has occurred in the wider Heybridge area on a number of occasions. In the vicinity of the application site, on Holloway Road, flooding occurred in 2000, 2001, 2003, 2009, 2011, 2012 and 2013.

3.3.4 It is the volume of water that currently flows from the north into Heybridge through this series of ditches into the constrained Heybridge system that is the cause of the localised flooding.

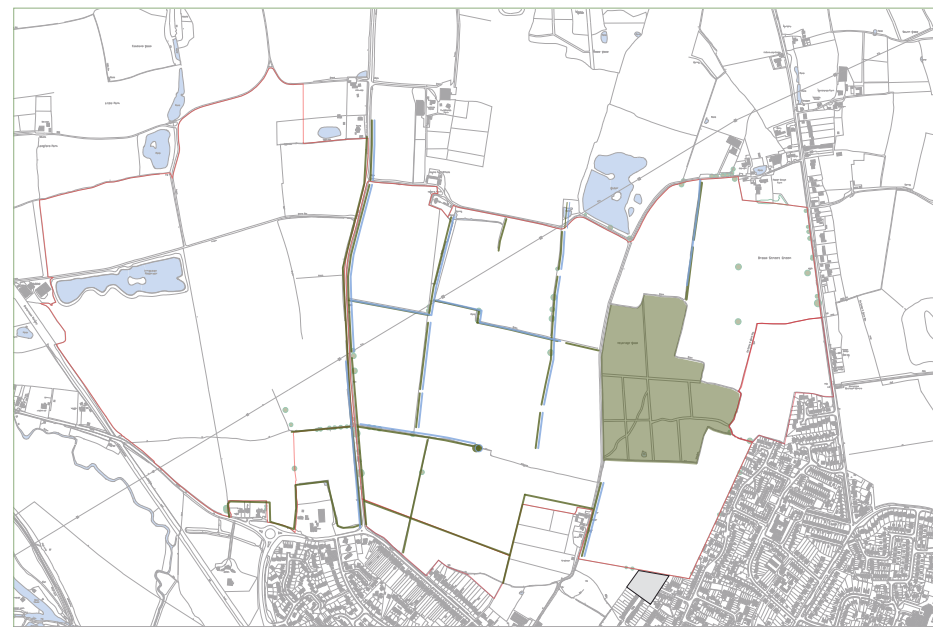


Figure 4 – Plan Showing Heybridge Wood and the network of hedges and ditches



Plan extract showing existing areas of significant risk of flooding from watercourses (Flooding event with 1 in 75 chance of occurring annually) Source: Environment Agency

3.4 Heybridge Wood

3.4.1 Heybridge Wood, a Local Wildlife Site and area of remnant Ancient Woodland, lies within the boundary of the site. The ecological value of Heybridge Wood has been affected by historical land clearance and removal of much of the original tree cover, but it retains a rim of remnant Ancient Semi-Natural Woodland that is of higher ecological value. The main part of the wood itself is a plantation on an Ancient Semi-Natural Woodland site, and a variety of Ancient Woodland vascular plants are still present despite the clearance of the original tree cover.

3.4.2 The wood is, however, of ecological importance. Initial ecological surveys have found that habitats in the immediate vicinity of the wood support populations of toad, common lizard, various farmland birds, foraging and commuting bats, and two badger setts. These habitats and interconnecting green routes for foraging will, as discussed further in Section 5, form an important component of the green infrastructure network in the Strategic Masterplan Framework.

3.5 Trees and Hedgerows

3.5.1 The land immediately north of the existing settlement of Heybridge comprises predominantly flat arable land with a large open field pattern, dissected by managed hedgerows. With few exceptions, all trees are located on field and road boundaries.

3.5.2 The tree population is very low (excluding Heybridge Wood), comprising predominantly oak, ash and field maple, with occasional willow, elm and horse chestnut. It is expected that existing trees will generally be accommodated within the development, within wider landscaped areas. The existing hedgerows run either north-south or east-west, dividing the new Garden Suburb into a series of rough squares and rectangles, and which can form the basis of a network of green routes within the new development.



3.6 Ditches

3.6.1 Lying alongside the network of hedges is a network of drainage ditches, which currently act to convey water across the site, to the south where the water reaches Holloway Road Ditch and Heybridge Hall Ditch and then eastwards through Heybridge.

3.6.2 This network of ditches is proposed to be retained, and will continue to have a function in carrying surface water across the site and also in supporting ecology. Additional surface water storage space will be incorporated within the development as part of a sustainable urban drainage system.

3.6.3 As described in Section 5, a sustainable drainage system is incorporated as part of the masterplan principles.



3.7 Archaeology and Heritage

3.7.1 Archaeological assessment work shows that the area contains no designated (protected) sites and no securely dated archaeological sites.

3.7.2 Aerial photographs and previous archaeological studies reveal the presence of archaeological remains dating from the Neolithic through to the medieval period.

3.7.3 Archaeological investigations to the south and north of the area have also revealed levels of multi-period archaeological remains. The assessment work demonstrates that there is potential for archaeological remains within the site, in particular those of Iron Age and Roman date. Remains from the Neolithic and Bronze Age periods have also been recovered from the area, but the potential for remains from these periods is lower than for later periods.

3.7.4 The majority of the area has been subject to little modern disturbance, and as such, archaeological deposits are likely to be in a good state of preservation.

3.7.5 A programme of comprehensive and detailed archaeological investigations will be required across the whole of the area prior to any development. Dependent upon the

results, a detailed mitigation strategy will be required comprising further intrusive works and excavation followed by recording, or preservation in situ where feasible and where the importance of such deposits warrants such a strategy.

3.7.6 In terms of above ground heritage assets, there are Conservation Areas at Langford and along the Chelmer and Blackwater Navigation. In the more immediate vicinity of the proposed development, however, are groups of Listed Buildings to the south west of the site (Old Rectory and and Mitchells Farm), and to the north-east of the site, at Poplar Grove Farm.

3.8 Public Rights of Way, Farm Rides, and The Rail Trail

3.8.1 There are two principal north-south public rights of way that cross the site. Footpath 17 runs northwards from Holloway Road up Wood Lane, merging into Footpath 19 past Heybridge Wood. At Poplar Grove Farm, Footpath 19 runs east-west to join Maypole Road.

3.8.2 Footpath 30 runs alongside Langford Road, and joins Footpath 3 which heads northwards towards Langford Park.

3.8.3 Joining footpaths 3 and 19 is a bridleway, which helps complete a wider circuit around and through the new Garden Suburb.

3.8.4 To the south-east of the new Garden Suburb, Footpath 16 will provide an important point of connection between the new Garden Suburb and existing properties.

3.8.5 Supplementing these public rights of way is a network of farm rides, which help to increase east-west connectivity to the north of the area.

3.8.6 In addition, the new Garden Suburb lies close to the Blackwater Rail Trail and Elms Farm Park. The Rail Trail itself follows the route of Footpaths 30 and 3, providing access to the old railway line north of Langford, and also, via Footpath 13, leads in to the Elms Farm Park itself.

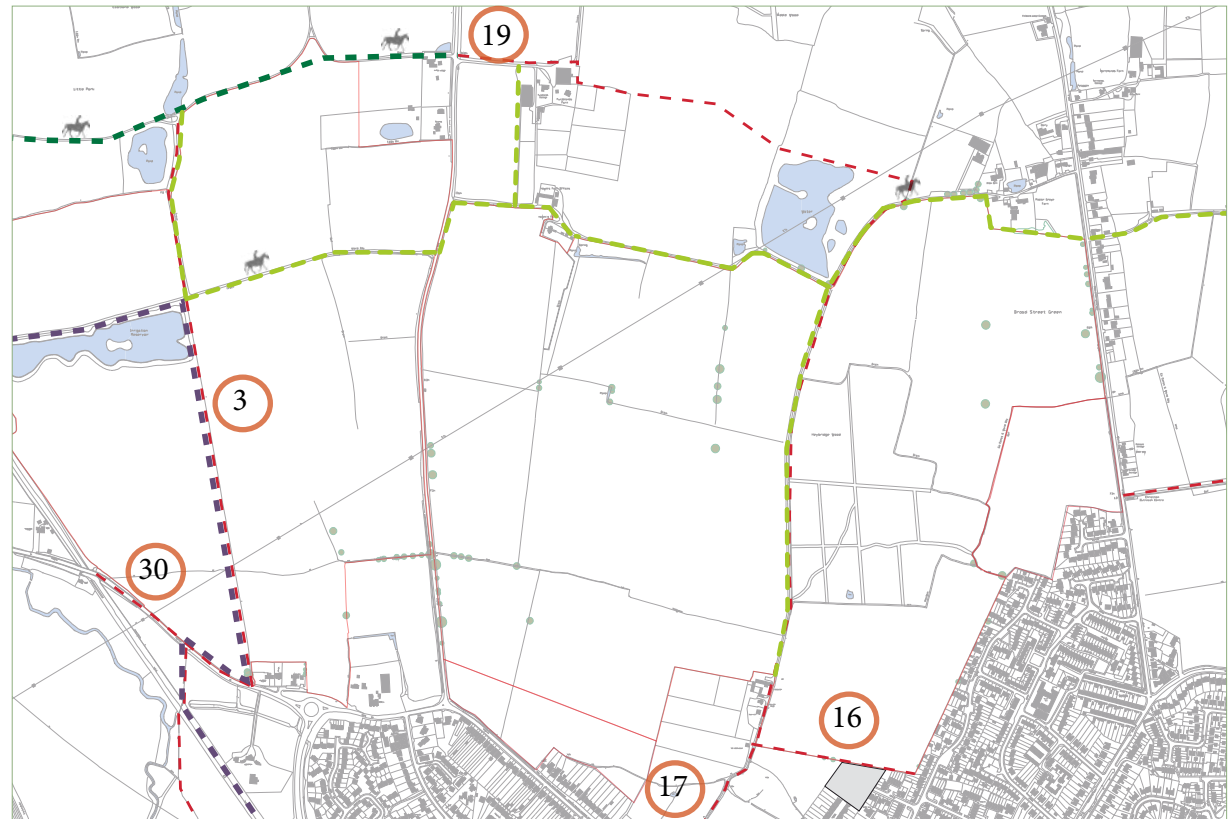


Figure 5 – Plan Showing Public Rights of Way (numbered), Farm Rides and the Rail Trail

3.9 Topography

3.9.1 The site for the North Heybridge Garden Suburb presents a gently sloping character which can assist the drainage of the area.

3.9.2 There is a change in levels across the site, with land on the northern side generally being higher than land on the southern side, closer to Heybridge itself. There is also a general fall in levels from east to west. At the northern part of the site, the land sits as roughly +15m AOD, whereas the south-eastern corner, in the vicinity of Langford Road, is around +6m AOD.

3.10 Overhead Pylons

3.10.1 The high voltage pylon lines that crosses the area from south-west to north-east is a strong feature in the landscape.









3.10.2 The recommended guidance (Stakeholder Advisory Group on ELF EMFs (SAGE) 'Power lines and Property, Wiring in Homes, and Electrical Equipment in Homes', 2007) is for all living accommodation to be sited a minimum of 30m from the outer edge of the pylons.



3.11 Key Site Features

3.11.1 The site appraisal undertaken has identified key site features as shown on Figure 6. These key features have informed and guided the preparation of the Draft Strategic Masterplan Framework.

Key to Figure 6

- | | |
|---|-----------------------------|
|  | Heybridge Wood |
|  | Existing Hedges and Ditches |
|  | Contour Lines |
|  | Bridleways and Farm Rides |
|  | Public Footpaths |
|  | Blackwater Rail Trail |
|  | Listed Buildings |
|  | Pylon Line |

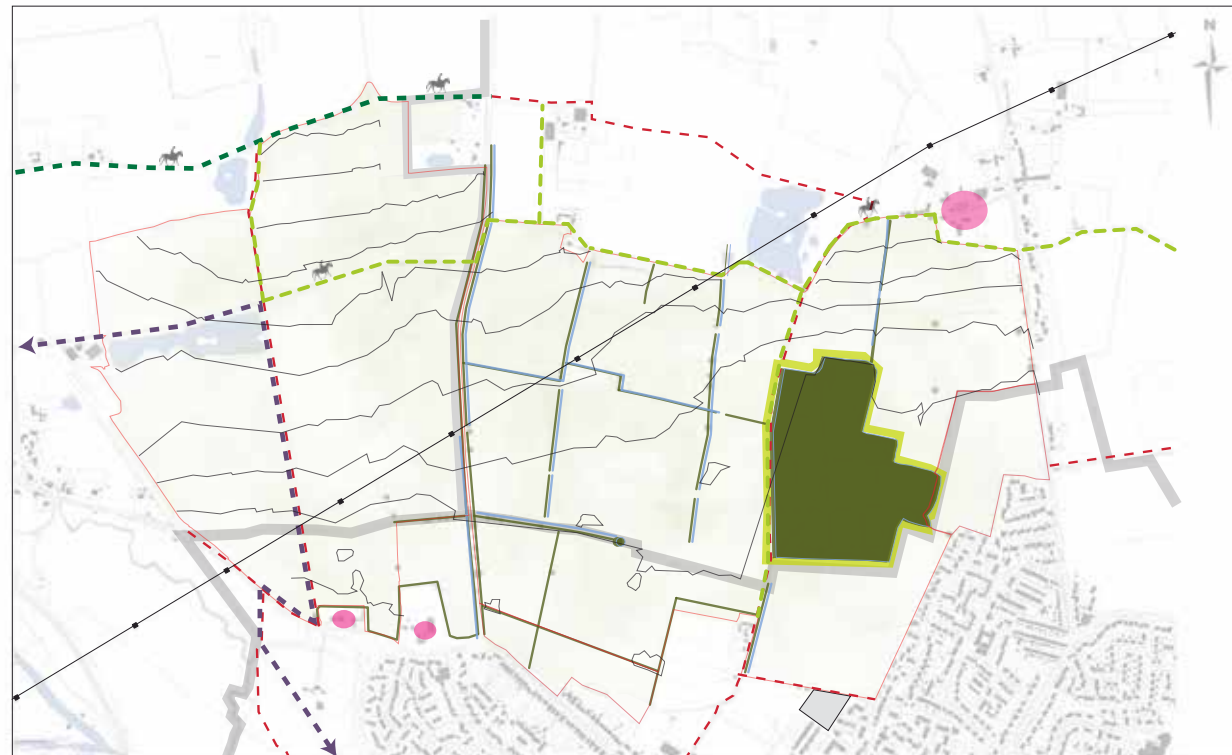


Figure 6 – Combined site features plan showing existing walking routes, topography, pylon line, Heybridge Wood and location of nearby listed buildings (pink dots)

4.1 Garden Suburbs and North Heybridge

In March 2012, The Government published the National Planning Policy Framework (NPPF) which states that

“The supply of new homes can sometimes be best achieved through the planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities.”

4.1.1 The Town and Country Planning Association’s (TCPA) 2013 publication “Creating Garden Cities and Suburbs Today” provides a guide for Councils. It includes a number of Garden City principles which are endorsed within the Submission LDP. They provide a good starting point for the vision and objectives for the North Heybridge Garden Suburb.

4.1.2 Key principles of a successful Garden Suburb (as outlined within the TCPA’s publication) include:

- A strong vision, leadership and community engagement;
- Capture land value for the benefit of the community;
- Community ownership of land and long-term stewardship of assets;
- Mixed-tenure homes that are affordable for ordinary people;
- High-quality design, combining the very best of town and country living to create healthy homes in vibrant communities;
- Generous green space linked to the wider natural environment, including a mix of public and private networks of well-managed, high quality gardens, tree lined streets and open spaces;
- Opportunities for residents to grow their own food, including generous allotments;
- Access to strong local cultural, recreational and shopping facilities in walkable neighbourhoods;
- Integrated and accessible transport systems – with a series of settlements linked by rapid transport providing sustainable access to destinations.



4.1.3 Having regard to these principles, and applying them to the specific context of a Garden Suburb at North Heybridge, the Council has identified the following key objectives:

- A characterful mix of quality homes including affordable homes and housing suitable for families, first time buyers and the elderly;
- A vibrant and active local centre with shops and community facilities;
- A new, easily accessible primary school and early years childcare facilities;
- A network of connected green spaces, including a country park west of Maypole Road, sports pitches, play areas, and allotments;
- Enhanced ecology and natural environment with habitat opportunities, and the protection of Heybridge Wood;
- Excellent access and movement with investment into public transport, public rights of way and new pedestrian/cycle routes;
- A new relief road for North Heybridge between Langford Road and Broad Street Green Road;
- New recreational and play facilities at walkable distances, encouraging a more healthy lifestyle.

4.1.4 The above key objectives have provided a strong and robust foundation in developing the Vision and Objectives for the North Heybridge Garden Suburb, which are set out on the following pages.



4.2 Developing Shared Vision and Objectives

4.2.1 The Vision and Objectives for the North Heybridge Garden Suburb have evolved and been refined through previous consultation.

4.2.2 The starting point for developing the Vision and Objectives is the Local Development Plan, and in particular Policies S2, S3, S4, and I1, which set out the requirements for the new development. The process of consultation and refinement of the Vision and Objectives has been as follows:

- Stage 1: North Heybridge Visioning Workshop - to identify and inform the key vision and objectives for South Maldon and North Heybridge
- Stage 2: North Heybridge Masterplan Working Group - initial consideration and drafting of a vision and series of objectives, drawn from the Local Development Plan Policies;
- Stage 3: Stakeholders Workshop (7th March 2014) – to consider and comment on the draft vision and objectives;
- Stage 4: North Heybridge Masterplan Working Group – refinement of the vision and objectives in the light of the Stakeholders Workshop;

- Stage 5: Public Exhibition (21st June 2014) – an exhibition setting out the background and overall draft Masterplan proposals for the site, with a view to collecting wider feedback on the proposed development;
- Stage 6: North Heybridge Masterplan Working Group – finalisation of the vision and objectives for incorporation in the Draft Strategic Masterplan Framework.

4.2.3 In addition to the above events, there has been on-going consultation between the Council, key stakeholders, and the principal statutory parties who will have a key role to play in the successful implementation of the Garden Suburb. Parties who have contributed their expertise include (but are not limited to) the following:

- Environment Agency (on flood risk and drainage);
- Essex County Council (on flood risk and drainage, since the County Council will become the adopting authority for sustainable urban drainage systems from October of this year;

- Essex Waterways (on drainage and the operation of the Chelmer and Blackwater Navigation);
- Essex County Council (as highway authority, both on the operation of the existing highway network and the design of the proposed new link road and other highway works);
- Anglian Water (as the body responsible for foul drainage infrastructure);
- Essex County Council (as the Education Authority, responsible for ensuring sufficient school places exist);
- NHS (as the body responsible for over seeing the delivery of health services);
- Representatives of the local GP practices;
- Essex Wildlife Trust;
- Representatives for the main landowners.

4.2.4 The following sections describe in more detail the outcomes of the Visioning Workshop on 7th May 2013, the Stakeholder Workshop of 7th March and the Public Consultation event on 21st June, and how the findings from these events have helped shaped the Draft Strategic Masterplan Framework.

4.3 Maldon and Heybridge Visioning Workshop

4.3.1 Maldon District Council members and officers, key stakeholders and ATLAS conducted a vision and objectives workshop to identify and inform the key vision for South Maldon and North Heybridge.

4.3.2 The workshop was held on 7th May 2013 to explore and understand the impacts and opportunities presented by potential growth in Maldon and Heybridge in the context of creating a larger urban area.

4.3.3 Participants were grouped into four themed groups and were asked to identify an overarching vision to guide the future aspirations for Maldon and Heybridge. A summary of the outputs from each group is set out below:

Social Infrastructure and Employment

- Enhance existing and provide new medical facilities to meet the needs of a growing population;
- Enhance existing schools and provide new facilities to meet demand;
- Provide diverse and flexible employment space to meet the needs of new and growing businesses and create training opportunities;

- Ensure facilities are provided in the 'heart' of the new communities to meet day to day needs. This can include local shops and community facilities.

Built Environment and Housing

- Provide contemporary architecture not a pastiche;
- Provide homes for a range of age-groups and other housing needs;
- Create community space by delivering 'heart' to new developments;
- Ensure new developments link physically and visually to Maldon, Heybridge and neighbouring developments (through signage, public art etc);
- Create new green and leafy streets with space for parking.

Transport

- Improve links and signage between the town centre, Promenade Park and other attractions;
- Ensure local facilities and jobs are accessible by foot, cycle and bus;
- Encourage more sustainable methods of out-commuting, for example by

- providing a bus to Witham Station;
- Resolve junction capacity in Heybridge
- Create walkable neighbourhoods;
- Create opportunities to link to countryside and neighbouring villages by foot, cycle and bridleway.

Environment and Green Infrastructure

- Improve the quality and accessibility to facilities at Drapers Farm;
- Enhance and expand the country park (Elms Farm);
- Create green and safe streets;
- Integrate sustainable drainage into new development;
- Integrate Local Wildlife Sites into new development.

4.4 Stakeholders Workshop

4.3.4 The following Draft Vision statement for Maldon and Heybridge was developed at the Visioning Workshop:

“Maldon and Heybridge will be vibrant places for all ages to live, work and play; with a strong sense of community. They will be compact and accessible places offering a great quality of life for residents. Maldon and Heybridge will be places people aspire to live and work in, building on the best qualities of the town. There will be improved connections within and between Maldon and Heybridge and to the outside world”.

4.3.5 The relevant Heybridge key objectives and principles together with the draft vision were discussed and refined at the early North Heybridge masterplan Working Group meetings. It was agreed that the emerging draft vision and objectives should be tested with stakeholders and the community through a number of workshops and events

4.4.1 A “Stakeholder Workshop” was held on 7th March 2014 in a local venue. Local organisations and representatives of the District and Parish Council were invited and the event was facilitated by ATLAS, on behalf of Maldon District Council. The purpose of the event was threefold:

- (1) To update and consult key stakeholders in advance of wider public engagement through the publication of this document;
- (2) To identify opportunities, issues and concerns under a series of topic headings to inform and refine the draft Vision and set of strategic Objectives for the development; and
- (3) To gather and test ideas for the conceptual spatial layout of the North Heybridge Garden Suburb, to guide the preparation of this document.

4.4.2 The event produced lively discussion and a range of opinions about the key issues to be addressed. There were a number of topics around which a general sense of consensus was reached:

- The nature of the new relief road – it was generally considered that this should be set within a ‘green’ setting,

- with crossing points;
- That there should be the creation of a network of ‘green infrastructure’ and links;
- That the location of the ‘hub’ (Local Centre) should be accessible to new residents and existing communities to the south and east;
- The need to have good transport links and access to existing communities;
- New and existing housing should be integrated through good links rather than separated;
- General acceptance that the design should follow garden suburb principles;
- The need to protect Heybridge Wood, and the need for compatible edge treatment and integration with a network of green spaces.

4.4.3 For the second part of the exercise, participants were organised into four groups and asked to consider the principal components of the Strategic Masterplan Framework (as defined by the LDP) and arrange them on a blank plan of the area. The photographs overleaf show the four outcomes from the four groups. In terms of key elements of the Strategic Masterplan Framework, there were further elements of common thinking that emerged from this exercise, as follows:

- All groups recognised the desirability of protecting Heybridge Wood;
- Three out of the four groups placed the local centre in the middle of the larger part of the site, between Heybridge Wood and Maypole Road. One group placed it south of Heybridge Wood, but accepted that it might be better placed slightly further west than that;
- There was a general consensus that the local centre should be the focus for the non-residential uses
- The existing network of hedgerows and ditches provided a green framework for the new development;
- Generally lower residential densities were seen as appropriate for the outer edges of the Garden Suburb, and higher densities around the local centre.

4.4.4 Despite the level of consensus, some key areas of difference emerged from the debate. The key issues and how these have been addressed in further development of the Draft Strategic Masterplan Framework are summarised in the following table.

Issue	Draft Strategic Masterplan Framework Response
The location and nature of the country park - views were mixed both as to what the country park should be, and where it should be.	Policy S4 states that the Country Park should be west of Maypole Road, and the Strategic Masterplan Framework needs to be in accordance with the Policy. There appears to be a general consensus that the "Country Park" should not be a 'destination' designed to attract visitors, with built facilities and parking, but should be a resource for local residents. The Strategic Masterplan Framework also provides for the retention of Heybridge Wood, and the co-location of areas of other open space and playing pitches close to the Wood has created a second large area of informal open space within the development area itself, with links to the surrounding area.
How the setting of the existing ancient woodland should be addressed, including the size of any transitional space.	The Strategic Masterplan Framework allows for a buffer of green space to be created around the woodland, which provides an opportunity to retain habitat elements on the woodland fringe, provide new habitats, and provide 'breathing space' for the Wood in accordance with Natural England guidelines. Additionally, the Masterplan Framework contains guidance for development in the 'Woodland Edge' Character Area.
The location of playing fields and pitches, and relationship to existing facilities at Drapers Farm.	As discussed above, the Strategic Masterplan Framework seeks to provide new playing fields centrally and in locations along a central green route that includes the Wood, as part of a series of linked open space. The form and function of playing fields is a matter that can be considered further through the planning application stages.
The point of connection of the relief road to Langford Road.	There was consensus regarding the need and the general alignment of a new link road between Broad Street Green Road and Langford Road, north of the Wood. There was however discussion as to whether the junction with Langford Road should be west of Heybridge with a new roundabout, or connecting to the existing Heybridge Approach Roundabout. However, there are known land ownership constraints which make delivery uncertain, whilst it is considered that the most effective route for the link road in terms of minimising traffic in Heybridge is to connect west of the existing settlement.

Table 1: key issues raised at Stakeholders Workshop and draft Strategic Masterplan Framework response

4.4.5 A number of other points were raised at the Stakeholders Workshop and these have been addressed in further work on the Strategic Masterplan Framework, including:

- A desire for a secondary school in Heybridge to serve future needs – the Plume School has indicated that it will be able to provide additional capacity to accommodate secondary education requirements, and the Education Authority has no plans to provide a new secondary school;
- The importance attached to provision of new health facilities – this is recognised, and the proposals include provision for a new health facility, as discussed in the next Section;
- The importance of securing delivery and phasing of new roads and other infrastructure – this is recognised, and is discussed further in Section 6;
- The need for more detailed information about the proposed strategic flood alleviation scheme – this is discussed further in Section 5.



Stakeholder Workshop - 7th March 2014



Stakeholder Workshop - 7th March 2014



Photographs of the four concept plans produced by the four Workshop Groups on 7th March 2014

4.5 Public Consultation Event

4.5.1 A public consultation event on the evolving Masterplan and Flood Alleviation proposals for the North Heybridge Garden Suburb was held on Saturday 21st June 2014. A preview for local Councillors and Community Representatives was held between 10am and Middy. This was followed by the public session, which ran from Middy until 6pm.

4.5.2 3,702 leaflets were distributed to residents around the site, in Heybridge and beyond, advising them of the exhibition. Additionally a number of community representatives (District and Parish Councillors, local MP and Community Groups) were invited and the exhibition was covered in the local newspaper. 196 local residents and community stakeholders attended the exhibition. 43 visitors left feedback at the exhibition, and the exhibition material was also available to view on the web site established by the project team after the exhibition at www.heybridgenorth.co.uk.

4.5.3 A summary of the key issues raised by respondents, and the manner in which the further development of the Draft Strategic Masterplan Framework has sought to address these is set out in the table on the adjacent page.

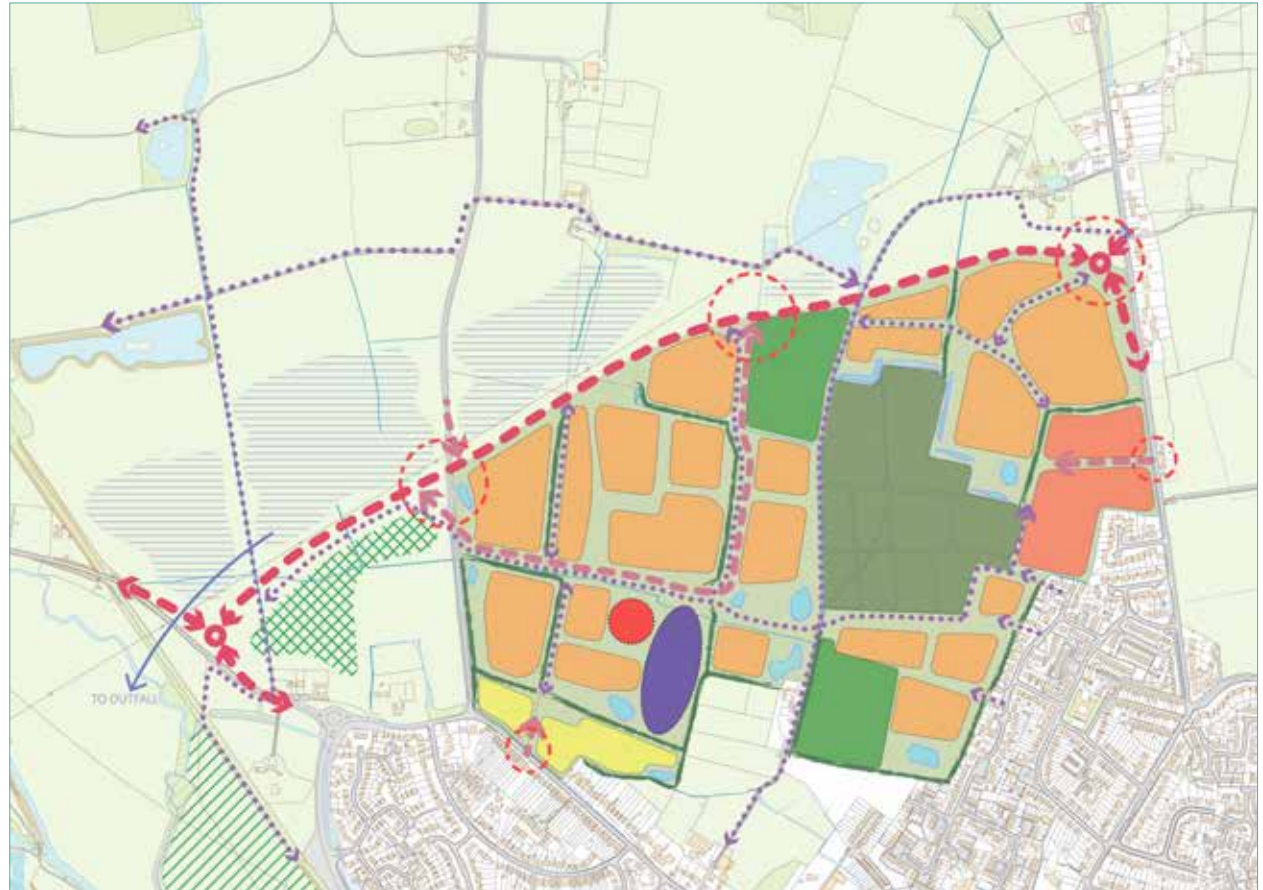


Figure 7 -Concept masterplan shown at Public Exhibition - 21st June 2014

Feedback Form Question	Issue	Response
Question One: The Garden Suburb will include an extensive network of open spaces and landscaped areas. How would you like to see the green spaces used?	The protection of Heybridge Wood was by far the greatest concern. The enhancing of natural areas and landscaped meadows-style areas was also raised, followed by new walking and cycle routes as being design features local residents wanted to see.	The protection of Heybridge Wood is identified as one of the key factors influencing the Strategic Masterplan Framework. The Framework also provides for new formal and informal open space, and incorporates routes for cycling and walking, as part of a green infrastructure network. See section 5 for further details.
Question Two: The Garden Suburb will provide a range of housing to meet local needs. What type of housing would you like to see delivered?	<p>Starter homes and family homes were the most popular, with the inclusion of bungalows for the elderly or disabled mentioned specifically by some.</p> <p>Residents did express support for affordable homes, but this issue was the least commented aspect of the feedback received.</p>	The Local Development Plan sets out the requirements for affordable housing and a mix of homes. The policies in the Local Development Plan are however reinforced in the Key Objectives section of this document at Section 4.1, and in the Vision and Objectives set out at Section 4.5.
Question Three: A new local centre will be provided to serve the needs of new and existing residents. What facilities would you like to be included in the local centre?	Health facilities were by far the most important facility flagged up by respondents, with existing problems being mentioned by several in the additional comments section later on. Second on the list was a need for school facilities as well as community spaces.	The Framework includes locations for a new primary school, early years and childcare, and new health facilities, co-located together in the local centre.
Question Four: A package of sustainable transport improvements is proposed. What do you think the priorities are?	Respondents felt a new relief road was the most crucial, with enhanced bus services coming second in exhibition feedback responses. The rolling out of pedestrian routes figured in the responses too, just as it had with the first question.	The Framework shows how the new relief road and public transport services can be provided, along with separate walking and cycle routes. See in particular the proposed Access and Movement Framework Plan.
Question Five: A flood alleviation scheme is being proposed in North Heybridge. Have you experienced any negative effects as a result of flooding in the area in the past year?	More information was requested about the form and delivery of an appropriate strategic flood mitigation scheme. More than half of those providing feedback had been negatively affected by flooding.	The Masterplan Framework recognises that flood risk is a significant concern. The Local Development Plan requires a new strategic flood alleviation scheme and on-site attenuation. Section 5 explains how these are to be incorporated in the scheme.
Question Six: What are your views on the proposed flood alleviation scheme for North Heybridge?	<p>There were several individual anecdotal experiences of recent flooding events featuring in the feedback received.</p> <p>Of those who made specific comments relating to the exhibited flood alleviation scheme most of those responding were content that it 'looked good'.</p> <p>Other comments were specific to the timing of the delivery, with some residents indicating their preference for the scheme to be delivered before the new homes and other infrastructure.</p>	Part 2 (Section 7) of this document sets out the proposed timing for the delivery of the flood alleviation works, and shows that these are programmed to be provided early on in the development.
Further comments	<p>Transport: Residents commented that they thought local traffic could be worse even with the proposed new relief road. No specific junctions or other hot spots were identified, however.</p> <p>Facilities: there were further comments relating to the need for medical facilities.</p> <p>Environment: Woodland corridors again featured, but there was largely no further commentary from respondents.</p>	<p>The Highway Authority has modelled the highway network with and without the development, and has identified a range of improvements that will be required, both in the immediate vicinity of the site, and in the wider area. Section 7 contains further details on infrastructure delivery.</p> <p>See above for comments in respect of medical facilities and green infrastructure.</p>

4.6 Establishing the Vision and Objectives for North Heybridge

4.6.1 The previous rounds of consultation, and the input from stakeholders and the local community, has assisted in clarifying the key issues that will be important both in terms of ensuring a successful Garden Suburb, and in terms of addressing the concerns of residents. Key issues raised include the timely delivery of infrastructure, the importance attached to the early implementation of a strategic flood alleviation scheme, and the need to respect and integrate development with the environment and the existing community. The Vision and Objectives reflect these key issues and the inputs of stakeholders and the local community.



Stakeholder Workshop - 7th March 2014

4.6.2 The Vision and Objectives for the North Heybridge Garden Suburb are defined as follows:

The Vision

The overall Vision for the North Heybridge Garden Suburb is as follows:

‘To provide a high quality, vibrant and distinctive new neighbourhood that:

- (a) delivers the new homes, infrastructure and facilities set out in Policies S2 and S4 of the Local Development Plan;
- (b) complements and enhances the character of the District; and
- (c) protects and enhances the environmental qualities of the area.’

The Objectives

4.6.3 The objectives for the North Heybridge Garden Suburb may be defined as follows:

Environmental –

- Multi-functional linked green spaces will be created to provide a green framework for the development;
- A clear hierarchy of green spaces will be created with existing trees, hedgerows and other natural features of value retained and incorporated;
- Green spaces will be easily accessible both to new residents of the garden suburb and to existing residents of Heybridge;
- The new country park will form part of the green infrastructure of the new garden suburb, comprising semi-natural green space. It will be locally accessible rather than a car-focussed destination;
- Existing pedestrian and cycle links to the garden suburb will be retained and enhanced where possible to ensure wider access to the network of green spaces;
- Flood alleviation measures will

address and mitigate existing strategic flooding issues, and will reflect environmental design influences, rather than have a heavily engineered appearance;

- A comprehensive sustainable drainage system will be designed and implemented that reflects the site contours and ground conditions;
- Heybridge Wood and other existing habitats of value, will be protected and integrated with the wider green infrastructure network; opportunities to enhance biodiversity should be explored;
- The importance of heritage assets (below ground and above ground) should be recognised within the development.

Community-

- The local centre will form a heart to the new garden suburb, comprising a mix of uses and co-located with the primary school which will be co-located with early years and childcare facilities;
- The primary school and local centre will be accessible to all parts of the garden suburb by safe &

- direct pedestrian and cycle routes;
- An appropriate mix of commercial/ community uses will be co-located in the local centre to secure its long term vitality, viability and sustainability, but not threaten existing commercial uses in the centre of Heybridge;
- The design of buildings in the local centre will be sufficiently flexible to accommodate a range of uses over time;
- Opportunities for community ownership within the garden suburb will be explored.

Built Environment and Housing-

- A mix of housing types and tenures will be provided;
- Garden Suburb principles and influences will be used to shape the structure and design of the North Heybridge Garden Suburb, particularly the interface between the built and green environments;
- Some of the local characteristics of the Maldon and Heybridge area will be reflected in the design of the garden suburb e.g. design of chases and pedestrian links;

- 'Gateways' will announce the entrances to the Garden Suburb.

Movement and integration-

- Existing rights of way and other routes into the development will be retained and improved to ensure easy access to the garden suburb;
- A safe, attractive and direct network of pedestrian and cycle routes will be created linking key parts of the garden suburb with each other and with the existing settlement of Heybridge beyond;
- Opportunities for creating new links between the development and Heybridge will be identified and explored;
- Opportunities to use the southern section of Maypole Road as a sustainable travel link for buses, cycles and pedestrians will be explored;
- The need and benefits of a direct bus route through the development will be explored and tested; and street design will take account of the need to accommodate bus movements appropriately;
- An internal hierarchy of streets will be created, designed to avoid 'rat-running'.

This section of the Masterplan Framework examines the principal component parts of the Masterplan, on a topic by topic basis. The culmination of the analysis of each of the topics results in the North Heybridge Masterplan Framework shown in this section.

5.1 Strategic Flood Alleviation

5.1.1 The delivery of a strategic flood alleviation scheme in connection with the new Garden Suburb is a key requirement of Policies S2 and S4 of the Local Development Plan. Heybridge is affected by localised flooding in the central area and in the broad area south of Holloway Road. The emerging Local Development Plan seeks to implement strategic flood alleviation infrastructure that can address this. It is also necessary to address the possible effects of the new development on the existing drainage system and the potential for increased flooding. This section considers these important issues.

5.1.2 The strategic flood alleviation works proposed as part of this development respond to the Local Plan Policies S2 and S4 and are intended to properly manage water flows from the land to the north of the Garden Suburb (rather than from the development itself, which is covered separately in Section 5.2 below). New infrastructure is required to deal with this. However, there is a clear distinction between (i) surface water from the development being discharged into the existing ditch network; and (ii) development that enables the delivery of strategic flood alleviation measures, as explained below.

Surface Water Conveyed Through the Existing Ditch Network

5.1.3 At its simplest level, surface water coming from the development itself and from overland flows to the north could be held back and stored on the site of the new Garden Suburb, and then released at a controlled rate into the existing ditch network, through Heybridge. Whilst such an approach would fulfil the function of a ‘sustainable drainage system’ for the new Garden Suburb, it would not put in place flood alleviation infrastructure to benefit the wider Heybridge area, including those residents in the vicinity of Holloway Road.

5.1.4 The alternative system is one of capturing and holding water as above, but then also diverting surface water flows from the north towards an alternative outfall that avoids the existing Heybridge system. This means conveying surface water flows from the north and redirecting them westwards towards the Chelmer and Blackwater system to the south-west. During discussions with key stakeholders (including Maldon District Council, the Environment Agency, and Essex County Council), the clear preference has been for this ‘capture, hold and divert’ system, and it is therefore this system that is reflected in this Strategic Masterplan Framework.

Flood Alleviation: Principles and Options

1) Capturing the water

5.1.5 The process of ‘capturing’ the existing surface water flows would start to the north of the new Garden Suburb, by implementing a chain of interconnected water-holding areas. These would connect with the existing ditch network and intercept (‘capture’) water flows. These water-holding areas will not be permanently wet, but in larger rainfall events would be charged with water – water that would otherwise flow through Heybridge. For ecological reasons, it will still be beneficial for some water to drain into the existing ditch network, but the rate and volume of water that could pass southwards through the Garden Suburb would be restricted. Excess water can then be carried away from Heybridge to the west.

2) Holding the water

5.1.6 Calculations have been undertaken of the amount of water that would need to be stored in extreme conditions to ensure that excess water does not flow through Heybridge. The exact area of land take required to store the significant volumes of water involved will depend upon the area and

depth of each of the individual holding areas, and will be the subject of further detailed design in due course. The accompanying diagram shows, in illustrative form, the area of land that the Strategic Masterplan Framework proposes setting aside for the strategic flood alleviation scheme.

3) Diverting and discharging the water

5.1.7 The intended outflow at the western end of the area shown would be by pipe and/or culvert to the main river system west of Heybridge, in the vicinity of Beeleigh Weir. There are alternative routes and outfall positions, which have been discussed in detail with the Environment Agency, Essex County Council, and Essex Waterways, but the principle of an outfall direct to the River Blackwater is supported by all of these parties. The parties will continue to have an input in to the detailed scheme design, and will also have a role to play in the future management of the system once installed.

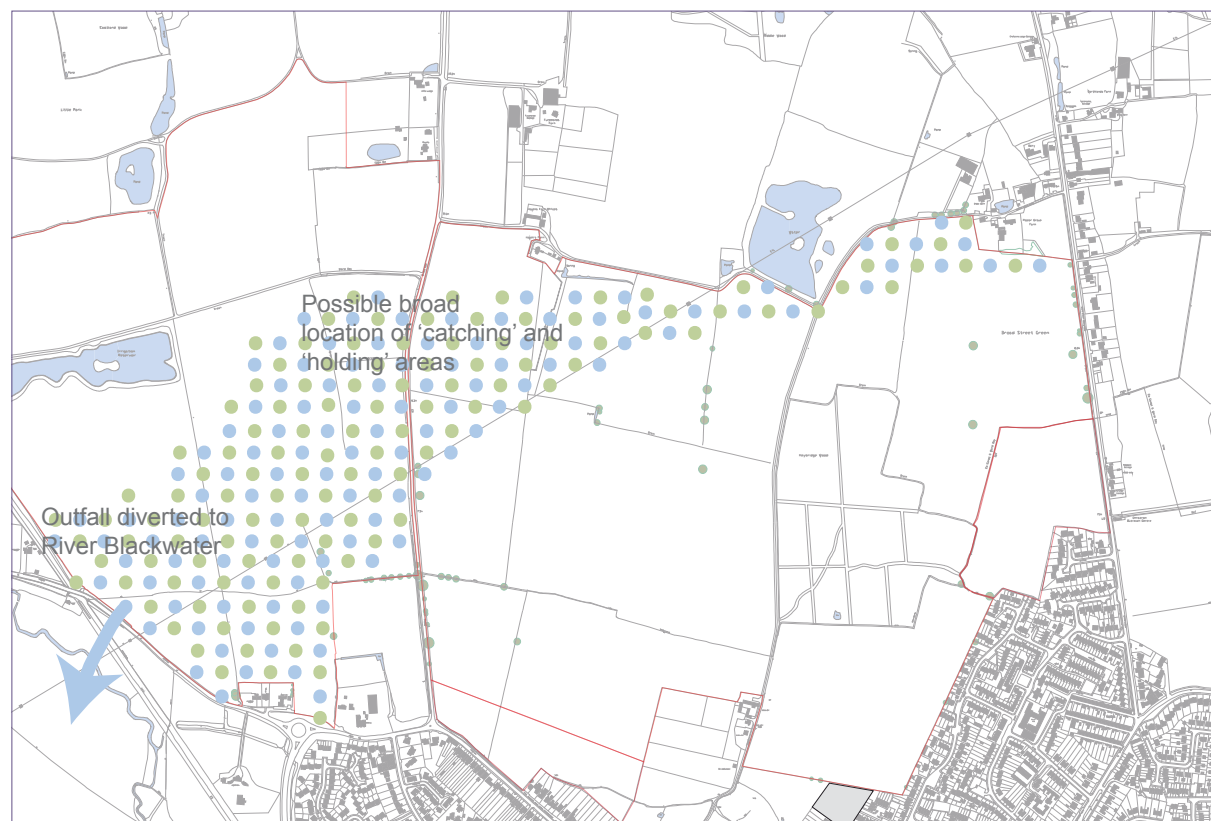


Figure 8– Plan showing potential broad location of strategic flood alleviation measures

5.1.8 It is not the purpose of this document to determine the detail of the surface water system, but it is important to establish the principles, because these have implications for the Strategic Masterplan Framework as a whole, including in respect of the location of development relative to the location of surface water systems. The potential to capture existing overland flows, hold them in the area shown on the diagram, and then release the water at a slower controlled rate to the west, will significantly reduce the future risk of flooding in Heybridge.

5.2 On-Site Surface Water Management

5.2.1 The Strategic Masterplan Framework supports the incorporation of a sustainable drainage system into the overall design of the Garden Suburb.

5.2.2 The exact size and location of water storage areas will be refined through the detailed design process. Standard practices are used to calculate the likely extent of hardsurfacing to be created, and from that the volume of water to be stored, taking in to account climate change.

5.2.3 The accompanying diagram shows

the indicative locations for the surface water storage areas necessary to regulate the rate of surface water run-off from the site. The standard practice for calculating the amount of water storage required is to calculate the amount of new impermeable surfaces created (roads, houses, garages, pavements etc), and provide sufficient attenuation to make sure that the run off from the site is no greater than it would be without the development, known as the 'greenfield' run off. In this case, however, and following discussions with the Environment Agency, it has been decided to provide attenuation for both the proposed developed areas of the site and the undeveloped areas of the site i.e. effectively providing attenuation for permeable surfaces as well as impermeable surfaces. The standard of attenuation is therefore much higher than would normally be the case for a greenfield site.

5.2.4 As with the strategic attenuation measures, the storage features could take the form of either permanently wet (i.e. ponds), semi-wet, or dry storage areas, depending upon detailed design requirements. Water may also be stored in enlarged ditches or swales, incorporated as part of the Garden Suburb design principles, particularly within green links and hedgerow corridors.

Sustainable drainage systems involve the storage of water above ground, use shallow slopes and depths for health and safety (and wildlife), and often integrate the water storage in to the street network. One of the benefits of managing water in this way is that it provides a more effective mechanism than the existing situation. The outflow from these storage areas would be to the existing ditches and drains through Heybridge, but at a controlled rate. It is important to maintain a flow of water through the existing ditch network for ecological reasons.





Example of a permanently wet pond



Example of a swale

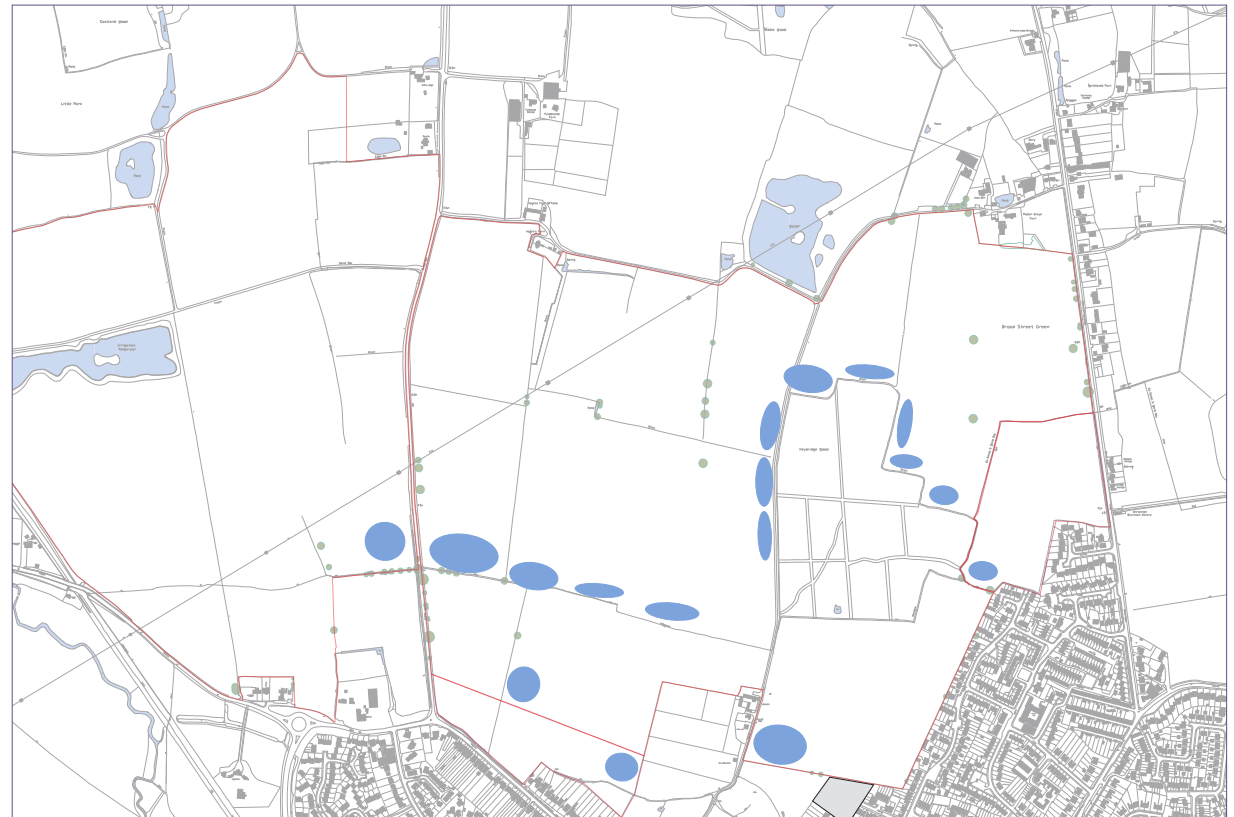


Figure 9 – Plan showing indicative locations for water storage within the development (potentially these may be permanently wet or areas that are mostly dry except in severe weather)

5.3 Link Road Between Langford Road and Broad Street Green Road

5.3.1 The LDP Policies require the construction of a new link road between Broad Street Green Road and Langford Road, north of the new Garden Suburb and south of the pylon line. This link road provides a means by which existing through-traffic can be re-directed away from existing routes. It can also provide a means of access to the new Garden Suburb.

5.3.2 Consideration has been given to the use of the existing Langford Road/Heybridge Approach roundabout in the alternative, but this requires 3rd party land, and therefore there can be no certainty that a connection here would be deliverable whilst the location is also constrained by the adjoining listed buildings.

5.3.3 The Link Road will be designed to the standards of the Highway Authority in relation to the confirmed speed of the road, but within those parameters curves have been introduced to present an 'organic' and less engineered alignment, consistent with the planned setting. The Link Road will in due course need to be subject to a road safety audit, which will help inform the detailed layout of key junctions, including Maypole Road/Link Road junction.

5.3.4 The proposed new link road is shown indicatively on the accompanying diagram and has the following features:

- Rather than follow a geometric curve or straight line, the route is shown to meander through the landscape, whilst still according with appropriate design standards;
- In order to provide more interest and character, the design of the three entrances to the development itself are treated differently. At Maypole Road, the opportunity is taken to retain access to Maypole Road, but via a staggered junction, not a roundabout, and creates the potential for the creation of a village green on the entrance to the site. At Heybridge Wood, the entrance in to the development takes the form of a T junction with a priority right turn. At Broad Street Green, the entrance will be taken directly from the roundabout. Each entrance offers the opportunity for a different landscape treatment;
- The road is set within a 'green corridor', that allows scope for a variety of different landscape

treatments, including tree and hedgerow borders, alongside the ditches, swales and ponds/surface water attenuation facilities.

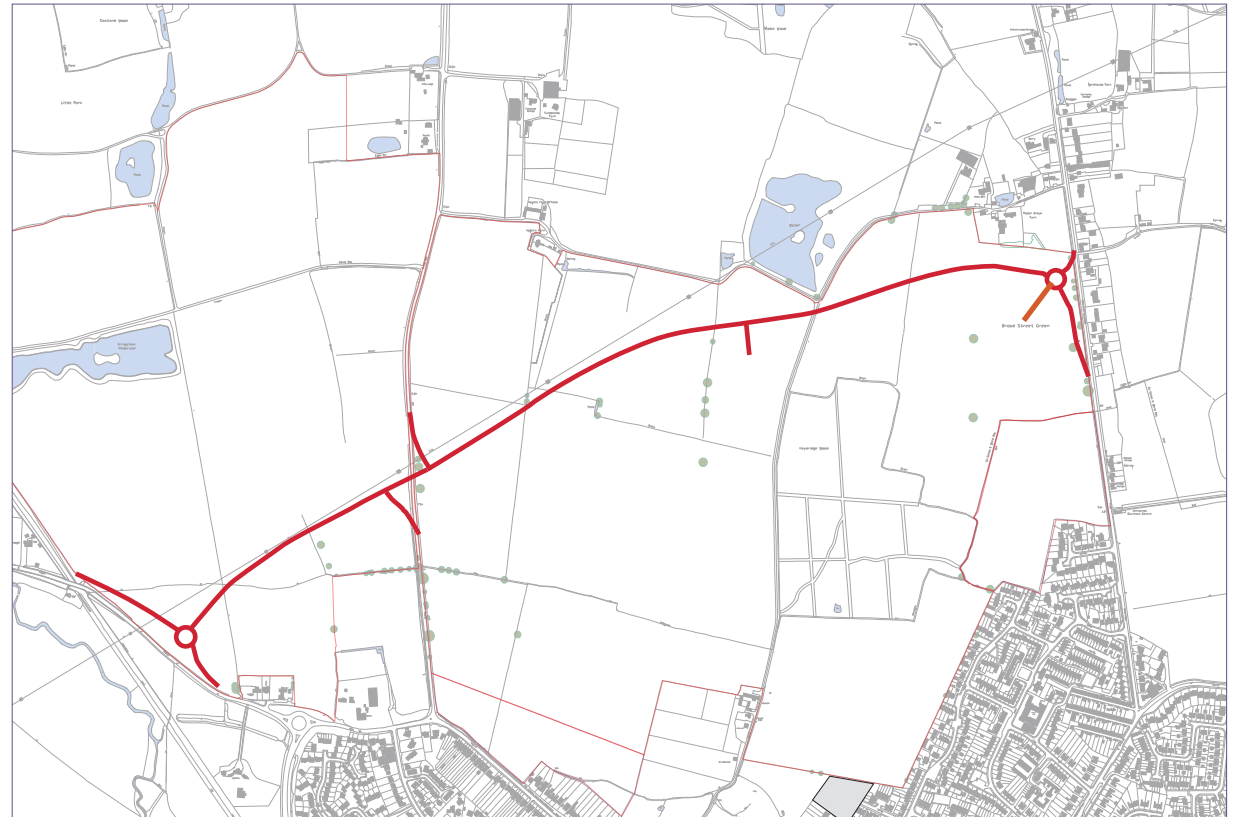


Figure 10 – Plan showing proposed link road with principle access points

5.4 Public Transport

5.4.1 There are a number of existing bus routes in the locality, including services on Broad Street Green Road and Holloway Road, which run alongside the western and southern borders of the new Garden Suburb, and which can be utilised by residents of the new Garden Suburb in those locations.

5.4.2 In parallel with the production of this Masterplan, a detailed bus strategy has been developed and has the following service objectives:

- There would be a frequent peak period service to the key destinations within Maldon and Heybridge;
- There would be a regular service connecting to the Great Eastern Mainline;
- Procurement of the services should take in to account potential extension to the South Maldon Garden Suburb as required.

5.4.3 The final details of the Bus Services to meet these objectives will be the subject of agreement between the Council, County Council, developers, and bus operators, and will be procured through the S106 Agreement for the development.

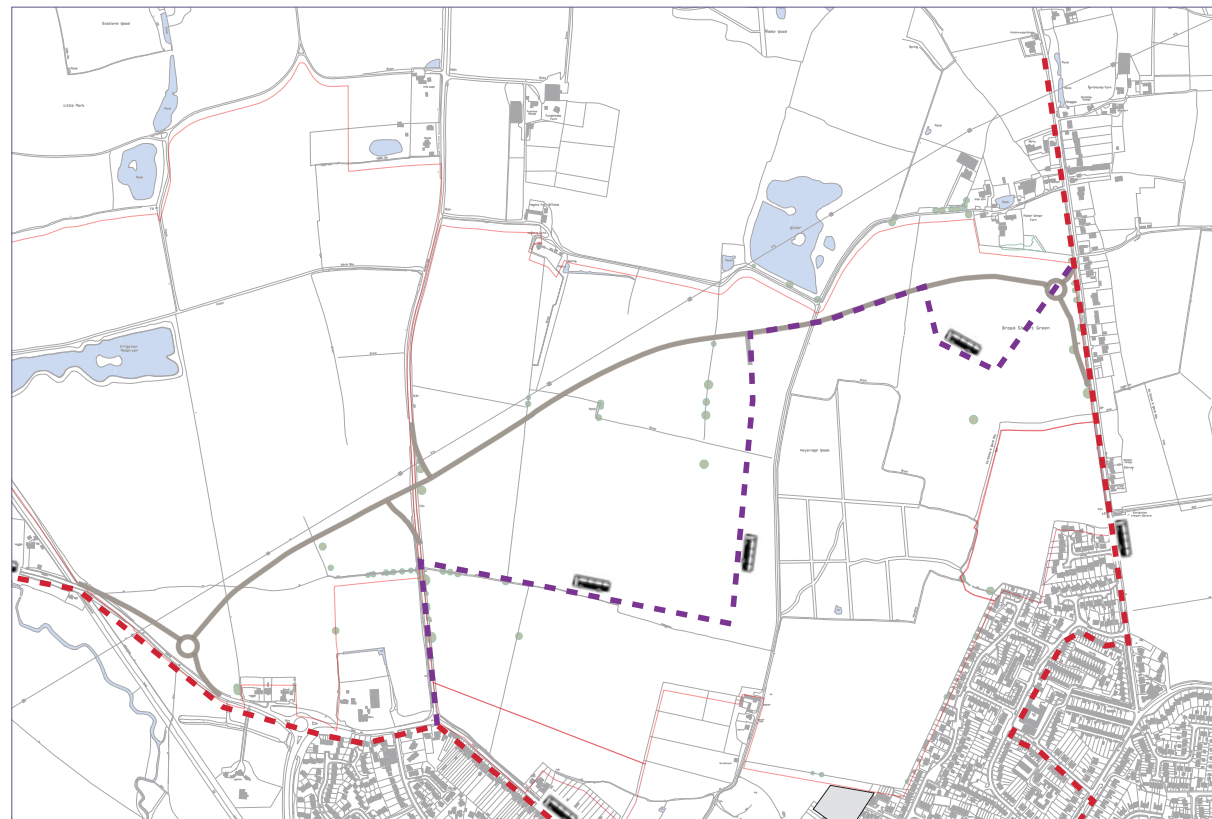


Figure 11 – Plan showing new link road, existing bus routes (red dashed line) and proposed bus route through the development (purple dashed line).

5.5 Vehicular Links Across Land Ownership/Land Control Boundaries

5.5.1 This Strategic Masterplan Framework seeks to integrate the implementation of the Garden Suburb across three parcels identified as Sites S2(d), S2(e) and S2(f) in the Local Development Plan. Although the majority of the new Garden Suburb will have vehicular access from the north via the new relief road, this Framework allows for the two parcels S2(e) (land north of Holloway Road) and S2(f) (land west of Broad Street Green Road) to have separate vehicular access, as shown on the accompanying diagram.

5.5.2 In order to avoid 'rat running', it is not proposed that there should be any vehicular links between these land parcels.

5.5.3 In order to facilitate connectivity, the design of all parcels of land should provide for the creation of pedestrian and cycle access to the boundary of the site. Broad locations are shown on the accompanying diagram, which at the detailed design stage can be set in matching positions on either side of the land control boundary, and which can be offered to the highway authority for adoption to the boundary of the site.

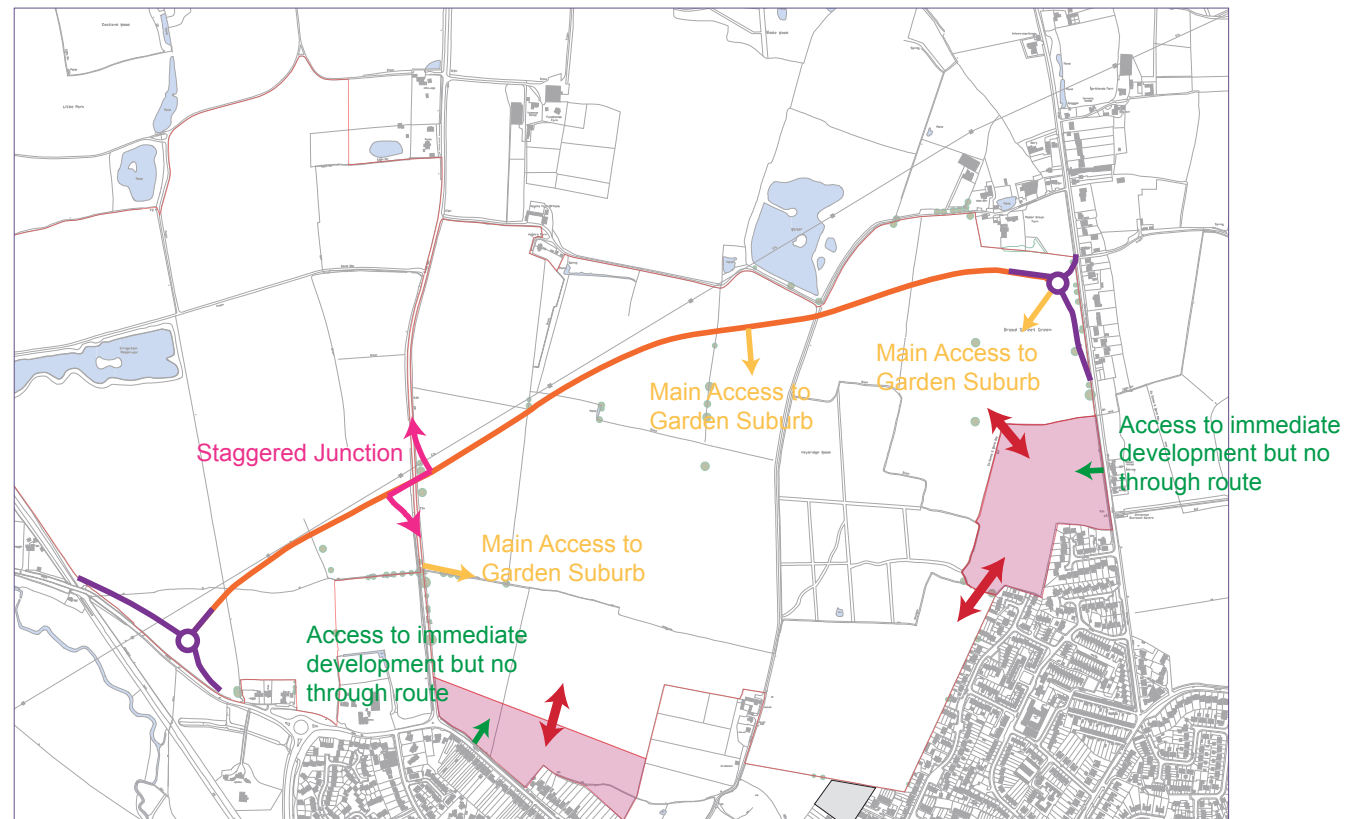


Figure 12 – Plan showing proposed locations for pedestrian and cycle links across land control boundaries (shown in Red) and main vehicular access points

5.6 Walking and Cycling within the new Garden Suburb

5.6.1 It is proposed as part of the new Garden Suburb to create a network of 'safe routes' within the development, to facilitate travel without the car.

5.6.1 It is proposed as part of the new Garden Suburb to create a network of 'safe routes' within the development, to facilitate travel without the car.

5.6.2 Key destinations within the development would include the local centre and school, Heybridge Wood, and the new areas of public open space. The diagram shows indicatively the internal route network.

5.6.3 The diagram also shows how the links between the different land parcels described previously would connect in to the internal network.

5.7 Walking and Cycling between the new Garden Suburb and Heybridge

5.7.1 One of the objectives for the development is to seek to ensure integration between the residents of the new development, and existing residents. One way of encouraging this is to create linkages between the new and existing communities, and to ensure that existing residents can access the local centre and school on the new development, and new residents can access existing facilities in Heybridge.

5.7.2 The main external destinations for residents from within the Garden Suburb would be the open countryside to the north, the Blackwater Rail Trail to the west, Maldon town centre and The Causeway to the south, the centre of Heybridge to the south-east, and Heybridge Primary School to the east.

5.7.3 The accompanying diagram shows these external links. There are a number of existing routes connecting the new Garden Suburb to Heybridge and the surrounding countryside, which are shown to be retained. The diagram also shows possible new links, which are to be subject to further investigation to assess whether or not it is feasible to create additional pedestrian routes

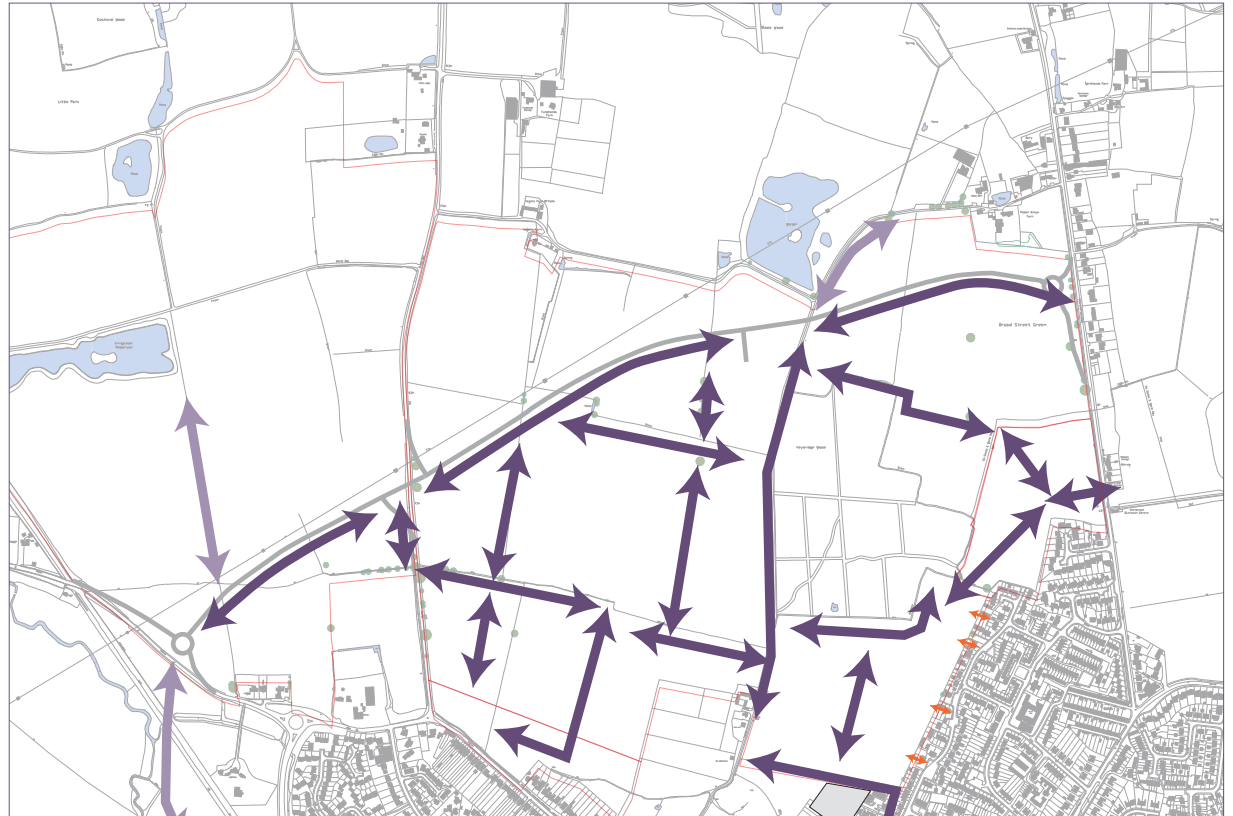


Figure 13 – Plan showing potential network of links

5.8 The Local Centre

5.8.1 Policy S4 of the LDP requires the new Garden Suburbs to have a “community hub” or “local centre” of an appropriate form and scale integrated into the design. The local centre will act as a focus for community activity, and contain a range of non-residential uses, which could include uses such as a local shop, health facility, community building, restaurant, or other small-scale commercial uses.

5.8.2 There was clear feedback from the Stakeholder Workshop that non-residential (i.e. community and commercial uses) should be co-located, to ensure that the development has a vibrant heart to it. There was also a high degree of agreement that the local centre should be located centrally within the main area for development, west of Heybridge Wood. Located centrally within the main area for development, west of Heybridge Wood and east of Maypole Road a ‘heart’ can emerge, close to the majority of new residents and accessible for nearby existing residents.

5.8.3 The new local centre will be well served by pedestrian and cycle links, so that access to it by both new and existing residents can be on foot or by bike, as well as by car and public transport.

5.9 Education

5.9.1 Essex County Council advise that the North Heybridge Garden Suburb should provide land for a 1 form-entry primary school.

5.9.2 It is proposed that the primary school should be located adjacent to the local centre in a location well connected by footpaths and cycle routes.

5.9.3 The education requirement includes two early years facilities – it is proposed that at least one of the early years/childcare facilities would be accommodated at the local centre, one as part of the primary school site. The co-location is designed to encourage activity at the local centre. The other facility may be provided at the local centre, or it may be located closer to the initial phases of the development, to facilitate early delivery, subject to further detailed consideration of the phasing of the development at the planning application stage.

5.9.4 In terms of secondary education, the Local Development Plan sets out a requirement for financial contributions towards the expansion of Plume school (see Section 6).

5.10 Health

5.10.1 It is understood that the NHS would like to consolidate and expand GP services in the Heybridge area as a result of the new development. It is also understood that the existing GP practices could occupy space within this facility.

5.10.2 A new medical facility could be located within the new Garden Suburb Local Centre as part of the concentration of services in that location.

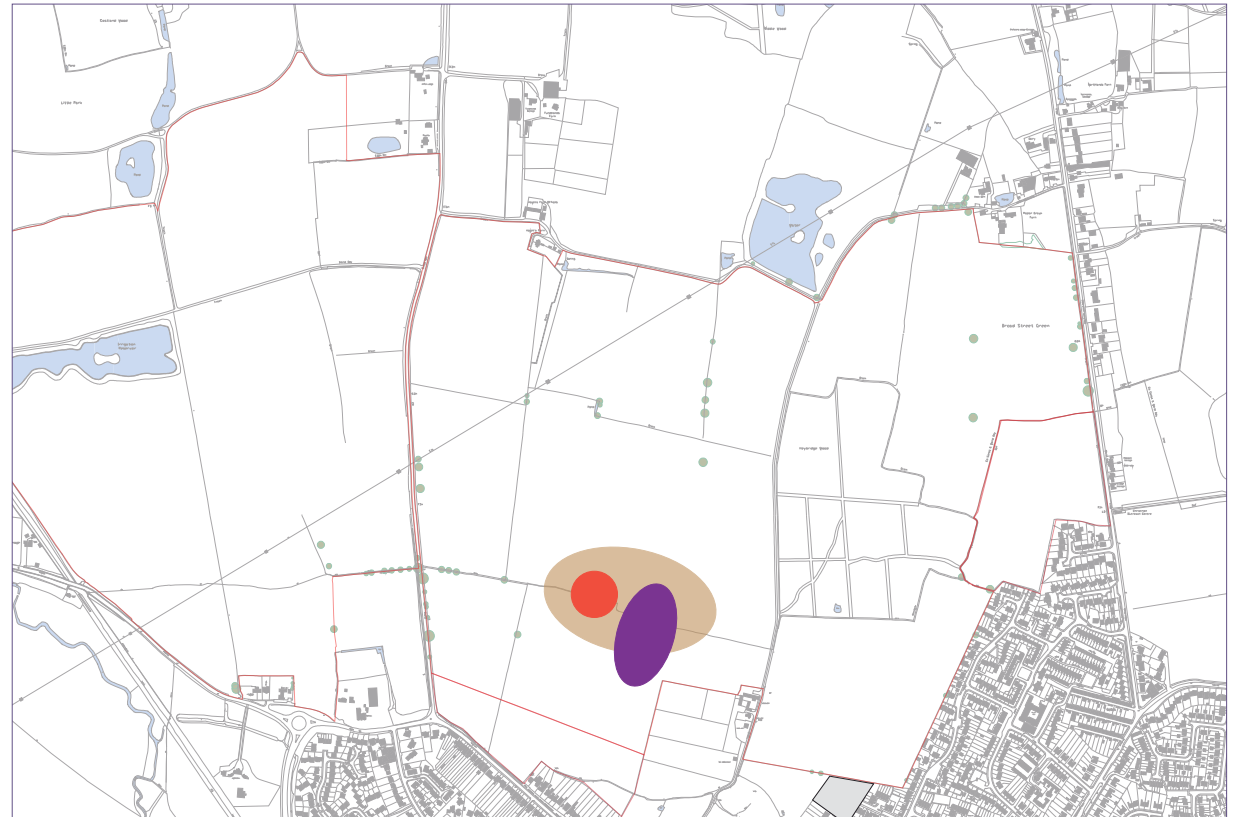


Figure 14 – Conceptual plan showing the potential location of the Local Centre, with Health facility location shown in orange and school location shown in purple.

5.11 Green and Blue Corridors

5.11.1 Based on the network of existing hedgerows (Green) and ditches (Blue) described in Section 3, and the potential for the new link road to run in a “green corridor”, the Strategic Masterplan Framework establishes a series of linked green and blue routes through the development area, which will contribute greatly to the character of the area, creating habitat and attractive routes for people and wildlife.

5.11.2 In order to encourage use by wildlife, any lighting associated with these routes will need to be carefully considered. Provision should also be made for foraging routes to be maintained for wildlife in the design of the new relief road.

5.12 Heybridge Wood and Other Areas of Ecological Value

5.12.1 Consideration of habitats and vegetation, and the potential to create a comprehensive network of ‘green infrastructure’ around existing and proposed features, has been central to the evolution of the Strategic Masterplan Framework. As described previously, the existing green infrastructure of the Garden Suburb derives principally from Heybridge Wood together with the network of hedgerows and ditches. Significant new planting and habitat creation will be incorporated within the Garden Suburb together with the extensive area of green infrastructure associated with strategic flood alleviation. The creation of additional water bodies, swales and ditches has the potential to increase the range of habitats found within the site, which is otherwise of relatively low ecological value due to the extensive arable use.

5.12.2 Heybridge Wood provides an important amenity and ecological resource and is to be retained and protected. Applications for planning permission should set out a proposed Management Plan for Heybridge Wood, to explain how proposals for public access are to be balanced against the maintenance and enhancement of the ecological value of the woodland. Through

sympathetic management and the reinstatement of low-key traditional management practices, the ecological value of the woodland can be enhanced and gradually restored, whilst allowing access for the public to enjoy the wood as well.

5.12.3 The co-location of other areas of open space around Heybridge Wood could create a large, central area of diverse character that would have benefits in terms of recreation and wildlife and habitat protection. A network of green spaces is proposed linking Heybridge Wood to the existing community and land west of Maypole Road. In order to ensure that Heybridge Wood is not subject to excessive disturbance, and in order to protect its ecological value, a buffer zone of a minimum of 15m is proposed to be provided around the entire circumference of the wood, in accordance with advice from Natural England (Standing Advice for Ancient Woodland and Veteran Trees 2014).



5.13 Open Space and Recreation

5.13.1 Open space is required alongside the new residential uses, in order to provide places for outdoor recreation and play. The main types of open space that the new Garden Suburb will provide will include the following:

- A 'country park';
- Playing fields;
- "Green" (i.e. landscape/vegetation routes) and "Blue" (i.e. drainage) corridors for movement of people, water and wildlife;
- Neighbourhood play area;
- Allotments;
- Local play areas;
- Children's play areas;
- Incidental open space to provide a setting for the development.

5.13.2 This Strategic Masterplan Framework considers the first five items above, which are the larger components in terms of their physical size, and their strategic importance.

5.13.3 Local play areas, children's play space, and incidental open space will be considered at the detailed design stage, and should be provided within each development parcel in accordance with Maldon District Council's standards applicable at the time of consideration.

Country Park

5.13.4 Policy S4 of the LDP requires the provision of a Country Park focussed to the west of Maypole Road, and more generally to this area being a location for green infrastructure, open space and/or flood alleviation measures.

5.13.5 It is not intended that the Country Park should be designed to attract visitors from far afield, and it is not intended to provide visitor facilities or car parking accordingly. Rather, the function of the Country Park would be to provide access for local residents, and to form a link between the proposed development to the east, and the Blackwater Rail Trail to the west. The proposed Country Park to the west of Maypole Road will act as a link between the Garden Suburb and rest of Heybridge and the existing Country Park at Elms Farm.

5.13.6 The boundary of the Country Park will be determined at the planning application stage.

Playing Fields

5.13.6 The provision of new playing fields and opportunities for sport will be an important component of the new Garden Suburb.

5.13.7 The locations shown on the diagram on the following page takes account of the following factors:

- The locations should be accessible to residents of the new Garden Suburb, and existing residents;
- Two locations have been proposed, one on the northern side of the Wood, for residents on the northern half of the development, and one to the south of the Wood, for residents on the southern half;
- Co-locating open space uses adjacent to the Wood helps to create a large central area of open space and amenity, which acts as focus for recreation, but which also helps to provide additional 'breathing space' for the Wood, and additional space for wildlife.

Neighbourhood Play Area

5.13.8 The Local Centre is considered to be an appropriate location for a neighbourhood equipped play area (NEAP). The rationale for locating this facility at the local centre is to ensure that it is relatively central to the development, helps to create additional activity in the centre, and provides the

benefit of co-location with the primary school and early years facilities.

Allotments

5.13.9 The accompanying open space and recreation plan shows two potential locations for allotments, sited to be accessible to new and existing residents, and in locations where they can add to the overall network of linked green spaces.



Figure 15 – Plan showing open space networks and green links

5.14 The Composite Masterplan Framework

5.1.1 The Strategic Masterplan Framework shown opposite is the culmination of the consideration of all of the preceding analysis. It takes account of the feedback received at the different stages of consultation, and the input from the technical work and input from key stakeholders. It shows an indicative overall layout for the development that will deliver the development required by the Local Development Plan, in accordance with the Vision and Objectives for the North Heybridge Garden Suburb.

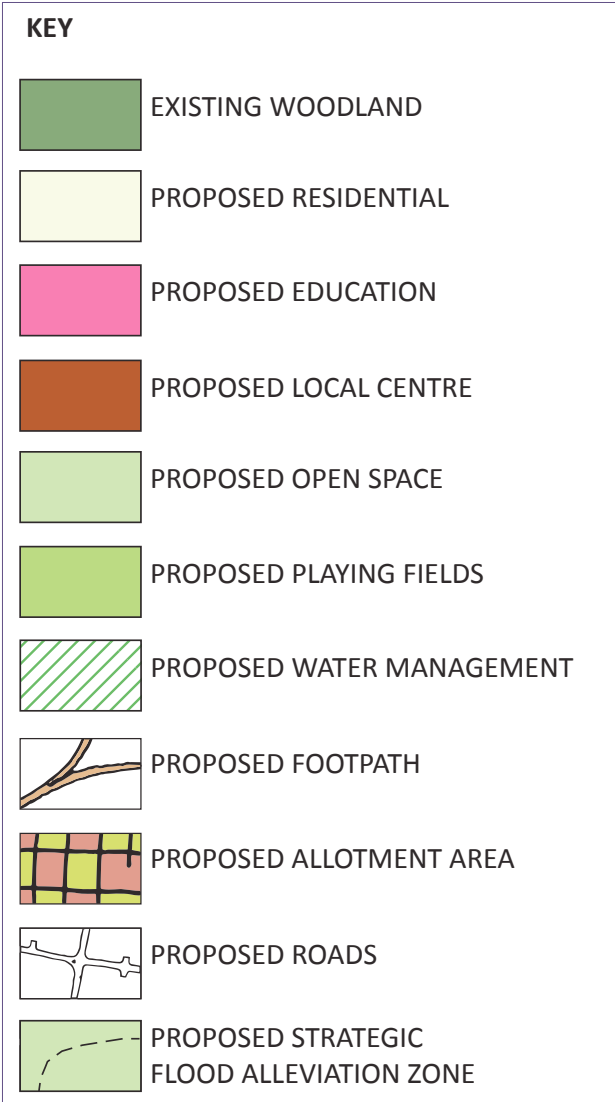




Figure 16 – Masterplan Framework

5.15 Landuse Framework Plan

5.15.1 Based upon the overall Masterplan Framework, the accompanying plan shows the potential location of the principle land uses within the Garden Suburb. The purpose of this Plan is not to “allocate” the land shown for specific uses, it is only to highlight that the Masterplan Framework is able to deliver the land uses required by the Local Development Plan.

Page 56

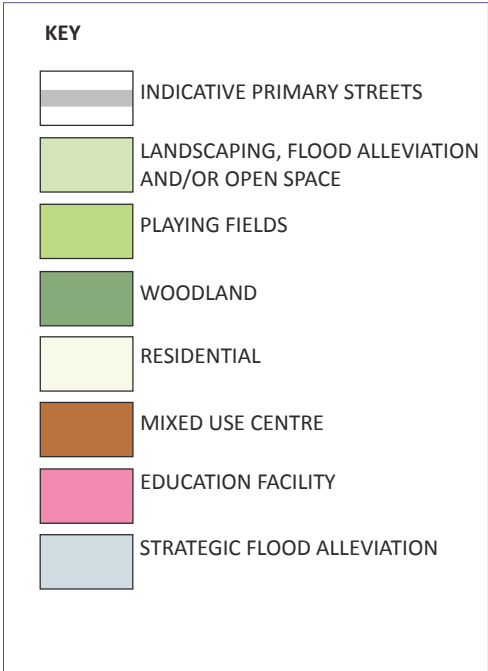


Figure 17 – Land Use Framework Plan

5.16 Access and Movement Framework Plan

5.16.1 Based upon the overall Masterplan Framework, the accompanying plan highlights the principal strategy for vehicular and non-vehicular access to the Garden Suburb, and for providing connections both within the development, and to the existing settlements of Heybridge and Maldon.

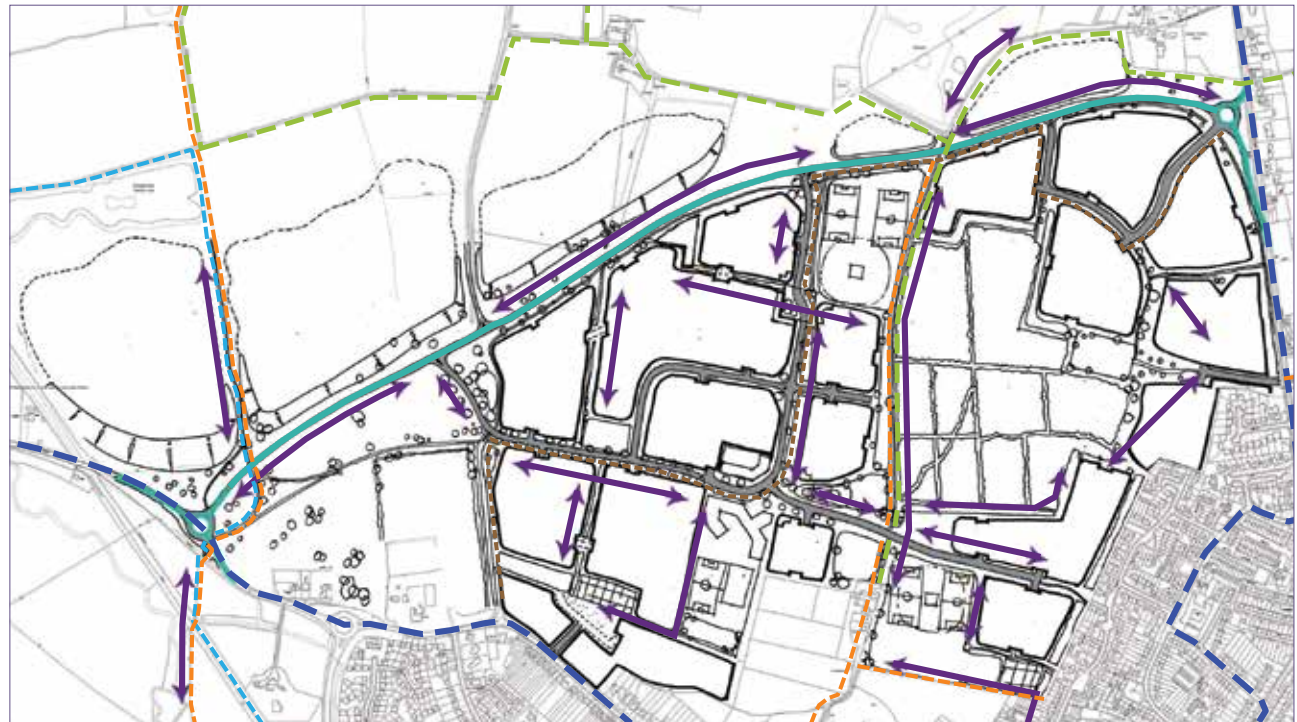
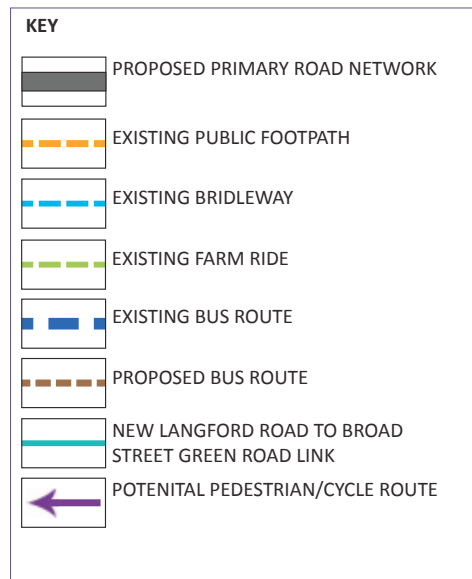


Figure 18 – Access and Movement Framework Plan

5.17 Green Infrastructure Framework Plan

5.16.1 Based upon the overall Masterplan Framework, the Green Infrastructure Framework Plan highlights the network of green spaces and corridors throughout the Garden Suburb that together combine to provide a cohesive and comprehensive structure for:

- Informal and formal recreation;
- Drainage;
- Amenity;
- Ecology; and
- Movement.

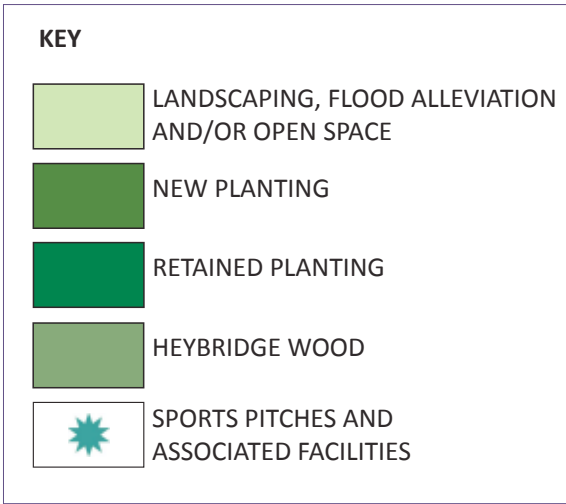


Figure 19 – Green Infrastructure Framework Plan



6.1 Purpose of the Design Guidelines

6.1.1 The following pages summarise the key design aspirations for the Heybridge North Garden Suburb, and highlight some important design considerations to consider in taking forward the detailed design of the Garden Suburb in accordance with this Strategic Masterplan Framework.

6.1.2 It is important that designers are able to demonstrate their analysis and understanding of the work carried out to date as well as a more detailed appreciation of the characteristics of the site and the local area. These characteristics include landscape and townscape character as well as architecture, details and materials.

6.1.3 It is not the purpose of this document to set out detailed design requirements, or to specify design solutions. This section is intended to assist the production of designs that reflect the Vision and Objectives of this Framework and the policies set out in the LDP. It demonstrates how the vision and objectives could deliver a high quality development that reflects and responds to the local context and the specific opportunities presented by the site.

6.1.4 The objective of the design guidance is to ensure that consideration is given at each level of design and development to the achievement of a Garden Suburb character whilst maximising opportunities for local distinctiveness.

6.2 Existing Design Guidance

6.2.1 Essex County Council have published a wealth of design guidance which provides an important resource. It will also be important that reference is made to the emerging Maldon District Council Design Guide and any other relevant guidance which may be produced by Maldon District Council during the development of the North Heybridge Garden Suburb.

6.3 Design Principles

6.3.1 The list of design aspirations set out below has been derived from the analysis of the site and its surroundings, and provides a checklist which should be fully considered during the design process. The design aspirations for The Heybridge North Garden Suburb may be summarised as follows:

- a 'village' character and lower density at the edges;
- an integrated part of Heybridge;
- urban forms that are reflective of the character of Maldon and Heybridge;
- extensive landscaping which incorporates existing features;
- a relief road designed to fit in with its landscape setting;
- new areas of informal open space/ parks which are accessible to the new and existing communities;
- footpath and cycle paths connecting to the existing settlement;
- strategic and local flood alleviation and drainage solutions;
- creation of a 'heart' to the community;
- a new primary school;
- modest commercial facilities;
- a network of playing fields and amenity spaces;
- management of Heybridge Wood and other woodland and areas of ecological value;
- retention and augmentation of the characteristic field boundaries, hedges and ditches;
- characterful architecture;
- a range of dwellings to address local needs including affordable housing and housing for older people.

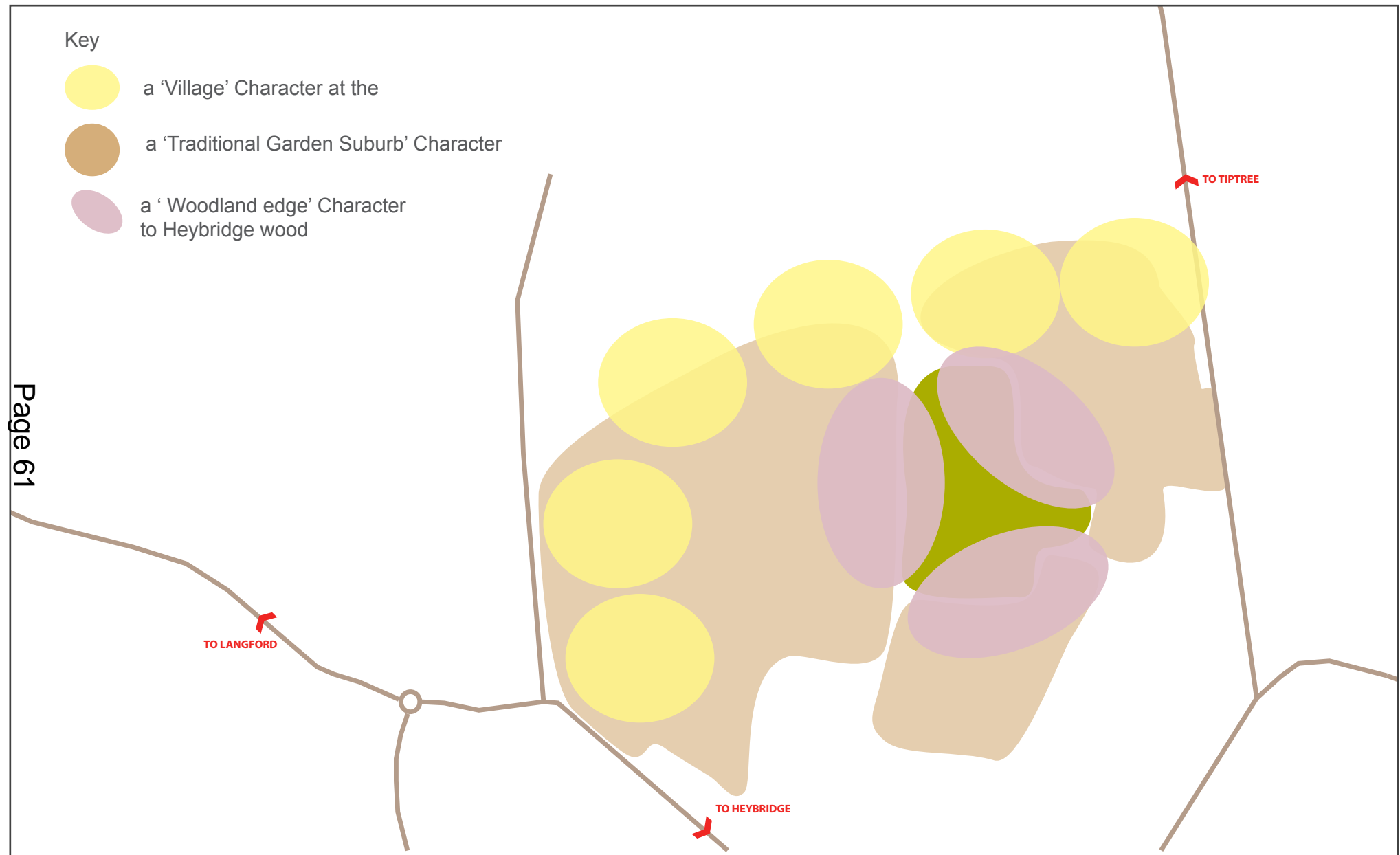


Figure 20 – Conceptual plan showing the locations of the three broad Character Areas

6.4 Character Areas

Existing Character Types in the Local Area

6.4.1 The existing towns and villages in Maldon District have been assessed with reference to Maldon District Characterisation Assessment in order to establish local character types that may appropriately be referred to in the design of the new Garden Suburb. The images adjacent illustrate some development forms which reflect local places:

1. Rural village adjacent to existing water course as seen at Langford.
2. Tight Knit Street as seen at The Street, Heybridge.
3. Arcadian as seen at Wickham Bishops.
4. Village Green as seen at Great Totham.

These images show types of development form that could be appropriate in different parts of the new Garden Suburb. They are not specific to any one character area but examples could exist in more than one Character Area.



Water course



Tight-knit Street



Arcadian



Village green

Character of Local Villages

6.4.2 Historically most of the villages in the District have developed around focal points, such as churches, cross-roads, market squares and inns. The interface with the open countryside is characterised by a sense of leaving one settlement along a historic route and entering another.

6.4.3 There may be a village green, most certainly a village core and a main street and there may also be farms and fields associated with the village or a manor house on the outskirts of the village. Most towns and villages have seen Victorian and modern extensions and resulting variety and uniformity in urban form and visual quality.

Character of Traditional Garden Suburbs

6.4.4 Unlike a traditional town or village, a garden suburb is pre-planned and the layout is designed to meet the requirements of the people of all ages who will live there in a well designed neighbourhood.

6.4.5 Streets are often straight and traditionally tree-lined. There are parks and open spaces, focal and landmark buildings and a clear hierarchy of roads ranging from grand and formal roads to tight knit and intimate streets and lanes

6.4.6 The Garden Suburb plan is designed to be efficient and the 'softness' and character of the place comes from the planting, boundary treatment and characterful architecture in both public and private spaces.

Proposed Character Areas

6.4.7 In terms of providing a variety of development form and neighbourhoods across the Garden Suburb, which respond to the site and wider context, three broad Character Areas are suggested and are shown overleaf.



Illustration of a traditional village



Illustration of a planned Garden Suburb

- **Village Edge** - Where the development adjoins open countryside it would be appropriate to create a looser-grained urban edge with similar densities to those found in the nearby local villages comprising a range of dwelling types and sizes arranged around informal and irregular shaped green spaces, as can be found at villages such as Little and Great Totham, Tolleshunt Darcy and Little and Great Braxted;



- **Traditional Garden Suburb** – Towards the centre of the site, the opportunity exists to create a more formal, planned layout that reflects the character of the traditional pre-planned Garden Suburb. Buildings may be arranged in regular, formal street patterns with key buildings to mark the ends of vistas or junctions. This area could be characterised by tree lined avenues and formally laid out open spaces. The density of dwellings may be higher in the centre of the development near the community heart- the local centre and the primary school;



- **Woodland Edge** – Heybridge Wood is a key feature of the Garden Suburb, and is to be protected and managed to ensure it continues to flourish. It will be surrounded by a protective green buffer and form part of an extensive network of green infrastructure, offering opportunities for habitat retention and the creation of new habitats, amenity space and walking and cycling routes. The opportunity exists to provide new development that faces towards the woodland rather than turn its back onto it and to create attractive intervening green spaces. Dwellings in this area could have either front or side elevations facing the edge of the woodland and overlooking the ecological buffer. The road surfaces in this area could be designed as lanes or permeable shared surface arrangements to create a 'soft' edge and create a sense of space between the built area and the woodland.



6.5 Gateways

6.5.1 The accompanying plan identifies a number of key gateways in to the Garden Suburb, which create the potential for different design treatments. The suggested approaches are as follows:

- The Gateway from Maypole Road would lead into a new traditional looking village green and could be designed to have the feel of entering a large country estate by creating an entrance between two 'gate houses' with brick wall boundaries to the front of properties.
- The Gateway from the link road could be designed to give a traditional rural feel with post and rail fencing and white painted five bar gates either side of the road as is commonly seen in the surrounding villages such as Goldhanger and Purleigh.
- The Gateway from the new Broad Street Green Road roundabout should be designed to complement and complete the village green at Broad Street Green but should be different to the Maypole Road gateway. This can be achieved, for example, by using hedges as boundaries and would be in keeping with the village entrances to Little Totham and Wickham Bishops.
- The Gateways from Broad Street Green Road and Holloway Road to the separate parcels referred to in the LDP as West of Broad Street Green Road and North Holloway Road will need to strike a balance between marking the entrances to these parcels whilst at the same time avoiding the appearance of offering through vehicular routes to the remainder of the development. Solutions could include the use of a tighter urban form or other measures that mark these entrances out as 'lesser' routes.

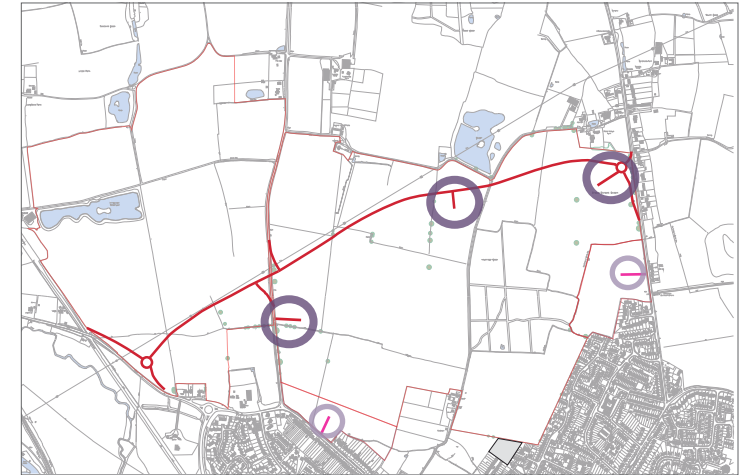


Figure 21 – Plan showing the different gateways into the Garden Suburb



Example of a Gateway at Broad Street Green



Examples of road types showing potentially different scales and treatments depending on function and location.

Although these sections are not dimensioned they are relative to each other in scale



6.6 Designing for Movement

6.6.1 The main function of the highway network is to allow movement of people and vehicular traffic. However, other functions could be incorporated into these networks and an integrated design approach will bring together the views of architects, urban designers and highway engineers. For example:

- Within built areas, the streets can be used to create places, provide for movement, access, parking, drainage and services;
- Streets could be designed to create interesting spaces that can accommodate turning movements and vehicle tracking, not be dictated by them;
- As part of the integrated process, places and movement should be considered together to achieve the correct balance for a particular location;
- Inactive spaces must be avoided and natural surveillance from adjacent properties must be maximised to increase the sense of security;
- Consultation with the planning, highways and refuse disposal authorities should be carried out at an early stage.

Streets as Social Places

6.6.2 The designers of streets should start by asking 'what will happen on this street?' The Manual for Streets advises that adherence to rigid road layout and geometry produces bland, uniform developments. In order to avoid this, the designers of streets should give priority to local context and people and the street should be designed to suit a range of appropriate activities in addition to its primary function, the passage of all modes of traffic.

The Walkable Neighbourhood

6.6.3 People are more likely to walk in a safe, attractive and well cared for public realm. The key considerations for designers are listed below:

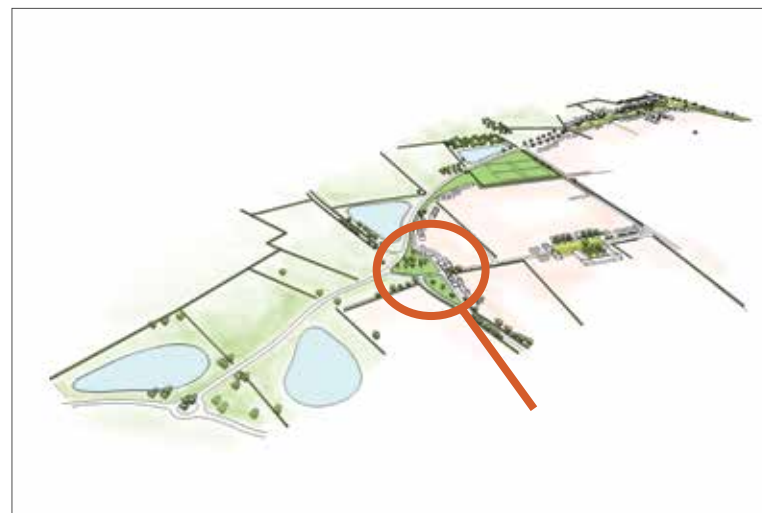
- The design speed of roads should reflect the residential nature of the area.
- Pedestrian routes should be seen by residents and drivers so that people feel safe using them.
- Segregated footpaths should be overlooked and well connected. They should follow desire lines rather than road geometry.
- Well designed, shared surfaces avoid conflicts of movement and enable other activities to take place.

The design examples given here show indicative design concepts for how development in the “Village Edge” and “Traditional Garden Suburb” Character Areas might look.

6.7 Design Examples

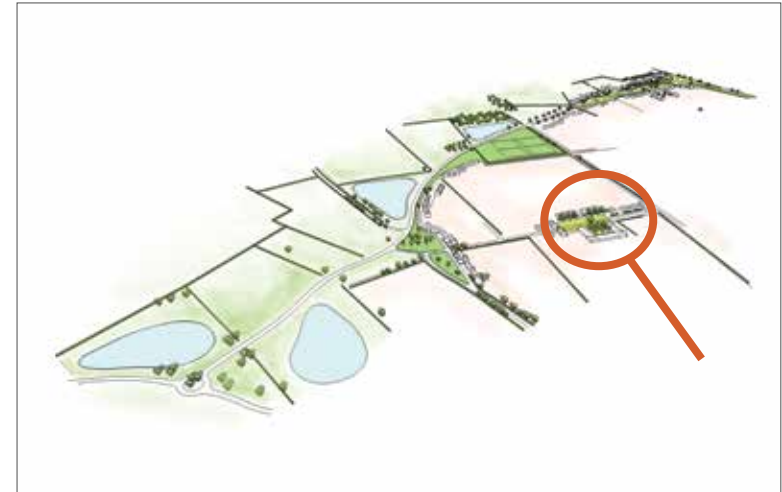
Design Example 1: Village Green Design on the edges

This shows a new village green where the new relief road crosses Maypole Road. Generally 2 storeys in height with potential for some buildings up to 2.5 storeys in height in appropriate locations.



Design Example 2: Traditional Garden Suburb

This shows how the pre-planned Garden Suburb of wide tree lined avenues and formal green spaces would be suitable in the centre. Buildings generally 2 storeys with potential for up to 3 storeys in height in appropriate locations.



7.1 Infrastructure Requirements

7.1.1 The Council is committed to working with relevant partners and infrastructure providers to maintain and improve infrastructure provision in the District and to help sustain a good quality of life for all residents. Policy I1 states that the Council will ensure that development meets the needs of new and existing residents and does not have an unreasonable detrimental impact on existing local residents and the surrounding area by seeking to ensure the provision of the necessary infrastructure, services and community facilities alongside new development. Policy I1 states that this will be achieved by:

- “Ensuring that existing infrastructure and services are protected and/or improved to meet the existing and future needs of the District;
- Ensuring that an appropriate level and type of infrastructure is provided for new developments where required to meet community and infrastructure needs;
- Maximising opportunities for reconfiguration, expansion and co-location of facilities to improve the infrastructure capacity, accessibility and viability;
- Providing information on known

infrastructure requirements in the District and the most appropriate methods of delivery; and

- Requiring planning applications to take account of relevant business plans and programs produced by infrastructure providers to ensure development is appropriately phased and does not prejudice the planned delivery of infrastructure improvements.”

7.1.2 The impact of growth will be monitored to ensure the timely provision of infrastructure to meet the future needs of the District. Policy I1 states that:

“Where appropriate, necessary infrastructure will be delivered in advance of development taking place to ensure that community and environmental benefits are realised from the start of development.”

7.1.3 Development will be phased to optimise housing and infrastructure delivery taking into account viability, and the Council will work with applicants to ensure that any planning permission issued contains clear and deliverable requirements for the phasing of infrastructure provision.

7.1.4 The Council has produced an Infrastructure Delivery Plan which provides details of the critical infrastructure required to support strategic growth in the District and where known, presents an assessment of infrastructure costs, potential phasing, funding sources and responsibilities for delivery. This will be regularly monitored and updated in partnership with infrastructure providers and other key stakeholders.

7.1.5 The Strategic Masterplan Framework provides further guidance and sets out how infrastructure will be delivered alongside housing in a comprehensive and timely way in the interests of sustainability and integration. Infrastructure encompasses a wide range of social, green and physical services and facilities that will be required alongside the development of the North Heybridge Garden Suburb. This includes the following:

- Social infrastructure- affordable housing, education, health facilities, leisure and community facilities;
- Green infrastructure- parks, children’s play areas, sports pitches, allotments and local wildlife sites;
- Physical infrastructure- highways, footpaths, cycle routes, drainage, utilities and waste collection, disposal and recycling.

7.1.6 Policy S4 requires the development of the North Heybridge Garden Suburb to incorporate the following key infrastructure elements:

- a new 1 form entry primary school;
- two new 56 place early year and child care facilities;
- necessary contributions towards the sufficient expansion of the Plume School
- provision for youth and children's facilities;
- a country park focused to the west of Maypole Road;
- a new outer relief road between Langford Road and Broad Street Green;
- enhanced walking, and cycling routes;
- enhanced public transport provision;
- enhanced medical provision;
- increased and enhanced green infrastructure;
- a strategic flood alleviation scheme;
- appropriate drainage & sewerage infrastructure including sustainable drainage schemes.

7.1.7 The infrastructure requirements may be subject to review to reflect any changes to relevant LDP policies following examination and adoption.

7.2 Strategic Flood Alleviation

7.2.1 In accordance with Policy S4, development of the North Heybridge Garden Suburb will be required to incorporate a strategic flood alleviation scheme which will address the existing surface water flooding in north Heybridge and development will not be permitted unless an acceptable flood alleviation scheme can be delivered. An Executive Partnership Group has been established comprising Maldon District Council, Essex County Council, The Environment Agency, Essex Waterways and the developers/landowners and is working together to secure the design, implementation and management of an appropriate scheme that achieves the requirements of Policy S4.

7.2.3 A description of the proposed strategic flood alleviation works is set out at Section 5.1.

Financial Year	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	Total	Notes
Site S2(d) (North of Heybridge)			25	50	75	88	88	88	88	88	89	89	89	89	89	1035	
Site S2(e) (North Holloway Road)		25	25	25	25											100	
Site S2(f) West Broad Street Green Road)		25	25	25	25											100	
Total Dwelling Completions		50	75	100	125	88	88	88	88	88	89	89	89	89	89	1235	
Highways																	
North Heybridge relief road		Road to be developed in line with phasing on site S2(d)															ECC require the road to be delivered as close to the start of development as possible. Junctions in Heybridge are already at capacity.
B1018 Langford Rd / Heybridge Approach																	ECC recommendation
B1018 / Heybridge Approach / A414 roundabout																	ECC recommendation
A414 / Spital Rd roundabout																	ECC recommendation
A414 / B1018 Limebrook Way																	Junction is already over capacity. ECC required works to be undertaken as soon as development starts
A414 Oak Corner Junction																	ECC recommendation
Eves Corner Junction, Danbury																	Given existing problems, ECC would require this to be delivered as soon as possible - subject to the availability of CIL funding
Passenger Transport																	
Passenger Transport improvements for North Heybridge																	
Education - Early Years and Childcare																	
Stand alone 56-place EY&C facility in North Heybridge																	
56-place EY&C facility in North Heybridge within new primary school																	
Education - Primary																	
1 form entry primary school in North Heybridge																	ECC recommendation
Education - Secondary																	
Expansion of Plume School - Lower																	IDP notes that Plume will be at capacity by 2016/17, ECC therefore require works early
Expansion of Plume School - Upper / Sixth Form																	Plume School has advised that the Lower school should be developed first.
Youth and children's facilities																	
Teen shelters, skateboard facilities and access to shared community facilities in North Heybridge																	
NEAPs and LEAPs in North Heybridge																	
Green Infrastructure																	
Sports facilities in North Heybridge																	
Country park in North Heybridge																	
Health																	
Facility in North Heybridge																	
Flood Alleviation																	
Heybridge Strategic Flood Alleviation																	Flood alleviation to be developed in line with phasing on site S2(d) and the development of the relief road
Sewerage / Electricity / Gas / Communications																	
Upgrades to serve North Heybridge Garden Suburb																	

Table 7.1 – Infrastructure Delivery and Phasing

7.3 Infrastructure Delivery

7.3.1 Infrastructure provision will be phased to ensure that the requirements arising from the development of the North Heybridge Garden Suburb will be secured in a timely fashion alongside development. The Council has produced an Infrastructure Delivery Plan (IDP) which presents an indicative framework for the phased delivery of infrastructure and the relevant extracts for North Heybridge Garden Suburb are set out in Table 7.1 opposite. The IDP phasing provisions reflect the advice of Essex County Council and other infrastructure providers. However, flexibility is required to ensure delivery takes account of unforeseen circumstances including, for example, changes in policy following the examination and adoption of the LDP, and other circumstances relating to infrastructure capacity and viability.

7.3.2 Delivery of infrastructure will take place in the context of planning applications and the Strategic Masterplan Framework will be a material planning consideration in the determination of any future planning applications. Should planning permission be granted, the District Council will seek to control and regulate the implementation of development and infrastructure provision through the use of planning conditions and planning obligations.

7.3.4 The LDP establishes that the infrastructure necessary for the delivery of the North Heybridge Garden Suburb will be delivered through a mixture of site-specific planning obligations (s106 agreements), pooled planning obligations (i.e. financial contributions via s106 agreements), and through the Community Infrastructure Levy (CIL).

7.3.5 The infrastructure for the new Garden Suburb will be delivered in stages alongside the construction of new homes, and Table 7.1 therefore also sets out the Council's current trajectory for the delivery of the proposed residential development.

7.3.6 Planning conditions will be used in relation to the provision of necessary on-site infrastructure such as green space. Planning conditions may also be used to prevent development above certain thresholds in advance of off-site highway infrastructure works, which will be secured through s278 agreements with the Highway Authority. Planning obligations will be applied under Section 106 of the Town and Country Planning Act 1990 to secure funding and delivery of key elements of infrastructure such as off-site highway and transport improvements, education contributions, and youth and children's facilities.

7.3.7 The broad approach to the pooling of infrastructure costs is summarised in Policy I1 of the LDP, with the relevant details relating to the North Heybridge Garden Suburb summarised in the table (Table 7.2) overleaf. This table will be reviewed following the LDP Examination-in-Public and adoption. MDC has commenced work on CIL rates which will introduce charges on development to fund infrastructure projects and CIL payments from other developments could also contribute to the delivery of some strategic infrastructure in North Heybridge Garden Suburb.

	Site S2(d) North Heybridge	Site S2(e) North of Holloway Road	Site S2(f) West of Broad Street Green	Site S2(a) South of Limebrook Way	Site S2(b) Wycke Hill North	Site S2(c) Wycke Hill South
Transport						
North Heybridge Relief Road	Y	Y	Y	N	N	N
Maldon and Heybridge other highway improvements	Y	Y	N	Y	Y	Y
Flood Alleviation						
Heybridge Strategic Flood Alleviation	Y	Y	Y	N	N	N
Education						
Two new 56 place Early Years & Childcare facilities to serve Heybridge	Y	Y	Y	N	N	N
New 1 FE primary school	Y	Y	Y	N	N	N
Expansion of The Plume School	Y	Y	N	Y	Y	Y
Youth and Children's facilities						
Teen shelters, skateboard facilities and access to shared community facilities to serve Heybridge	Y	Y	Y	N	N	N
Neighbourhood Equipped Areas of Play (NEAPS) and Locally Equipped Areas of Play (LEAPS) to serve Heybridge	Y	Y	Y	N	N	N

Table 7.2 Extract from Maldon District LDP Table 1: Developer Contribution
Pooling Arrangements for North Heybridge Garden Suburb

7.4 Phasing

7.4.1 Policy S2 of LDP identifies a build-out period of 15 years or more to deliver the North Heybridge Garden Suburb. Assumptions regarding the phasing of development and infrastructure delivery are summarised in the accompanying table and reflect the LDP. The rate of housing delivery will be subject to on-going review.

7.4.2 The indicative phasing of development and delivery has been structured to provide flexibility over where and when development takes place but ensures that necessary infrastructure is provided to deliver a sustainable and integrated development.

7.5 Housing Mix

7.5.1 Housing mix including affordable housing will be subject to adopted LDP policies. The provision of affordable housing will be required in all development proposals taking into account development viability and infrastructure requirements.

7.6 Community Development

7.6.1 Establishing the new community and ensuring it is well integrated and connected with surrounding neighbourhoods will be a key objective in taking forward development of the North Heybridge Garden Suburb. Maldon District Council will seek to work with promoters and developers of the Garden Suburb to develop a Community Development Strategy which reflects garden suburb principles. This may potentially include the establishment of a Community Trust type organisation to engage residents in the future management of the Garden Suburb.

7.7 Requirements for Planning Applications

7.7.1 North Heybridge Garden Suburb will be planned and delivered over a number of years and will require necessary planning approvals. Planning permission is likely to be secured by separate planning applications submitted by individual landowners/ promoters. Planning applications should be in accordance with the Strategic Masterplan Framework and the requirements for infrastructure delivery, since it will be a material consideration in the determination of planning applications once adopted by the Council.

7.7.2 Maldon District Council wishes to avoid the submission of any planning applications for development of the North Heybridge Garden Suburb which may prejudice its quality or sustainability or the provision of the infrastructure necessary to support it. Therefore in order to provide the Council with the necessary information to address such concerns, applicants will be expected to provide the following material with any planning applications:

- A detailed masterplan for the area to which the application relates that is in accordance with the Strategic Masterplan Framework;
- An Infrastructure Delivery Plan which

demonstrates how the proposal contributes to providing the necessary infrastructure for the Garden Suburb as a whole, in accordance with the LDP requirements;

- A Transport Assessment which takes into account the transport requirements, traffic impacts and associated appropriate mitigation measures for the development as a whole;
- Design codes, or such other material as may be appropriate to demonstrate that the proposed development is compatible with delivering the high quality of design required by the LDP.

7.7.3 Development proposals will be required to be accompanied by a site wide drainage strategy, and applicants will be expected to ensure that this is agreed with the Environment Agency and Essex County Council, as appropriate, prior to submission. An appropriate comprehensive and detailed ecological survey for the application site will be required in accordance with the LDP. Prior to any development a comprehensive and detailed archaeological survey should also be undertaken. Development proposals for Site

2(d) North of Heybridge will be expected to include proposals for the protection, enhancement and future management of Heybridge Wood.

7.7.4 The Council will at all times place the utmost importance on securing a high quality of design and sustainable development throughout the North Heybridge Garden Suburb and the timely delivery of necessary infrastructure. Applicants will be expected to demonstrate how they have incorporated high standards of design throughout the design evolution process and how these will be carried through to completion and subsequent maintenance. The Council may establish design review panels to review and advise on planning applications as these come forward.

7.8 Implementation, Delivery and Monitoring

7.8.1 The development of the North Heybridge Garden Suburb will depend on the continued partnership working of Maldon District Council, landowners and developers and other key stakeholders to secure delivery of a high quality and sustainable Garden Suburb and strategic and supporting infrastructure in a timely way.

7.8.2 Maldon District Council will continue to work with landowners, developers, stakeholders and the community to:

- Manage and secure a coordinated approach to strategic infrastructure delivery;
- Secure delivery of a high quality and sustainable development in accordance with the principles set out in the LDP and as expanded upon in this Strategic Masterplan Framework;
- Secure agreement and delivery of long term management and governance arrangements (including management of flood alleviation works and green spaces);
- Monitor progress with delivery of the Garden Suburb and review the Strategic Masterplan Framework as necessary.

7.8.3 Development of North Heybridge Garden Suburb and the extent to which the vision and objectives set out in the Strategic Masterplan Framework will be monitored by the Council. A monitoring framework which sets out key targets and indicators to be monitored will be developed to ensure the delivery of a high quality, sustainable Garden Suburb.

A. Appendix 1

A1.1 RELEVANT POLICIES IN MALDON
DISTRICT LOCAL DEVELOPMENT PLAN
(AS SUBMITTED FOR EXAMINATION APRIL
2014)

Policy S1 Sustainable Development

Policy S2 Strategic Growth

Policy S3 Place Shaping

Policy S4 Maldon and Heybridge Strategic
GrowthPolicy D1 Design Quality and Built
EnvironmentPolicy D2 Climate Change and Environmental
Impact of New Development

Policy D3 Conservation and Heritage Assets

Policy D4 Renewable and Low Carbon Energy
GenerationPolicy D5 Flood Risk and Coastal
Management

Policy E3 Community Services and Facilities

Policy E6 Skills, Training and Education

Policy H1 Affordable Housing

Policy H2 Housing Mix

Policy H3 Accommodation for 'Specialist'
Needs

Policy N1 Green Infrastructure Network

Policy N2 Natural Environment and
Biodiversity

Policy N3 Open Space, Sport and Leisure

Policy T1 Sustainable Transport

Policy T2 Accessibility

North Heybridge Garden Suburb- Strategic Masterplan Framework

Schedule of Proposed Modifications

This schedule outlines the proposed modifications to the Draft Strategic Masterplan Framework following public consultation which took place between 14 August and 30 September 2014.

For each proposed change, the schedule includes the following information:

Ref No: change identification number

Paragraph Number: The specific paragraph number to which the proposed change applies

Proposed change: Where text is to be deleted it will have a strike through

Where additional text is proposed it will be underlined

Reason for Change: The reason why any changes are proposed

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
01	1.1.1	In summary, the submission LDP states that the North Heybridge Garden Suburb (NHGS), as shown on Figure 1.1, is expected to <u>will</u> accommodate the following key elements:	For clarification and consistency with wording of Policy S4
02	1.1.2	Amend first sentence: Policy S3 of the LDP states that masterplans for each of the Garden Suburbs at Maldon and Heybridge will be prepared in conjunction with relevant stakeholders <u>partnership between the Council, relevant stakeholders, infrastructure providers and developers/ landowners for illustrative purposes and as a guide for developers</u> . The policy clarification provided at paragraph 2.45 states that planning consents for development will only be granted within the Garden Suburbs if the proposals are in accordance with the respective masterplans which are endorsed by the Council <u>the principles set out in the masterplans will be in accordance with Policies S3 and S4 and other policies in the LDP.</u>	Updated to reflect additional proposed minor modification to the submission LDP (August 2014)
03	1.3.1	Add to end of paragraph: <u>These principles are set out in Policies S3 and S4 of the submitted LDP.</u>	For clarification
04	1.5.1	Amend first bullet point: <ul style="list-style-type: none"> Expand on the key development principles set out in Policies S3 and S4 to enable <u>facilitate</u> a co-ordinated approach to delivering the proposed level of growth in a garden suburb context; 	For clarification

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
05	2.1.3	<p>Add as 2.2 Essex Minerals Local Plan Add new paragraph as 2.2.1.</p> <p><u>The Essex Minerals Local Plan (MLP) was formally adopted by the County Council in July 2014. Policy S8 - Safeguarding Mineral Resources and Mineral Reserves seeks to safeguard mineral resources of national and local importance from surface development that would sterilise a significant economic resource or prejudice the effective working of a permitted mineral reserve. This policy states that any non-mineral proposal located within a Mineral Safeguarding Area (MSA) that is 5ha or more (for sand and gravel) in size will need to be supported by a minerals resource assessment to establish the existence, or otherwise, of a mineral resource capable of having economic importance. This will ascertain whether there is an opportunity for the prior extraction of that mineral to avoid the sterilisation of the resource as required by the National Planning Policy Framework (paragraphs 143 and 144). The majority of the North Heybridge Garden Suburb area is located within an MSA and there will be a requirement to undertake a minerals resource assessment in accordance with Policy S8.</u></p> <p>Renumber following Section and paragraphs in Section 2</p>	Updated to reflect Essex Minerals Local Plan which was adopted in July 2014
06	2.2.1	<p>Amend numbering Amend first sentence: Maldon District Council submitted the Maldon District Local Development Plan (LDP) to the Secretary of State for examination in April 2014.<u>The policies set out in this document are as currently set out in the submission LDP (including the additional proposed minor modifications to the submission LDP as submitted in August 2014).</u></p>	For Clarification
07	2.2.2	<p>Delete first sentence: The policies set out in this document are as currently set out in the LDP which has been submitted for examination.</p>	To remove duplication
08	2.2.5	<p>Amend last paragraph: A masterplan for the each of the Garden Suburbs at Maldon and Heybridge will be prepared and developed, in partnership between the Council, relevant stakeholders, infrastructure providers and developer / landowners <u>for illustrative purposes and as a guide for developers.</u></p>	Updated to reflect additional proposed minor modification to the submission LDP (August 2014)

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
09	2.2.6	Add new bullet point to end of list following 2 nd paragraph: <ul style="list-style-type: none"> <u>Identified infrastructure requirements will be delivered in line with the requirements set out in Policy I1 and the Infrastructure Delivery Plan</u> 	Updated to reflect additional proposed minor modification to the submission LDP (August 2014)
10	2.2.6	Amend 3 rd paragraph, 2 nd sentence: Development proposals within both the South Maldon Garden Suburb and the North Heybridge Garden Suburb must be in accordance with a masterplan endorsed by the Council for the respective areas. The Masterplans for the South Maldon Garden Suburb and the North Heybridge Garden Suburb must be in accordance with these broad development principles and other policies in the LDP.	Updated to reflect additional proposed minor modification to the submission LDP (August 2014)
11	2.1.14	Amend 3 rd paragraph: Developers will be required to contribute towards local and strategic infrastructure and services necessary to support the proposed development. Where the development may impact upon the local area, a Section 106 contribution may <u>will</u> be agreed between the Council and the developer to mitigate those impacts.	For clarification and to be consistent with Policy I1
12	3.3.6	Amend: In terms of above ground heritage assets, there are Conservation Areas at Langford and along the Chelmer and Blackwater Navigation. In the more immediate vicinity of the proposed development, however, are groups of Listed Buildings to the south west of the site (Old Rectory and and Mitchells Farm), and to the north-east of the site, at Poplar Grove Farm. <u>Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special regard to be paid to the desirability of conserving listed buildings which includes protection from harm resulting from development within their setting</u>	Response to English Heritage and Essex CC comments
13	3.7.1	Add to end of paragraph 3.7.1 <u>However, extensive undesignated archaeological remains are known to present.</u>	Response to Essex CC comments
14	3.7.2	Aerial photographs and previous archaeological studies reveal the presence of <u>extensive</u> archaeological remains dating from the Neolithic through to the medieval period.	Response to Essex CC comments
15	3.7.3	Archaeological investigations to the south and north of the area have also revealed <u>extensive</u> levels of multi-period archaeological remains. The assessment work demonstrates that there is potential for <u>further as yet unidentified archaeological remains to be present within the site dating</u>	Response to Essex CC comments

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
		from the Neolithic to Medieval periods. , in particular those of Iron Age and Roman date. Remains from the Neolithic and Bronze Age periods have also been recovered from the area, but the potential for remains from these periods is lower than for later periods.	
16	3.7.5	A structured programme of comprehensive and detailed archaeological investigations evaluation will be required across the whole of the area prior to any development. Dependent upon the results, a detailed mitigation strategy will be required comprising further intrusive works and excavation followed by recording publication , or preservation in situ where feasible and where the importance of such deposits warrants such a strategy.	Response to Essex CC comments
17	3.8.5	Add to end of paragraph: <u>The farm rides are not public rights of way and are permissive only.</u>	Response to Essex Bridleways Association comments and for clarification
18	3.8.6	Add to end of paragraph: <u>The site is also relatively close to two existing bridleways.</u>	Response to Essex Bridleways Association comments and for clarification
19	4.1.3	Add additional bullet point • <u>Protection of setting of heritage assets</u>	Response to English Heritage comments
20	4.2.3	Amend 2 nd bullet point • Essex County Council (on flood risk and drainage) , since the County Council will become the adopting authority for sustainable urban drainage systems from October of this year;	No definitive timetable has been confirmed by Defra. It is most likely that this will now be implemented during 2015.
21	4.3.3	Built Environment and Housing Amend 1 st bullet point • Provide homes for a range of age groups and other housing needs <u>including housing suitable for older people</u>	For clarification

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
22	4.6.3	<p>Community</p> <p>Add first bullet point:</p> <ul style="list-style-type: none"> • <u>The development will be well integrated with the wider Heybridge area;</u> <p>Amend 2nd bullet point:</p> <ul style="list-style-type: none"> • The local centre will form a heart to provide a focus for the new Garden Suburb <u>and be accessible to the wider community</u>, comprising a mix of uses and co-located with the primary school which will be co-located with early years and childcare facilities; <p>Add additional bullet point:</p> <ul style="list-style-type: none"> • <u>Physical activity and healthy lifestyles will be encouraged through provision for sport, promotion of walking and cycling and provision of allotments.</u> 	Response to comments which stressed the importance attached to integration of the Garden Suburb with the wider community and not to be a separate development
23	5.5.2	<p>Add new sentence to end of paragraph</p> <p><u>The flood alleviation measures will be designed to minimise impact on the landscape and to reflect best practice in environmental design.</u></p>	To reflect objectives set out in paragraph 4.6.3.
24	5.1.7	<p>Add new sentence to end of paragraph:</p> <p><u>There will be a requirement to consult with all necessary statutory bodies regarding any potential impact of water discharge on the Blackwater Estuary which is designated as Ramsar, Special Protection Area (SPA), Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI).</u></p>	Response to Natural England comments.
25	5.2.4	<p>Add new paragraph as 5.2.5</p> <p><u>ECC has published the SuDs Design and Adoption Guide, December 2012, which outlines the requirements for sustainable surface water drainage in Essex. It provides a steer to what is expected, and complements national requirements whilst prioritising local needs.</u></p>	Response to Essex CC comments
26	p.40	Change Section Heading p. 40 from Movement and Access to <u>Access and Movement</u>	Response to comments
27	5.3.1	<p>Add new paragraph</p> <p><u>The LDP sets out the principles for movement and access in the Garden Suburbs. Policy S3 states that development proposals for the Garden Suburbs must incorporate a network of safe and usable paths and streets for pedestrian, cyclists and vehicles. Policy S4 states that permission will be given for development provided that development proposals can be</u></p>	For clarification

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
		<p><u>accommodated within the capacity of the Maldon and Heybridge road network and junctions and wider network following appropriate mitigation measures and junction improvements.</u></p> <p><u>Renumber paragraphs 5.3.1- 5.3.3 as 5.3.2- 5.3.5.</u></p>	
28	5.3.1	<p>Renumber as 5.3.2 Amend as follows.</p> <p>The LDP Policies require the construction of a new link-outer relief road to the north of Heybridge between Broad Street Green Road and Langford Road. <u>The new relief road should form a northern boundary of the development. Only strategic flood alleviation measures and landscaping measures may be allowed to the north of the new relief road. , north of the new Garden Suburb and south of the pylon line. It can also will provide a the principal</u> means of vehicular access to the new Garden Suburb.</p>	For clarification and consistency with Policy S4 in submitted LDP.
29	5.3.3	<p>Renumber as 5.3.4 Amend as follows:</p> <p>The Link Road will be designed to the standards of the Highway Authority in relation to the confirmed speed of the road and will need to function as a Primary Route 1 (PR1) within the <u>Essex road hierarchy. The Essex Traffic Management Strategy (ETMS) states such routes should seek to maintain the free flow of traffic to enable them to perform their function. An appropriate speed strategy to accord with the Essex Speed Management Strategy (ESMS) will need to be considered in order to prioritise the Relief Road against the congested junctions within Heybridge. Essex County Council considers that an appropriate speed limit be signed as 50 mph to be consistent with recent changes around Maldon, and the rural nature of the road being set within a 'green corridor' with a looser grained urban edge. This should inform the future design of the Link Road and Figure 10 shows an indicative alignment which has been developed within those parameters</u> curves have been introduced to present an 'organic' and less engineered alignment, consistent with the planned setting. The Link Road will in due course need to be subject to a road safety audit, which will help inform the detailed layout of key junctions, including Maypole Road/Link Road junction.</p>	To reflect comments from Essex CC

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
30	5.3.4	<p>Renumber as 5.3.5 Amend 3rd bullet point:</p> <ul style="list-style-type: none"> The road is set within a 'green corridor', that allows scope for a variety of different landscape treatments, including tree and hedgerow borders, alongside the ditches, swales and ponds/surface water attenuation facilities; <u>provision for wildlife foraging routes and safe access for pedestrians, cyclists, horseriders and other vulnerable road users.</u> <p><u>Add new bullet points:</u></p> <ul style="list-style-type: none"> <u>The number of access points on the new link road should be kept to a minimum and new access points should be designed and constructed in accordance with the current standards and be subject to a road safety audit;</u> <u>Consideration should be given in the design of the link road to the location of potential access points to existing and new walking and cycling routes and bridleways to the north of the Garden Suburb. Essex County Council will be consulted with regards to the need for and location of potential crossing points on the new link road.</u> 	Response to comments and for clarification
31	5.5.1	<p>Add new sentence to end of paragraph. <u>This principle has been agreed with Essex County Council and will allow for sites S2(e) and S2(f) to be brought forward in the early phases of development with separate access from the relevant road.</u></p>	For clarification
32	5.5.2	<p>Amend paragraph 5.5.2 as follows:</p> <p><u>In order to avoid 'rat running', it is not proposed that there should be any vehicular links between Sites S2(e) and S2(f) and the wider development. However, there will be a requirement for appropriate pedestrian and cycle routes to be provided between these land parcels and the wider development.</u></p>	For clarification and in response to Essex CC comments
33	Figure 12 (page 43)	Add additional pedestrian/cycle link between Sites S2(e) and S2(d)	In responses to Essex CC comments
34	5.6.1	Delete as paragraph 5.6.1 duplicated	Correction
35	5.6.4	<p>Add new paragraph <u>Wherever possible, consideration should be given to the creation of multi-user tracks to enable use by walkers, cyclists, horseriders and other vulnerable road users.</u></p>	Response to Essex Bridleways Association

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
36	5.7	Amend title to 'Walking, Cycling and Bridleway links between the new Garden Suburb, Heybridge and the Countryside'	Response to comments and to reflect objectives
37	5.7.4	Add new paragraph <u>Consideration should also be given to the potential for connections to the bridleways network.</u>	Response to Essex Bridleways Association
38	5.8.2	Amend 1 st sentence: There was clear feedback from the Stakeholder Workshop that non-residential (i.e. community and commercial uses) should be co-located, to ensure that the development has a vibrant heart to it which is well integrated with the rest of Heybridge and accessible to new and existing residents.	For clarification
39	5.8.3	Amend paragraph 5.8.3 as follows; The new local centre will be well served <u>connected</u> by pedestrian and cycle links <u>to all parts of the Garden Suburb and the wider area</u> , so that facilities are accessible to access to it by both new and existing residents can be on foot or by bike, as well as <u>or where appropriate</u> by car and public transport.	For clarification and in response to comments that integration of the Garden Suburb with wider Heybridge area should be highlighted.
40	5.9.1	Add to end of paragraph 5.9.1 <u>The pupils generated by the early phases of development are likely to be accommodated at Heybridge Primary School beyond the Garden Suburb boundary. Consideration should be given to identifying safe and direct routes to Heybridge Primary School early in the development.</u>	Response to Essex CC comments
41	5.9.2	Add to end of paragraph: <u>Essex County Council will be fully consulted on the detailed design and access arrangements for the local centre and primary school/ early years facility. Pedestrian access to the school should be linked to safe walking and cycling routes and separated from vehicular access to the school itself and the local centre.</u>	Response to Essex CC comments

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
42	5.9.3	Amend paragraph 5.9.2 as follows; The education requirement includes two early years facilities – it is proposed that at least one of the early years/childcare facilities would be accommodated at the local centre, one as part of the primary school site. The co-location is designed to encourage activity at the local centre. <u>Essex County Council has expressed a preference for a traffic free entrance to the co-located primary school site to encourage the dropping off of school children in a safe environment and for a pedestrian priority link to be provided between the primary school and local centre.</u>	Response to Essex CC comments
43	5.9.5	Add new paragraph as 5.9.5 <u>Consideration should be given to the potential for shared community use of the new school buildings at an early design stage.</u>	Response to Essex CC comments
44	5.11	Add new sub-heading- Housing Renumber sub-headings 5.11-5.17 as 5.12-5.18. renumber paragraphs according to renumbered sub-heading	For clarification
45	5.11.1	Add new paragraph as 5.11.1 <u>It is proposed that the North Heybridge Garden Suburb will accommodate 1,235 homes in a range of dwelling types and tenures to meet the District's housing needs, including families, first time buyers and the elderly and affordable homes to cater for all members of the community. In accordance with Policy S4, a significant proportion of the proposed dwellings will be of a form, tenure and dwelling mix that is appropriate for meeting the housing needs of an older population. An average density range of 30-35 dwellings per hectare is envisaged across the masterplan area to reflect the sustainable development principles of garden suburbs.</u>	For clarification and in response to comments
46	5.11.1	Renumber as 5.12.1 and amend final sentence Based on the network of existing hedgerows (Green) and ditches (Blue) described in Section 3, and the potential for the new link road to run in a “green corridor”, the Strategic Masterplan Framework establishes a series of linked green and blue routes through the development area, which will contribute greatly to the character of the area, creating habitat and attractive routes for people and wildlife <u>and connect with the wider green and blue infrastructure network.</u>	For clarification and in response to comments

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
47	5.11.2	Renumber paragraph 5.11.2 as 5.12.2 and add new paragraph 5.12.3 Consideration will be given to the potential use of green and blue corridors as pedestrian and cycle routes and <u>for improved provision for horseriders where practicable.</u>	Response to Essex Bridleways Association comments
48	5.12.2	Renumber paragraph 5.12.2 as 5.13.2 and add to end: <u>Measures will be required to ensure that Heybridge Wood is not adversely affected by any on-site surface water management schemes through the retention of ditches and incorporation of SuDS in new development.</u>	Response to Natural England comments
49	5.13.1	Amend: Open space is required alongside the new residential uses, in order to provide places for outdoor recreation and play <u>and to enhance the health and well-being of residents.</u> The main types of <u>formal and informal</u> open space that the new Garden Suburb will provide will include the following:	Response to Sport England comments
50	5.13.3	Amend: Add to end of paragraph: <u>Reference should be made to Sport England's Active Design Guidance in the preparation of planning applications.</u>	Response to Sport England comments
51	5.13.4	Renumber paragraph 5.13.4 as 5.14.4 and add to end of paragraph: <u>The Country Park will provide amenity and leisure opportunities for new and existing residents and opportunities for integration with the wider green and blue infrastructure networks.</u>	Response to comments.
52	5.13.6	Renumber paragraph 5.13.6 as 5.14.6 and amend: <u>The boundary of the Country Park has not been defined and the Council and developers will work with landowners and other relevant stakeholders to take forward proposals in accordance with the LDP. will be determined at the planning application stage.</u>	For clarification

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
53	5.13.5	<p>Renumber paragraph 5.13.5 as 5.14.5 and amend as follows:</p> <p>It is not intended that the Country Park should be designed to attract visitors from far afield, and it is not intended to provide visitor facilities or car parking accordingly. Rather, the function of the Country Park would be to provide access for local residents, and to form a <u>pedestrian and cycle link between the proposed development to the east, and the Blackwater Rail Trail to the west. Consideration should also be given to improved equestrian access.</u> The proposed Country Park to the west of Maypole Road will act as a link between the Garden Suburb and rest of Heybridge and the existing Country Park at Elms Farm.</p>	Response to Essex Bridleways Association comments
54	5.13.6	<p>Renumber paragraph 5.13.6 as 5.14.6 and add:</p> <p><u>The location and layout of new playing fields and the requirement for associated facilities such as changing facilities and parking will be determined in consultation with Sport England and local sports organisations.</u></p>	Response to Sport England and local sports organisations comments
55	5.13.7	<p>Renumber paragraph 5.13.7 as 5.14.7. Amend first sentence as follows:</p> <p>The <u>indicative</u> locations shown on the diagram on the following page takes account of the following factors:</p> <p>Delete 2nd bullet point</p>	For clarification and in response to comments. The location and layout of sports facilities will be a matter for further consideration.
56	Figure 18 (page 55)	Add cycle and pedestrian links between Site S2(e) and wider development	Response to Essex CC comments
57	5.17	<p>Renumber sub-heading 5.17 as 5.18 and paragraph 5.16.1 as 5.18.1. Add to text</p> <p><u>Reference will be made to the Maldon District Green Infrastructure Study (September 2011) and any subsequent document</u></p>	Response to natural England comments
58	Figure 19 (page 56)	<p>Amend key</p> <p>Add symbol to show location of Country Park</p> <p>Add 'indicative' before sports pitches and associated facilities</p>	For clarification and in response to comments

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
59	6.2	Delete word 'Existing' from sub heading	For clarification and to cover other appropriate design guidance which may be introduced
60	6.2.1	Amend: It will also be important that reference is made to the emerging Maldon District Council Design Guide and any other relevant local and national guidance. which may be produced by Maldon District Council during the development of the North Heybridge Garden <u>In accordance with Policy Development will be required to incorporate the design principles set out in Policy D1 and S3 and to mitigate against adverse environmental impacts and climate change and achieve specified nationally recognised standards for sustainable development in accordance with Policy D2.</u>	For clarification and in response to comments
61	6.3.1	Amend 9 th bullet point: <ul style="list-style-type: none"> Creation of a 'heart' to the community <u>which is well connected and accessible to new and existing residents</u> 	Response to Essex CC comments
62	6.3.1	Add new bullet point after 'a new primary school': <ul style="list-style-type: none"> Early years and childcare facilities, co-located with the new primary school and standalone; 	
63	7.1.5	2 nd bullet point <ul style="list-style-type: none"> Green infrastructure - parks, children's play areas, sports pitches, <u>accessible green space</u>, allotments and local wildlife sites 	Response to Natural England comments
64	7.2.2	Add new paragraph <u>Furthermore major residential development proposals are required to provide comprehensive and robust flood risk assessments to the Council's satisfaction at the planning application stage. In accordance with national planning policies development proposals (including the construction process) will need to demonstrate that they will not increase flood risk on site and to the surrounding areas.</u>	For clarification

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
65	Table 7.1	Table 7.1 to be updated as necessary to reflect Infrastructure Phasing Plan	Updated to reflect most recent information submitted as part of the LDP Examination
66	7.3.1	Amend: Infrastructure provision will be phased to ensure that the requirements arising from the development of the North Heybridge Garden Suburb will be secured in a timely fashion alongside development. <u>The Council will seek the earliest possible delivery of the necessary infrastructure.</u>	For clarification and in response to comments regarding the timescale for infrastructure provision
67	7.3.2	Add to end of paragraph: <u>Where appropriate, consideration will be given to other possible sources of financing to assist in the early delivery of infrastructure.</u>	Response to comments regarding the early delivery of infrastructure
68	7.3.7	Amend: The broad approach to the pooling of infrastructure costs is summarised in Policy I1 of the LDP, with the relevant details relating to the North Heybridge Garden Suburb summarised in the table (Table 7.2) overleaf. This table will be reviewed following the LDP Examination-in-Public and adoption. MDC has commenced work on CIL rates which will <u>MDC submitted its Draft CIL charging schedule for examination in September 2014. This would</u> introduce charges on development to fund infrastructure projects and CIL payments from other developments could also contribute to the delivery of some strategic infrastructure in North Heybridge Garden Suburb. <u>Other infrastructure requirements such as new or enhanced recreation provision in the Maldon and Heybridge area may also be funded under CIL.</u>	Updated text and response to comments from Sport England
69	7.4.2	Add to end of paragraph <u>Essex County Council and Maldon District Council in conjunction with promoters/developers and other stakeholders will review the impact of planned housing growth on the key functional areas of education and highways and transportation, following any changes in housing delivery and once detailed housing mix is known.</u>	Response to Essex County Council comments.

Ref No.	Paragraph/ Page Number	Proposed Change (Deletions/ Additional Text)	Reason for Change
70	7.6.1	Amend text: Maldon District Council will seek to work with promoters and developers of the Garden Suburb to develop a Community Development Strategy which reflects garden suburb principles.	For clarification and in response to comments
71	7.7.1	Amend 2 nd sentence: Planning applications should be in accordance with <u>the principles set out in</u> the Strategic Masterplan Framework.	For clarification
72	7.7.2	Amend 2 nd bullet point: <ul style="list-style-type: none"> A detailed <u>site</u> masterplan for the area to which the application relates that is in accordance with the <u>principles set out in the</u> Strategic Masterplan Framework; 	For clarification
73	7.7.3	Add new paragraph: <u>Development proposals will be required to include appropriate mitigation measures to address environmental impacts and to mitigate and adapt to potential impacts of climate change.</u>	For clarification and in response to comments
74	7.7.4	Add to end of paragraph: <u>Reference should be made to best practice and guidance on sustainable design and construction in preparation of planning applications.</u>	For clarification
75	7.7.4	Add new paragraph as 7.7.5 <u>Any necessary mitigation measures identified through the assessments undertaken at the planning application stage will be secured through appropriate conditions or legal agreement.</u>	For clarification
76	7.8.2	3 rd bullet point <ul style="list-style-type: none"> Secure agreement and delivery of long term management and governance arrangements (including management of green spaces, <u>community facilities and sports pitches</u> 	Response to Sport England comments



South Maldon Garden Suburb

Page 95

Strategic Masterplan Framework





Contents

Introduction

- 1.1 Background
- 1.2 Purpose of this document
- 1.3 What is a Garden Suburb?
- 1.4 How has the Strategic Masterplan Framework been prepared?
- 1.5 What is the purpose of the Strategic Masterplan Framework?
- 1.6 Contents of the Document

Site and surrounding context

- 2.1 Planning policy context
- 2.2 Site location and description
- 2.3 Land uses
- 2.4 Local facilities
- 2.5 Access & movement
- 2.6 Landscape and visual
- 2.7 Key site features

Vision and objectives

- 3.1 Garden Suburbs and South Maldon
- 3.2 Developing shared vision and objectives
- 3.3 Stakeholders workshop and community engagement
- 3.4 Establishing vision and objectives for South Maldon
- 3.5 Key opportunities plan

Masterplan and development principles

- 4.1 Framework masterplan
- 4.2 Land use
- 4.3 Access & movement
- 4.4 Green infrastructure
- 4.5 Character areas
- 4.6 Drainage

Infrastructure and delivery

- 5.1 Infrastructure requirements
- 5.2 Infrastructure delivery
- 5.3 Implementation, delivery and monitoring
- 5.4 Housing mix, phasing and community development
- 5.5 Requirements for planning applications

Appendices

- A1 Relevant planning policies
- A2 Plans produced at stakeholders workshop
- A3 Glossary of terms



Section 1

Introduction



1.1 Introduction

Background

1.1.1 The Maldon District Local Development Plan (submission LDP) sets out how the District's housing needs will be accommodated in the period up to 2029 and includes proposals for the development of two new Garden Suburbs at North Heybridge and South Maldon. Policy S4 sets out the key infrastructure elements to be incorporated in each of the proposed Garden Suburbs and the broad development principles which the Council will expect to be applied. The submission LDP was submitted to the Secretary of State for examination in April 2014 and an Examination in Public (EiP) is expected to be held later in the summer.

In summary, the submission LDP states that the South Maldon Garden Suburb (SMGS), as shown on Figure 1.1, will accommodate the following key elements:

- a minimum requirement of 1,375 dwellings (including affordable housing and dwellings which meet the housing needs for an older population)
- circa 5ha of Class B employment land
- a community hub / local centre
- supporting infrastructure including:
 - a new 1.5 form entry primary school;
 - two new 56 place early year and childcare facilities;
 - one class base expansion of existing primary school;
 - necessary contributions towards the sufficient expansion of the Plume School;
 - provision for youth and children's facilities;
 - a new relief road to the north of the A414 at Wycke Hill;
 - enhanced walking & cycling routes;
 - enhanced medical provision;
 - increased & enhanced green infrastructure;
 - appropriate drainage & sewerage infrastructure including sustainable urban drainage system (SuDS).
- any other supporting infrastructure improvements & mitigation measures that may arise from further highways work currently being undertaken by Essex County Council, to support this Garden Suburb.

1.1.2 The supporting text of Policy S3 of the submission LDP states that the principles set out in the Strategic Masterplan Framework (SMF) will be in accordance with Policies S3 and S4 and other policies in the LDP. Given the significant pressure for development in the District and the requirement to demonstrate a 5 Year housing land supply, the Council has taken the decision to commence work on the masterplans for the proposed Garden Suburbs in advance of adoption of the submission LDP. This will enable key strategic issues such as infrastructure provision, flood risk mitigation and environmental protection and management to be addressed in a coordinated manner.

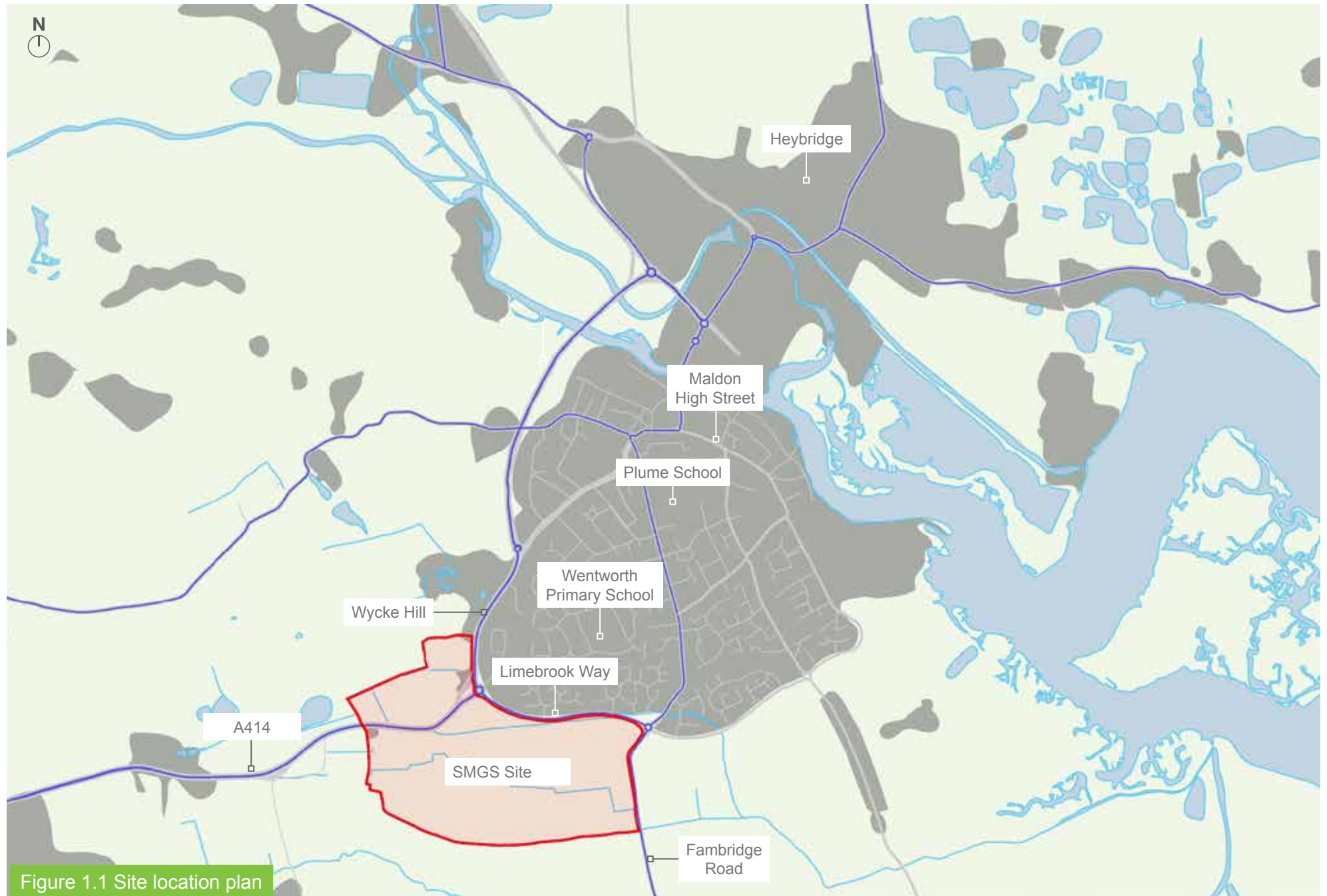


Figure 1.1 Site location plan

1.2 Purpose of this Document

1.2.1 This document sets out the draft Strategic Masterplan Framework (SMF) for the proposed SMGS and provides further supplementary guidance on the site allocations and policies in the submission LDP. The area to which the masterplan relates is defined on the submission LDP proposals map and is illustrated in Figure 1.2. The SMF has been endorsed by the Council as a material consideration in the assessment and determination of planning applications within the site allocation area and will be reviewed and amended to reflect any changes to the relevant policies following the EiP and adoption of the LDP. Where appropriate, it is intended that following adoption of the LDP, the Council may adopt the SMF as a Supplementary Planning Document (SPD). This will ensure that it is fully compliant with the adopted LDP policies.



Figure 1.2 - South Maldon Garden Suburb - Extract from Local Development Plan (submitted for Examination April 2014)

1.3 What is a Garden Suburb?

1.3.1 In accordance with the spatial vision and policies set out in the submission LDP, the SMGS is being planned as a high quality, vibrant and distinctive new neighbourhood which is well-integrated with surrounding communities. It will make a significant contribution to meeting the requirement for new homes in the District and development will be required to incorporate the following key principles (as taken from Town and Country Planning Association's (TCPA), 2013 publication- Creating Garden Cities and Suburbs Today):

- A comprehensive and well planned approach that provides homes, jobs and community facilities
- Places where people will want to live and interact through active citizenship and civic amenity
- A strong landscape character that incorporates well managed open space, tree lined streets and natural areas for amenity and wild life

- Integrated and easily accessible transport systems, incorporating public transport, walking and cycling
- A clear and harmonious relationship between town and country
- High quality and detailed architecture that is characterful, innovative and adaptable

1.3.2 The development of the SMGS will be required to incorporate and deliver new infrastructure to meet the needs arising from the development.



Garden Suburb streetscape - Welwyn Garden City

1.4 How has the Strategic Masterplan Framework been prepared?

- 1.4.1 The SMF has been developed in partnership between Maldon District Council (MDC), developers/landowners, relevant stakeholders and the local community with advice being provided by ATLAS (Advisory Team for Large Applications – part of the Home & Communities Agency). A Masterplan Brief was approved by the Planning & Licensing Committee on 14 November 2013 and has subsequently been updated to reflect submission LDP changes. The Brief promotes a collaborative approach between the Council and relevant landowners/developers and a project management structure was established in December 2013 to ensure effective joint working.
- 1.4.2 A Masterplanning Working Group has been established with landowners/developers and key infrastructure providers including Essex County Council (ECC) and the Environment Agency (EA) to progress preparation of the masterplan. A Members briefing group has also been established to receive regular updates on progress with development of the masterplans for the two Garden Suburbs and to act as a sounding board for emerging ideas around the masterplan concepts. Meetings have taken place with Maldon Town Council to keep them up to date with progress on the masterplanning process.
- 1.4.3 Consultation on key issues and options has been undertaken with stakeholders and the local community and this has informed the development of the SMF.
- 1.4.4 The accompanying diagram, Figure 1.3, outlines the approach which has been adopted to preparation of the SMF.
- 1.4.5 The Draft SMF was subject to public consultation from June to August 2014. The SMF as modified following public consultation was endorsed by Maldon District Council as a material consideration for development management purposes on 11 September 2014.

Technical Studies

- Topography
- Highways
- Air quality
- Ecology
- Archaeology and Heritage
- Flooding and Drainage
- Landscape
- Arboriculture

Key stages

South Maldon Garden Suburb Development Brief



Formation of South Maldon Garden Suburb working group



South Maldon Garden Suburb workshop



South Maldon Garden Suburb Stakeholders workshop



South Maldon Garden Suburb public exhibition



Further refinements at working group meetings



Preparation of Strategic Masterplan Framework



Inputs from statutory bodies

Members workshop briefings

Figure 1.3 - Masterplan process diagram

1.5 What is the purpose of the Strategic Masterplan Framework?

1.5.1 The preparation of the Strategic Masterplan Framework (SMF) will ensure that development of the SMGS takes place in a coordinated way. This will ensure the timely delivery of new housing and necessary infrastructure such as roads, drainage and schools, environmental protection measures and the creation of a high quality living environment which is well integrated with the wider urban area. The masterplan will:

- Define key development principles and strategic concepts to enable a co-ordinated approach to delivering the proposed level of growth in a Garden Suburb context
- Provide guidance to inform planning applications
- Reflect and respond to the submission LDP policies and guidance



SMGS site (far back right) from above St. Peter's

1.6 Contents of the Document

1.6.1 The SMF provides specific guidance on how the SMGS will be delivered in accordance with the policies set out in the submission LDP. It addresses the spatial form and phasing of development and provides more general development and design guidance. It is arranged in two parts, as shown on table to the right.

Section	Description
Part One	
Section 2	Sets out the planning policy context and provides an assessment of the site and the key opportunities and constraints which have been identified in the technical studies and assessment work which has been undertaken.
Section 3	Presents the overarching vision for the creation of a high quality Garden Suburb and how the vision and objectives have been evolved through collaborative working and stakeholder and community engagement.
Section 4	Sets out the Strategic Development Framework. This will provide the framework for the development of the SMGS.
Part Two	
Section 5	Explains how the vision and objectives for SMGS will be secured including the delivery of necessary infrastructure, such as improvements to the highway network, education facilities and public transport; future arrangements for management and community involvement and requirements for future planning applications



Section 2

Site and Surrounding Context

2.1 Planning Policy Context

National Planning Policy Framework

- 2.1.1 The National Planning Policy Framework (NPPF) (March 2012) sets out the key national policy guidance for development. A key focus of the NPPF is to create high quality and sustainable new developments that are deliverable.
- 2.1.2 The NPPF also recognises the value of garden city principles for large scale developments such as the SMGS. Also of relevance, is the non-statutory guidance on the subject, produced by the TCPA which provides a useful set of principles and helpful design guidance that can inform the delivery of a sustainable Garden Suburb. This guidance has informed the preparation of this SMF.

Essex Minerals Local Plan

- 2.1.3 The Essex Minerals Local Plan (MLP) was formally adopted by the County Council in July 2014. Policy S8 states that any non-mineral proposal located within a Mineral Safeguarding Area (MSA) that is 5ha or more (for sand and gravel) in size will need to be supported by a minerals resource assessment to establish the existence, or otherwise, of a mineral resource capable of having economic importance. This will ascertain whether there is an opportunity for the prior extraction of that mineral to avoid the sterilisation of the resource as required by the National Planning Policy Framework (paragraphs 143 and 144). An area within the north of the area allocated for the South Maldon Garden Suburb is located within an MSA and there may be a requirement to undertake a minerals resource assessment in accordance with Policy S8.

Maldon District Local Development Plan (submission LDP)

- 2.1.4 Maldon District Council submitted the Maldon District Local Development Plan (submission LDP) to the Secretary of State for examination in April 2014. The submission LDP sets out how the Council proposes to meet its objectively assessed needs for housing and other development in the period up to 2029 and includes the allocation of land to the south of Maldon town for the development of a new Garden Suburb.
- 2.1.5 The policies set out in this document are as currently set out in the submission LDP which has been submitted for examination (including the additional proposed minor modifications to the submission LDP as submitted in August 2014). It will be necessary to review the SMF and to make any necessary modifications to reflect policy changes following examination and adoption of the plan and prior to the adoption of this document as a SPD.
- 2.1.6 Key policies of particular relevance to the proposed SMGS are summarised opposite and over the next few pages.

Policy S2: Strategic Growth

2.1.7 Policy S2 states that:

Strategic growth will be focused in the District's main settlements as they constitute the most suitable and accessible locations in the District.

To meet the objectively assessed housing need for the District, the Council will plan for a minimum of 4,410 dwellings between 2014 and 2029 (294 per annum) including provision for market housing, affordable housing for an aging population and other types of housing for specialist needs.

The majority of new strategic growth will be delivered through sustainable extensions to Maldon, Heybridge and Burnham-on-Crouch in the form of Garden Suburbs and strategic allocations. The scale, type, uses and form of development will reflect their role as employment, retail and service centres, their level of accessibility and environmental and infrastructure constraints. Residential supply to meet the minimum requirements and the projected phasing of the developments between 2014 and 2029 are as follows.(in respect of SMGS)

Area	Year 0 - 5	Year 6 -10	Year 11-15	Total
South Maldon Garden Suburb	375	575	425	1,375*
S2(a) South of Limebrook Way	150	425	425	1,000
S2(b) Wycke Hill (North)	150	150	N/A	300
S2(c) Wycke Hill (South)	75	N/A	N/A	75

* Note that these figures represent a minimum requirement

Policy S3: Place Shaping

2.1.8 Policy S3 requires that:

The Garden Suburbs and Strategic Allocations at Maldon, Heybridge and Burnham-on-Crouch will be planned as high quality, vibrant and distinctive neighbourhoods that will complement and enhance the character of the District and protect and enhance the environmental qualities of the surrounding area. Development proposals for the Garden Suburbs and Strategic Allocations must incorporate the following principles:

- A comprehensive and well planned approach that provides homes, jobs, and community facilities
- Places where people want to live and interact through active citizenship, civic amenity and a vibrant urban life
- A strong landscaped character that incorporates well managed open space, tree-lined streets and other landscaping and natural areas for amenity and wildlife habitat and to address the effects of climate change

- The historic environment is instrumental in establishing landscape and built character and providing a sense of place and identity, and this should be recognised through the protection, management and enhancement of heritage assets
- There will be a clear and harmonious relationship between town and country
- High quality and detailed architecture that is characterful, innovative and adaptable
- The local centres will act as the community focus within the Garden Suburbs, with a mix of businesses and community uses that are well served by public transport and connected to the town centre by safe walking and cycling routes
- There will be a network of safe and usable paths and streets for pedestrians, cyclists and vehicles. This network should prioritise accessibility to open spaces, education facilities and health facilities
- Fully integrated with the surrounding communities through shared community uses, and a variety of transport modes including walking, cycling and public transport

- Provide for the requirements of site service and communication infrastructure, in particular high speed broadband, with minimal disruption and need for reconstruction and allow for future growth in service infrastructure
- Provide dwellings which will contribute to the District's housing needs for an ageing population, as identified and required by the Council

A masterplan for the each of the Garden Suburbs at Maldon and Heybridge will be prepared and developed, in partnership between the Council, relevant stakeholders, infrastructure providers and developer / landowners for illustrative purposes and as a guide for developers.

Policy S4 : Maldon and Heybridge Strategic Growth

2.1.9 Policy S4 states that:

Strategic developments in the South Maldon Garden Suburb will incorporate the following key infrastructure elements;

- A new 1.5-form entry primary school
- Two new 56-place early year and childcare facilities
- Necessary contributions

toward the sufficient expansion of the Plume School

- Provision for youth and children's facilities
- A new relief road to the north of A414 at Wycke Hill
- Provision for Class B use employment land as identified in Policy E1.

Garden Suburbs and Strategic Allocations within the Maldon and Heybridge area will be comprehensively planned with the quantum of development as set out in Policy S2 and E1. Permission will be given for development at the Garden Suburbs / Strategic Allocations provided that they are in compliance with the broad development principles set out in policy S3, and that:

- New and / or enhanced public transport provision is incorporated within the new Garden Suburbs / Strategic Allocations
- New and / or enhanced walking and cycling routes are included internally within the new Garden Suburbs and where appropriate Strategic Allocations and externally connected to the wider area especially the Maldon and Heybridge Central Area

- Development can be accommodated within the capacity of the Maldon and Heybridge road network and junctions, and wider network following appropriate mitigation measures and junction improvements
- Pupil demand from the development can be accommodated within existing and / or proposed new primary, secondary and early years and childcare facilities, as well as adult community learning
- Adequate provision is made for enhanced medical provision in cooperation with the relevant health bodies
- Community hubs and local centres of appropriate form and scale are integrated into the design and layout of development proposals
- Flood risk management and surface water mitigation must be planned in conjunction with relevant stakeholders including the EA and ECC, and must be integral to development proposals for the Strategic Growth Areas as a whole
- Adequate provision is made for enhanced and comprehensive sewerage infrastructures
- Adequate provision is made for

increased and enhanced green infrastructure including provision for youth and children's facilities

- Adequate provision is made for affordable housing
- A proportion of the proposed dwellings for Maldon and Heybridge are of a form, tenure and dwelling mix that is appropriate for meeting the housing needs of an older population including the provision of bungalows, sheltered housing, extra care housing, private retirement homes and lifetime homes etc
- Development proposals must be accompanied by a comprehensive and detailed ecological survey
- Development proposals must be accompanied by a comprehensive and detailed archaeological assessment
- Identified infrastructure requirements will be delivered in line with the requirements set out in Policy I1 and the Infrastructure Delivery Plan.

2.1.10 The Masterplans for the South Maldon Garden Suburb and the North Heybridge Garden Suburb must be in accordance with these broad development principles and other policies in the LDP.

2.1.11 Further detailed layouts of the different land use components within the Garden Suburbs will be defined through masterplans produced in partnership with the Council, relevant delivery partners and stakeholders, including developers, landowners, and parish / town councils'.

Policy E1 Employment

2..1.12 Policy E1 states that:

The Council will encourage employment generating developments and investment in the District to support the long term growth vision outlined in the Council's Economic Prosperity Strategy (EPS). A minimum of 2,000 net additional jobs will be created in the District by 2029 through the regeneration, modernisation and expansion of existing employment sites and through the provision for new employment sites at the strategic allocations and SMGS and other high quality and sustainable locations. Allocating additional employment sites at high quality and sustainable locations will provide increased choice and competition for the market.

New Employment Space

2.1.13 Policy E1 states:
The areas indicated below and defined on the Proposals Map are allocated for employment development. Planning applications for development will only be permitted for employment purposes if they accord with the use class specified. The Council will support and encourage the development of better quality and flexible local employment space to meet the employment target. All new employment space should seek to meet the needs of local businesses and attract inward investment. Additional employment land will be designated within the Strategic Allocations and Garden Suburbs as set out in Policies S4 and S6.

Ref.	Site	Appropriate use	Size
E1(p)	Wyke Hill (north), Maldon	B1,B2	0.5 ha
N/A*	South of Limebrook Way, Maldon	B1, B2, B8	Circa 4.5 ha

*Detailed allocation to be determined as part of the masterplan

Policy I1 Infrastructure and Services

2.1.14 Policy I1 states:
The Council will work with relevant partners and infrastructure providers to maintain and improve infrastructure provision in the District by:

- Ensuring that existing infrastructure and services are protected and/or improved to meet the existing and future needs of the District
- Ensuring that an appropriate level and type of infrastructure is provided for new developments where required to meet community and infrastructure needs
- Maximising opportunities for reconfiguration, expansion and co-location of facilities to improve the infrastructure capacity, accessibility and viability
- Providing information on known infrastructure requirements in the District and the most appropriate methods of delivery
- Requiring planning applications to take account of relevant business plans and programs produced by infrastructure providers to ensure development is appropriately phased and does not prejudice the planned delivery of infrastructure improvements

In assessing infrastructure and service requirements, the Council will have regard to the cumulative impact of developments in the locality and across the District.

Where appropriate, necessary infrastructure will be required to be delivered in advance of development taking place to ensure that community and environmental benefits are realised at the start of development. On a strategic level, the Council may require certain developments to be phased in order to optimise infrastructure delivery.

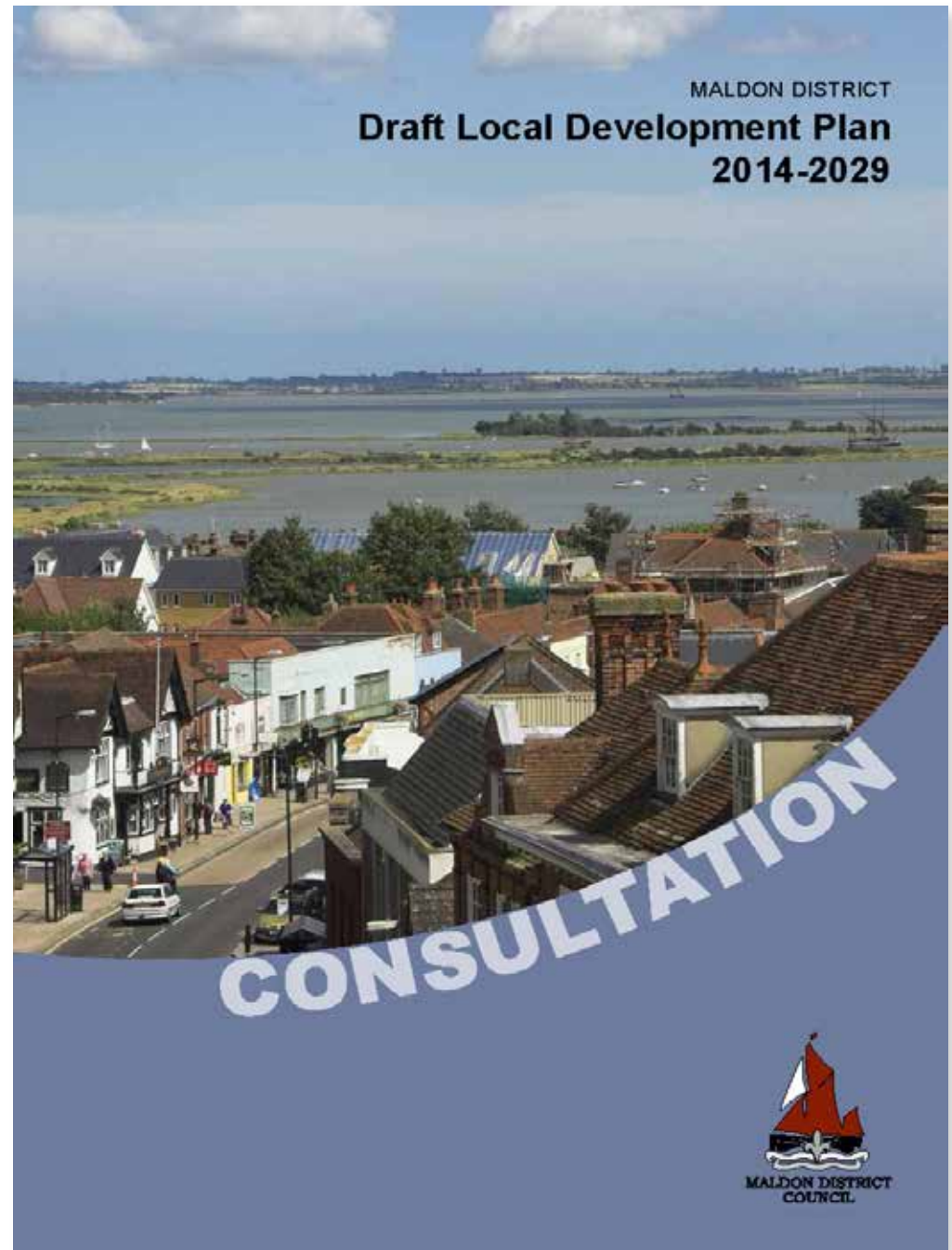
Developer Contributions

2.1.15 Developers will be required to contribute towards local and strategic infrastructure and services necessary to support the proposed development. Where the development may impact upon the local area, a Section 106 contribution will be agreed between the Council and the developer to mitigate those impacts. Where the impact may be on the public highway network, then an agreement may be made under Section 278 of the Highways Act 1980 between the developer and the Highways Authority for the developer to undertake or pay for works.

In addition, development proposals within each of the strategic growth areas (including all sites within the Garden Suburbs and Strategic Allocations as identified in policy S2) will be expected to contribute collectively and proportionately towards delivering the necessary infrastructure requirements which are related to the respective strategic growth areas.

The Council will introduce a Community Infrastructure Levy (CIL) which may enable contributions to be made towards strategic infrastructure and service provision from new developments. Where necessary, the Council will review developer contributions for Garden Suburbs and Strategic Allocations alongside the production and implementation of CIL.

- 2.1.16 Other policies of relevance to the development of the SMGS are listed in Appendix 1.



2.2 Site Location and Description

- 2.2.1 The SMGS site is located to the south and south west of Maldon, approximately 1.5 miles from the town centre, as shown in Figure 2.2. It lies across the existing residential area developed in the 1980s and 1990s, immediately to the north of Limebrook Way.
- 2.2.2 It is connected to the town centre by two main roads – the A414 Spital Road and the B1010 Fambridge Road. The A414 Spital Road is a strategic route that connects Maldon with Chelmsford to the west as well as the A12. The B1010 Fambridge Road runs in a southerly direction towards North Fambridge.
- 2.2.3 The SMGS site covers an area of approximately 109 hectares (269 acres) and largely comprises open agricultural fields and scattered groups of buildings along the A414. It is bordered to the east by the B1010 (Fambridge Road) and to the north by the B1018 (Limebrook Way). Land to the west of the A414 Wycke Hill is bordered to the north and west by a combination of trees and hedgerows. The south and south western boundaries are open to the countryside.
- 2.2.4 The SMGS site is generally level, rising gently north of the A414 to a maximum of 30m above ordnance datum (AOD) on the northern edge.
- 2.2.5 The SMGS site is broadly separated into three parcels of land. The two larger parcels lie to the south of B1018 Limebrook Way and are divided by a raised redundant railway embankment, Maldon Wick Local Wildlife Site, that runs north-south through the site.
- 2.2.6 The third parcel of land lies to the north of A414 Spital Road. This area currently comprises a combination of fields and buildings associated with Knowles Farm.
- 2.2.7 The north west of the raised Maldon Wick is an area of public open space and includes Wycke Meadow Local Wildlife Site.
- 2.2.8 A watercourse known as the Lime Brook runs east-west through the centre of the site and is connected to a series of other agricultural ditches. There are ditches running north south in the northern part of the site, mostly along the hedgerows.
- 2.2.9 There are some small scale employment buildings scattered to the south west of the site.
- 2.2.10 There are Public Rights of Way crossing the site and one forms the southern boundary. There is also a bridleway which adjoins the site's western and northern boundaries and crosses the site to connect to Wycke Hill.
- 2.2.11 A high voltage (132KV) overhead line crosses the western part of the site with associated pylons. There are some low voltage overhead power lines to the south and south eastern part of the site.
- 2.2.12 There are designated and non-designated heritage assets within the site or in close proximity to the site boundaries. There is one Grade II listed building within the site (Brookhead Farmhouse).



Limebrook Way



Maldon Wick nature reserve



Figure 2.2 SMGS Site aerial

2.3 Land Use

2.3.1 Maldon town is rich in industrial, cultural and maritime heritage. The variety of land uses makes Maldon a characterful place. Areas of unique heritage include the Hythe and the historic Maldon High Street and Promenade Park.

2.3.2 In recent years, ribbons of land uses have emerged along Fambridge Road, Wycke Hill, Spital Road and Limebrook Way, mainly comprising residential development and amenity land uses.

2.3.3 The SMGS site is surrounded by a number of urban and rural land uses, as shown in Figure 2.3. Wycke Hill Business Park is located directly north of the site and comprises a supermarket with associated surface car parking and a cluster of small commercial land uses. Further north, the former railway depot contains a cluster of small commercial units and a fire station.

2.3.4 Along the Limebrook Way, the SMGS site is bounded by residential development accessed via two points; Meeson Meadows and Keeble Park. Contained within these developments are a number of community land uses including the West Maldon Community Centre and Wentworth Primary School.

2.3.5 To the east of the SMGS site is an area of flat open countryside. Moving south along the B1010 Fambridge Road, there are a series of scattered dwellings and a public house.

2.3.6 Land to the south of the SMGS site comprises open countryside. A number of Public Rights of Way run along the southern boundary, connecting with Fambridge Road to the east and open countryside to the south and west. Hazeleigh Hall Woods are located directly to the south east and are connected via the Maldon Wick nature reserve.

2.3.7 There are number of small scale employment and community uses scattered within the SMGS boundary. This includes employment uses within Knowles Farm and a nursery and a local crèche to the west within Brookhead Studios.



Brookhead Studios



Wycke Hill Business Park



Residential properties north of Limebrook Way



Figure 2.3 Site and surrounding land uses



2.4 Local Facilities

2.4.1 Maldon has a wide range of facilities serving the town and wider area. It provides the largest retail offer, in the district with a well established high street and a number of large edge of town retail units.



Morrisons supermarket near the SMGS



West Maldon Community Hall



Wentworth Primary school



Promenade Park

2.4.2 A number of key community facilities, including schools, community centres, retail and commercial uses, are within easy walking and cycling distance of the SMGS site.

2.4.3 Figure 2.4 shows the range of locally and regionally important facilities and services within a 400m, 800m and 1,200m distance of the site (equating to a 5, 10 and 15 minute walk time respectively).

2.4.4 Adjacent to the site, at the Wycke Hill / Spital Road roundabout, is the Wycke Hill Business Park which also includes a superstore and serves the existing settlement area through a range of retail, cafe and convenience facilities.

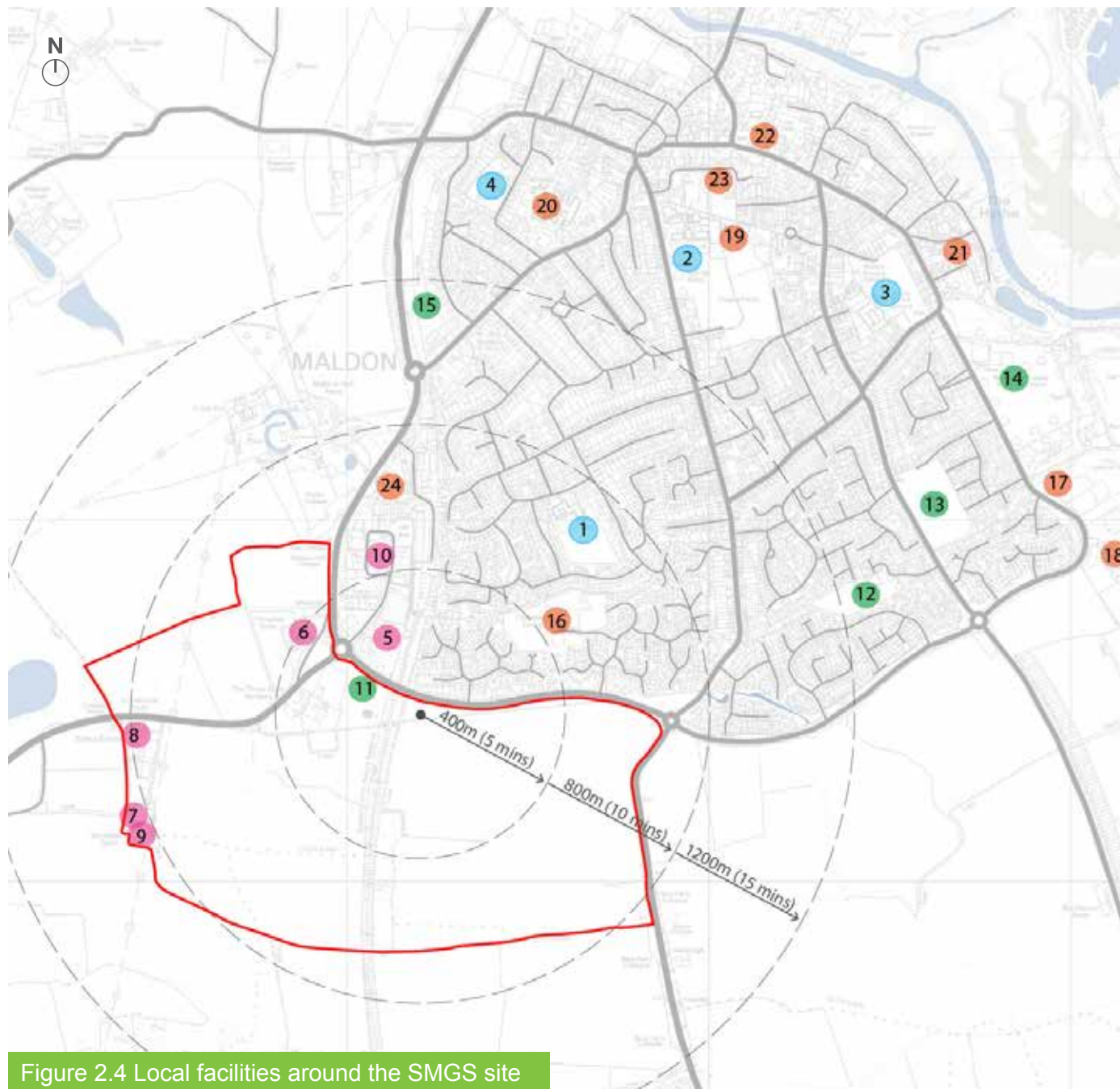


Figure 2.4 Local facilities around the SMGS site

Education

1. Wentworth Primary School
2. Plume School
3. Maldon Primary School
4. All Saint's Church of England Primary School

Commercial and Employment

5. Superstore
6. Knowles Farm
7. Brook Head Farm
8. Chelmer Group
9. Brookhead Studios
10. Wycke Hill Business Park

Open Space Provisions

11. Wycke Meadow Local Wildlife Site
12. Poulton Close Allotment Gardens
13. Playing Fields
14. Promenade Park
15. Wycke Hill Allotments

Community

16. West Maldon Community Centre
17. Blackwater Leisure Centre
18. Madison Heights Leisure Centre
19. Maldon District Council
20. St. Peter's Hospital
21. St. Mary's Church
22. All Saint's Church
23. Maldon Library
24. Maldon Fire Station

2.5 Transport and Accessibility

Maldon has a range of access options to the transportation links that facilitate travel to surrounding towns and villages. There are number of bus routes, to and from Maldon, as well as nearby train stations in Witham, Hatfield Peverel, Chelmsford and North Fambridge offering a wider choice for public transport.

Page 122



Maldon Bus service

2.5.1 The SMGS site sits within an established network of pedestrian, cycle and public transport routes (as shown in Figure 2.5). It also sits adjacent to the strategic road network which provides direct connections to the town centre and beyond.

Pedestrian, Cycle and Bus

2.5.2 There are number of pedestrian and cycle links around the SMGS site providing direct connections to the surrounding facilities and the town centre.

2.5.3 There is a well-used public right of way that runs east-west and forms the southern boundary of the site. This continues to the north, alongside Maldon Wick nature reserve, and north-west towards Knowles Farm. There is a public footpath that runs across the length within the Maldon Wick nature reserve. There is also a public bridleway which adjoins the site's western and northern boundaries, crossing the site to connect to Wycke Hill.

2.5.4 There is an opportunity for SMGS to be a walkable neighbourhood, This can be achieved by retaining and enhancing this pedestrian and cycle network within the new development and integrating it with the surrounding wider area.

2.5.5 In terms of public transport, SMGS is served by a number of existing bus services which run along the Spital Road, Limebrook Way and Fambridge Road. These routes connect Chelmsford to the west, Purleigh to the south and Witham to the north, via the town centre. A number of bus stops are located along the Spital Road and Fambridge Road directly adjacent to the SMGS site.

Vehicular Access

2.5.6 SMGS is well placed within an established road network which provides direct access to the surrounding areas. The Fambridge Road and Limebrook Way to the east and Spital Road and Wycke Hill to the west and north, provide strategic connections to the town centre, Heybridge to the north, Chelmsford to the west and North Fambridge to the south.

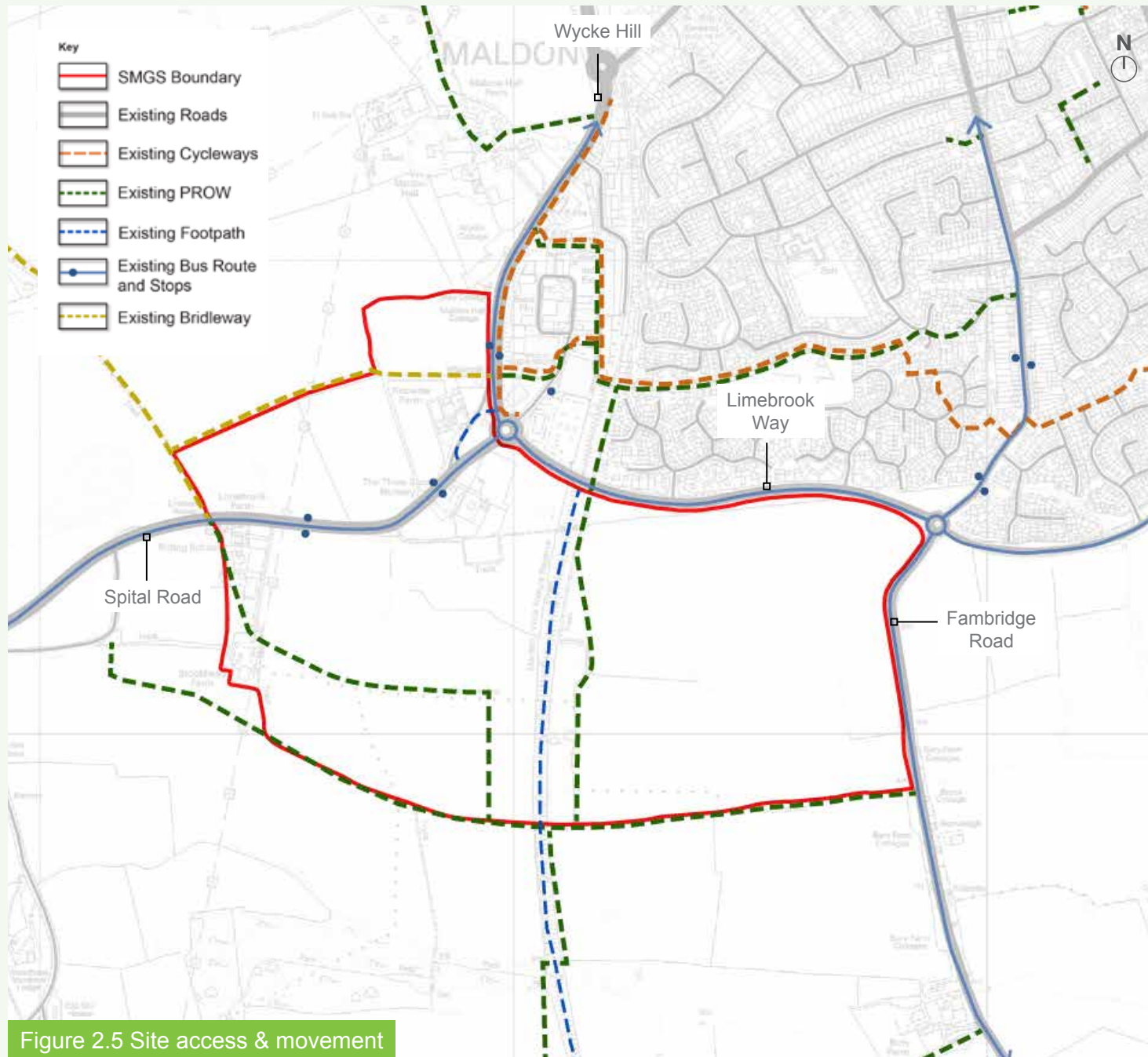


Figure 2.5 Site access & movement



Public Right of Way along southern boundary



Bus stop Wycke Hill Road



Fambridge Road



Existing Bridleway

2.6 Landscape and Visual

- 2.6.1 Policy N2 of the submission LDP requires new development proposals to protect, restore and enhance landscape character and biodiversity of the areas identified as internationally, nationally and locally important wildlife sites.

Landscape Character Areas

- 2.6.2 A brief overview of the site's local landscape character and visual appraisal is set out below; shown in Figure 2.6. A report titled Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment, 2006 was undertaken by Chris Blandford Associates for MDC. The document sets out the baseline inventory of the landscape character of the five local authority areas.
- 2.6.3 The SMGS site is influenced by a range of landscape character typologies defined, including the urban area of Maldon, which rises to the north, the gently rolling marsh hinterland (Mundon Drained Estuarine Marsh), gently undulating wooded hill, the ridge landscape southwest of Maldon (Woodham Wooded Farmland) and the gently undulating arable farmland behind the coastal marshland

(Tillingham and Latchingdon Coastal Farmland Character). For more detailed information refer to the full Landscape Character Assessment.

- 2.6.4 Some of the key landscape characteristics within and surrounding the site, as defined in the 2005 study are:

Mundon Drained Estuarine Marsh

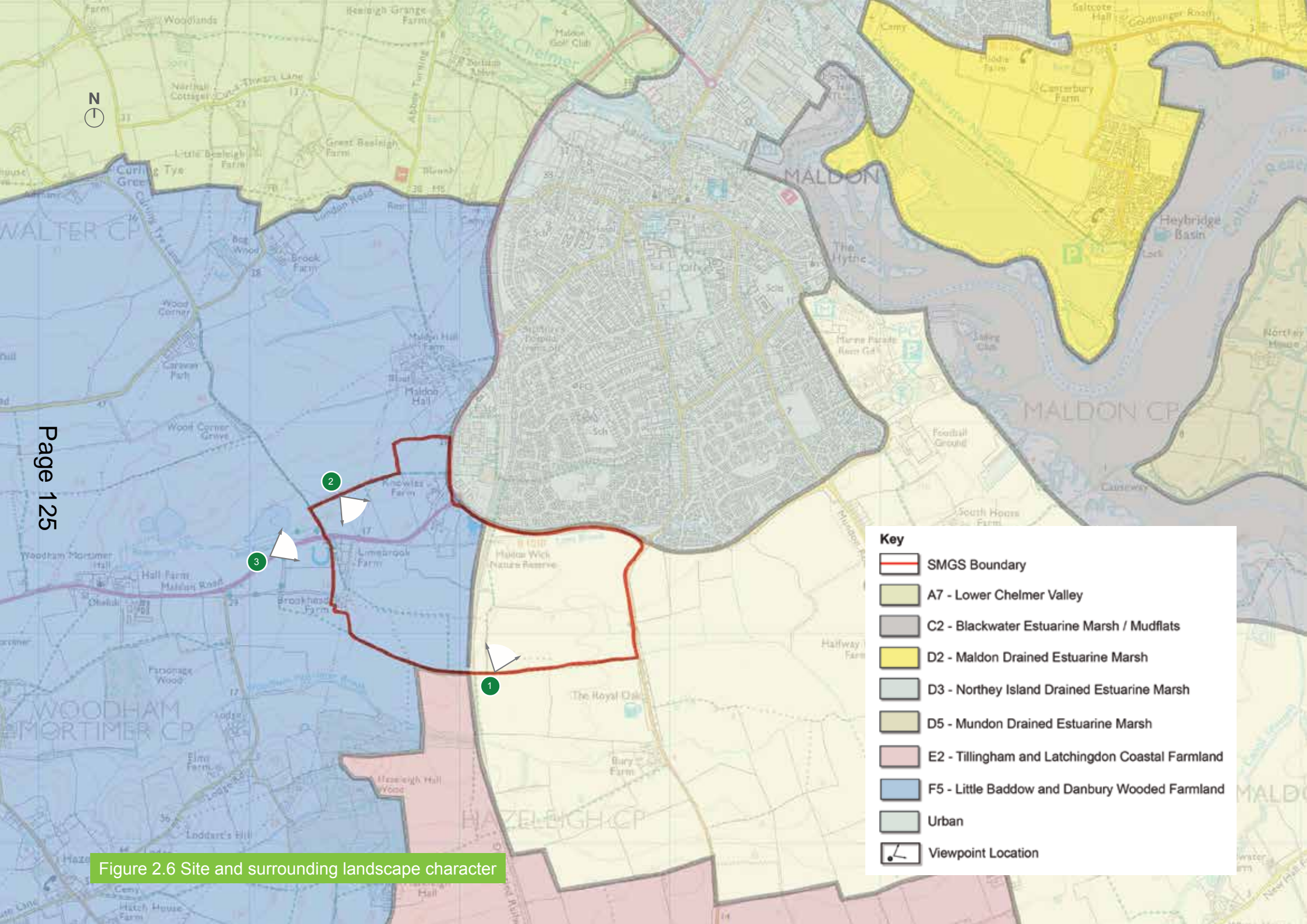
- Gently rolling marsh hinterland crossed by intricate creeks merges with the flat marshland on the southern shore of the Blackwater Estuary
- Predominantly open, arable fields with a regular, rectilinear field pattern
- Lack of tree cover and settlement pattern, with scattered large farms
- Scrubby, often gappy hedgerows or random copses, mainly near farmsteads
- Sense of emptiness and openness mitigated by views to higher ground at Maldon, the steep slopes to the south east and from views out over the estuary to the wooded ridges in the north-east

Tillingham and Latchingdon Coastal Farmland

- Gentle undulating arable farmland behind the coastal marshland, locally quite steep
- Distinctive long hedgerow boundaries running on parallel axes are a common feature. These are thought to be the result of ancient planned enclosures
- Right-angled bends in lanes reflect ancient field pattern
- Settlement pattern follows underlying soils - sand and gravel formations on a ridge between Bradwell and Burnham

Woodham Wooded Farmland

- Distinctive small rounded hills, visible where ridge has eroded in southeast
- Open landscape of arable farmland framed by woodland and hedgerows on the lower ground
- Enclosed to semi-enclosed commons, small irregular fields and pasture on the wooded ridge



Key

- SMGS Boundary
- A7 - Lower Chelmer Valley
- C2 - Blackwater Estuarine Marsh / Mudflats
- D2 - Maldon Drained Estuarine Marsh
- D3 - Northey Island Drained Estuarine Marsh
- D5 - Mundon Drained Estuarine Marsh
- E2 - Tillingham and Latchingdon Coastal Farmland
- F5 - Little Baddow and Danbury Wooded Farmland
- Urban
- Viewpoint Location

Figure 2.6 Site and surrounding landscape character

Visual

2.6.5 The SMGS site is relatively flat south of Limebrook Way and then gently rises to the north of Spital Road/ Maldon Road (A414). The historic area of Maldon is located on higher land to the northwest. Overall, due to its lower lying position, intervening buildings and existing vegetation, the SMGS site is well screened from the surrounding areas.

Visibility

2.6.6 The SMGS site is predominately viewed from Spital Road/Maldon Road (A414). It forms part of the main arrival experience for road users arriving into Maldon from the west. Views from this road are partly filtered by the presence of tree and hedge lining the road. Views are also possible from Limebrook Way and other local roads which lie close to the site's perimeter.

2.6.7 There are a number of public footpaths which cross the SMGS and the surrounding area. Views are possible to sections of the site from these locations.

2.6.8 Views from properties are largely limited due to the edge of town location and intervening buildings. However, although properties such as Knowles

Farm, Limebrook Farm and Brookhead Farm overlook the site. Properties along Fambridge Road and Mundon Road also have views across to the site. Views from properties north of Limebrook Way are largely screened by dense roadside vegetation.

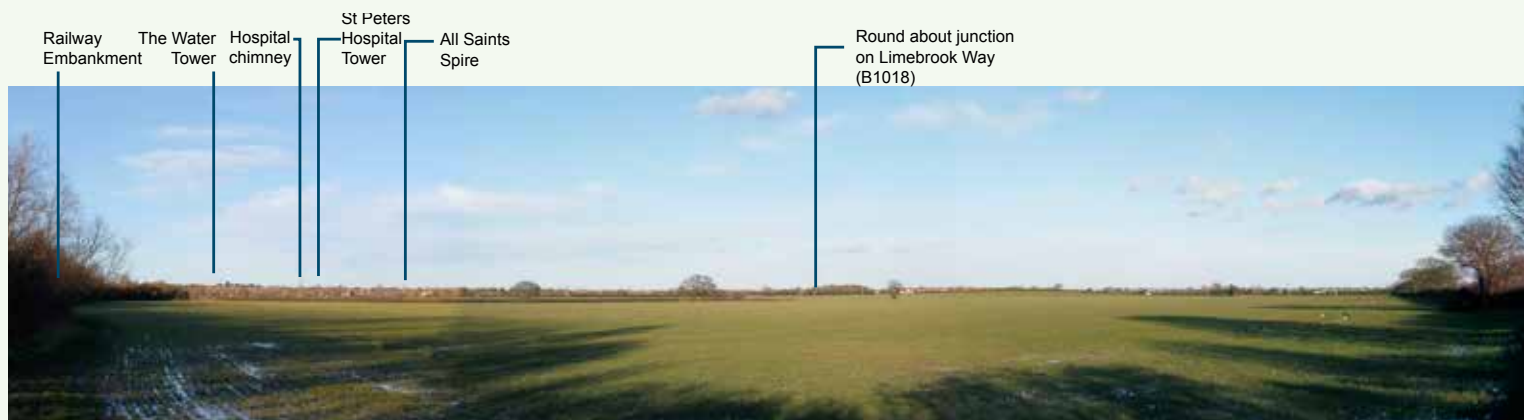
2.6.9 Longer distant views of the site from higher points such as Purleigh to the south are possible. However, these are partially screened by intervening hedgerows and trees. There are already some partial long distance views of the large buildings at Wycke Business Park, which lies close to the north-eastern edge of the site.

2.6.10 Consideration should be given to the Maldon Historic Skyline Survey, 2009 and Landscape and Visual Impact Assessment, March 2010 undertaken by Essex Works for MDC.

2.6.11 Views from within the south-eastern extents of the SMGS site, looking east, are across predominantly open, arable fields towards the estuary. These are expansive views with large skies to a distant horizon. Views from within the north-eastern extents of the site are

across more enclosed fields toward the western edge of Maldon and the buildings in Wycke Hill Business Park. Views from the same location looking west are curtailed by the railway embankment and associated vegetation. Looking to the south, views are generally across the open gently undulating arable fields with hedgerows, to small rounded hills, some with settlements such as Purleigh.

2.6.12 Views from within the south and north western extents of the SMGS site (west of the disused railway line) looking east, are curtailed by the railway embankment and associated vegetation and north by the southern urban edge of Maldon. To the south, views are generally across arable fields (which are more enclosed and framed by hedgerows, trees and woods) to distinctive rounded hills. These features form the horizon to views from the western extents of the site.



Viewpoint 1 - View from public footpath looking north east toward southern edge of Maldon and Limebrook Way



Viewpoint 2 - View from bridleway looking south east toward western edge of Maldon



Viewpoint 3 - View from Maldon Road (A414) looking south east to western edge of Maldon

2.7 Key Site Features

The site appraisal undertaken has identified key site features as shown on Figure 2.7. These key features have informed and guided the spatial framework and layout of the SMGS site.

Page 128

Topography

2.7.1 The site is generally level, rising gently north of the A414 to a maximum of 30m above ordnance datum (AOD) on the northern edge. The south-east corner forms the lowest part of the site, at 4m AOD.

Green and Blue Infrastructure

- 2.7.2 The Maldon Wick Nature Reserve, a raised old railway embankment, runs north-south through the centre of the site and forms a pedestrian recreational route.
- 2.7.3 To the north-west of Maldon Wick is an area of public open space, including Wycke Meadow, which is designated as a Local Wildlife site.
- 2.7.4 Two arms of Lime Brook run through the site. The northern arm, straight in character, runs east-west and crosses the nature reserve via an underpass tunnel. The second arm runs through the centre of the site. There are also some drainage ditches running along the hedgerows within the north western part of the site.

2.7.5 There are trees and hedgerows along the nature reserve and the Lime Brook corridor. There are also a number of mature trees located on field boundaries, several of which are identified as ecologically important.

2.7.6 There is an opportunity to incorporate these green and blue features within SMGS; integrating them within the green infrastructure strategy.

Access and Movement

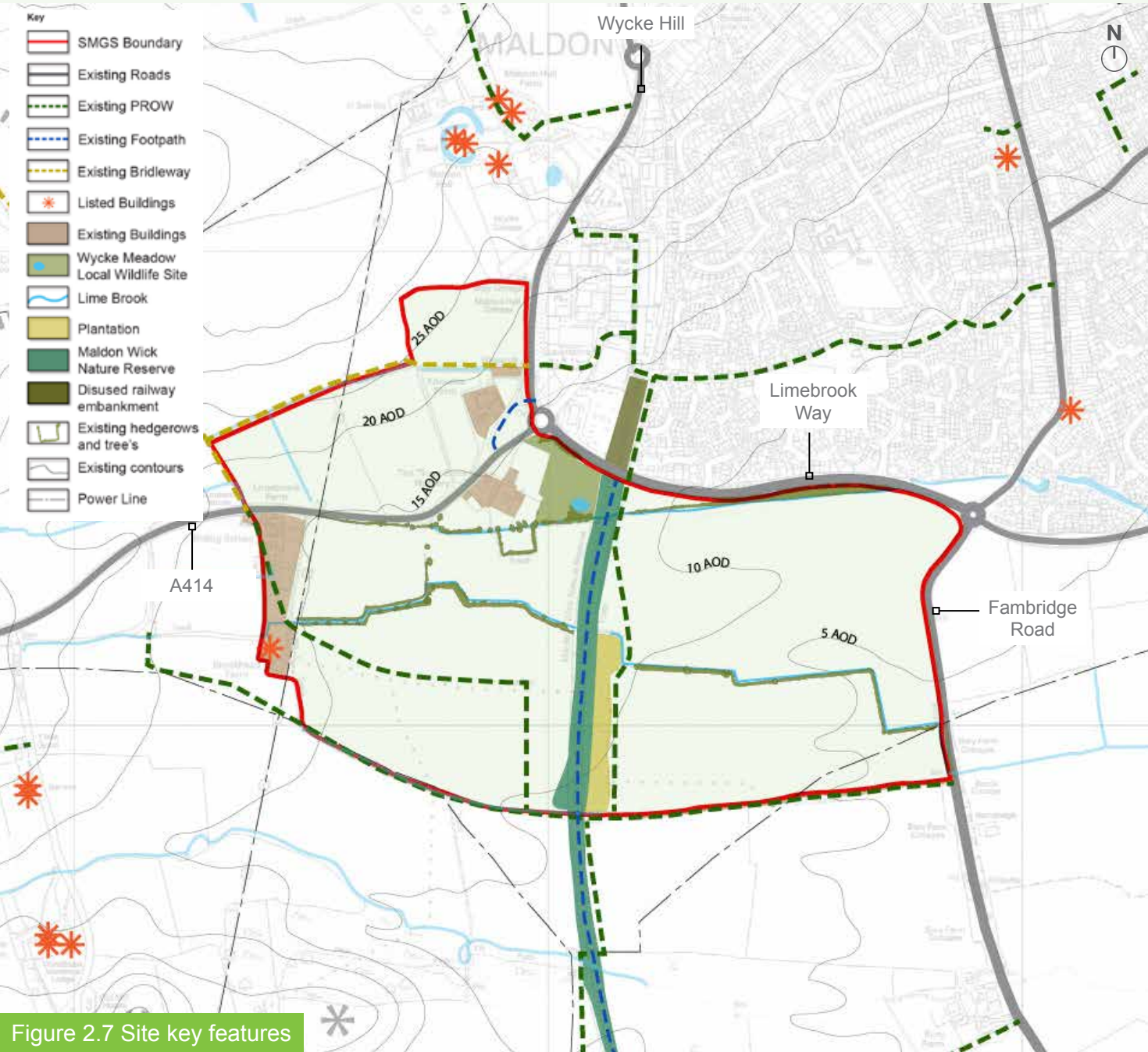
- 2.7.7 There are two Public Rights of Way crossing the site and one forms the southern boundary. There is also a public bridleway which adjoins the site's western and northern boundaries, crossing the site to connect to Wycke Hill.
- 2.7.8 The vehicular access to the site can be achieved from the Fambridge Road and Limebrook Way to the east and Spital Road and Wycke Hill to the west and north-west.
- 2.7.9 There is an opportunity to retain and enhance the existing footpath network and integrate within the new access and movement strategy.

Landscape and Visual

- 2.7.10 There are partial views towards the town centre from the site's north eastern boundary and long views to the open countryside from the southern boundary.
- 2.7.11 There are two overhead power lines crossing the site. A high voltage (132 KV) overhead line with associated pylons, runs north-south crossing the western part of the site and a smaller line runs along the southern boundary through the south east corner, crossing over Fambridge Road.

Historic Environment

- 2.7.12 A Grade II listed building, dating back to 16th century, is located at the south west boundary of the allocated area. This building is currently part of the Brook Head Riding School complex. There is a significant group of Grade II listed buildings in the moated site comprising Maldon Hall in close proximity to the northern boundary of the site and a further cluster to the southwest of the site.



Public footpath Maldon Wick Nature Reserve



Overhead power lines with pylons



Lime Brook



Nature Reserve underpass

Figure 2.7 Site key features



Section 3

Vision and objectives



3.1 Garden Suburbs and South Maldon

In March 2012, the Government published the National Planning Policy Framework (NPPF) which states that “The supply of new homes can sometimes be best achieved through the planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities.”

3.1.1 The Town and Country Planning Association’s (TCPA), 2013 publication - Creating Garden Cities and Suburb Today’ provides a guide for Councils. It includes a number of Garden City principles which are endorsed within the Submission LDP. They provide a good starting point for the vision and objectives for the SMGS site which are described below.

Garden Suburbs

3.1.2 The Garden Suburb ethos is about creating a new neighbourhood which enhances the natural environment, provides a mix of locally accessible services and facilities in a beautiful, healthy and sociable way. It also offers the opportunity for the community to be involved in the management and ownership of community assets.

3.1.3 Key principles of a successful Garden Suburb (as outlined within TCPA’s publication) include:

- A strong vision, leadership and community engagement
- Capture land value for the benefit of the community
- Community ownership of land and long-term stewardship of assets
- Mixed-tenure homes that are affordable for ordinary people
- A strong local jobs offer in the Garden Suburb itself, with a variety of employment opportunities within easy commuting distance of homes
- High-quality design, combining the very best of town and country living to create healthy homes in vibrant communities
- Generous green space linked to the wider natural environment, including a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces
- Opportunities for residents to grow their own food, including generous allotments
- Access to strong local cultural, recreational and shopping facilities in walkable neighbourhoods
- Integrated and accessible transport systems – with a series of settlements linked by rapid transport providing sustainable access to destinations



Housing integrated with greens spaces - Welwyn Garden City



Active and vibrant - Poundbury local centre



Tree lined avenues - Letchworth

3.1.4 Building on these principles, the Council requires South Maldon to be an exemplar Garden Suburb. The key objectives are to achieve:

- A characterful mix of quality homes including affordable homes and housing suitable for families, first time buyers and the elderly
- A vibrant and active local centre with shops and community facilities
- A new, easily accessible primary school and early year childcare facilities
- New employment opportunities within walking distance from the majority of homes
- A network of connected green spaces, including parkland, sports pitches, play areas and allotments

- Enhanced ecology and natural environment with habitat opportunities and the protection of Maldon Wick Nature Reserve and Wycke Meadows
- Excellent access and movement with investment into public transport, public rights of way and new pedestrian / cycle routes
- A new high quality relief road which will form a gateway to the south of Maldon
- New recreational and play facilities at walkable distances, encouraging a more healthy lifestyle.

3.1.5 The above key objectives have provided a strong and robust foundation in developing the vision and objectives for the SMGS, which are set out over the following pages.

3.1.6 Future planning applications must clearly demonstrate that they have had full regard to the vision and objectives set out in this chapter and that the proposals embrace good practice in sustainable development at the time the application is made.

3.2 Developing Shared Vision and Objectives

3.2.1 The vision and objectives for SMGS were developed and refined over a number of consultation stages to complement the emerging planning policy position, including consultation with stakeholders and the local community. Together with the emerging policy position, the vision & objectives formed a key driver to inform work on the masterplan. A brief description of the consultation stages is briefly set out below.

- **Stage 1:** Maldon and Heybridge Visioning Workshop
- **State 2:** South Maldon Working Group (SMWG) meetings and refinements to the objectives
- **Stage 3:** Stakeholders Workshop
- **Stage 4:** Public Exhibition
- **Stage 5:** Further refinements at the following SMWG meetings

3.2.2 The vision and objectives were also informed and developed by the inputs from the Essex County Council (ECC), Essex Wildlife Trust (EWT) and other statutory bodies.

3.2.3 A brief summary of these key stages is set out below.

Maldon and Heybridge Visioning Workshop

3.2.4 MDC, together with the Membes, relevant officers, key stakeholders and ATLAS (Advisory Team for Large Applications), conducted a vision and objective workshop to identify and inform the key vision and objectives for South Maldon and Heybridge.

3.2.5 This workshop was held on 7th May, 2013 to explore and understand the impacts and opportunities of potential growth in Maldon and Heybridge and define the main components of a spatial vision for Maldon and Heybridge, in the context of a creating a larger urban area.

3.2.6 The participants were grouped in to four focussed groups as below:

- Social Infrastructure and Employment
- Built Environment and Housing
- Transport and Movement
- Environment and Green Infrastructure

3.2.7 The groups were asked to identify an overarching vision to guide the future aspirations for Maldon and Heybridge. A summary of the outputs from each group is set out below:

Social Infrastructure and Employment

- Enhance existing, and provide new, medical facilities to meet the needs of a growing population
- Enhance existing schools and provide new facilities to meet demand
- Provide diverse and flexible employment space to meet the needs of new and growing businesses and create training opportunities
- Ensure facilities are provided in the 'heart' of the new communities to meet day to day needs. This can include local shops and community centres



Maldon and Heybridge visioning workshop

Built Environment and Housing

- Provide contemporary architecture, not a pastiche
- Provide homes for a range of age-groups and other housing needs: starters, downsizers etc
- Create and maintain the historic sense of Maldon and reflect its compact nature in the character of new development
- Create community space by delivering 'heart' to new developments
- Ensure new developments link physically and visually to Maldon, Heybridge and neighbouring developments (through signage, public arts etc..)
- Create new green and leafy streets with space for parking

Transport and Housing

- Improve links and signage between the town centre, Promenade Park & other attractions
- Ensure local facilities and jobs are accessible by foot, cycle and bus
- Encourage more sustainable methods of out-commuting, for example, by providing a bus to Witham station
- Resolve junction capacity issues in Heybridge
- Create walkable neighbourhoods
- Create opportunities to link to countryside and neighbouring villages by foot, cycle and bridleway

Environment and Green Infrastructure

- Improve the quality and accessibility to facilities at Draper's Farm
- Enhance and expand Promenade Park
- Enhance and expand the country park (Elms Farm)
- Create green and safe streets
- Integrate sustainable drainage into new development
- Integrate Local Wildlife Sites into the new development

Draft Vision statement for Maldon and Heybridge (developed at the workshop on 7th May)

"Maldon and Heybridge will be vibrant places for all ages to live, work and play; with a strong sense of community. They will be compact and accessible places offering a great quality of life for residents. Maldon & Heybridge will be places people aspire to live and work in, building on the best qualities of the town. There will be improved connections within and between Maldon and Heybridge and to the outside world."

- 3.2.8 The relevant South Maldon key objectives and principles, together with the draft vision, were discussed and refined at the early SMWG meetings. It was agreed that the emerging draft vision and objectives to be tested with stakeholders and the community through a number of workshops and events.

3.3 Stakeholders Workshop and Community Engagement

3.3.1 The following chapter explains how the outcomes of these consultation activities have informed and established a robust vision and set of objectives for the SMGS. It has also provided input in which the vision and objectives could be spatially interpreted to inform the emerging masterplan.

Stakeholders Workshop

3.3.2 The Stakeholder Workshop was held on 24th January 2014 at a local venue. The workshop was attended by more than 40 delegates, including the project team. It was facilitated by MDC and ATLAS.

3.3.3 The workshop was structured into two sessions and comprised four groups under the heading of:

- Movement and Access
- Environment and Landscape
- Garden Suburb Design and Townscape
- Community Needs and Infrastructure

3.3.4 A brief summary of the key suggestions from these groups is set out here and the associated plans and images produced can be found in Appendix 2.



South Maldon stakeholders workshop

Group 1 Movement & Access

Residential

- Low density to the south, medium and higher density near the local centre and employment

Employment

- To the north of the A414 Spital Road

Local Centre

- Off Limebrook Way and offering a mix of ancillary uses

Access

- Primary access via Limebrook Way, Fambridge Road and Spital Road
- Pedestrian / cycle corridor along green grid and through the site including a new east-west footpath across the rail embankment southern edges
- New Relief Road to the north of the A414 / Spital Road
- Signal or roundabout traffic control approach
- Bus route along the A414, entering the eastern neighbourhood

Open Space

- Nature reserve footbridge across the B1018
- An east / west green spine
- Sports pitches to the south east

Group 2 Environment & Landscape

Residential

- Low density to the south and west, medium and higher density to the east and north west

Employment

- North of A414 with spur along the site boundary

Local Centre

- Off Limebrook Way and offering a mix of ancillary uses

Access

- Primary access via Limebrook Way, Fambridge Road and Spital Road
- Pedestrian / cycle corridors to use existing site features (nature reserve tunnel)
- New Relief Road along the northern edge of the development area

Open Space

- Nature reserve to have a buffer on either side
- An east / west spine with water course retention
- Allotments in the heart of the local centre and sport pitches in the south east corner

Group 3 Townscape & Design

Residential

- Low density to the west and south, medium and higher density to the north and south of the A414 and around the local centre

Employment

- Dispersed across three site areas

Local Centre

- At the centre of the eastern neighbourhood

Access

- Primary access via Limebrook Way, Fambridge Road and Spital Road
- Pedestrian / cycle corridors to use existing site features (nature reserve tunnel)
- Limebrook Way redesigned to become a tree-lined boulevard

Open Space

- Nature reserve spine with a buffer
- Interconnected green spaces located at the heart of each character area
- Allotments in the south-west corner and sport pitches in the south-east corner

Group 4 Community & Infrastructure

Residential

- Low density to the south and east
- Medium and higher density to the north

Employment

- Located to the north of the A414 with internal spur connecting to Spital Road and Wycke Hill

Local Centre

- To the east, off Limebrook Way and offering a mix of ancillary uses

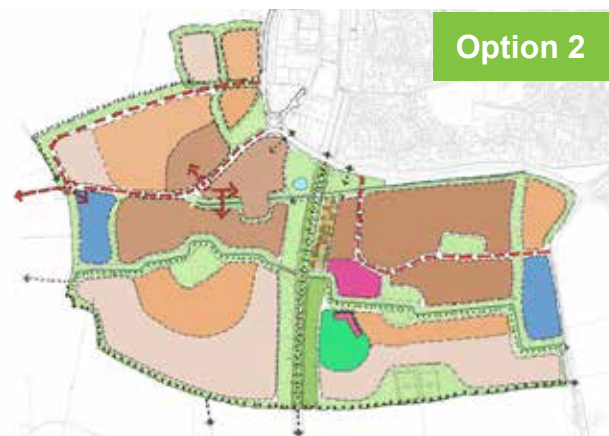
Access

- Primary access off Limebrook Way
- Pedestrian / cycle corridor along green grid

Open Space

- North / south nature reserve spine
- East / west spine with water course retention
- Allotments to the west and off Spital Road and sport pitches in the south east corner

3.3.5 Following the Stakeholder Workshop, two emerging concept masterplan options were prepared on the basis of key principles identified by each groups. These two emerging concept masterplan options were further consulted upon at the subsequent public exhibition event.



Masterplan Key Differences		
	Option 1	Option 2
Relief Road	Located within the northern part of the site	Located along northern site boundary
Employment	Located at both ends of the Relief Road	Split between the east and west of the site
Local Centre	Close to the Limebrook Way	Located within the centre of development
Open Space	Allotments adjacent to local centre. Sports pitches to the southeast corner	Allotments north of the local centre. Sports pitches located at the southern boundary

Public Exhibition

3.3.6 A public exhibition event was held on 1st March 2014 at a local venue. The event was facilitated jointly by the representatives from MDC and the SMGS development team. The event sought to gather inputs and views from local residents and the wider community, both in terms of the outcomes of the stakeholder workshop and the emerging draft vision.

3.3.7 A number of suggestions were put forward by members of the local community. These included:

- Transport and access – access onto Limebrook Way and reducing vehicle speeds, Fambridge Road
- Scale of the development

- Infrastructure – the need for a new doctors surgery and a school on the site and the timescales for delivery of these and the local centre
- Movement - to make cycling and walking more appealing and the need for improved public transport provision to train stations, Chelmsford and the town centre, in order to alleviate parking issues
- Wildlife – protection of existing habitats, enhancement and provision of new foraging opportunities
- Density and design – a low density, attractive development was on the whole preferred. A lower density nearer to Limebrook Way was requested
- Visual amenity – there was a preference from those living on Limebrook Way for a green buffer
- Employment – the need to create investment and new job opportunities in Maldon



Public exhibition day

3.3.8 The summary table below explains how SMGS proposals respond to the key comments made at each of the consultation stages and highlight how the masterplan reflects the ideas and concerns raised.

Themes	Issues	Response
Transport	Respondents want to see a relief road to relieve Morrisons roundabout	A new relief road is proposed .This will mean that those travelling to or from the west and north can avoid the Morrisons roundabout. The proposals are developed with inputs from Essex County Council
	Both off-site & site cycle routes and safe pedestrian routes were requested	This is incorporated within access and movement strategy. New linkages with existing off road routes and new pedestrian crossings are proposed at Limebrook Way and Spital Road
	Lowering the speed limit on Limebrook Way was requested	Three new pedestrian crossings, a potential new roundabout and additional planting to create more residential street look and lower the speed
	Enhanced bus services were requested	New bus stops will be within walking distances of the dwellings
Housing	Preference for lower density homes near existing properties off north-east Limebrook Way	Densities lower than existing homes in the area are proposed along the north-east of Limebrook Way. Family homes with gardens are proposed
	Family, affordable,starter homes and elderly accommodation were preferable	The development will cater for all sectors of the community. Affordable housing will be in line with planning policy
Community Uses	Need for new health facility	Discussion with the NHS and other agencies to agree the mechanism for delivering a new health facility as part of the development.
	A school should be accommodated on site	A 1.5 form entry primary school and early years facilities are proposed within close walking and cycling distance of the dwellings.
Employment	Offices, start-up units and workshop space were favoured in terms of employment provision	High quality employment space appropriate to the local area is proposed. Range of employment uses are provided close to the existing employment areas and within walking & cycling distance of the dwellings
Drainage	Avoid risk of flooding on site	A comprehensive hydrology and drainage strategy will be prepared in consultation with Essex County Council and the Environment Agency and consistent with national and local standards for sustainable urban drainage schemes (SuDs)
Ecology	Maldon Wick Nature Reserve and adjoining hedgerows protection	A robust green buffer is proposed between Maldon Wick and any built development. Also an extensive network of new accessible green space is provided, including extension to the Wycke Meadow. Hedgerows are retained. The proposals are developed with inputs from Essex Wildlife Trust
Local Centre	Closely located to the existing community and mix of facilities in the local centre	It is designed to complement adjacent facilities and cater for day to day needs in order to reduce car travel. The local centre will be located adjacent to the new primary school, early years and childcare facility and existing facilities

3.4 Establishing Vision and Objectives for South Maldon

3.4.1 The stakeholder workshop and community engagement event enabled a set of core objectives to be established in terms of the type of place which should be created at SMGS. It is important to also recognise the need for monitoring and review in the future, so that changing circumstances and local priorities can be accommodated, while still maintaining adherence to the key principles of sustainable development and Garden Suburb.

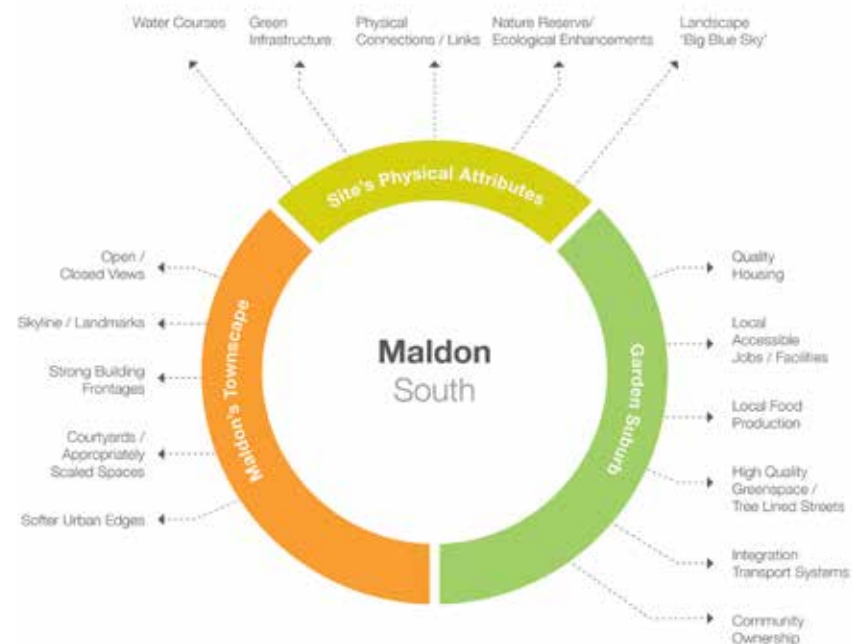
3.4.2 A 'vision wheel' was created to ensure that the vision was not just a generic statement that could be applied to any location / site in the country, but one that was specific to South Maldon.

3.4.3 The three tenets of the wheel are:

- Capturing the physical attributes of the site
- The townscape of historic Maldon
- The principles of a successful Garden Suburb

Vision Statement

"South Maldon Garden Suburb will be a new sustainable, integrated and attractive neighbourhood. It will combine the environmental attributes of the site with the best and most successful Garden Suburb principles and Maldon's strong character and sense of place, to create a locally distinctive neighbourhood for live, work and play, which is integrated with the town and its surroundings."



The Core Objectives

Physical attributes

1. The role and function of the existing watercourses will be strengthened and improved and they will form key green and blue infrastructure corridors through the site. The site's existing drainage features will also be maximised as part of a new SuDS.
2. New multi-functional green infrastructure links will be created and used as structuring elements for the masterplan.
3. The role of the Maldon Wick Nature Reserve, as an important green link for wildlife and walking within the Garden Suburb, will be protected and enhanced.
4. The surrounding landscape comprises of a mix of hillside wooded areas and wide open expanses - "the Essex big blue sky." Views to these will be considered as part of the design.

Garden Suburb

5. The Garden Suburb will provide a mix of new homes set within distinctive and high quality character areas with each drawing on its immediate local context for inspiration.
6. The Garden Suburb will include a community hub containing local facilities, which will be located adjacent

to Limebrook Way. It will act as a focal point for the new and existing residents of Maldon. It will also contain a variety of business units of different sizes, types and uses on the western side of the Garden Suburb, creating a new high quality gateway to Maldon and providing local and accessible jobs.

7. A variety of high quality, accessible and multi-functional green spaces will be provided within the Garden Suburb in appropriate locations. These will include parkland areas, formal playing pitches, children's play spaces, allotments and tree-lined avenues.
8. A strong and easily accessible network of footpaths and cycle ways will be created within SMGS and to the surrounding area. These will provide safe crossing points across Maldon Wick Nature Reserve and the roads within and around the site. The walking and cycling network will be supported by public transport with the potential for a new bus link through part of the site.
9. A hierarchy of streets will be created to provide access for the car and public transport as well as offering the opportunity for shared streets. A new relief road will be developed between Spital Road and Wycke Hill. This will be designed so that it does not create a significant barrier to movement or between different parts of the Garden

Suburb. The treatment of the existing Spital Road, Wycke Hill and Limebrook Way will also be examined to ensure they do not form barriers to integration.

Maldon's townscape

10. Viewing corridors will be created to take advantage of key views from the SMGS to the skyline of the town centre.
11. Whilst Garden Suburb principles and influences will be used to shape the structure of the new neighbourhood, the local Maldon vernacular will be used to influence the detailed design and built form.
12. A variety of interesting, safe and attractive urban spaces will be created within the new Garden Suburb for residents to meet and interact. A key area for such a space will be within the new community hub.
13. The outer edges of the Garden Suburb will present a softer edge to the town. This will be created through lower densities, reduced heights and the gradual transition of landscaping.

3.5 Key Opportunities Plan

The vision and key objectives established earlier, have provided a strong framework and informed the development principles for the SMGS. A spatial representation of these objectives is illustrated on the opportunities plan.

Page 142



View corridor to the town



View towards open countryside

- 3.5.1 The opportunities plan provides a spatial framework for SMGS and will guide the masterplan as illustrated on the page opposite (Figure 3.5). The key objectives addressed and achieved as are follows:
- A.** Lime Brook corridor retained and strengthened by additional green corridor
 - B.** Drawing on formal green corridors of Garden Cities and Suburbs and linking existing site features, new multifunctional green corridors have been created delivering 'Greenways' and 'Green Fingers'
 - C.** Existing trees and hedgerows have been retained and integrated within the green infrastructure network
 - D.** A new green buffer has been provided to the Maldon Wick nature reserve and a new park has been created
 - E.** Wycke Meadow wildlife site has been extended
 - F.** Retention and enhancement of existing footpaths and Public Rights of Way
 - G.** Provision of on-site employment uses
 - H.** A new mixed-use local centre would be at the heart of the development within walking distances of the dwellings
 - I.** Creation of new view corridors from the site towards town centre to the north and open countryside to the south
 - J.** Softer outer edges towards the edges, creating gradual transition to the countryside
 - K.** Conservation and enhancement of setting of listed buildings

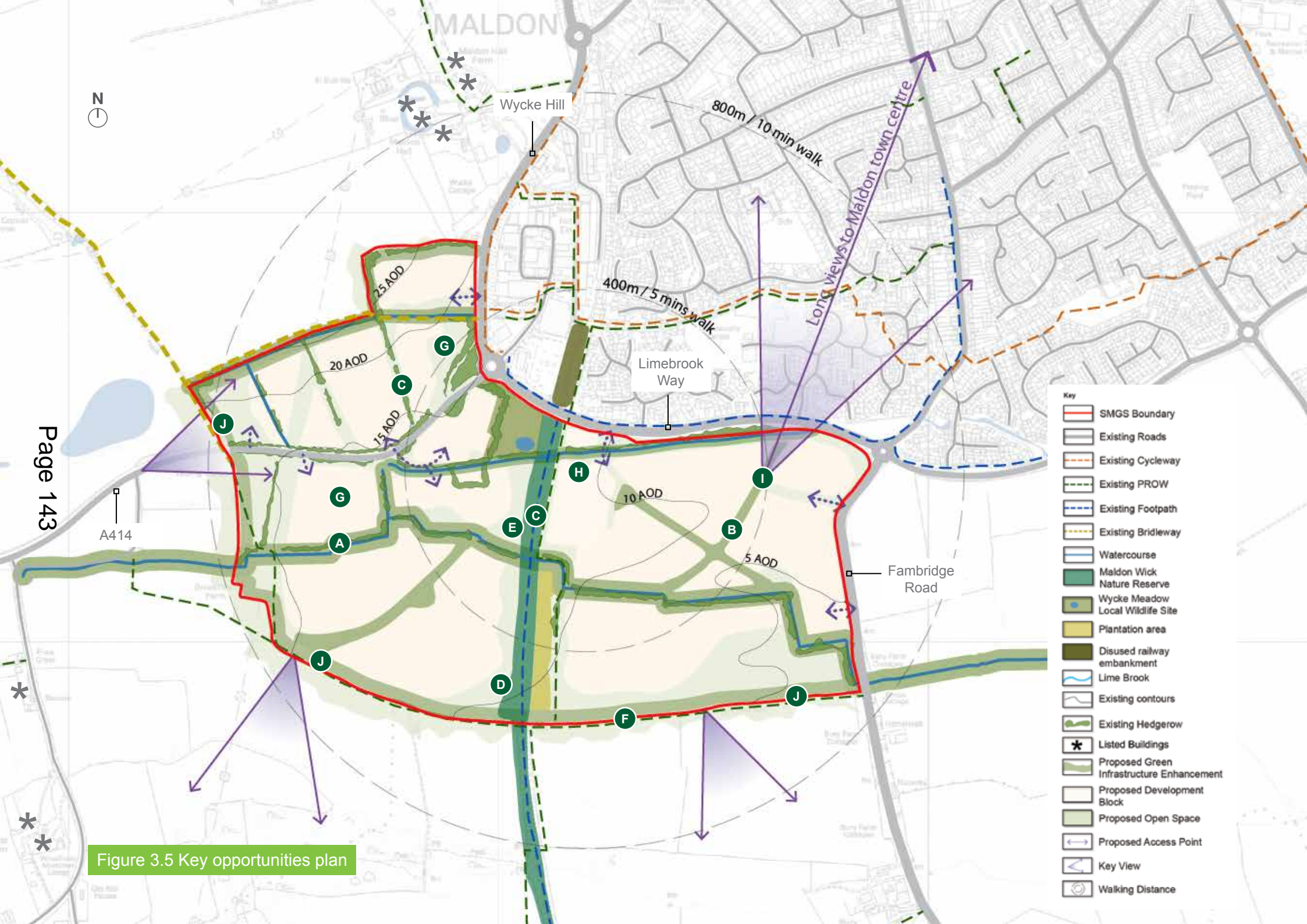
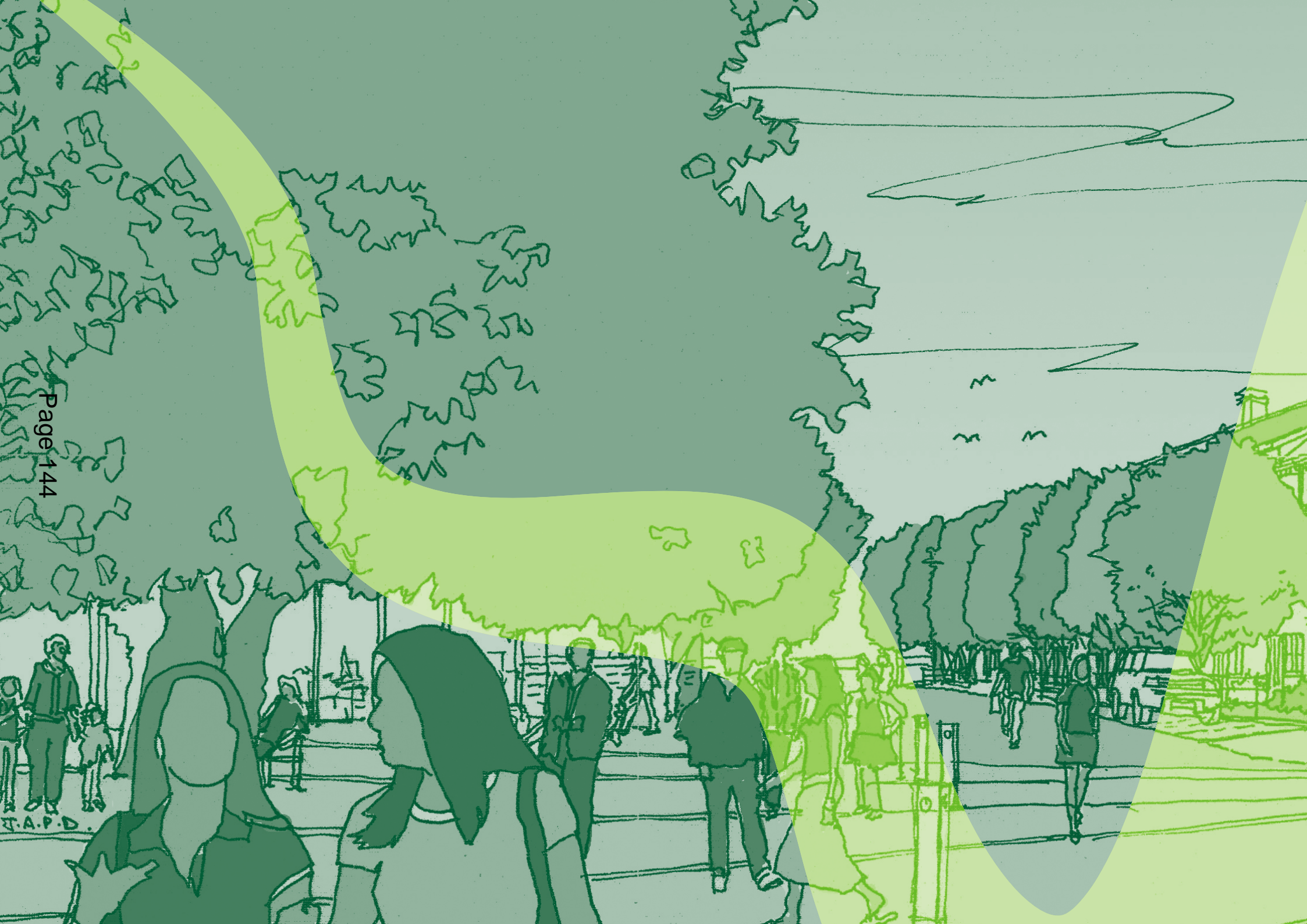


Figure 3.5 Key opportunities plan



Section 4

Masterplan and development



4.1 Framework Masterplan

Policy S4 of the submission LDP requires a masterplan to guide the development for South Maldon and supporting infrastructure that development will need to deliver on a comprehensive basis alongside new housing. This section sets out each component of the framework masterplan and provides a set of principles to guide the design, development and associated infrastructure for SMGS.

4.1.1 The framework masterplan opposite (Figure 4.1) has been prepared by the joint working of the key partners including MDC, Maldon Town Council, ECC, EWT, ATLAS and land promoters team. It has also been informed by the wider stakeholders and the local community, over a number of consultation stages through testing of ideas and options, as described in the previous section.

4.1.2 The framework masterplan is a spatial representation of submission LDP policies and establishes the land use parameters and strategic road infrastructure that will be delivered by SMGS.

4.1.3 The framework masterplan shows how the vision and objectives could be realised to create a sustainable and high-quality Garden Suburb well integrated with the wider town.

4.1.4 The land use allocations shown on the framework masterplan shows how the area could be developed comprehensively and provides a guide for future planning applications.

4.1.5 It is envisaged that minor changes to the framework plan may arise as a consequence of the on-going detailed design and technical work. However, the framework masterplan should be considered as the starting point for any future planning applications.

Land Uses

1. Residential
2. Employment
3. Mixed-Use
4. Primary school
5. Early years facility
6. Community use(or other non residential)
7. Existing uses

Key spaces

8. Sports pitches and associated facilities
9. Wycke Meadow extension
10. Greenways
11. Allotments
12. Enhanced Lime Brook corridors
13. Green fingers

Key connections

14. Relief road
15. Connections across A414 Spital Road
16. Connections across Limebrook Way
17. Connections across Wycke Hill
18. Potential crossing for diverted bridleway
19. Connections through Maldon Wick via underpass
20. Indicative trees



Figure 4.1 SMGS framework masterplan

Site-wide sustainability

4.1.6 The NPPF recognises the role of sustainable development towards protecting and enhancing the natural and built environment; and, as a part of this, helping to improve biodiversity, minimise waste and adapt to climate change.

4.1.7 Policy D2 of the submission LDP identifies all new development to minimise its impact on the environment and, along with Policy D4, sets out more specific requirements for new buildings in respect of environmental sustainability, subject to feasibility and viability

Key principles and objectives

- To improve resilience and adapt to effects of climate change, particularly with regard to resources and infrastructure
- Design to minimise energy demand and reduce water consumption and to take into account environmental issues such as air quality, water quality, drainage, sewerage, noise, light, waste, design and use of sustainable building materials
- To achieve specified minimum nationally recognised standards for residential and non-residential developments under the Code for Sustainable Homes and BREEAM respectively

- To contribute towards making more efficient use or re-use of existing resources and reducing the lifecycle impact of materials used in construction. Facilities should be incorporated to allow for easy recycling by residents
- Seek to reduce the need to travel, particularly by private vehicle, by encouraging sustainable transport methods, and providing flexibility in the development to enable home working or similar facilities
- Encourage physical activity and healthy lifestyles through provision for sport, promotion of walking and cycling and provision of allotments
- Provide comprehensive facilities for domestic refuse and recycling
- Creation of a strongly defined green infrastructure network that will define the character of the place and provide good access to a wide range of high quality green space and nature for both existing and future residents, in combination with attractive and safe walking / cycling routes
- Promote net gains for nature and the conservation and enhancement of habitats to improve the biodiversity value of the immediate and surrounding area

- Create on-site employment opportunities that will reduce the need to travel by private vehicles and encourage more sustainable modes of transport, walking and cycling
- Create new on-site recreation facilities, formal and informal, building on the existing site features and promote healthy lifestyles
- Provide opportunities for on-site food production supported with robust and sustainable maintenance arrangements

4.1.8 The spatial representation of the above principles is shown on the masterplan on opposite page (Figure 4.1.1). The approach at SMGS is to create a truly sustainable development that meets the objectives of all three dimensions- environmental, social and economical.



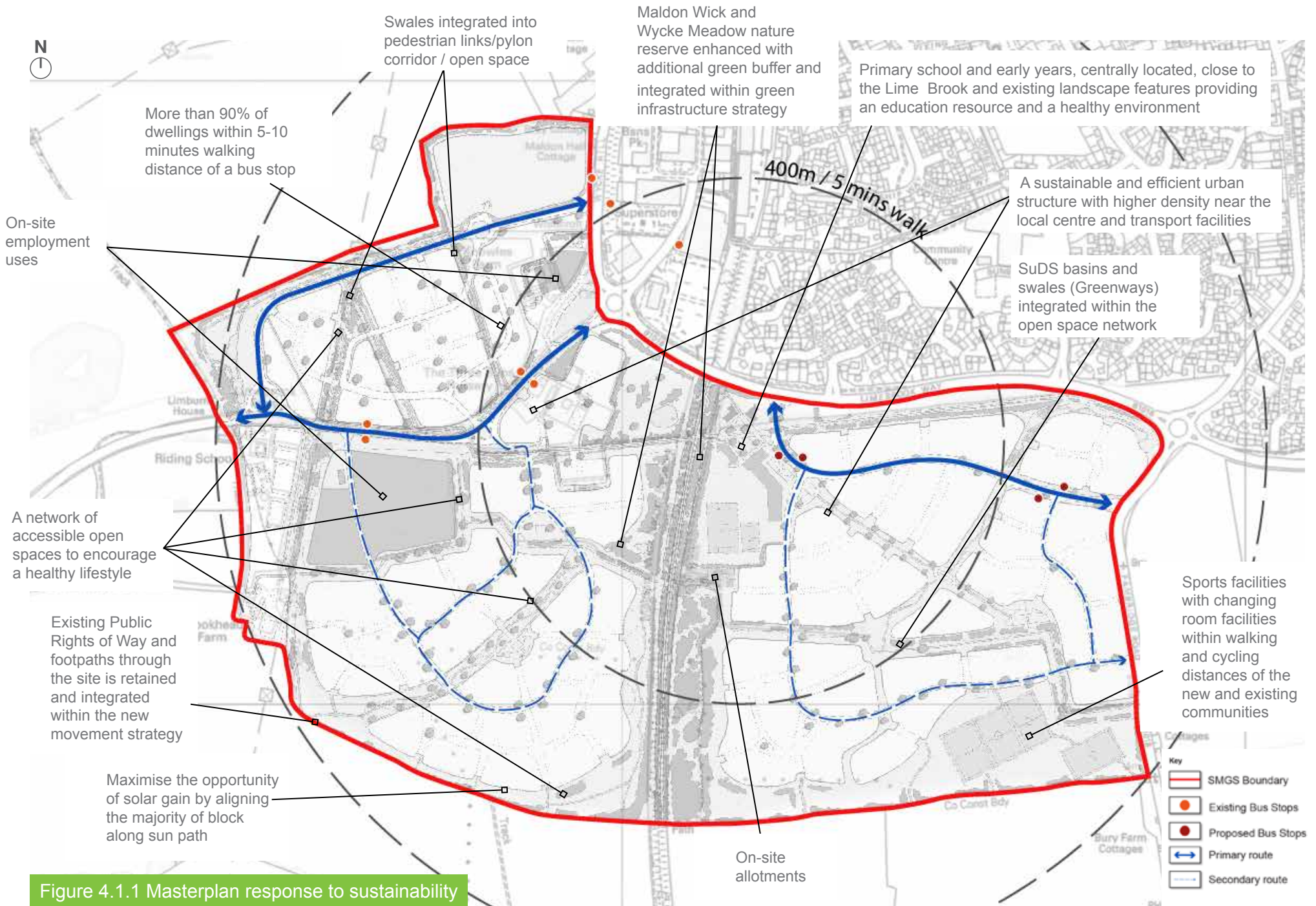


Figure 4.1.1 Masterplan response to sustainability

4.2 Land Use

4.2.1 The framework masterplan provides spatial expression to the land use budget and offers more detail of the broad uses distribution indicated in the submission LDP policies.

4.2.2 The land use budget plan opposite (Figure 4.2), provides for a total of approximately 54 hectares of residential land together with supporting infrastructure and also makes provision for multi-functional green and blue infrastructure network.

4.2.3 In order to seek a balance between achieving a density of development that can contribute to the achievement of the Garden Suburb character, it is envisaged, that at an average density range of 30-35 dwellings per hectare across the masterplan area, with variation between different character areas, would provide 1,375 new homes.

4.2.4 The table on the opposite page provides a break-down of the key land uses that will be delivered by the overall development. A brief description of key land uses is set out below.

Residential

4.2.5 Approximately 54 hectares of residential land is proposed, to accommodate

1,375 homes, in a range of dwelling types - family, starter, elderly care and affordable homes to cater for all members of the community. Higher density areas are proposed near the mixed-use local centre and along the key routes and transport facilities, and lower density areas to the development edges, to reflect the sustainable development principles of garden suburbs.

Employment

4.2.6 The LDP includes a requirement for circa 4.5 ha of new employment space to be provided within the Garden Suburb at Wycke Hill (south). Figure 4.2 identifies an area of land for range of employment uses near the A414 and new relief road junction. In addition, 0.5 hectares of employment land is allocated near the existing employment uses at Knowles Farm. This will include a range of B1, B2 and B8 uses- offices, start-up units, small scale industrial and distribution and storage units, within a landscaped setting, in buildings up to 2-3 commercial storeys high. Existing employment uses to the western boundary are retained and integrated within the masterplan.

Mixed-use local centre

4.2.7 An area of approximately 0.75 hectares is proposed as a mixed use local

centre. This will comprise food retail, non-food retail, cafe, community uses and offices on the upper floors. The local centre can also provide a limited number of residential flats on the upper floors and will complement the facilities and services in Maldon Town Centre.

Education

4.2.8 A primary school of 1.5 form entry, with potential to expand to 2 form entry, is proposed near the local centre, south of Lime Brook. It is envisaged that one 0.13 hectares early years / childcare facility will be adjacent to the school and a similar format standalone facility will be provided within the identified employment area south of the A414.

Open space and recreation

4.2.9 A well-connected and integrated network of more than 40 hectares of open space is proposed. This includes landscaped areas for surface water storage, informal play areas, allotments, retained green infrastructure such as trees and hedgerows, nature reserve and areas of structural landscaping. The sports pitches, with associated facilities and parking, are located to the south-east of the site.

Other uses

4.2.10 An area of approximately 3.8 hectares for potential future community/non-residential use is proposed north of relief road near Wycke Hill.



A414

Wycke Hill

Limebrook Way

Fambridge Road

Land use	Approximate area (Ha)
Open Space	22.58
Limebrook corridor	6.20
Wycke Meadow	1.74
Nature reserve	2.80
Plantation area	2.40
Formal recreation	4.50
Total Public Open Space	40.22
Education	2.03
Employment (Proposed)	3.90
Residential	53.32
Community and other non-residential uses	3.82
Local Centre	0.75
Primary Road Infrastructure	2.54

Key

- SMGS Boundary
- Indicative Inner Relief Corridor
- Indicative primary streets
- Limebrook Way
- Public Open Space
- Formal Recreation
- Wycke meadow
- Nature reserve
- Plantation
- Residential
- Mixed Use Local Centre
- Employment
- Other Non-Residential Uses
- Education

Figure 4.2 Land Use Plan

MOD28 on original schedule

4.3 Green Infrastructure

Policy N1 of the submission LDP sets out that the development at South Maldon must include the provision of a mix of formal and informal open space and sports and recreation space and facilities, to meet a wide range of community recreation needs and demands. The new Garden Suburb community will be set within an extensive network of multi-functional green open spaces and will serve all age groups of both the existing as well as the new community.



Green Infrastructure Principles

4.3.1 The Green Infrastructure strategy on the opposite page (Figure 4.3) identifies 40% of land within the SMGS as strategic green infrastructure.

4.3.2 This 'Green and Blue' network, incorporates the majority of existing trees and hedgerows, Lime Brook corridors, drainage ponds and ditches, areas of nature reserve and Local Wildlife site.

4.3.3 The following key green infrastructure principles should be applied for the future planning applications.

- Promote multi-functional use and benefits of green space including amenity, climate change, biodiversity, health, education and sustainable transport links
- Retain and enhance existing trees and hedgerow network
- Enhance existing water features including ponds and ditches and integrate with the rest of the development
- Maintain and enhance biodiversity, enhance Maldon Wick Nature Reserve and Wycke Meadow. Work in conjunction with the Essex Wildlife Trust (EWT) and to ensure that development and implementation results in a net habitat gain

- Create a network of new and existing open spaces and ensure a well-balanced distribution of open space and facilities spread across the SMGS site to ensure easy access for all future residents and provide links to wider green space network
- Facilitate the management, conservation and improvement of the local landscape
- Offer new recreational facilities, particularly to the southern edge, to link and create better interface to the countryside
- Deliver extensive tree planting of an appropriate size and species, to contribute to the Garden Suburb character and biodiversity and landscape objectives
- Design to a high standards of quality and sustainability to deliver social and economic, as well as environmental benefits
- Design into the streetscape at every spatial level, in keeping with Garden Suburb principles
- Design to be used as a way of adapting and mitigating for climate change through the management and enhancement of existing habitats and the creation of new ones to assist with species migration, to provide shade during higher temperatures and for flood mitigation

In the preparation of planning applications, reference should also be made to the Maldon District Green Infrastructure Study (September 2011) and any subsequent document.



Figure 4.3 Green Infrastructure Plan

Open Space and Recreation

- 4.3.4 Using design principles, inspired by Ebenezer Howard (as outlined in New Garden Suburbs TCPA, 2012), the proposals for the open space and recreation work with the grain of the landscape to preserve as many natural site features as possible.
- 4.3.5 It draws the best from the countryside and town, has a clear sense of functionality and movement, a robust local centre and above all, provides generous and usable green open space, ranging from gardens to parkland and dedicated allotments for local food production.
- 4.3.6 The development includes the provision of a mix of formal and informal open spaces. Key consideration is given to the following:

- Integration of SMGS site with the rest of the town and settlement areas across the north of Limebrook Way and Wycke Hill
- Connectivity to the wider town's green space and green infrastructure networks through the creation of safe and attractive green corridors for movement and recreation
- Creation of new green links, running east-west through the SMGS site. This will help to provide sustainable connections through the development
- Provision of improvements to the existing off-site footpaths and cycleways which links the wider countryside
- Enhancement of the health and well-being of residents through the provision of safe and accessible public open space suitable for a range of formal and informal sport and recreation. Reference should be made to Sport England's Active Design Guidance in preparation of planning applications
- Encourage sustainable travel modes, such as walking and cycling through the Garden Suburb
- Encourage biodiversity, by creating green links between the existing wildlife habitats and offering opportunities to enhance them
- Design to enable efficient and effective management and maintenance
- Potential for improved provision for horseriders where practicable



Multi-functional 'Greenways'

4.3.7 In recognition of these principles, a landscape framework masterplan has been prepared, as shown on the page opposite (Figure 4.3.1). The framework plan identifies distinct landscape character areas for the SMGS, which are divided into a hierarchy of spaces, principally - spines, fingers and edges.



Potential linear park along the Maldon Wick nature reserve (Precedent)



Softer settlement edges



Potential connections across the Lime Brook (Precedent)

1. Green Spines

Large scale green infrastructure (GI) features at neighbourhood level, brings a robust and defining structure to the Garden Suburb.

1A - Linear Park.

(Railway Park - buffer to Local Wildlife Site)

1B - Lime Brook green corridor.

2. Greenways/Green Fingers

Multi-functional green corridors.

3. Community Centre / Hub

An open space designed to bring the community together, integrating existing site features.

4. Sports / Playing Pitches

A new sports hub for the community.

5. Settlement edges

Reflects the local landscape character and provides a robust yet sensitive new edge to Maldon which clearly presents an attractive setting to SMGS.

5A Open Estuarine Edge

5B Open Rural Edge

5C Mixed Farmland Edge

5D Enclosed Rural Edge

5E Lime Brook Urban Edge

6. Wycke Meadow Extension.



Figure 4.3.1 Landscape strategy

4.4 Access and Movement

Integration of the SMGS with the rest of the town and adjacent settlement (as shown on Figure 4.4) is an important objective, in terms of ensuring that new residents have a good access to surrounding facilities and town.

- 4.4.1 The Council is planning for a development which is sustainable, and makes every attempt to promote social, economic and environmental sustainability and equality at each stage of the design and development. Central to achieving this objective will be the creation of “walkable neighbourhoods”, where the built environment embraces people living, shopping, visiting, enjoying or spending time in their local area.
- 4.4.2 The design principles set out below were developed with inputs from ECC and will guide the planning and design of the access and movement within SMGS and the surrounding area. They are intended to create a sustainable approach to local and strategic movement and support a range of modal choices for those living within the SMGS. The principles are as follows:

- Contain trips within the development as far as possible, by providing local services and facilities in close proximity to homes, thus reducing the need to travel
- Prioritise movement by walking, cycling and public transport over the car by creating a connected network of high quality, attractive and safe streets, which provide direct links from homes to local destinations such as schools and shops
- Design a network of routes that provide legibility, so that way finding is easy and the streets function is easily understood by users
- Create effective links into and from the existing footpath and highway system to provide improved accessibility from existing communities to the facilities within the Garden Suburb
- Create attractive routes so people living nearby are encouraged to utilise the new services in preference to those further afield, and travel by sustainable modes
- Encourage the use of public transport for access to the town centre and places of employment in order to limit the impact on the existing network
- Integrate existing public rights of way into the movement network to ensure it provides an alternative form of access for leisure and recreation
- Where practical, consider potential for multi-user tracks to enable use by walkers, cyclists, horseriders and other vulnerable road users
- Provide safe pedestrian and cycle crossing points on Limebrook Way and A414 at Wycke Hill to ensure the Garden Suburb is well integrated with the wider town

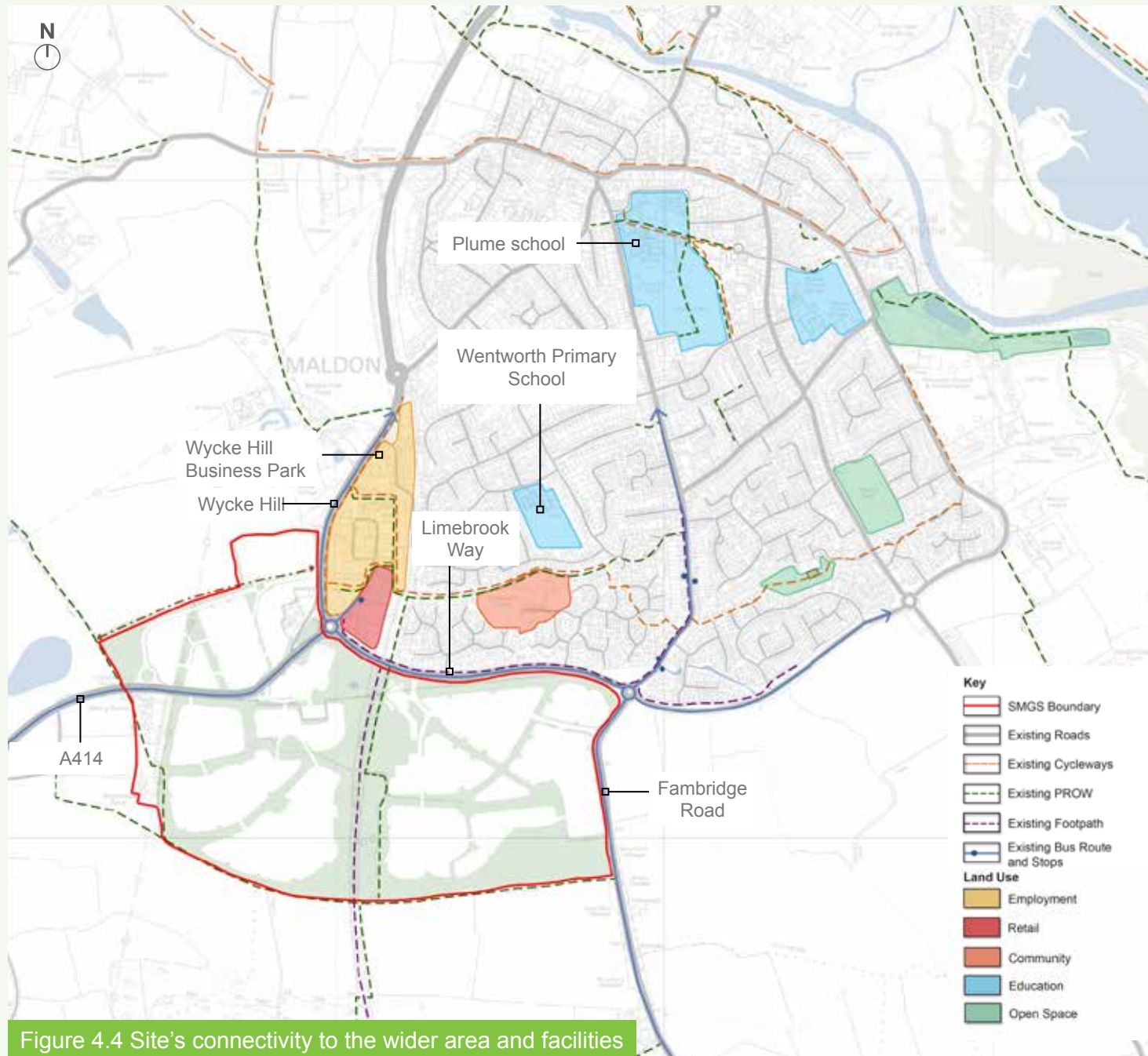


Figure 4.4 Site's connectivity to the wider area and facilities



Limebrook Way - strategic route to the town



Fambridge Road - dedicated cycle routes to the town



Fambridge Road - bus stops



Frequent bus services -Fambridge Road

Access and Movement Strategy

4.4.3 The key sustainability principles together with existing movement features on the site, are drawn together in a strategy for the SMGS, as shown on the page opposite (Figure 4.4.1).

Pedestrian, Cycle and Bus

- Walking and cycling have been given priority in the masterplan, with the structure providing legible and direct routes that follow desire lines
- All existing Public Rights of Way have been incorporated into the masterplan and new footpaths and cycle routes integrate with them
- Movement for pedestrians and cyclists is fully integrated into the masterplan with designated paths alongside the central route and traffic-free routes permeating into the site
- The Wycke Hill By-pass will reduce the number of trips into Limebrook Way along the existing A414 but Essex CC advise that the A414 will still be categorised as a Primary Route 1. Provision will be made for pedestrian and cycle routes that allow safe and direct access to the community uses to the south of the existing A414
- New crossing points should be provided in key locations on Limebrook Way to reflect pedestrian desire lines and to facilitate access to local services and facilities. The provision of a suitable link to the Local Centre from the western part of the Garden Suburb may involve restoration and use of the existing tunnel under Maldon Wick

- Provision of new bus stops in addition to the existing, within close walking distance of the majority of dwellings
- The development will be accompanied by a public transport strategy and improvements to local bus services and connections to the town centre

Vehicular Access

- Access to the western part of the Garden Suburb will be from Limebrook Way, and Fambridge Road for the eastern portion of the Garden Suburb. Details of access points onto Fambridge Road will be agreed with Essex County Council. It is envisaged that the arterial route through the development between these points will be formal and tree lined. The western portion access will be taken from the existing A414, Wycke Hill and the new Relief Road

Bridleways

- Existing bridleway network to be incorporated in masterplan and where possible enhanced

Proposed A414 Relief Road / Wycke Hill Junction

4.4.4 Essex Highways has undertaken extensive traffic modelling to assess the impact and mitigation necessary to accommodate the planned growth identified in the submission LDP. In particular, this has identified the need for

an appropriate junction at the eastern end of the proposed A414 Relief Road to connect with Wycke Hill. Consideration has been given to both, a roundabout of sufficient size to accommodate expected demand and a traffic signal controlled junction arrangement. In determining, the most appropriate option, consideration will need to be given to the following:

- Ensuring (as much as possible) the free flow of traffic on the relief road and wider A414, which is categorised as a primary route 1 (pr1)
- The avoidance of any possible queues on Wycke Hill extending back to the Limebrook Way roundabout, given its close proximity
- The need to ensure connectivity within the new Garden Suburb and between the new Garden Suburb and existing communities
- The need to provide for safe access and movement by cyclists, pedestrians and horseriders

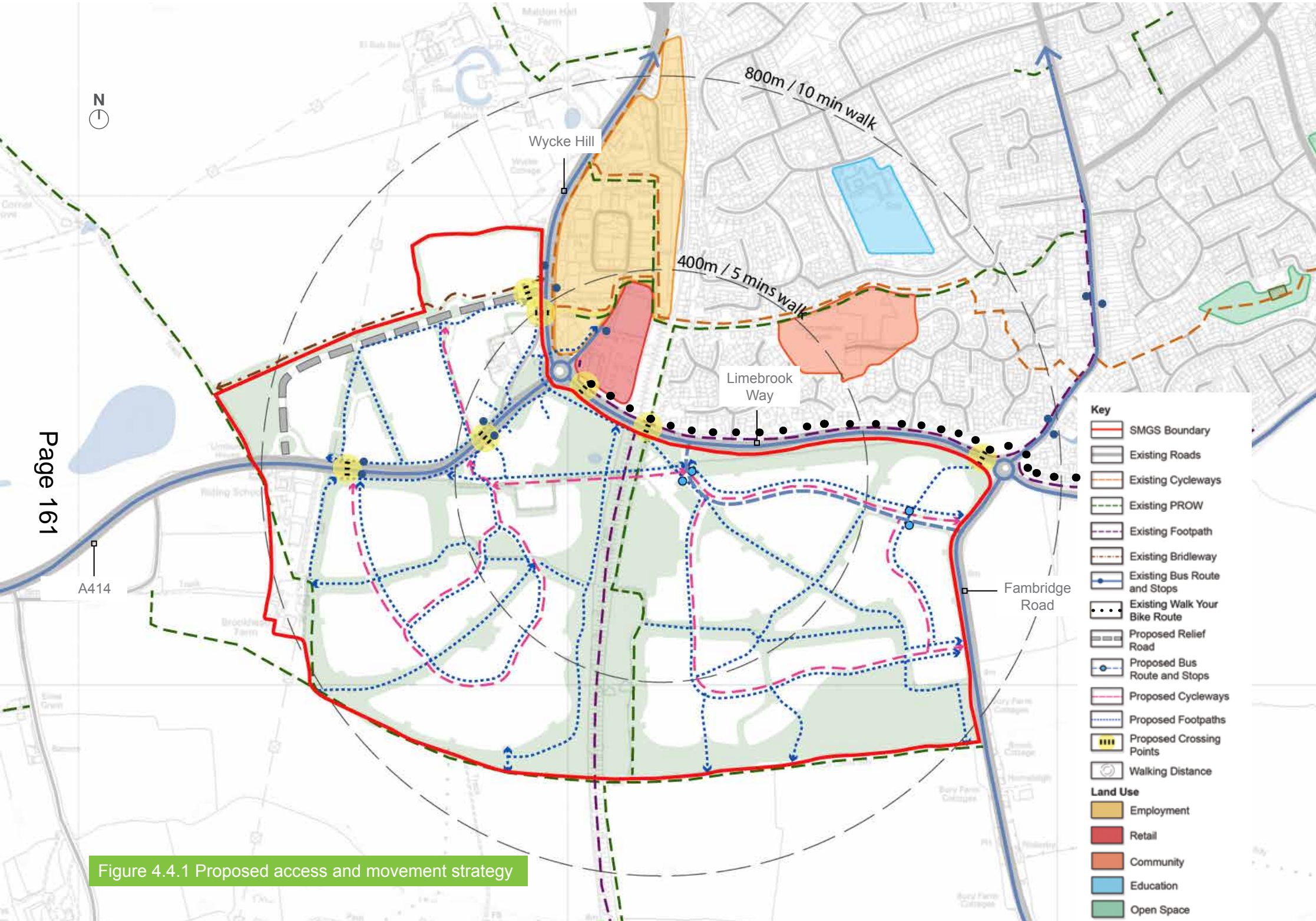


Figure 4.4.1 Proposed access and movement strategy

Street Hierarchy

4.4.5 In order to create a legible and structured development, a clear hierarchy of streets is proposed. Streets have been designed as places which seek to serve specific functions and have distinct character that will draw on the overarching principles of Garden Suburbs.

4.4.6 This hierarchy is based on three tiers of function and access - primary, secondary and tertiary streets. Within these tiers there are various 'street types', which seek to reinforce legibility and contribute to the distinctiveness within the development. The spatial representation of the street hierarchy can be seen on the page opposite (Figure 4.4.2)

4.4.7 The proposed street hierarchy seeks to fulfil a number of overlapping functions:

- Helps to provide legibility and variety
- Considers anticipated volume and type of traffic
- Responds to the scale, types of uses and activities that occur along the routes
- Creates a safe and attractive environment with a clear priority to pedestrian and cyclists
- Provides a permeable network which provides options and choices for movement between different destinations within the development
- Makes efficient use of land and, in particular, applies the concept of multi-use space between buildings
- Responds to desire lines within the SMGS site and beyond

4.4.8 The function and role of the three main tiers is explained in further detail on the following pages. It should be noted that

all dimensions shown are indicative, and will be subject to discussions with the highways and drainage authorities at the future planning application stages. The design criteria for Primary Routes will accord with a minimum of 6.75 metres to accommodate buses, and other Secondary and Tertiary routes should comply with the emerging revised Essex Design Guide road widths, this being a minimum of 5.5 metres. A brief summary of each 'tier' is set out on the following page.

4.4.9 Parking provision will comprise a mixture of solutions which respond to the standards required by the local planning authority. Parking will be designed in accordance with place making principles.

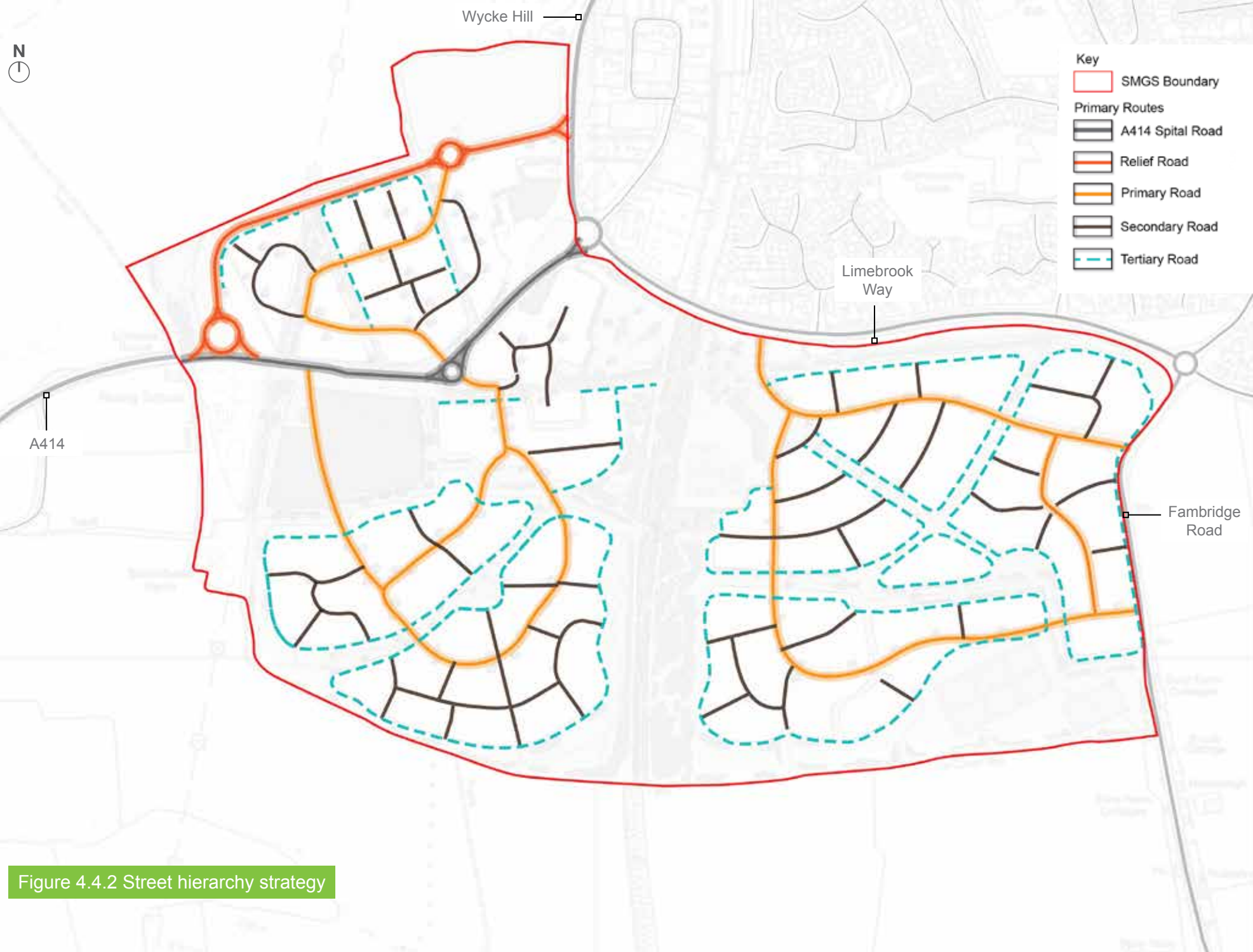
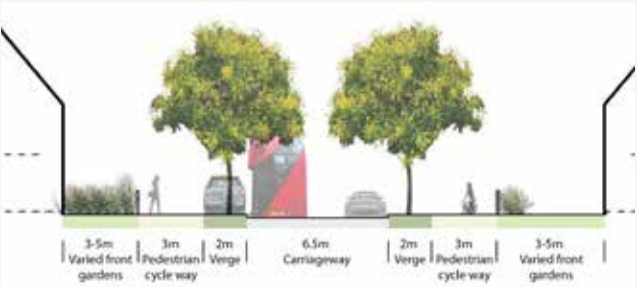


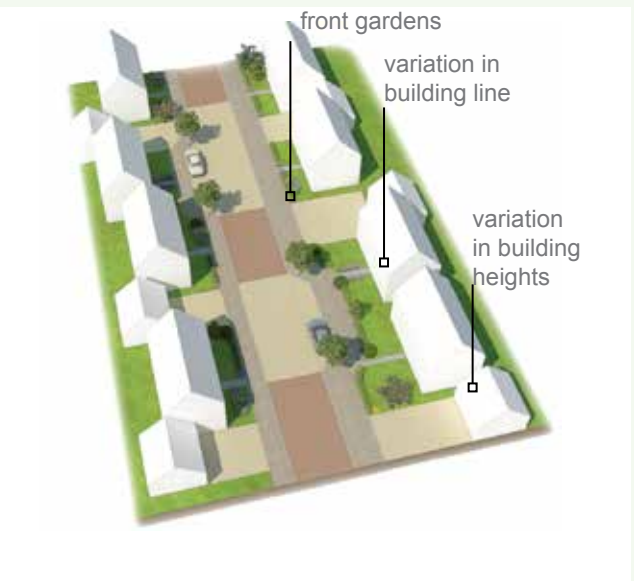
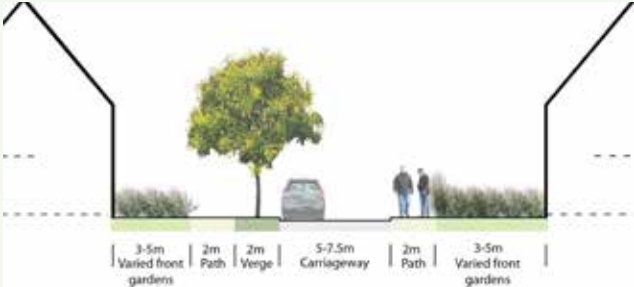
Figure 4.4.2 Street hierarchy strategy

	New Relief Road	Spital Road	Primary Routes	Secondary Routes	Tertiary Routes
General Functions	To allow the function and traffic flow of existing A414 Spital Road and support the wider network as a key distributor road from south-west	To form the local network, giving access to, and through, residential neighbourhoods	These are the main streets, making up the main local network and connecting the other internal streets to the primary road network off site	Secondary routes connect primary routes to tertiary routes. Forms part of the local network giving access to residential areas	Lower order routes giving direct access to dwellings fronting onto route
Public Transport	None	Retain existing public transport route	Main public transport routes	None	None
Design Criteria	The detailed alignment and design of the Relief Road will be agreed with ECC, appropriate to the function. It is envisaged that a footway and verge would be provided on the south side of the Relief Road. The bridleway would be diverted on the north side	Spital Road will be downgraded and redesigned to support local residential traffic and the wider network. More emphasis will be given for appropriate crossing points, allowing safe and direct access to the community uses to the south	In keeping with Garden Suburb tradition, primary routes will be designed as tree-lined Boulevards and Avenues. They will be wide and generous streets, incorporating grass verges, swales and tree planting on each side, with dedicated area for pedestrians and cyclists. They will also accommodate bus route	Secondary streets will be designed as attractive residential streets, incorporating formal and informal landscape treatment in response to the location and setting	Tertiary streets will be low key and pedestrian friendly streets which serve the core of the neighbourhoods. They will be characterised by informal landscape. Occasionally, as shared surfaces following home zone principles.
Frontage Development	Continuous where possible	Continuous frontage that responds to the southern gateway	A strong and continuous building lines that provides enclosure to the streets with taller buildings in appropriate locations.	Buildings will be provided on both sides, although this may be of a more informal nature	Buildings will be located along one or both sides arranged informally with space between
On Street Parking	None	None	Should be designed into street layout	Should be designed into street layout mostly for houses fronting the street	N/A
Vehicle Crossing	None	To be located appropriately	Permissible	Permissible	Permissible

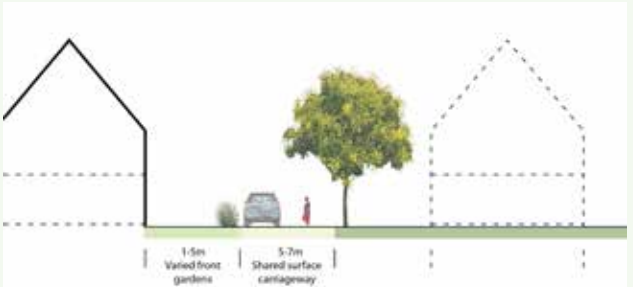
Primary Routes-tree lined streets



Secondary Routes



Tertiary Routes



4.5 Character Areas

- 4.5.1 The design guidance presented here informs the appearance and layout of SMGS. It demonstrates how the vision and key objectives established through the process, could deliver a high quality, distinctive development that reflects and responds to the local context and the specific opportunities offered by the SMGS site.
- 4.5.2 Its objective is to ensure that consideration is given at each level of design and development, to how a Garden Suburb character can be achieved.
- 4.5.3 The guidance set out over the following pages sets a framework for future, more detailed design work and reserved matters applications. It addresses:
- How Garden Suburb principles can be accommodated at every scale
 - How each neighbourhood should be designed to embed Garden Suburb principles whilst maximising opportunities for local distinctiveness
 - How development blocks can be structured and planned to accommodate variety of house types

Character Generators

- 4.5.4 The approach to the character areas and the definition of character areas has been informed by the context and site appraisal. There are a number of specific 'character generators' within the framework masterplan which have distinct 'place-making' qualities. These have the potential to reinforce the identity of the character areas in the proposed development to assist in creating a legible and distinctive place. These include key routes, spaces, edges and surrounding land uses. A summary of the key character generators is set out below and is shown on the page opposite (Figure 4.5)

- Routes and movement patterns
- Key spaces
- Edges
- Surrounding land uses

Routes and movement patterns

- Alignment of the Limebrook Way, A414 Spital Road, Public Rights of Ways and footpaths through the site and the landscape features along these routes will be retained and integrated within the new movement network

- The new arterial routes- Relief Road, primary routes and greenways will provide connectivity, bus route and assist with legibility
- These movement routes and desire lines to the key destinations will shape and inform the character areas

Key spaces

- The new mixed-use local centre located at the heart of the SMGS. Designed to integrate existing site features with the potential to be a major character generator
- Maldon Wick nature reserve, Wycke Meadow and Lime Brook corridors are the key features of SMGS site that provides a strong 'Green and Blue' framework and structure
- The new green buffer to the nature reserve and Lime Brook will create linear green open spaces (linear parks) and forms an important organising element within the masterplan
- The new curving greenways provides connection for cyclists as well as accessible green space, allotments, play areas and SuDS

Edges

- The southern green edges provide open space for formal and informal recreation. The sports pitches to the south-east and green open space to the south-west contribute to the creation of distinctive character areas

Surrounding land uses

- The adjacent residential use north of Limebrook Way, employment uses east of Wycke Hill and small scale employment to the western boundary, provide an important organising element within the masterplan and offer cues to the various elements, such as scale, density and architectural style



Figure 4.5 Character generators

Principles of appearance and layout

- 4.5.5 In creating character, it is important the development maximises the opportunity to create its own sense of place, drawing on existing surrounding landscape and the proposed land uses, as well as drawing on the character of Maldon and nearby settlements.
- 4.5.6 The development at SMGS will seek to achieve the creation of a high quality, compact and sustainable garden neighbourhood which responds to its setting, immediate surroundings and allows flexibility to adapt to multiple uses. The proposed layout is the outcome of thorough site assessment, involvement of various stakeholders and vision and objectives for a sustainable Garden Suburb.
- 4.5.7 Key design principles that will apply across the garden suburb to secure the garden suburb character are set out below.
- The main public realm (streets and green/blue infrastructure) will be used as the key connecting design theme for each character area creating a common language for variety in built form and to aid legibility

- Key entrances to the suburb will be marked by a sense of generous greenery and space to signal a garden suburb character
- The interface with the adjoining countryside will be characterised by generous green natural areas interspersed with clusters of homes
- Car parking will be integrated in a manner that insures it does not have a detrimental impact on the visual qualities and amenity of the garden suburb
- Blocks will be designed to accommodate a variety of building typologies for well-placed and designed homes of different tenures
- Opportunities will be taken to orientate buildings broadly to the south to optimise solar gain
- Buildings on street corners will be appropriately designed to turn the corner
- A variety of architectural approaches will be adopted that reflect the Maldon vernacular in different ways, including contemporary approaches

Character neighbourhood areas

- 4.5.8 Whilst the overall objective is to create a new neighbourhood with an integrated and strong identity of its own, in order to create a legible and varied development that responds appropriately to its setting, a number of distinct 'Character Neighbourhood Areas' have been identified within the proposals (Figure 4.5.1). These areas are informed by the key character generators, described earlier and a description of each area is set out over the following pages:
- Lime Brook Centre
 - Limebrook Way
 - Fambridge Fields
 - Wycke Meadow Way
 - Woodland View
 - Employment Area
 - Knowles Farm

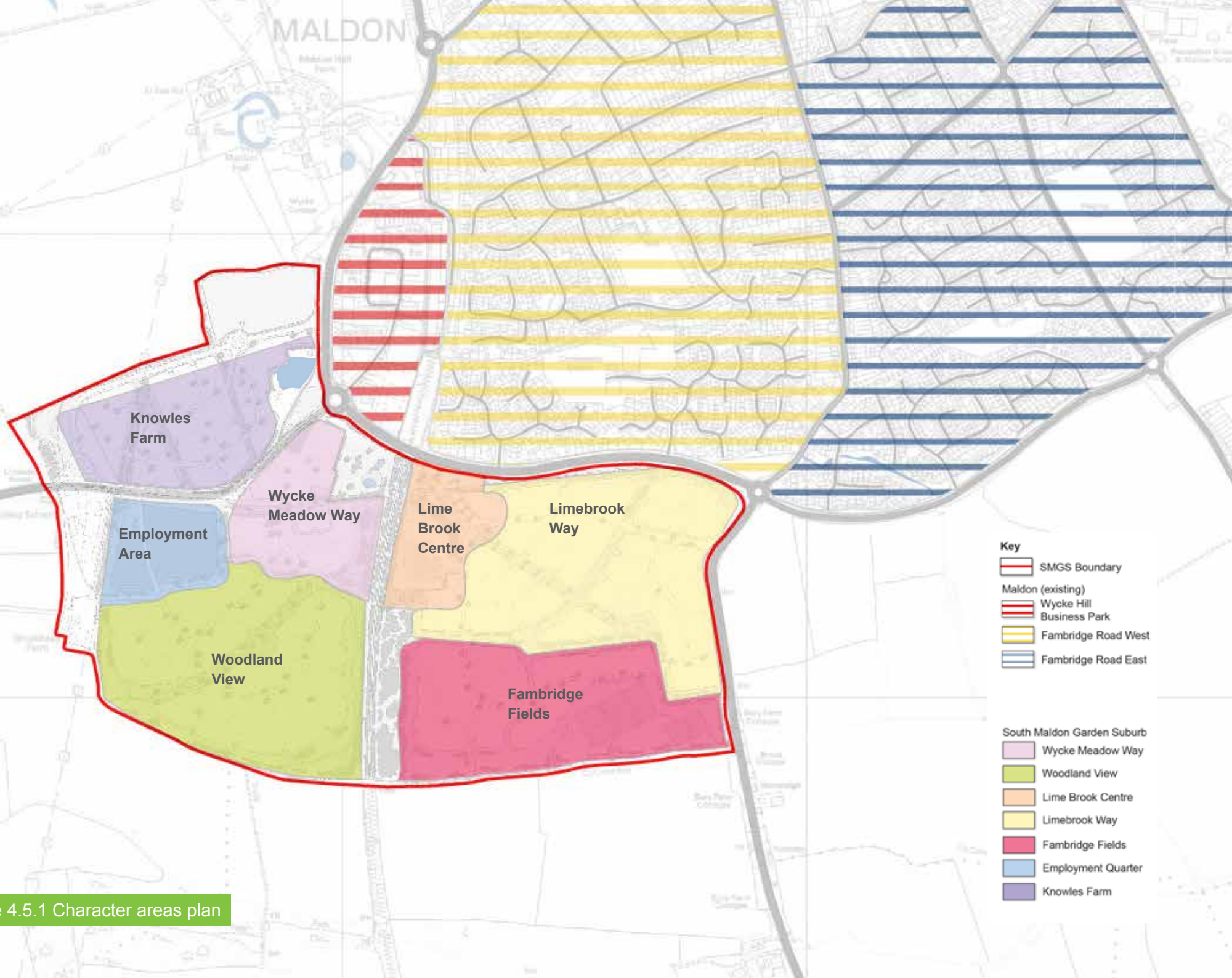


Figure 4.5.1 Character areas plan

Lime Brook



Key Plan

4.5.9 Nestled off Limebrook Way, either side of Lime Brook, the heart of the new community will accommodate a mixture of uses.

4.5.10 This character area will form a main gateway to the new garden suburb and will play a pivotal role, in terms of links to the rest of the suburb & the existing. It contains a mixture of uses including primary school and early years facility and is situated in close proximity to the Nature Reserve. It is strategically located on the primary route, in close proximity to pedestrian and cycle networks and ensures that it is viable, well-connected and successful as a community hub.

Character objectives

To create a compact and vibrant centre around a clearly defined local square, with a more contemporary approach to architecture style. The design of the public realm is critical to the success of this area, with a shared-surface approach, to ensure that a place is created that can be used for multiple purposes, from car parking during the week to community-led events at other times.

Urban form

A strong building frontage around the central square and along the primary route that cross the character area. Larger buildings will incorporate commercial uses. Contemporary architecture provides a distinctive character.

Use

To include a range of uses, such as retail, cafés, shops on the ground and potential for employment uses on the upper floors. It also includes a primary school, early years childcare facility and facilities for elderly care.

Car parking

Car parking for the local centre will be within the defined individual plots and within the local square. Separate parking will be provided for the primary school and early years facilities. Rear courtyard parking for the employment uses on the upper floors.

Open space

Public community space within the mixed use local centre area which also incorporates the existing site feature, such as Lime Brook.



High quality architecture- education building



Multifunctional shared surface space



Shared surface local square with tree lined streets

Approach to designing the local centre

4.5.11 It is essential that the local centre is designed as a high quality space, which attracts multiple users and functions as a vibrant, commercially successful and attractive place. Preliminary illustrative proposals have been prepared and are shown on the page opposite (Figure 4.6.2). Essex County Council will be fully consulted on the detailed design and access arrangements for the local centre and primary school / early years facility.

4.5.12 The following key principles should be applied while designing the local centre:

- The design of the buildings should ensure that their primary frontages face onto the street or public space, with their main entrances accessible from these points
- Buildings should provide a strong

sense of enclosure to the public realm

- Varied heights and roof-lines are encouraged to add interest
- Provision of car and cycle parking on shared use basis, where possible
- Existing site features, should be integrated within the design of local centre. Integrate existing site features such as Lime Brook, existing Public Rights of Way and landscape features
- Building footprints should be flexible, to allow upper floors for residential, business and community uses

- Spaces for outdoor seating
- should be designed and located to capture the sun
- Land uses fronting the local square should be carefully integrated with their associated services
- Further assessment to be undertaken regarding the proximity of the access to the local centre to the main vehicular access off Limebrook Way
- Potential for wider community use of school buildings and co-location of community facilities should be considered



Aerial view - distinctive architectural style



Local centre view - multifunctional shared surface space

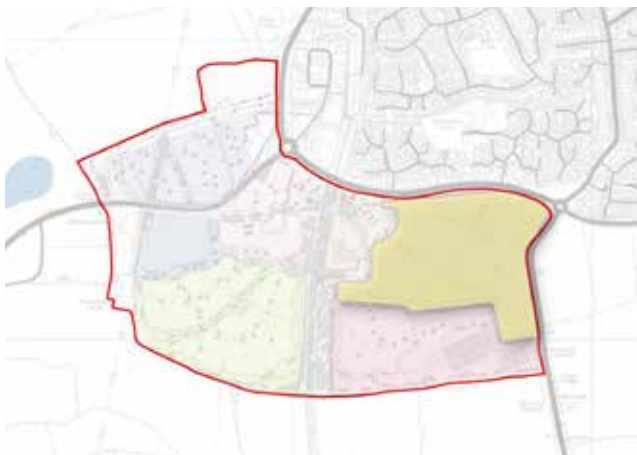


1. Primary school
2. Early years/childcare facility
3. Shared surface local square
4. Mix use (local, commercial, residential, shops)
5. Residential
6. Pedestrian links
7. Lime Brook
8. Staff Parking for school
9. Parents entry for school
10. Drop-off area(lay-by) for school
11. Emergency access for school
12. Landscape buffer to Maldon Wick

FOR ILLUSTRATIVE
PURPOSES ONLY

Figure 4.6.2 Local centre illustration

Limebrook Way



Key Plan

4.5.13 Characterised by its location and the landscape setting, this character area is defined by the Lime Brook green corridor to the south, proximity to the local centre to the west and existing residential settlements to the north of Limebrook Way.

Character objectives

The aim is to create a leafy character area which accords with Garden Suburb principles with a strong well defined building line, integrated with tree lines and curved linear green features- 'Greenways'. The character area also creates an appropriate transition between the different character areas, from higher density local centre to the west, to lower density Garden Suburb edge to the Farnbridge Road to the east.

Urban form

Formal grid like structure radiating out from the central quarter. Green streets created by the use of curving 'Greenways' crossing through this character area. The multifunctional 'Greenways' accommodate allotments, play areas and areas of surface water drainage.

Use

The area will be exclusively developed for residential use, at a density reflecting its proximity to the local centre and community facilities, and respecting the form and nature of development to the north of Limebrook Way.

Car parking

Car parking will be mainly on-plot with provision of visitor car parking on-street. At places where development fronts the green space, it will be within the rear courtyards.

Open space

Linear drainage features provide essential water storage, as well as areas of green open space that can accommodate informal recreational uses.



'Greenways'-cross section



Indicative block structure



Character draws from the surrounding context

Fambridge Fields



Key Plan

4.5.14 Nestled into the gentle valley between the open countryside to the south, the Fambridge Road to the east and Maldon Wick and plantation area to the west; this area is characterised by high proportion of green space to buildings form, transition to countryside by a mix of green spaces, passive and active recreation uses as well as long views to the countryside.

Character objectives

The objective of this character area is to provide a gradual transition between the edge of Maldon and the gently undulating open countryside that lies to the south. It will also provide a key gateway into Maldon when approaching the town along Fambridge Road to the south.

Urban form

The character area is framed to the north by the Limebrook Way corridor and is largely structured around an Avenue that links the area with Fambridge Road to the east and the local centre to the north. The area itself will be based around a permeable grid structure that is looser and less formal than that found in the Limebrook Way character area to the north. Housing within this area will be lower density, reflecting its relationship with the open countryside to the south

Use

The area will accommodate both lower density (20-25 dwellings per hectare) family housing, as well as formal playing pitch provision in the south-eastern corner. The sports pitches may also include a pavilion/ changing room facility.

Car parking

The area comprises mainly secondary and tertiary street types. Car parking will, therefore, largely be on-plot, with provision for visitor parking on-street.

Open space

This character area will contain the main area of formal recreation within the Garden Suburb. At the present time, it is envisaged that this will include junior sports pitches but it will be necessary to retain flexibility to respond to changing needs over time. Provision of associated facilities (to include a pavilion,

changing facilities and on-site parking) will be required and the area will provide a transitional edge between the housing to the north and the rural countryside to the south. Informal recreational routes connect this space with the development to the north. Early consultation with Sport England and Maldon District Council will be required in the development of detailed proposals and preparation of planning applications.



Leafy streets



Includes community/sports area



Softer edge to the development

Wycke Meadow Way



Key Plan

- 4.5.15 Responds to the landscape settings of Wycke Meadow, Maldon Wick and Lime Brook which form a backdrop to the development.

Character objectives

The objective of this character area is to provide a gateway to the western part of the Garden Suburb that also respects and enhances the numerous natural features that frame and cross it. These features include the Maldon Wick Nature Reserve to the east, Wycke Meadow to the north- east and Lime Brook, which runs through the heart of the area. Development

should respect and respond to these natural features, by providing adequate buffers as well as overlooking to create a safe and secure environment.

Urban form

The urban form here will be structured around the area's strong nature features as well as the adjacent road network. Buildings should, wherever possible, front onto the streets and open spaces to ensure that they are overlooked and feel safe. Due to its proximity to the local centre, the new employment area and the existing commercial uses to the north, this character area should comprise higher density housing. It would include a pedestrian link from Spital Road to the east-west link to the local centre.

Use

The character area will be residential in nature, whilst also comprising an extension to Wycke Meadow through the creation of a linear railway park which will run in a north-south direction along its eastern edge.

Car parking

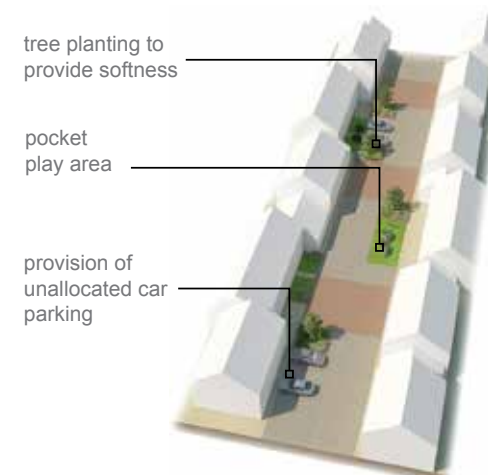
Although accessed via a main avenue, from Spital Road, the majority of the housing in this area is structured around a series of secondary and tertiary street (shared surface streets). Car parking in this character area will be of variety, suitable for the site characteristics.

Open space

Open space is a key part of this character area as it comprises a number of wildlife areas and water features. These are largely natural, ecological areas for informal recreation and exploration.



Houses integrated within the landscape



Shared surface streets (Home zones)



Integrated with surrounding landscape

Woodland View



Key Plan

4.5.16 This character area sits within the undulating landscape along the southern edge, south of Lime Brook corridor and offers extensive views of the wooded character which open and extend into the countryside.

Character objectives

The main objective of this character area is to provide a soft edge that not only allows a natural town-country transition, but also retains key views to the wonderful hillside woodland backdrop to the south-west of the site. Development here should, therefore, seek to maximise the number of properties that face southwards, whilst also ensuring that the green corridors through this area allow access to this edge and retain views.

Urban form

This character area is framed by the Maldon Wick Nature Reserve to the east, Lime Brook to the north and a central green corridor through the centre of the site, which helps to break up the urban form. This central green corridor also allows pedestrian and cycle routes along natural desire lines. The area is also structured around an avenue which forms a loop and connects into the employment area and the adjacent Wycke Meadow Way character area to the north.

Densities in this area should be low.

Use

Land uses in this character area comprise housing and open space. The housing should be low density to reflect the natural edge and backdrop to the site. The open space will be informal and comprise a series of pedestrian and cycle links.

Car parking

The character area comprise mainly tertiary streets. Car parking will, therefore, largely comprise a mix of on-plot and on-street (unallocated).

Open space

Development in this character area is surrounded on all sides by green spaces, comprising a mix of natural open space, formal footpaths and cycle links and children's play spaces. The aim of the green spaces here is to create a natural, yet permeable environment.

Shared space approach for streets integrating existing Public Right of Way

Terraced groupings of dwellings to form strong edge to open space and provide high levels of natural surveillance



Loose, organic edge formed by dwellings overlooking the countryside

Play area located in small public green

Public Rights of Way integrated into the street layout

Indicative block structure



Informal arrangement offering long views

Employment Area



Key Plan

4.5.17 Accessed via A414 Spital Road and new relief road junction to the south and Wycke Hill to the north, this character area offers a range of employment types within a landscaped setting. This will include a range of B1, B2 and B8 uses (offices, start-up units, small scale industrial and distribution and storage units), in buildings up to 2-3 commercial storeys high. Integrate existing site features and creates a 'southern gateway' to SMGS.

Character objectives

The aim is to create a landscaped setting that makes for an attractive place for business environment as well as creating a western gateway to the Garden Suburb through high quality and attractive frontages.

Urban form

A series of buildings of varying scale with buildings arranged in coherent groupings around landscaped courts with an active frontage to the A414. The scale, form and massing of development must be carefully considered in relation to the adjacent listed building. Design of car parking to be carefully controlled to ensure an attractive public realm.

Use

Commercial use, comprise of use class B1, B2 and B8.

Car Parking

Some on-plot and small shared courts to the front of buildings. Larger landscaped parking areas in the courtyard.

Open Space

Open green space to the three sides and softer landscape to the north, fronting Spital Road. The open space to three sides provides a soft transition to the residential neighbourhoods. Buildings arranged around landscaped courts.



Attractive buildings within landscape setting providing range of employment uses

Knowles Farm



Key Plan

4.5.18 This character area lies to the west of Knowles Farm. The new relief road will pass through its north western boundary. A pocket park at the centre and a swale runs along the existing hedgerow. It contains a formal layout with denser development.

Character Objectives

This character area will provide an attractive and characterful northern edge fronting the relief road comprising housing, a tree planted verge and landscaping. It will help to define the gateway to Maldon and integrate with the new employment area, with keynote buildings at key junctions. It will also provide landscaped frontage to the new development incorporating the existing hedgerow, swales and a footpath/cycleway. Existing landscape features will be sensitively integrated where possible.

Urban form

The urban block structure will have a semi-form character derived from the retained hedgerows. It will have a medium to higher density reflecting the proximity to existing buildings and facilities on Wycke Hill. There will be a hierarchy of primary, secondary and tertiary roads. There will be a variety of house types incorporating detached, semi-detached and terraced forms.

Use

An area of employment is envisaged to consolidate provision for business uses at Knowles Farm.

Car Parking

There will be a combination of on plot, rear court and on-street parking arrangements aimed at limiting the visual effect of vehicles within the streetscape.

Open Space

Existing good hedgerows will be retained to provide green fingers incorporating swales and off-road footpath and cycle links, overlooked by housing. The pylons will be incorporated in a well-landscaped green corridor including swales and footpaths which will be designed in accordance with National Grid guidance contained in 'A Sense of Place' and 'Development near Overhead Lines' to minimise the visual role of the pylons and create an attractive usable space, overlooked by housing.



Tree planting to define routes



Variety of building types

4.6 Drainage

The new development should ensure it minimises the risk of flooding on site and elsewhere. The key objective is that the development must wholly contain its own surface water drainage and must not lead to increased flood risk or water pollution in adjoining areas.

- 4.6.1 The majority of the SMGS site lies within the catchment of an ordinary watercourse tributary of Lime Brook. The catchment can be described as “heavily urbanised”.
- 4.6.2 Both Lime Brook and an ordinary tributary watercourse, known as Lime Brook South Arm, run eastwards through the site. These watercourses originate west on the proposed site and convey water in a southerly direction to reach the River Blackwater to the east of the boundary site.
- 4.6.3 The Hazeleigh Hall Brook also known as Woodham Mortimer Brook is located

further to the south of SMGS. With the exception of the watercourse features outlined above, a site inspection shows the presence of only minor field ditches that follow the existing hedge lines and field boundaries.

- 4.6.4 The new development should ensure it minimises the risk of flooding on site and elsewhere. The key objective is that the development must wholly contain its own surface water drainage and must not lead to increased flood risk or water pollution in adjoining areas. Flood zone mapping provided by the Environment Agency shows that the large majority of the site lies within Flood Zone 1; being an area of Low Probability of flooding, outside both the 1 in 100 (1% AEP) and 1 in 1,000 (0.1% AEP) year flood events and as such, is a preferable location for development when appraised against the NPPF Sequential Test guidance. The site will be sequentially assessed based on a robust model of the catchment area. Reference should also be made to the Maldon and Heybridge Surface Water Management Plan (October, 2013).
- 4.6.5 The proposals for the SMGS site are being developed in consultation

with the Environment Agency and Essex County Council. It is proposed the development will employ a multi-tier SuDS water management system (Figure 4.6), providing source control measures (where appropriate) implemented as close as possible to source, together with more strategic treatment systems. Proposals should be consistent with national standards which state that SuDs should aim to manage water as close to the surface as possible and the guidance contained in the SuDs Design and Adoption Guide (Essex County Council, December 2012). The SuDS measures will be identified at the detailed design stage to support the planning application.

- 4.6.6 Implementing a tiered water management system will allow the development generally to provide three stages of water treatment; thereby minimising flood risk in potential design exceedance situations and reducing pollutant loads within the storm water run-off by passive treatment. This will ensure the development proposals have no adverse effects on the wider hydrology.

4.6.7 The systems will be designed to control the storm water run-off from the site to a large percentage below the baseline greenfield rate as calculated using the loH124 methodology. The site will therefore deliver a valuable reduction in peak storm discharges to the wider catchment across the area, which will substantially reduce any existing discharge rates.

4.6.8 The impacts on Lime Brook must be mitigated as necessary in order to comply with The Water Framework Directive Regulations 2003 and relevant River Basin Management Plan.

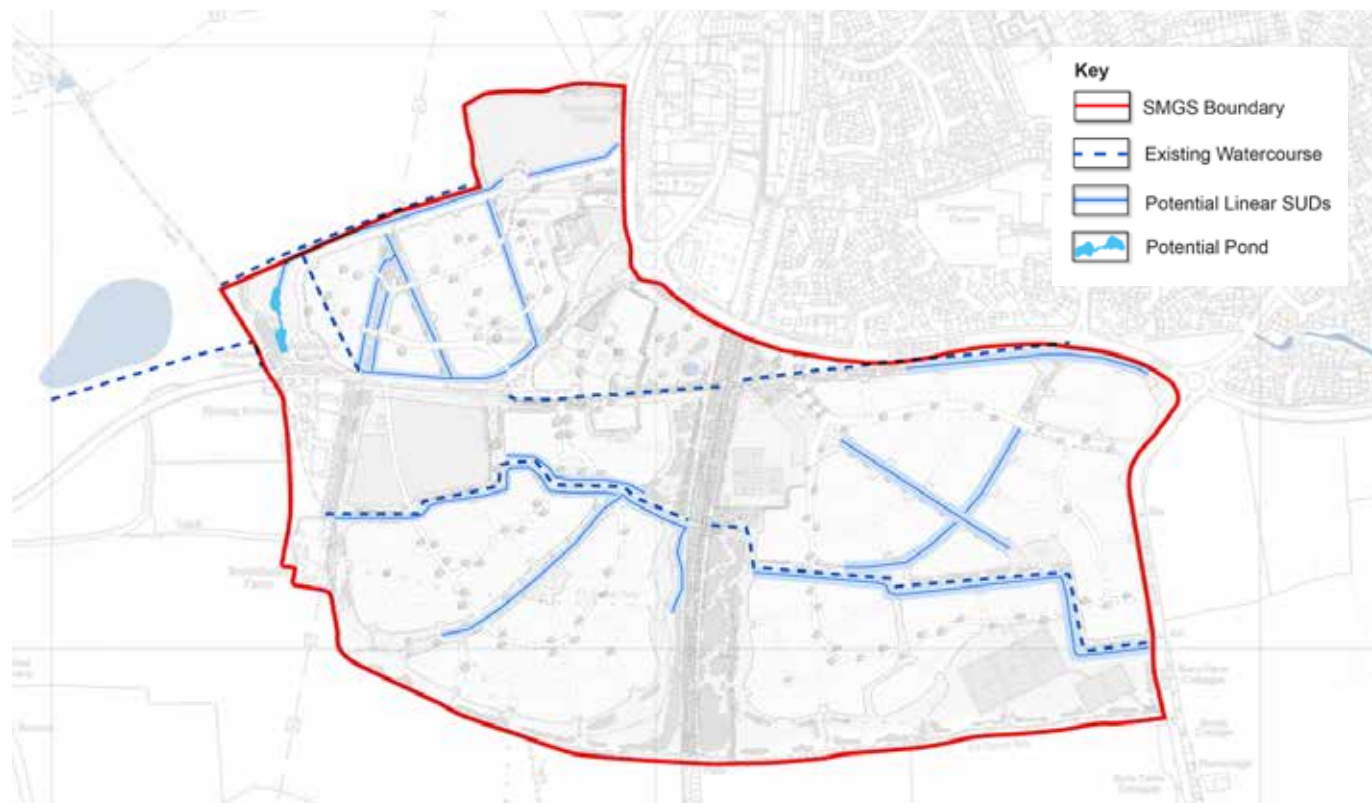


Figure 4.6 SuDS strategy for SMGS



Section 5

Infrastructure and delivery

5.1 Infrastructure Requirements



5.1.1 The Council is committed to working with relevant partners and infrastructure providers to maintain and improve infrastructure provision in the District. The Council will ensure that development does not have an unacceptable detrimental impact on existing local residents and the surrounding area by securing the necessary infrastructure, services and community facilities at the appropriate stage in the development process. As set out in Policy I1, infrastructure and service delivery will be achieved by:

- Ensuring that existing infrastructure and services are protected and / or improved to meet the existing and future needs of the District
- Ensuring that an appropriate level and type of infrastructure is provided for new developments where required to meet community and infrastructure needs
- Maximising opportunities for reconfiguration, expansion and co-location of facilities to improve the infrastructure capacity, accessibility and viability

- Providing information on known infrastructure requirements in the District and the most appropriate methods of delivery
- Planning applications to take account of relevant business plans and programs produced by infrastructure providers to ensure development is appropriately phased and does not prejudice the planned delivery of infrastructure improvements

5.1.2 The impact of growth will be monitored to ensure the timely provision of infrastructure to meet the future needs of the District. Where appropriate, necessary infrastructure will be delivered in advance of development taking place to ensure that community and environmental benefits are realised early in the development. Development will be phased to optimise infrastructure delivery.

5.1.3 The Council has produced an Infrastructure Delivery Plan which provides details of the critical infrastructure required to support

strategic growth in the District and where known, outlines costs for delivery, potential phasing, funding sources and responsibilities for delivery. This will be regularly monitored and updated in partnership with infrastructure providers and other key stakeholders.

5.1.4 The SMF develops this approach and sets out how infrastructure will be delivered in a comprehensive and timely way in the interests of sustainability and integration. Infrastructure encompasses a wide range of social, green and physical services and facilities that will be required alongside the development of the SMGS. This includes the following:

- Social infrastructure - affordable housing, education, health facilities, leisure and community facilities
- Green infrastructure - parks, children's play areas, sports pitches, accessible green space, allotments and local wildlife sites
- Physical infrastructure - highways, footpaths, cycle routes, drainage, utilities and waste collection, disposal and recycling

5.1.5 All proposals for development within the masterplan area will be required to comply with the comprehensive approach set out in this document. The infrastructure requirements may be subject to review to reflect any changes to relevant submission LDP policies following examination and adoption.

5.1.6 Policy S4 requires the development of the SMGS to incorporate the following key infrastructure elements:

- A new 1.5 form entry primary school
- Two new 56 place early year and childcare facilities
- One class base expansion of existing primary school
- Necessary contributions towards the sufficient expansion of the Plume School
- Provision for youth and children's facilities
- A new relief road to the north of the A414 at Wycke Hill
- Enhanced walking & cycling routes
- Enhanced public transport provision

- Enhanced medical provision
- Increased & enhanced green infrastructure
- Appropriate drainage & sewerage infrastructure including sustainable urban drainage schemes (SuDS).

5.2 Infrastructure Delivery

5.2.1 Infrastructure provision will be phased to ensure that the requirements arising from the development of the SMGS will be secured in a timely fashion alongside development. An indicative phasing programme is summarised in Table 5.1. This reflects the advice of ECC and other infrastructure providers but will be subject to review to ensure that any changes in policy following examination and adoption of the submission LDP and other circumstances relating to infrastructure capacity.

5.2.2 Necessary infrastructure will be delivered through a combination of planning obligations, and Community Infrastructure Levy (CIL). Planning conditions will be used for the provision of essential on-site infrastructure such as green space and to ensure its long term maintenance. Planning obligations will be applied under Section 106 of the Town and Country Planning Act 1990 to secure key elements of infrastructure such as off-site highway and transport improvements, education contributions and youth and children's facilities. The broad approach to the pooling of infrastructure costs is summarised in Table 5.2. Other infrastructure requirements such as health and new or enhanced recreation provision in the Maldon area may be funded under CIL. MDC has commenced work on CIL rates which will introduce charges on development to fund infrastructure projects. CIL payments from other developments could also contribute to the delivery of some strategic infrastructure in SMGS.

	Site S2(a) South of Limebrook Way	Site S2 (b) Wyke Hill North	Site S2(c) Wyke Hill South	Site 2(d) North Heybridge	Site 2 (e) North of Holloway Road
Transport					
South Maldon Relief Road (A414 Wyke Hill)	Y	Y	Y	N	N
Maldon and Heybridge other highway improvements					
Education					
Two new 56 place Early Years & Childcare facilities for Maldon	Y	Y	Y	N	N
New 1.5 FE primary school and one class base expansion of existing primary school to serve Maldon	Y	Y	Y	N	N
Expansion of The Plume School	Y	Y	Y	Y	Y
Youth and Children's facilities					
Teen shelters, skateboard facilities and access to shared community facilities to serve Maldon	Y	Y	Y	N	N
Neighbourhood Equipped Areas of Play (NEAPS) and Locally Equipped Areas of Play (LEAPS) to serve Maldon	Y	Y	Y	Y	Y

Table 5.2 Developer Contribution Pooling Arrangements for South Maldon Garden Suburb
(subject to compliance with policy I1 and agreement between the relevant landowners)

Financial Year 20..	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	Total
S2(a) South of Limebrook Way			25	40	85	85	85	85	85	85	85	85	85	85	85	1000
S2(b) Wycke Hill (North)			50	50	50	50	50	50								300
S2(c) Wycke Hill (South)		25	25	25												75
South Maldon GS	0	25	100	115	135	135	135	135	85	85	85	85	85	85	85	1375
S2(d) North of Heybridge			25	50	75	88	88	88	88	88	89	89	89	89	89	1035
S2(e) Land to the North of Holloway Road			34	33	33											100
S2(f) West of Broad Street Green Road			34	33	33											100
															Total	#REF!

Table 5.1 South Maldon
Garden Suburb:
Indicative
Infrastructure
Phasing Plan

Infrastructure Phasing																Notes
Project																
Highways																
South Maldon relief road (A414/Wycke Hill)																ECC recommendation. Development in line with the phasing of sites S2(a) and S2(b)
A414 / Spital Rd roundabout																ECC recommendation
A414 / B1018 Limebrook Way																Junction is already over capacity. ECC required works to be undertaken as soon as development starts
A414 Oak Corner Junction																ECC recommendation
Eves Corner Junction, Danbury																Given existing problems, ECC would require this to be delivered as soon as possible - subject to the availability of funding
Passenger Transport																
Passenger Transport improvements for South Maldon																Improvements will be provided alongside new development.
Education - Early Years and Childcare																
Stand alone 56-place EY&C facility in South Maldon																ECC recommendations. IDP notes there is limited existing capacity. New facilities required early in the development
56-place EY&C facility in South Maldon within new primary school																
Education - Primary																
1.5 form entry primary school in South Maldon																Little existing capacity in Maldon primary schools. ECC note that construction can be split, 1FE open first, then further 0.5FE later.
One class base expansion of existing primary school in Maldon																IDP notes limited capacity at existing primary schools. Capacity available at temporary classbases during construction, providing more flexibility on delivery.
Education - Secondary																
Expansion of Plume School - Lower																IDP notes Plume will be at capacity by 2016/17. ECC therefore require works to provide additional capacity by 2018/10.
Expansion of Plume School - Upper / Sixth Form																Plume School has advised that Lower school should be developed first. ECC recommends completion by around 2019/20
Youth and children's facilities																
Teen shelters, skateboard facilities and access to shared community facilities in South Maldon																Indicative MDC estimate.
NEAPs and LEAPs in South Maldon																Indicative MDC estimate.
Green Infrastructure																
Sports facilities in South Maldon																MDC estimate
Allotments in South Maldon																
Health																
Facility in South Maldon																Existing facilities in Maldon at capacity. Improvements subject to discussion with the NHS
Sewerage / Electricity / Gas / Communications**																
S2(a) South of Limbrook Way																Essential utilities provision required early
S2(b) Wycke Hill (North)																
S2(c) Wycke Hill (South)																

Key
Indicative
phasing of
infrastructure

5.3 Implementation, Delivery and Monitoring



Implementation

- 5.3.1 The development of the SMGS will depend on the continued partnership working of MDC, landowners and developers and other key stakeholders to secure delivery of a high quality and sustainable Garden Suburb and supporting infrastructure in a timely way.

Delivery

- 5.3.2 MDC will continue to work with landowners, developers, stakeholders and the community to:
- Manage and secure a coordinated approach to strategic infrastructure delivery
 - Secure delivery of a high quality and sustainable development in accordance with the principles set out in the Strategic Masterplan Framework
 - Secure agreement and delivery of long term management and governance arrangements (including management of green spaces, community facilities and sports pitches)
 - Monitor progress with delivery of the Garden Suburb and review the Strategic Masterplan Framework as necessary

Monitoring

- 5.3.3 Development of SMGS and the extent to which the vision and objectives set out in the SMF will be monitored by the Council. A monitoring framework which sets out key targets and indicators to be monitored will be developed to ensure the delivery of a high quality, sustainable Garden Suburb.

5.4 Housing Mix, Phasing and Community Development

Housing Mix

5.4.1 Housing mix including affordable housing will be subject to adopted Submission LDP policies. The provision of affordable housing will be required in all development proposals taking into account development viability and infrastructure requirements.

Phasing

5.4.2 Policy S2 of the submission LDP identifies a build-out period of 15 years or more to deliver the SMGS. Assumptions regarding the phasing of development and infrastructure delivery are summarised in Table 5.1. The rate of housing delivery will be subject to on-going review. Essex County Council and Maldon District Council in conjunction with promoters/developers and other stakeholders will review the impact of planned housing growth on the key functional areas of education and highways and transportation, following any changes in housing delivery and once detailed housing mix is known.

5.4.3 The indicative phasing of development and delivery has been structured to provide flexibility over where and when development takes place but ensures that necessary infrastructure is provided to deliver a sustainable and integrated development.

Community Development

5.4.4 Establishing the new community and ensuring it is well integrated and connected with surrounding neighbourhoods will be a key objective in taking forward development of the SMGS. MDC will seek to work with promoters and developers of the Garden Suburb to develop a Community Development Strategy which reflects Garden Suburb principles. This may include the establishment of a Community Trust type organisation to engage residents in the future management of the Garden Suburb.

5.4.5 The provision of new and enhanced community facilities will take into account the future role and potential of West Maldon Community Centre in serving the new and existing communities. This will be explored in further detail at the planning application stage in consultation with the relevant organisations and stakeholders.



5.5 Requirements for Planning Applications

5.5.1 SMGS will be planned and delivered over a number of years, and the proposals will require outline planning applications, reserved matters applications and potentially full planning applications at different stages. The SMF will be a material consideration in the determination of all planning applications within the SMGS.

5.5.2 Each stage will be accompanied by supporting information and documentation, and will give rise to planning conditions which in themselves will require the preparation of further details and strategies to govern the design, construction and management of garden suburb.

5.5.3 Planning permission will be secured by separate planning applications submitted by individual landowners/promoters. These must be consistent with the provisions of the SMF and must make provision for the delivery of the strategic infrastructure requirements for the Garden Suburb as a whole.

5.5.4 MDC wishes to avoid submission of any planning applications for development of the SMGS which may prejudice its quality or sustainability or the provision of the infrastructure necessary to support it. Therefore the Council may require the following material to be submitted with any planning applications, as appropriate.

- A detailed masterplan for the area to which the application relates that is in accordance with the Strategic Masterplan Framework
- An Infrastructure Delivery Statement which demonstrates how comprehensive infrastructure will be delivered to be prepared in conjunction with all landowners
- A Transport Assessment which takes into account the transport requirements, traffic impacts and associated appropriate mitigation measures for the development as a whole
- Design codes

5.5.5 Development proposals must be accompanied by an appropriate site wide drainage strategy to be agreed with the Environment Agency, a site waste strategy and a comprehensive and detailed ecological survey. Prior to any development a comprehensive and detailed archaeological survey should be undertaken. Development proposals for Site 2(a) South of Limebrook Way will be required to include proposals for protection and enhancement of the Maldon Wick Local Wildlife Site.

5.5.6 The Council will place the utmost importance on securing a high quality of design and sustainable development throughout the SMGS. Applicants will be expected to demonstrate how they have incorporated high standards of design throughout the design evolution process and how these will be carried through to completions and subsequent maintenance. The Design Codes/Design Briefs will enable a high quality of design and the design principles set out in the SMF to be controlled through subsequent Reserved Matter applications. In addition to the use of design codes, the Council may establish design review panels to review planning applications as these come forward. Reference should be made to best practice and guidance on sustainable design and construction in preparation of planning applications.

5.5.7 Any necessary mitigation measures identified through the assessments undertaken at the planning application stage will be secured through appropriate conditions or legal agreement.



The Cheese
& Pie
Company

**The Cheese
& Pie
& more**

**Traditional Award Winning
Pies & Pastries**

Choose from:

- 3 each
- or
- 2 for £5

←

- Royal Game
- Pork Pie
- Chicken & Ham
- Becon & Cranberry
- Duck & Orange
- Glaze & Old Spot
- with Chilli & Pickle
- Vegetarian or
- Traditional Pasty

Appendices

Appendix 1, 2 & 3



Appendix 1 - Policy List

Relevant policies in Maldon District Local Development Plan (as submitted for examination April 2014)

Policy S1 Sustainable Development

Policy S2 Strategic Growth

Policy S3 Place Shaping

Policy S4 Maldon and Heybridge Strategic Growth

Policy D1 Design Quality and Built Environment

Policy D2 Climate Change and Environmental Impact of New Development

Policy D3 Conservation and Heritage Assets

Policy D4 Renewable and Low Carbon Energy Generation

Policy D5 Flood Risk and Coastal Management

Policy E1 Employment

Policy E3 Community Services and Facilities

Policy E6 Skills, Training and Education

Policy H1 Affordable Housing

Policy H2 Housing Mix

Policy H3 Accommodation for 'Specialist' Needs

Policy N1 Green Infrastructure Network

Policy N2 Natural Environment and Biodiversity

Policy N3 Open Space, Sport and Leisure

Policy T1 Sustainable Transport

Policy T2 Accessibility

Appendix 2 - Plans Produced by Groups at Stakeholders Workshop

Group 1 Movement & Access



Group 2 Environment & Landscape



Group 3 Townscape & Design



Group 4 Community & Infrastructure



Appendix 3 -Glossary of Terms

Active Frontage

Street frontages that bring interest, life and vitality to the public realm.

Amenity

Relates to the immediate environment around new development. Safeguarding residential amenity means that existing levels of privacy; degree of overlooking, and quality of environment are not compromised by adjacent or surrounding development.

Boundary Treatment

Refers to various methods of defining boundaries (e.g. front and back gardens, open spaces, car parks and service areas). Boundary treatments can include walls, railings, hedges and fences, tree and shrub planting. Of particular relevance to urban design is the use of robust boundary treatments defining the boundary between public and private space.

Community Infrastructure Levy (CIL)

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Community Trust

Trust set up by the developer/local authority to hold grants or Section 106 agreement contributions. These trusts can act as the mechanism through which the community owns and manages assets within the community.

Density

A measure of the average number of persons, households or units of accommodation per area of land.

Design Code

A document providing detailed guidance on aspects of design which developers of individual parts of the site will be expected to adhere. Guidance is usually provided on highway design, open space, public realm and landscape design, and the layout of new housing/employment development. Guidance on architectural detailing and materials is sometimes also provided. It typically includes details of dimensions and street cross-sections.

Desire Line

The ideal route for movement, usually the most direct route between two destinations. Usually referring to pedestrian movement, desire lines often do not relate to existing streets.

Enclosure

The use of buildings to create a sense of defined space. Enclosure is achieved where the buildings form a strong continuous edge and where the ratio of the width of the space or street to the height of the buildings enclosing it is sufficient for the observer to feel that they are in an enclosed rather than an open space

Formal Open Space

Usually refers to areas of open space which are permanently laid out or enclosed for certain sports activities (e.g. sports pitches, courts, greens).

Frontage

That part of a building/group of buildings which significantly contributes to the character of an area and defines the street.

Garden City

‘A Garden City is a town designed for industry and healthy living; of a size that makes possible a full measure of social life, but not larger; surrounded by a permanent belt of rural land; the whole of the land being in public ownership or held in trust for the community.’ Formal definition adopted by the Garden Cities and Town Planning Association in 1919.

Gateway

Refers to a point on a key route which creates a sense of arrival, often through the enclosure of existing buildings, or through techniques such as changes in surfacing or tree planting.

Green Infrastructure

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Heritage Assets

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Home Zones

A street or group of streets where pedestrians, cyclists and vehicles share the space on equal terms, with cars travelling at little more than walking pace.

Informal Open Space

Usually refers to areas of open space which are laid out for informal activity (e.g. parkland, village greens, lakeside areas, 'kickabout' areas).

Landscaping

Refers to the use of materials for landscaping purposes. Usually incorporates the use of paving, street furniture, public art, trees, shrubs, and water features.

Legibility

The degree to which a place (its structure, form and function) can be easily understood and communicated.

Master Plan

A plan or illustration which sets out the overall structure or layout of new development. Often used to convey a development concept or image of the development rather than specify elements of detailed design.

Mixed Use Development

Development which encompasses a variety of different land uses within close proximity. Can refer to adjacent buildings which accommodate different land uses, or different land uses which are accommodated within a single building or group of buildings.

On-Plot

Refers to activities located within the curtilage of a building, usually in private ownership (e.g. on-plot parking, on-plot landscaping).

On-Street

Refers to activities located within the public highway, usually in public ownership (e.g. on-street parking).

Permeability

The degree to which an area has a variety of pleasant, convenient and safe routes through it.

Primary Street

A street which by its design can be identified as the most important and connected route through an area. Often accommodating public transport, street planting and higher levels of public activity, primary streets can define and contribute greatly to the character of an area.

Public Realm

Streets and spaces available for use by everyone without charge - shaped by buildings, landscaping, structures and activities alongside or within them.

Secondary Street

A street which by its design can be identified as a lower key route than the primary street (see above), whilst still providing important connections through the development.

Section 106 Agreement

The legal document which sometimes forms part of a planning consent, and which specifies the obligations which a developer must enter into or satisfy as part of the development permitted.

Shared Surface

These are streets within which a single surface treatment is employed. Vehicular movement, parking and pedestrian areas are integrated with no segregation of movement/space.

Sustainable Development

The UK Sustainable Development Strategy Securing the Future set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

Sustainable Drainage Systems (SuDS)

An approach to managing rainfall and run off in developments, with a view to replicating natural drainage. SuDS also aim to control pollution, recharge ground water, control flooding, and often provide landscape and environmental enhancement.

Tertiary Street

A street which by its design can be identified as a lower key route than the primary street and secondary(see above), whilst still providing important connections through the development.

Town and Country Planning Association (TCPA)

Founded in 1899, the TCPA is the UK's oldest independent charity focused on planning and sustainable development.

Topography

The arrangement of the natural and artificial physical features of an area.

Transport assessment

A comprehensive process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Travel plan

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Walkable Neighbourhood

The area defined by a 400m or 5 minute walk from a local or neighbourhood centre. Walkable neighbourhoods have an interconnected and safe walkable street network, where shops, schools, public transport, community facilities and other buildings front the street alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.



Designed and Produced By
BroadwayMalyan^{BM}

