



**REPORT of
INTERIM HEAD OF PLANNING SERVICES**

**to
COUNCIL (EXTRAORDINARY)
23 MARCH 2017**

Application Number	OUT/MAL/15/01327
Location	Land North And West Of Knowles Farm Wycke Hill Maldon Essex
Proposal	C3 residential development (up to 320 new homes) of mixed form, size and tenure, small scale B1 employment development (up to 2,000sqm), C2 / D1 community uses, a new relief road to the north of A414, strategic landscaping, pedestrian and cycle linkages, estate roads, open space, drainage and sewerage (including SUDS) and other associated development. - All matters reserved except for access.
Applicant	Mr Nick Mann - Dartmouth Park Estates Ltd.
Agent	Mr Oliver Yeats & Steven Butterworth of Litchfields
Target Decision Date	5 May 2016 but time extended until 31 March 2017
Case Officer	Debi Sherman, TEL: 01621 875862
Parish	MALDON WEST
Reason for Referral to the Committee / Council	Departure from the Local Plan Environmental Impact Assessment Major Application Parish Trigger Local Development Plan (LDP) site allocation site S2(b) in the South Maldon Garden Suburb

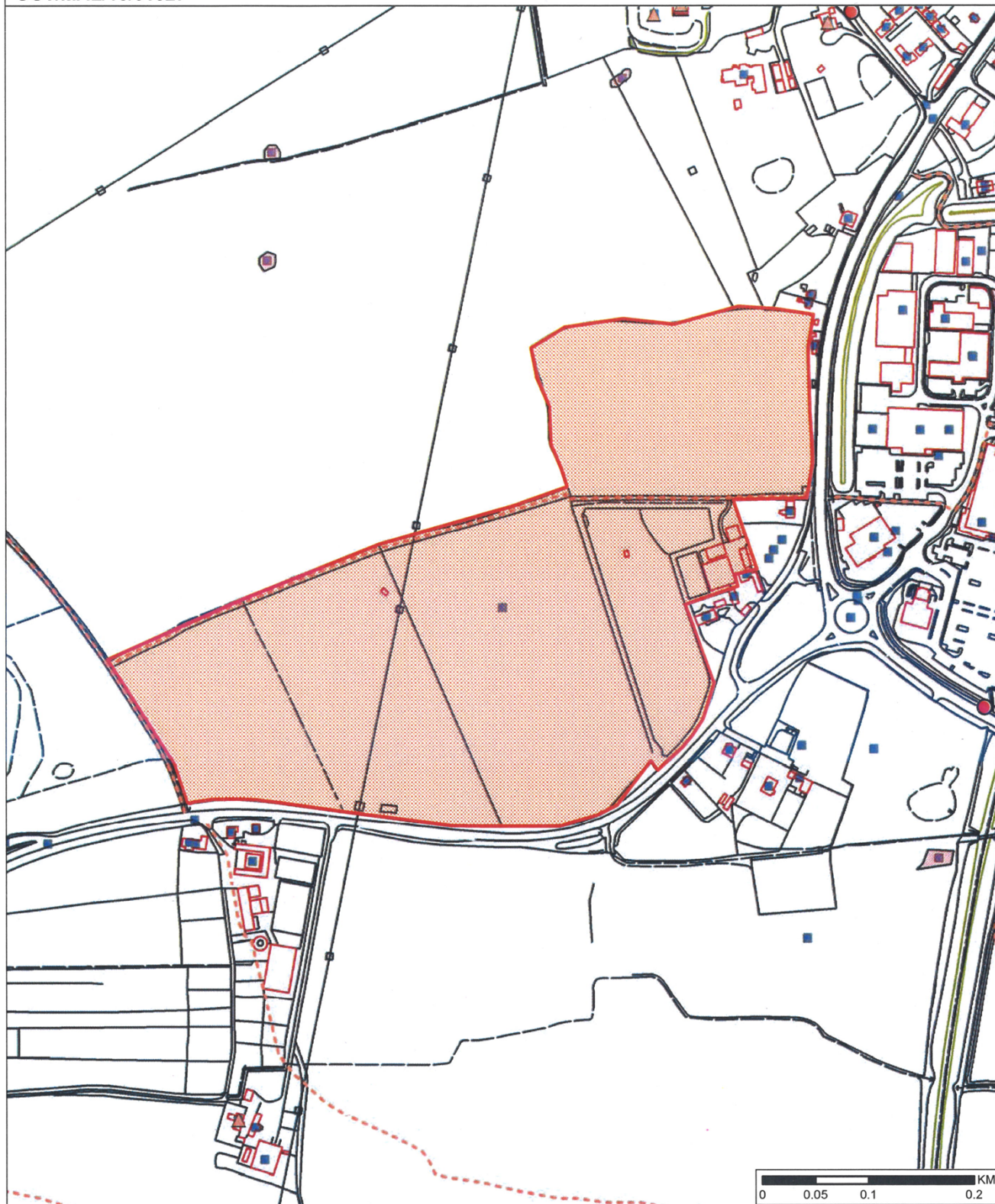
1. RECOMMENDATION

APPROVE subject to the applicant entering into a legal agreement pursuant to Section 106 of the Town and Country Planning Act 1990 (as amended) to secure the planning obligations and subject to conditions as detailed in Section 8.

2. SITE MAP

Please see overleaf.

Land North And West Of Knowles Farm, Wycke Hill, Maldon
OUT/MAL/15/01327



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Maldon District Council 100018588 2014



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Scale: 1:5,000

Organisation: Maldon District Council

Department: Department

Comments: Extraordinary Committee

Date: 06/03/2017

MSA Number: 100018588

3. SUMMARY

3.1 Proposal / brief overview, including any relevant background information

3.1.1 Outline planning permission is sought for the following:

- residential development (up to 320 new homes) of mixed form, size and tenure,
- small scale B1 employment development (up to 2,000sqm),
- C2 / D1 community uses,
- a new relief road to the north of A414,
- strategic landscaping, pedestrian and cycle linkages, estate roads, open space, drainage and sewerage (including Sustainable Urban Drainage Systems (SUDS)) and other associated development.

3.1.2 The site is site S2(b) from LDP policy S2 and is therefore a strategic site.

3.1.3 This outline application is to determine the principle of the development and access with all other matters reserved including appearance, scale, layout and landscaping.

3.1.4 The plans for determination include five parameter plans detailing the following:

1. Extent of Development and Land use.
2. Access and Movement.
3. Landscape.
4. Building Storey Heights.
5. Residential Density.

3.1.5 The 'access' plans detail the following:

1. An access road from the fourth arm of the roundabout junction which was approved through the planning permission for site S2(c).
2. The proposed western roundabout junction in the south western corner of the site that will link the relief road with the existing modified A414.
3. The proposed relief road with the roundabout junction along the relief road and the triangle traffic light junction onto Wycke Hill at the eastern site boundary.

3.1.6 An illustrative layout plan and phasing plan have also being included with the application.

3.2 Conclusion

3.2.1 The application site is allocated as site S2(b) in the submitted LDP for the development of a minimum of 300 dwellings. The site is one of three strategic allocations that make up the South Maldon Garden Suburb. The principle of development is established in the submitted LDP and in the South Maldon Strategic Masterplan Framework which was endorsed by the Council as a material consideration in the determination of planning applications in September 2014 and the

site has been acknowledged by the Council as being a sustainable location for development. The site forms a key part of the Council's strategy to accommodate growth requirements in the District and to achieve a five year housing land supply.

- 3.2.2 Planning permission has been granted for the two other sites that make up the South Maldon Garden Suburb. Site S2 (a) was granted outline consent for 1000 dwellings, employment uses, a local centre, primary school, sports facilities and open space on 1 December 2016 (OUT/MAL/14/01103) and site S2(c) was granted outline consent (on appeal) for upto 120 dwellings on 17 December 2014 (OUT/MAL/13/00763). A Reserved Matters application in respect of site S2(c) for 108 units was approved on appeal on 6 February 2017 (RES/MAL/15/01055).
- 3.2.3 The scale of development exceeds the minimum level of residential development proposed for site S2(b) in the submitted LDP. However, the proposed development responds appropriately to the townscape, character, and historic environment within the surrounding area, and the overall design of the proposed development responds positively to the National Planning Policy Framework (NPPF) paragraphs 60 and 61, creating good design which integrates and connects the development to the natural, built, and historic environment.
- 3.2.4 The proposed scheme creates significant benefits for the wider community by bringing forward the new Relief Road to accommodate planned growth to meet the needs of Maldon District. The development also includes an area for future community use (Class C2/D1) and contributions towards new educational facilities and the provision of open space, allotments and youth, play and health facilities in south Maldon. The level of affordable housing provided in context of the wider infrastructure package has been subject to viability testing and is policy compliant at 30% overall across the site.

3.3 Application for determination

- 3.3.1 The application originally proposed 370 dwellings. Following consultation, amendments were made to the submitted proposals and the number of units was reduced to 320 dwellings. This represents an increase of 6.5% over the LDP allocation. However, the level of residential development in the LDP represents a minimum figure.
- 3.3.2 The proposals include an area of small scale B1 employment land of up to 2,000m², land for community uses falling within Use Classes C2 and D1 (which the documents accompanying the application indicate could include a community hospital), and a new relief road to the north of the existing A414 which is required as a piece of strategic infrastructure for the local road network to accommodate strategic development in Maldon and Heybridge. The road is referred to as the South Maldon Relief Road (SMRR). The proposals are in accordance with the principles set out in policies S3 and S4 of the submitted LDP and the South Maldon Garden Suburb Strategic Masterplan Framework and are summarised in the following table.

Use	Hectares (ha) – original – 370 units	Hectares (ha) – revised – 320 units
Site Area	17.83	17.83
Residential	8.67	7.98

Use	Hectares (ha) – original – 370 units	Hectares (ha) – revised – 320 units
Community Uses (including possible site for community hospital)	2.97	2.97
Employment	0.2	0.2
South Maldon Relief Road	1.14	1.37
Public Open Space	2.49	2.54
Structural Landscape Areas	2.36	2.75

3.3.3 Housing

3.3.3.1 The proposal is for up to 320 dwelling units. The indicative mix shows 74% houses and 26% flats with 51% of the units having 2 bedrooms or less.

3.3.3.2 The stated density of 36.2 dwellings per ha has been calculated on the basis of the residential area and a portion of the public open space (excluding certain structuring elements which will be referenced in Section 5.16 of this report below).

3.3.3.3 The overall height of the residential development is predominantly two storey but some areas are identified for development up to three storeys. In areas identified for upto three storey development, no more than 25% of the residential buildings would be three storeys in height.

3.3.3.4 The level of affordable housing has been agreed at 30% and thus is policy compliant.

3.3.3.5 The applicant has provided an indicative dwelling mix which is set out as follows:

Dwelling	Market	%	Affordable	%	OVERALL	%
1 bed flat	10	4	31	32	41	13
1 bed older person	0	0	19	20	19	6
2 bed flat	15	7	8	8	23	7
2 bed house	49	22	30	31	79	25
3 bed house	78	35	8	8	86	27
4 bed house	72	32	0	0	72	22
TOTAL	224	100	96	100	320	100

3.3.4 Community Use

3.3.4.1 The proposed community use land could encompass a C2 use such as a hospital or residential care home; or a D1 use such as clinic, health centre or day centre. The indicative Masterplan shows a community hospital use on part of the site. The remaining land incorporated in the community use allocation allows for other related C2 / D1 uses are not specified but could be utilised for uses to support / complement health related development such as a care home or extra care development.

3.3.5 Employment Use

- 3.3.5.1 The proposed employment use is shown as B1 office or light industrial use appropriate in a residential area and is in accordance with the LDP which allocates land in this location for employment development. The site area is identified as being 2000 sq m. The employment uses would form an extension to the employment uses at Knowles Farm. Planning permission was granted on 23 February 2016 FUL/MAL/15/00498 for a development of B1 office and light industrial which is currently under construction.

3.3.6 South Maldon Relief Road (SMRR)

- 3.3.6.1 The relief road forms part of the development of the South Maldon Garden Suburb and would come forward as part of the development of this site in accordance with the LDP and Strategic Masterplan Framework. There have been extensive discussions regarding the alignment of the relief road and this has been the subject of revisions since the date of first submission of the application in consultation with Essex Highways.

- 3.3.6.2 Access is a non-reserved matter and detailed plans are provided for the junctions off the existing highway network into the development site off the A414 and Wycke Hill

3.3.7 Green Infrastructure

- 3.3.7.1 The Design Parameter Plan shows a network of green infrastructure and a range of general amenity areas and formal and informal open space including play areas and general landscaping in accordance with the principles set out in the LDP and Strategic Masterplan Framework. These will be integrated throughout the development and provided key pedestrian and cycle routes through the site and links with other parts of the Gardens Suburb and wider area.

3.3.8 Flooding and Drainage

- 3.3.8.1 The DAS includes a proposed on- site flood risk and drainage strategy incorporating SuDS and showing a combination of features including permeable paving, filter strips (shallow drainage channels alongside highways), ditches, swales and attenuation drainage systems (landscaped storage basins). This will ensure that run-off rates will not exceed greenfield run off rates and will not adversely impact on the surrounding area.

3.3.9 Amended and Additional Information

- 3.3.9.1 Since the application was originally submitted there has been a need for further information to be provided to address comments raised during the consultation process and to assist consideration of the application. This information was submitted in November 2016 and has been subject to re-consultation.

3.3.10 Phasing

- 3.3.10.1 An 'Indicative Phasing Plan' identifying that the development could be built out in four phases as follows:

Phase 1 – up to 149 dwellings accessed from roundabout from the existing A414 in the centre of the site

Phase 2 – up to 91 dwellings on the west and centre north together with the first part of the relief road and new western roundabout junction

Phase 3 – the remaining 80 dwellings, small scale employment alongside the completion of the relief road and its Wycke Hill junction

Phase 4 – non-residential uses (community uses) north of the relief road

	Area (ha)	Indicative no. of houses	Indicative no. of flats	Total dwellings
Phase 1	4.9	108	41	149
Phase 2	6.17	76	15	91
Phase 3	3.28	53	27	80
Phase 4	3.48	0	0	0
Total	18.83	237	83	320

3.3.10.2 A phasing condition would be imposed on any approval requiring the actual phasing details to be provided prior to the submission of the first of the reserved matters application.

4. MAIN RELEVANT POLICIES

Members' attention is drawn to the list of background papers attached to the agenda.

4.1 National Planning Policy Framework (NPPF) 2012 including paragraphs:

- Achieving sustainable development
- The Presumption in Favour of Sustainable Development
- Core Planning Principles
- Section 1 – Building a Strong, Competitive Economy
- Section 4 – Promoting Sustainable Transport
- Section 5 – Supporting High Quality Communication Infrastructure
- Section 6 – Delivering a Wide Choice of High Quality Homes
- Section 7 – Requiring Good Design
- Section 8 – Promoting Healthy Communities
- Section 10 – Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Section 11 – Conserving and Enhancing the Natural Environment
- Section 12 – Conserving and Enhancing the Historic Environment
- Decision - Taking
- Annex 1 – Implementation

4.2 Maldon District Replacement Local Plan 2005 (RLP) – Saved Policies:

- S1 - Development Boundaries and New Development
- S2 - Development Outside Development Boundaries
- CON5 – Pollution Prevention
- CON6 – Contamination
- CC1 – Development Affecting an Internationally Designated Site
- CC2 - Development affecting a nationally designated nature
- CC3 - Development affecting locally designated nature
- CC5 - Protection of wildlife at risk on development sites
- CC6 - Landscape Protection
- CC7 – Special Landscape Areas
- CC10 – Historic Features
- CC11 – The Coastal Zone
- H1 – Location of New Housing
- H6 – Housing Density
- H9 – Affordable Housing
- E2 - Allocation of Proposed Employment Sites
- BE1 – Design of New Development and Landscaping
- BE3 – Public and private amenity spaces
- BE8 - Lighting
- BE17 - Preservation of Sites of Nationally Important Archaeological Remains and their Settings
- BE18 - Control of Development at a Site of Local Archaeological Value
- REC1 - Allocation of land for formal public open space
- REC3 – Children’s Play Space associated with new housing developments and elsewhere in the district
- T1 – Sustainable Transport and Location of New Development
- T2 – Transport Infrastructure in New Developments
- T4 - Cycle Routes
- T6 - Improvement to Pedestrian Facilities
- T7 - Shared car parking in new development
- T8 - Vehicle Parking Standards
- PU2 – Recycling Facilities in New Developments
- PU3 - Protection of health care facilities
- PU4 - New health care facilities

4.3 Maldon District Local Development Plan (LDP) submitted to the Secretary of State for Examination-in-Public on 25 April 2014:

- S1 – Sustainable Development
- S2 – Strategic Growth
- S3 – Place Shaping

- S4 – Maldon and Heybridge Strategic Growth
- S8 – Settlement boundaries and the Countryside
- D1 – Design Quality and Built Environment
- D2 – Climate Change and Environmental Impact of New Development
- D3 – Conservation and Heritage Assets
- D4 – Renewable and Low Carbon Energy Generation
- D5 – Flood Risk and Coastal Management
- E1 – Employment
- E3 – Community Services and Facilities
- E5 - Tourism
- E6 – Skills, Training and Education
- H1 – Affordable Housing
- H2 – Housing Mix
- H3 – Accommodation for Specialist Needs
- H4 – Effective Use of Land
- N1 – Green Infrastructure
- N2 – Natural Environment, Geodiversity and Biodiversity
- N3 – Open Space, Sport and Leisure
- T1 – Sustainable Transport
- T2 – Accessibility
- I1 – Infrastructure and Services
- I2 - Health and Wellbeing

4.4 Relevant Planning Guidance / Documents:

- Car Parking Standards
- Essex Design Guide
- National Planning Policy Guidance (NPPG)
- South Maldon Garden Suburb – Strategic Masterplan Framework (endorsed by Maldon District Council September 2014).
- The Infrastructure Delivery Plan (IDP) and Infrastructure Phasing Plan (IPP) forms part of the evidence base of the Maldon District Local Development Plan. It sets out the key infrastructure required to support growth and details of phasing, costs and existing and potential funding sources.

5. MAIN CONSIDERATIONS

5.1 Site Description

- 5.1.1 The site measures 17.83 hectares in total and is mainly undeveloped apart from a small area of land towards the eastern boundary which contains only an agricultural barn currently within the Knowles Farm holding. The existing farmhouse and ancillary buildings form part of Knowles Farm are excluded from the development site. The undeveloped fields are used for the keeping of horses and are divided by

either by post and rail fencing and/or established vegetated field boundaries with gates located at the field access points. The topography of the site slopes from the north to the south dropping approximately 10m in level across the site. A 132KV power line crosses the site towards the western boundary. The only vehicular access into the site is via Knowles Farm. There are field drains within the site.

- 5.1.2 In terms of the immediate surroundings, to the north are further fields and the rural countryside with Maldon Hall Farm located on the top of Wycke Hill. There are a small handful of dwellings located along the Wycke Hill Road which runs along the site's eastern boundary. To the eastern side of the road is the Wycke Hill Business Park, retail buildings and a petrol filling station. To the south the site is bordered by the A414 and to the south of this road are existing fields and three derelict dwellings. The land to the south of the A414 is land allocated for development through LDP policies S2, S3 and S4 as part of the wider South Maldon Garden Suburb. Also within the area the South Maldon Garden Suburb is the Wycke Meadow Local Wildlife Site, which is an Essex Wildlife Trust Nature Reserve, and this adjoins the Maldon Wick Nature Reserve comprising of one and a half miles of abandoned railway line which is now a mosaic of grassland scrub of particular value for its butterfly populations. The Maldon Wick Meadow Local Wildlife Site comprises of grassland with a large pond. To the west are further fields, two private fishing lakes and western corridor of the A414.

5.2 Environmental Impact Assessment (EIA)

- 5.2.1 The proposed development falls within 'Schedule 2' of the EIA Regulations as 'EIA development'. A request for a Screening Opinion (reference SCR/MAL/14/01258) was validated by the Council on 23 December 2014. The authority is required to adopt a "Screening Opinion" under Regulation 7 to assess whether the effects of the development would be significant as to warrant the submission of an Environmental Impact Assessment. In this instance it was determined that the impact of the development would warrant the submission of an Environmental Impact Assessment. The 'Screening Opinion' was adopted by the Council on 23 January 2015.
- 5.2.2 The next stage of the EIA process is known as the Scoping Process whereby the content and information contained within the EIA is considered. An application for a scoping opinion request (reference SOR/MAL/15/00472) was made valid on 7 May 2015 and a response to the scoping opinion was issued by the Council on 22 July 2015. An Environmental Assessment has been submitted with the planning application which is in accordance with the scoping opinion.

5.3 Principle of Development

- 5.3.1 This proposal represents the progression of one of the sites allocated in the LDP for housing development and would contribute towards the Council's five year housing land supply and longer term housing requirements over the plan period, as required by paragraph 47 of the NPPF.
- 5.3.2 The proposal has been submitted ahead of the adoption of the LDP which allocates this site and the wider South Maldon Garden Suburb for future development. In July 2014, the Council resolved to invite and proactively encourage planning applications which are in accordance with Policy S2 of the LDP. The Council also resolved to

proactively encourage planning applications which are considered to be sustainable and will contribute positively to the five year supply of deliverable housing land and will assist in demonstrating the deliverability of the LDP (Minute No. 245 refers).

- 5.3.3 In accordance with paragraph 216 of NPPF, which advises that the ‘more advanced the preparation of the Plan the greater the weight that may be given’, it is considered that the LDP policies considered again at the most recent Examination in Public (January 2017) and are at an advanced stage for substantial weight to be given in the decision making process to planning applications. At present, the Post Examination Main Modifications are being prepared for public consultation. It is anticipated that the six week consultation period will commence shortly. In advance of the Secretary of State’s decision (expected May 2017), it is appropriate to have regard to the Planning Policy Advice Note (Version 5) which was produced by the Council in May 2016 to assist the Council in determining planning applications in regard to the LDP policies.. The Policies are consistent with the NPPF and substantial weight may be given to them in the decision making process. The LDP policies have been prepared in line with the NPPF requirements and are supported by a comprehensive and up-to-date evidence base, Sustainability Appraisal and extensive public consultation.
- 5.3.4 In the absence of an adopted LDP consideration must be given to the Maldon District Replacement Local Plan (RLP) which remains the statutory ‘development plan’ for this District with its ‘saved’ policies. RLP policy S2 provides the strategic position for the District through defined development boundaries for villages / urban areas within the District and seeks to protect areas outside of defined development boundaries from new development in the interests of protecting the countryside and coastal landscapes of the District. RLP Policy S1 permits development within the existing defined development boundaries. RLP Policy H1 does not allow new housing outside development boundaries unless it complies with other policies in the Local Plan. This application proposal is contrary to RLP policies S2 and H1 because the site is located within a countryside location outside of nearest defined development boundary of Maldon.
- 5.3.5 Taking all these factors into account and the allocation of the application site as a strategic site in LDP policy S2, it is considered that the principle of development is acceptable. All other material considerations are assessed through this report.

5.4 Location Assessment

- 5.4.1 The site has been identified in the submitted LDP as a strategic allocation to accommodate future growth requirements in the District to meet the NPPF requirements in respect of meeting housing need. It is adjacent to the urban area and accessible to a range of services. It is considered to be a sustainable location in regard to future growth and infrastructure provision.
- 5.4.2 Paragraph 37 of the NPPF states that planning policies (and hence planning decisions) should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. The NPPF also requires local planning authorities to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. This site can achieve the requirements of paragraph 37 of the

NPPF through the ensuring its delivery in accordance with LDP policies and the Strategic Masterplan Framework (SMF). It is therefore considered to meet the criteria set out in the NPPF.

- 5.4.3 The site is located adjacent to the western perimeter of Maldon and would form an extension to the settlement as part of the South Maldon Garden Suburb. The site would be served by new but also existing highway infrastructure with access points onto the A414 and Wycke Hill. The development would be located adjacent to existing employment land uses on the Wycke Hill Business Park along with existing retail uses. Within the South Maldon Garden Suburb and contained within the adjacent S2(a) site allocation south of Limebrook Way a new local centre would be created including retail, community, employment and education uses. The Local Centre can be accessed either by road or by the new pedestrian and cycleways that would be created within the South Maldon Garden Suburb and away from the existing road network.
- 5.4.4 There are numerous transport opportunities to access all parts of the town and the town centre, the leisure / recreation uses to the east of the town and other towns and villages in the District and also outside of the District. The transport modes include pedestrian footpaths, cycleways and bus routes in addition to private vehicle usage of the existing road network, which all link, or are proposed to link to the site. A bus strategy will be developed to include extensions to existing bus routes to serve the South Maldon Garden Suburb. There are currently bus stops within the Wycke Hill Business Park and along Wycke Hill to the east and along A414 to the south. Whilst the existing A414 and Wycke Hill present difficulties for pedestrians and cyclists crossing these roads the new highway infrastructure and downgrading of the existing A414 to the south to an urban road classification will address these existing difficulties. The new infrastructure and new access points and crossing points would allow for better integration with south Maldon.

5.5 Place Shaping and Strategic Growth

- 5.5.1 LDP policy S3 (Place Shaping) states 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. Policy S3 provides eleven development principles for development of the Garden Suburbs and Strategic Allocations as follows:
- 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 character and providing a sense of place and identity, and this should be recognised through the protection, management and enhancement of heritage assets;
 - 5) 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 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.

5.5.2 LDP policy S4 (Maldon and Heybridge Strategic Growth) identifies the following key infrastructure requirements for the South Maldon Garden Suburb:

- 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 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; and
- Provision for Class B use employment land as identified in Policy E1.

5.5.3 In addition the policy requires:

- Highway provision through internal roads, footpaths, cycle routes, enhanced public transport
- Pupil demand can be accommodated through early years, primary and secondary education
- Enhanced medical provision
- Community hubs and local centres
- Flood and surface water management, sewerage infrastructure
- Green infrastructure
- Affordable housing provision and housing to meet the needs of the District
- Ecology and archaeology surveys

5.6 The South Maldon Garden Suburb Strategic Masterplan Framework (SMF)

5.6.1 Reflecting the desire to create high quality garden suburbs and reflect the emerging requirements set out in policies S3 and S4 of the LDP, the Council has worked with developers, landowners and stakeholders since October 2013 on the preparation of the South Maldon Garden Suburb SMF. The SMF has therefore been developed in

accordance with the spatial vision and policies in the submission LDP and was endorsed by the Council as a material consideration for Development Management purposes in September 2014. The SMF provides an illustrative guide for developers and further guidance on the principles set out in LDP policy S3 (Place Shaping) and policy S4 (Maldon and Heybridge Strategic Growth). Public consultation has formed a key element in this process with a public consultation event held in March 2014 and a formal six week consultation period on the draft SMF including a public consultation event and exhibition from June- August 2014.

5.6.2 The South Maldon Garden Suburb is being planned as a high quality, vibrant and distinctive new neighbourhood which is well integrated with surrounding communities in accordance with the principles set out in the submitted LDP and the SMF. The SMF sets out a framework for development of the garden suburb including a series of structuring layers covering access, green infrastructure, uses; the creation of six distinct character areas to aid legibility and delivery of quality neighbourhoods using layout, scale & landscaping; and a list of the infrastructure that is needed to support development in the garden suburb.

5.6.3 From the six character areas identified in the SMF this site would fall within the Knowles Farm character area which requires the following:

- A relief road
- A pocket park at the centre swales running along the existing hedgerows
- Formal layout for a denser development
- Character objectives:
 - An attractive norther edge fronting the relief road comprising housing a tree planted verge and landscaping
 - Keynote buildings at key junctions
 - A landscaped frontage to new development
- Urban form:
 - A medium to higher density reflect the proximity of buildings to existing buildings and facilities in Wycke Hill
 - A hierarchy of primary, secondary and tertiary roads
 - Variety of house types incorporating detached, semi-detached and terraced forms
- Use
 - Mainly residential but for an area of employment at Knowles Farm
- Car Parking
 - On plot, rear court and on street arrangements limiting the visual effect of vehicles within the streetscape
- Open Space
 - Retain existing hedgerows to provide green fingers incorporating swales and off road footpath and cycle links
 - Existing pylon to be located in the landscaped corridor to reduce the visual impact of the pylons

- 5.6.4 The SMF therefore forms an important material consideration in the determination of this application. In creating this character area the reserved matters will need to ensure that the detailed layout, scale, appearance and landscaping accords with the principles set out in the SMF to ensure the vision for the Garden Suburb is delivered.

5.7 Design Codes

- 5.7.1 Update reports to the Planning and Licensing Committee were provided in November 2014 and October 2015 at which time Members endorsed the process for delivering design quality in the Garden Suburbs through the preparation of strategic design codes. Design Codes were seen as an effective tool for delivering that quality through the entire Garden Suburb and to ensure that development proceeds in accordance with the garden suburb principles set out in the SMF.

- 5.7.2 Strategic Design Codes for the South Maldon Garden Suburb covering primary streets, green edges, green spaces and built edges were endorsed by the Council in March 2016. The Design Codes have been prepared in consultation with the applicants.

- 5.7.3 The following Strategic Design Codes affect Site S2(b):

- **Built Edge Codes** – where residential, community or employment uses are adjacent highways or streets and require all new frontage development to be orientated to face the street for animated frontages to ensure appropriate integration of new development with existing built and natural features:
 - BE01 community and residential land uses adjacent Wycke Hill
 - BE04 residential and employment land uses adjacent A414
 - BE05 residential land use adjacent A414
 - BE09 Relief Road at residential edge

The two Built Edge Codes BE04 and BE05 apply to the Green Corridor with minimum widths of greenspace of 13m between the A414 and residential land parcels.

- **Green Space Codes** – to provide a network of safe and attractive pedestrian and cycle routes, play space, allotments and SuDs features for recreation and increased biodiversity plus attractive interface between the residential land parcels and green space:
 - GS02 Greenways
 - GS05 Green Fingers (x2)

Strategic Design Code GS02 Greenway requires a minimum 25m width to achieve its core function and performance specification. Strategic Design Code GS05 Greenfinger requires a minimum 13-16m (13m only if SuDs not incorporated) to achieve its core function and performance specification.

5.8 Parameter Plans and Compliance with SMF and the Design Codes

- 5.8.1 This outline application is to consider the principle of the development and to determine the parameter plans submitted with the application which will approve:

1. Extent of Development and Land use
 2. Access and Movement
 3. Landscape
 4. Building Storey Heights
 5. Residential Density
- 5.8.2 All of these parameter plans need to be assessed alongside LDP policies S3, S4 and the SMF along with general design and layout policies through LDP policy D1, RLP policy BE1 and Section 7 of the NPPF. The parameter plans submitted with the planning application in December 2015 were subject to consultation and have been amended by the applicants. Revised parameter plans were submitted in November 2016 and have been subject to re-consultation.
- 5.8.3 Taking each one in turn, the Land Use Plan shows the main area would be residential in development with open space corridors crossing the site through the residential areas. An area is highlighted for the SUDS provision at the lowest part of the site adjacent the southern boundary. The South Maldon Relief Road (SMRR) would act as a barrier to contain the residential development and separate the existing countryside to the north and west from the garden suburb. Within the SMRR would be two roundabout junctions and traffic light junction. The northern part of the site would be used for community uses. An area of employment land following within Use Class B1 (office, light industry and research and development) would be located in the south east corner of the site adjacent to the existing farm buildings within Knowles Farm and adjacent a site which has planning permission for employment uses (FUL/MAL/15/00498). An area of open space is located to the west of the SMRR.
- 5.8.4 The Access and Movement Plan shows the SMRR road layout as stated above but also pedestrian and cycle links. The existing Public Rights of Way (PROW) are PROW reference 253_56 runs through the site along and east/west direction. Another PROW reference 253_5 runs along the western site boundary. The access points into the site are also shown.
- 5.8.5 The Landscape Plan shows the green infrastructure showing the areas of green space, the green corridors and SUDS area. In addition existing and retention of hedgerows are shown along with the Locally Equipped Area of Play (LEAP).
- 5.8.6 The Building Storey Heights Plan demonstrates a range of building heights between 2 storey (up to 9m high from ground level to ridge), 2.5 storey (up to 11.5m from ground level to ridge) 3 storey high (up to 13m from ground level to ridge). The 2 storey buildings would be located on the high land areas to the north of the site with the 3 storey buildings concentrated towards the south eastern areas of the site adjacent to existing development. The layout of building heights would be compatible with the landscape with the higher building heights focused towards existing development areas.
- 5.8.7 The Residential Density Plan identifies two areas of residential density with these being 30-35 dwellings per hectare (dph) for the medium density areas adjacent to the relief road and 35-40 (dph) for high density areas.

- 5.8.8 The second plan is the 'Illustrative Layout' Plan showing how the site could be developed indicating the arrangement of buildings, roads, open space, landscaping and SUDS.

5.9 Access Points, the Relief Road, Highway Safety and Infrastructure

- 5.9.1 The LDP policies relevant to this section are LDP policies S3, S4, I1, T1 and T2, the IDP along with the SMF. RLP policies T1, T2, T4, T6 and sections 4 and 7 of the NPPF.
- 5.9.2 The Environmental Statement (ES) includes a chapter on 'Transport and Travel Planning' and a Transport Assessment (TA) which is appended to the ES. The Design and Access Statement (DAS) includes details of an 'Access and Movement Strategy'.
- 5.9.3 As 'Access' is submitted for determination there are three access plans submitted which show:
1. An access road from the fourth arm of the roundabout junction which was approved for site S2(c)
 2. The proposed western roundabout junction in the south western corner of the site that will link the relief road with the existing modified A414
 3. The proposed relief road with the roundabout junction along the relief road and the triangle traffic light junction onto Wycke Hill at the eastern site boundary
- 5.9.4 The ES identifies the potential effects of the development identifying the four phases of development. The South Maldon Relief Road (SMRR) is an essential piece of infrastructure which based on the IDP would be pooled by three sites. The ES identifies that the SMRR would provide a road link from Wycke Hill on the eastern boundary access via a triangular traffic junction arrangement linking to A414 just north of Limebrook Farm via new roundabout junction. The role of the relief road is to relieve congestion at the existing A414 / Limebrook Way roundabout junction to allow traffic heading towards Maldon, Heybridge and the areas to the north a route to avoid this roundabout. The SMRR will become part of the A414 route with the existing A414 road to be downgraded.
- 5.9.5 The SMRR is proposed to have a carriageway width of 7.3m plus verges and wide footways / cycleways / bridleways. The road has been designed in accordance with the 'Manual for Streets 2' guidance. The access roads off the SMRR will be designed to reduce traffic speeds and be narrower at 6.75m wide with 2m footways on both sides. The speed strategy for the SMRR is to adopt a 40mph speed limit, which was recommended by Essex County Council (ECC) Highways in September 2015.
- 5.9.6 With regard to the impact of the proposed development upon the highway network, the assessments have included the proposed residential and employment uses and the C2/D1 community uses which are assumed for the purpose of the assessment to include a community hospital of 4,292sqm within the area of the Site to the north of the proposed South Maldon Relief Road (SMRR).. The ES identifies the residual effect as either minor/negative or natural for driver delay, severance, pedestrian delay and amenity and accident and safety on the highway network in the immediate area

adjacent the site. The SMRR is proposed to address the predicted traffic congestion impact upon the existing A414/Limebrook Way roundabout and this was identified early in the LDP process by ECC Highways. The ES identifies that a Travel Plan will be produced as required by the s106 or planning condition to reduce the level of single car occupancy.

- 5.9.7 The alignment of the SMRR has been the subject of extensive discussions with Essex Highways. The alignment of the road has been amended to satisfy the technical requirements of the Highway Authority and this has resulted in the amendment to the planning application and parameter plans. . The Highway Authority is satisfied that the revised alignment meets its safety criteria and would have an acceptable effect on the local highway network.
- 5.9.8 The development will be required to contribute to the following off-site strategic highways improvements in accordance with the IDP and the LDP including:
- B1018 Langford / Heybridge Approach roundabout improvement works;
 - B1018 Heybridge Approach / A414 roundabout improvement works;
 - A414 Oak Corner Junction improvement works.
- 5.9.9 The draft heads of terms from the applicant includes contributions to the above improvements.
- 5.9.10 The ES identifies a number of bus routes in the area operating numbers as follows 5, 31, 31B, 31X, 90, 504, C4, D1, D2, FC07, FCW1 and SB36. From these routes only the 5, 31, 31B, 31X, 502, D2 and 90 provide services in the immediate location with routes along the existing A414 along the southern site boundary and Wycke Hill along the eastern site boundary. None of the existing bus routes would be diverted to run through this site but improvements and upgrades to existing bus stops can be provided along with a financial contribution towards public transport, which is required through the IDP.
- 5.9.11 The site is located in a sustainable location and the wider area of the Garden Suburb will become a more sustainable location through this and other developments in the area to provide links to public transport, walking and cycling.
- 5.9.12 The Construction Phase of the development would result in some disruption as new highway infrastructure is built but this only a temporary form of disruption in order to improve the highway network as a result of this and other developments in the South Maldon and North Heybridge Garden Suburbs.
- 5.9.13 The Access and Movement Plan shows the how the existing footpath and bridleway (PROW reference 253_56) which falls within the site would remain as existing adjacent the SMRR but would require reconfiguration adjacent to the land to the northern part of the site which is identified as community use land. This change is only a realignment slightly north of its existing position. This existing footpath and bridleway would change in this location to one within a suburban area rather than a rural setting as existing. Outside of the western site boundary and the other existing footpath (PROW reference 253_5) would remain as existing.

- 5.9.14 The Access and Movement Plan shows the position of new footpaths and cycleways which accord with Framework Masterplan from the SMF and would link to crossing points within the site where the new central roundabout junction would be located. These new footpaths and cycleways would also link to crossing points across the A414 and into the wider Garden Suburb.
- 5.9.15 As an outline application there are no details of precise parking provision as this will be detailed in the future reserved matters when considering layout and will have regard to the design guidance set out in the endorsed Design Codes.

5.10 Housing Land Supply, Mix and Affordable Housing

- 5.10.1 For the Council to maintain its five year housing land supply as required through paragraph 47 of the NPPF this proposal, as a 300 dwelling LDP allocation, has been included in the Council's five year housing land supply assessment. Some of this development, 150 dwellings as defined in LDP policy S2 and as explained in detail in the Council's most up to date Planning Policy Advice Note version 5 will therefore need to be delivered within the next five years.
- 5.10.2 Paragraph 50 of the NPPF requires local authorities to "plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community" and "identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand".
- 5.10.3 LDP policy H2 on housing mix requires all development 'to provide a suitable mix and range of housing in terms of size, type and tenure to reflect local housing need and demand in both the market and affordable section, particularly for the ageing population'. This is reflected in the SMF. The Strategic Housing Market Assessment (SHMA) provides the evidence base to the policy. The latest version of SHMA is the September 2014 update.
- 5.10.4 The Council's SHMA identifies in its that for all housing types one and two bedroom units are required to balance the District's housing stock, which currently provides an unbalanced number of large dwellings. This is particularly relevant for affordable housing units where one and two bedroom units are in demand and where there is an inadequate supply. For market sector housing the SHMA's Executive Summary identifies there is also a demand for one and two bedroom units identifying that 60% of market housing should be supplied with 40% of market units being 3 and 4 bedroom units. The SHMA, through the 'Current and Future Demand for Market Housing' identifies a demand for 1, 2 and 3 bedroom units with a surplus of 4+ bedroom units.
- 5.10.5 The proposal identifies the following housing mix, which is based on the 2014 SMHA requirements:

Bedroom Sizes	Percentage of development	Indicative numbers based on the up to 320 dwellings stated in description, as this could be lower
1 bedroom flats	19%	60 units
2 bedroom flats	7%	23 units

Bedroom Sizes	Percentage of development	Indicative numbers based on the up to 320 dwellings stated in description, as this could be lower
2 bedroom houses	25%	79 units
3 bedrooms	27%	86 units
4 bedroom	22%	72 units

5.10.6 The proposed market sector housing mix meets the ‘Current and Future Demand for Market Housing’ stated within the SMHA for 1, 2 and 3 bedroom dwellings. This is considered acceptable in housing terms and the proposed housing mix would also contribute to an appropriate form of garden suburb layout. The provision of family housing would be supported by the primary school and early year childcare facilities identified through the LDP / IDP.

5.10.7 The proposed affordable housing tenure complies with the Council’s requirements at 70% affordable rent to 30% intermediate and discount market sale.

5.10.8 The affordable housing mix is set out as 52% one bed flats (with a proportion suitable for older persons) 40% two bed flats and 8% three bed houses.

5.11 Viability

5.11.1 Paragraph 50 of the NPPF requires affordable housing to be provided where needed and LDP policy H1 requires 30% affordable housing for the South Maldon Garden Suburb including this site. The current adopted RLP policy also requires 30% affordable housing.

5.11.2 The scheme has been subject to viability testing which identifies the scheme can deliver 30% affordable housing. This is confirmed in the applicant’s proposed Heads of Terms.

5.12 Employment Land

5.12.1 The site is not allocated for employment through the RLP employment policies (E1/E2) but the most up to date policy position of this area is taken from the LDP where by policies S4 and E1 apply. This site is coming forward for development as an LDP allocation. The NPPF paragraph 17 bullet point 3, section 1 (Building a Strong Competitive Economy) and section 3 (Supporting a Prosperous Rural Economy) are all relevant.

5.12.2 The South Maldon Garden Suburb have been planned to include employment land and the application proposes employment land to accord with the illustrative SMF within the Knowles Farm character area.

5.12.3 LDP policy S4 requires the provision of Class B use employment which is identified in LDP policy E1 for this area as E1(p) with an area of 0.5ha of land for B1 and B2 use. This employment allocation also includes the adjacent site in Knowles Farm which achieved planning permission in February 2016 for B1 use (office and an industrial unit ref. FUL/MAL/15/00498) and occupies 0.3ha of this employment allocation. It was considered with that application that a B2 industrial use would not

be appropriate in this location having regard to the proximity of neighbouring residential properties and the future residential development from the site S2(b). This application on site S2(b) proposes 0.2ha of land for B1 use development and this would be accessed from Knowles Farm via the access area for ref.

FUL/MAL/15/00498, which included the access arrangements on the approved plan. The employment allocation land area meets LDP policy E1 requirements in terms of land area, through the combination of this application and ref. FUL/MAL/15/00498. The inclusion and allocation of employment land meets with NPPF paragraph 17 bullet point 3, section 1 (Building a Strong Competitive Economy) and section 3 (Supporting a Prosperous Rural Economy).

- 5.12.4 Appropriate planning conditions are also required regarding the future hours of use, delivery times, any specific technical equipment/plant and commercial refuse storage for this employment area.

5.13 Community Use Land and Health Provision

- 5.13.1 The application site includes an area of land extending to 2.97 hectares for community uses Class C2/D1. The precise use of this land has not been determined but the site has been identified as a possible site for a new Healthcare Hub including primary care facilities to replace existing health facilities at St Peters Hospital and to meet the need for improvements to capacity arising from growth in the area. The Mid-Essex Clinical Commissioning Group (CCG) is currently undertaking work to define the service model for the new facility and to undertake a formal options appraisal and a detailed assessment of site options including the land identified for community uses. The rest of the area identified for community uses could be suitable for a care home or extra care scheme which would be complementary to a new health facility. The applicant has confirmed that he is willing to reserve this land for a health facility and to make it available to NHS England (or other nominated body) if the site is determined to be the preferred location for the new facility.
- 5.13.2 Section 8 of the NPPF, RLP policy PU4 and LDP policies S4, I1, I2 are relevant and specifically LDP policy I1 which seeks to improve the District's health and wellbeing and states that 'the Council will work with the NHS and other delivery bodies to ensure that the future health needs of the District are comprehensively addressed'. Also LDP policy S4 requires adequate provision to be made for enhanced medical provision in cooperation with the relevant health bodies.
- 5.13.3 NHS England advises that a developer contribution is required to mitigate the increased healthcare needs arising from the development and the requirement for a financial contribution of £121, 780 is identified to meet the healthcare needs arising from the proposed development. This amount exceeds the amount identified in the IDP as it is based on the current calculation methods used by NHS England. The contribution could be used together with other contributions towards the costs of the new Health Hub on the community use land if this is identified as the preferred location or in another location within the vicinity. The draft heads of terms confirms that the applicant will make a contribution towards health care facilities.

5.14 Education Provision

5.14.1 LDP policies S4, E3, E6 and I1 (Infrastructure and Services), RLP policy PU1 and NPPF Section 8 are all applicable.

5.14.2 Specifically LDP policies S4 (Maldon and Heybridge Strategic Growth) and I1 (Infrastructure and Services) derive from the Infrastructure Delivery Plan (IDP) and requires the following infrastructure for the South Maldon Garden Suburb:

- A new 1.5 form entry primary school;
- Two 56 place early year and childcare facilities;
- One class base expansion of the existing primary school;
- Contributions towards the sufficient expansion of the Plume School;
- Provision for youth and children's facilities.

5.14.3 All of the new education infrastructure as stated above would be provided either within site S2(a) or through financial contributions towards the offsite Plume School (secondary school).

5.14.4 ECC Education has no objections as the additional education and childcare places to serve Maldon have been established through the draft Local Plan and Infrastructure Delivery Plan. ECC Education require costs per place as follows:

- £18,891 for Early Years and Childcare
- £15,661 for Primary education
- £20,582 for Secondary education.

5.14.5 These amounts are different from those stated in the IDP but represent the most up to date position from an ECC perspective based on current calculation methods and follows a similar approach taken for other applications including site S2(a). These planning obligations will need to be secured through s106 agreement and are based on terms set out in the ECC's Developers' Guide.

5.15 Green Infrastructure, Open Space, Sports Provision and Playspace

5.15.1 LDP policies S4 (Maldon and Heybridge Strategic Growth), I1 (Infrastructure and Services), D1 (Design Quality and Built Environment), N1 (Green Infrastructure Network), N2 (Natural Environment and Biodiversity) and N3 (Open Space, Sport and Leisure) are all relevant. RLP policy BE1 (Design of New Development and Landscaping), CC6 (Landscape Protection), CC10 (Historic Landscape Features), REC1 (Allocation of land for formal public open space), REC2 (Provision of public playing pitches), REC3 (Children's play space associated with new housing developments and elsewhere in the District) and REC4 (Allocation of land for informal open space), CC4 (Local Nature Reserves), along with various sections of the NPPF.

5.15.2 The provision of green infrastructure and the creation of a network of green spaces is a key component of the garden suburb. The SMF proposes a network of green spaces linked with the existing settlement through a network of green corridors, recreational facilities, amenity and semi-natural greenspace and streetscapes in keeping with

Garden Suburb principles. The green infrastructure strategy will need to include efficient and effective maintenance and management of these areas.

- 5.15.3 The revised scheme of up to 320 new homes offers 2.54 ha of Public Open Space made up substantially of amenity green space in the Greenway, the Green Fingers and the Landscape / Green Corridors. This is in excess of the requirement based on the standards set out in the Green Infrastructure Study. The Coast and Countryside Officer retains some concerns about the amenity value of the open space where it has a dual function with the SuDS (Sustainable Urban Drainage System) although the developer confirms that the attenuation basins will be substantially dry. It is considered this can be resolved at the Reserved Matters stage. In addition, at least 0.37ha of the 2.54ha of Public Open Space will be Children's' Play provision in the form of one LEAP (Locally Equipped Area for Play) and additional Local Areas of Play (LAP) for the youngest children within the residential areas. This meets with the standards of our Children's Play Strategy.
- 5.15.4 In addition, the scheme provides a substantial area (2.75ha) of structural landscape, including woodland, to the west of the proposed relief road that will provide both nature conservation enhancements and screening for much of the development from the wider countryside. Some of this will be advance planting. This area will not be designated as Public Open Space.
- 5.15.5 Within the Green Fingers, retained hedgerows will have at least 6m on each side and be located within corridors of at least 13-16m. The minimum distance between the proposed relief road and the retained hedgerow on the northern boundary is 4.2m increasing to 13m over a 200m distance. It is proposed to enhance the hedgerow with further planting. It is intended that the large Oak Tree in the western half of the scheme is retained. There will be additional formal avenue planting within the scheme along with tree planting within areas of public open space, amenity space and private gardens.
- 5.15.6 The Coast and Countryside Officer retains concerns in relation to the amount of buffer between the proposed relief road and the PRoW network to the north of the scheme, particularly with respect to tranquillity, and of the connectivity between the pedestrian access onsite and the PRoW network in the wider countryside. This is a matter which should be addressed at the detailed design stage.

5.16 Layout, Scale, and Design and Impact on Character and Appearance of the Area

- 5.16.1 LDP policy D1 (Design Quality and Built Environment), D2 (Climate Change and Environmental Impact of Development), S3 (Place Shaping), S4 (Maldon and Heybridge Strategic Growth), I1 (Infrastructure and Services), N1 (Green Infrastructure Network), N3 (Open Space, Sport and Leisure), T1 (Sustainable Transport) and T2 (Accessibility) are all relevant. RLP policy BE1 (Design of New Development and Landscaping), BE3 (Public and private amenity spaces), CON5 (Pollution Prevention) and T2 (Transport Infrastructure in New Developments), and Chapter 7 of the NPPF are all relevant.
- 5.16.2 The SMF, which has been endorsed by the Council, is based on Garden Suburb principles and provides the structure for a mix of housing types and tenures and a place of variety and character where housing is integrated in a well landscaped

setting with access to necessary services and facilities. The SMF acknowledges the characteristics of places like Hampstead Garden Suburb, Welwyn and Letchworth but also reflects the requirements of 21st century lifestyles and technologies and the need to integrate the development with the wider area and to respect local character. The SMF sets out a framework for how the key garden suburb principles are to be addressed in terms of layout, character, access and movement, green infrastructure, housing mix, community aspects and quality of development. It is therefore important that the South Maldon Garden Suburb is designed to reflect the principles as set out in the SMF

- 5.16.3 In terms of layout, scale, design of buildings and materials, this outline application includes a detailed Design and Access statement (DAS) which sets out how the layout and design principles set out in the SMF will be addressed in future development of this site. A significant level of detail is provided by the DAS and appropriate planning conditions should be attached to any approval to ensure that the development 'is substantially in accordance with the DAS.
- 5.16.4 A requirement of all outline applications within the South Maldon Garden Suburbs is submission of Design Parameter Plans to accord with the guiding principles within the LDP and SMF and the core function and performance specifications of the Strategic Design Codes which were endorsed by Planning & Licensing Committee in March 2016. If approved, the Design Parameter Plans will become the 'rules' of the outline application i.e. these important structuring elements are fixed in terms of their location, core function and performance specification as prescribed in the endorsed South Maldon Garden Suburb Strategic Design Codes.
- 5.16.5 The Strategic Design Codes will inform future Reserved Matters Applications in respect of Layout, Landscape, Scale, and Appearance i.e. where residential land parcels, community buildings or employment sites address a strategic design code and where the different land uses are located within the garden suburb in terms of design guidance.
- 5.16.6 In addition to the DAS and Design Codes, this application includes five 'Design Parameter Plans'.
- 5.16.7 The 'Development and Land Use' Design Parameter Plan generally conforms with the principles in the SMF in terms of the distribution of land uses i.e. residential parcels, community and employment land and the key structuring elements of green infrastructure and relief road. It is important that the details on the parameter plans remain consistent with the SMF and are carried through to the reserved matters application(s) hence the inclusion of the proposed Design Codes condition which would ensure consistency in the form of development going forward including the location and relationship of the Greenway or Greenfingers with the residential parcels.
- 5.16.8 The 'Access and Movement' Design Parameter Plan also is in general conformity with the SMF in terms of access and movement for all modes of transport including motor vehicle, cyclists, horse riders and pedestrian within the site and connections to the wider garden suburb.
- 5.16.9 The main access points for vehicles are from the existing A414 and via a roundabout on the new relief road. The development parcels are accessed via a main Spine Route

within the site with indicative connecting points. However, the principle is established on the 'Access and Movement' Design Parameter Plan that the Spine Route will connect the Roundabout on the A414 (to be provided as part of the approved development of site S2(c) to the Roundabout on the relief road to be provided as part of this development (points A and B).

- 5.16.10 The 'Access and Movement' Design Parameter Plan shows the important pedestrian and cycle routes and links through the Greenway and Greenfingers and the diverted PROW/Bridleway with crossing point at the junction with Wycke Hill. These connect with the network of routes within the Garden Suburb. It is important there is minimum disturbance to the strategic green linkages running through the site. The parameter plans reflect the principles set out in the SMF in this regard and the Strategic Design Codes will inform the reserved matters applications.
- 5.16.11 Leading on from the issues identified above, the 'Landscape' Design Parameter Plan sets out the location of the green infrastructure 'structuring elements' of the development. These include the Green Corridor running along the A414, the Greenway which runs along the overhead pylon line and the two Greenfingers that intersect the site. Again this parameter plan, along with the Strategic Design Codes play an important role setting out the overall framework for the form of development and provide the green linkages between the residential parcels.
- 5.16.12 The 'Building Storey Heights' Design Parameter Plan indicates both maximum heights and number of storeys. The heights referenced are shown as maximums (13m for 3 storeys, 11.5m for 2.5 storeys and 9m for 2 storeys). The maximum storey heights would follow the natural topography of the land by limiting the height of development in the most elevated areas of the site and allowing greater scope in the lower lying areas, closer to the A414 and existing development. Whilst it can be distracting to focus on maximum heights it is unlikely that the eventual development would differ significantly from the remainder of the South Maldon Garden Suburb and would ultimately be considered 'in the round' as one of the detailed design considerations at reserved matters stage. The overall height of the residential development is predominantly 2 storey but some areas are identified for development up to 3 storeys. In areas identified for up to three storey development, no more than 25% of the residential buildings would be three storeys in height.
- 5.16.13 Finally the 'Density' Design Parameter Plan identifies two maximum density ranges of 30-35 dwellings per hectare (dph) and 35-40 dph. The lower density range would be located in the most elevated parts of the site and the most visually sensitive at the northern edge of the development. The overall net density, excluding the structural landscaping elements would be 36.2 dph.
- 5.16.14 The South Maldon Garden Suburb Strategic Masterplan Framework applies an average density range of between 30 - 35 dwellings per hectare. The NPPF is silent on housing density instead advising local planning authorities to set their own approach to reflect local circumstances. RLP policy H6 which sets density levels of between 30 - 50 dwellings per hectare is based on the former PPG3 requirements. However, the submitted LDP policy D4 considers a design-led approach is most applicable taking into account the location of the proposed development.

5.16.15 The SMF identifies an average density of 30 - 35 dwellings per hectare would be appropriate across the whole Garden Suburb. Whilst it is acknowledged that the overall density is slightly higher than the range identified in the SMF, the SMF identifies the site as a location suitable for higher density development. The scheme has also been the subject of amendment to take account of the requirement to accommodate the proposed relief road and it is considered that when assessed in the context of the strategic open space that would be created to the north of the SMRR any impacts could be adequately mitigated at the detailed design stage. Furthermore, when seen in the context of the proposed Green Corridor along the A414 and the adjacent development, and taking into account the fact that the proposed development includes a relatively high proportion of smaller dwellings, the proposed density is unlikely to appear out of context with its surroundings.

5.17 Landscape and Visual Impact Assessment

5.17.1 LDP policies N2, D1 and RLP policies CC6, CC7, CC10 and CC11 are all relevant along with sections 7 and 11 of the NPPF. In regard to assessing the landscape impact the site is located in a Special Landscape Area (RLP CC7) and in terms of the policy would fall within the 'Woodham Scarp'.

5.17.2 The SMF recognises that the 2006 Maldon Landscape Character Assessment provides the baseline landscape character for this area. The site crosses two distinct landscape areas comprising of the gently rolling marsh hinterland known as the Mundon Drained Estuarine Marsh, and the ridge landscape southwest of Maldon known as the Woodham Wooded Farmland. Directly to the south of the site is the gently undulating arable farmland behind the coastal marshland known as the Tillingham and Latchingdon Coastal Farmland Character.

5.17.3 The LVIA looks at the two separate but interconnected effects of the development on the character and quality of the site and the surrounding area and the effects on sensitive views, viewers and visual amenity. The potential for any mitigation of significant adverse effects arising from the development is also appraised.

5.17.4 The proposed development would result in localised permanent landscape effects due to the urbanisation of existing improved pasture. Some lengths of hedgerow would need to be removed and a ditch diverted to accommodate the proposed development. This would have a residual moderate adverse effect on the site itself i.e. significant. The overall effect on the Woodham Wooded Farmland Landscape Character Area as a whole, however, is judged to be minor adverse. There would be an indirect minor adverse effect on the Mundon Drained Estuarine Marsh character area and a negligible indirect effect on the Tillingham and Latchingdon Coastal Farmland character area. Again, these effects are not significant.

5.17.5 In relation to visual effects, the applicant identifies there would be localised significant (substantial to moderate adverse) visual effects during the construction stage on the occupiers of adjacent residential properties and users of public rights of way through the site and close to the boundary of the site. These effects would be temporary. On completion of the development, it is judged there would be significant localised (substantial to moderate adverse) visual effects on adjacent residents and users of public rights of way through and close to the site in the first year. After 15 years, once structural landscaping has begun to mature, the visual effects would be

reduced with residual moderate adverse effects remaining in localised places. A lighting scheme designed to accord with good practice and avoid light spill, glare and sky glow should not give rise to any unusual or significant effects, although the Coast and Countryside Officer has identified concerns that due to the topography and substantially rural setting of the site, this could have some adverse effects over a wider area. Appropriate mitigation should be considered at the reserved matters stage.

5.18 Effect upon Neighbouring Properties

5.18.1 LDP policy D1 along with RLP policy BE1 considers residential amenity.

5.18.2 The nearest affected dwellings are those that border the site. These are Maldon Hall Cottage, Bray Cottage, Whincroft, Knowles Farmhouse, Three Suns Nursery, Leas, Limebrook Farm and Limburn House. All of these properties would experience a significant change as a result of the proposals changing their outlook and views out of their site. The outlook from various rooms in these properties is towards the open countryside which would be developed into a suburban area with associated infrastructure.

5.18.3 The 'Illustrative Layout' provides a guide to how development could be built within the site so cannot be used as the definitive plan. However, there are concerns over the amount of car parking courtyards shown surrounding the northern and western site boundaries which would introduce noise and disturbance to the rear private garden of this property. In addition the proximity of a building adjacent to the western boundary which is the rear boundary of this property would need further consideration as its siting would impact upon the private amenity space and could include windows overlooking. All of these issues will need further consideration ahead of and through the future reserved matters application process.

5.18.4 For the reserved matters the Essex Design Guide (EDG) (1997 version) identifies the requirements for minimum building to building and minimum building to boundary distances for ensuring daylight / sunlight and rear privacy levels are acceptable for the benefit of future occupiers. These guidelines, unless otherwise superseded by more up to date guidance at the time of the reserved matters submission such as the Maldon Design Guide, which would will need to be applied to the reserved matters.

5.19 Flood Risk

5.19.1 LDP Policy D5 provides local drainage considerations and encourages the use of SuDS and flood response plans, policy D2 seeks to minimise pollution prevention along with RLP policy CON5 and section 10 of the NPPF and the guidance contained within the NPPG.

5.19.2 The SMF identifies that the Garden Suburb lies within the catchment of an ordinary watercourse tributary of Lime Brook. Only one of the two Lime Brooks run close to the site along the western site boundary. There are also existing field ditches that run south along the field boundaries within the site.

5.19.3 Based on the Environment Agency Flood Maps this falls Flood Zone 1 which is the lowest risk flood zone.

- 5.19.4 The site is more than 1 hectare in size and based on the Environment Agency information and the national Planning Practice Guidance (PPG) a Flood Risk Assessment (FRA) is required. As the site falls within Flood Zone 1 it is a sequentially preferable site for development as an allocated site in the LDP and therefore no Sequential Testing is required.
- 5.19.5 Appended to the ES is an FRA. The FRA identifies the topography of the ground shows a height difference of 15m from highest point of 30m AOD in the north east site corner to the lowest point of 15m AOD adjacent the existing A414. The FRA identifies that part of the Lime Brook catchment passes through the site. The FRA's technical assessment of flooding mechanism shows the land to have a low probability of flooding from overland flow, ground water and sewer flooding.
- 5.19.6 The ES identifies that the implementation of an appropriate and sustainable development proposal with appropriate mitigation measures will ensure that the proposal would not result in significant adverse effects during the operational or construction phases of the development. The Construction Environmental Management Plan through a planning condition will require mitigation measures to control the construction phase of the development to avoid any pollution or flooding impacts.
- 5.19.7 The Environment Agency has no objections and it is therefore considered that the development is acceptable in terms of flood risk.

5.20 Surface Water Drainage

- 5.20.1 LDP Policy D5 provides local drainage considerations and encourages the use of Sustainable Urban Drainage Systems (SuDS) and flood response plans, policy D2 seeks to minimise pollution prevention along with RLP policy CON5, section 10 of the NPPF and the guidance contained within the NPPG.
- 5.20.2 The SMF identifies that developments will need to employ a multi-user SuDS water management system to provide source control measures are implemented where possible and the use of a tiered water management system for water treatment.
- 5.20.3 The FRA identifies a number of drainage options for managing storm water by way of a SuDS management train. The existing watercourses within the site have been identified in the FRA as most appropriate receptors of storm water and would involve source control measures and detention features through SuDS management. The development can therefore implement techniques which include permeable paving, filter strips, ditches, swales and attenuation drainage systems. For the discharge of surface water that is not stored on the site the FRA identifies that the Lime Brook south arm would be most appropriate otherwise attenuation measures will be used. An 'Illustrative Surface Water Drainage Strategy' has been produced to show the SUDS management train and shows five SUDS basins in the lowest part of the site located towards the site's southern boundary.
- 5.20.4 ECC SUDS team are the Lead Local Flood Authority and have no objections to the grant of planning permission but require a number of planning conditions that will require further information to be submitted in advance of any development taking

place on site. These conditions are stated in the consultation's table but in summary require:

- Detailed SuDS scheme to be submitted for approval
- A scheme to avoid off site flooding from the development
- A management and maintenance plan detailing who is responsible for the SuDS
- Maintenance plan to include yearly logs of maintenance undertaken

5.20.5 The detailed SUDS scheme can be conditioned to be submitted at the same time of the first the reserved matters applications to help understand how the SUDS would work with the layout, appearance, scale and landscaping of the development.

5.20.6 For the construction phase of the development the ES identifies that mitigation would be required through a Construction Environmental Management Plan which would be subject to a planning condition.

5.21 Foul Drainage and Water Supply

5.21.1 LDP Policy D5 provides local drainage considerations and encourages the use of Sustainable Urban Drainage Systems (SuDS) and flood response plans, policy D2 seeks to minimise pollution prevention along with RLP policy CON5 (Pollution Prevention), section 10 of the NPPF and the guidance contained within the NPPG.

5.21.2 The FRA explains that there are currently no foul sewers in the site but a site drainage strategy has been developed for foul drainage flows to be discharged into the Anglian Water network. Anglian Water have no objections to the application as the foul drainage from the development is the catchment of Maldon Recycling Centre that will have the capacity for these flows but Anglian Water require a drainage strategy to be conditioned.

5.21.3 Essex and Suffolk Water would provide a water supply and the costs of this work would be for the developer in agreement with Essex and Suffolk Water outside the scope of this planning application.

5.21.4 For the construction phase of the development the ES identifies that mitigation would be required through a Construction Environmental Management Plan which would be subject to a planning condition.

5.22 Provision of Private and Communal Amenity Space

5.22.1 With this outline application there are no details of the exact layout of the development as this will be dealt with through the reserved matters. Nevertheless the Essex Design Guide (EDG) (1997 version) forms supplementary planning guidance (SPG) and details the levels of private amenity space needed for dwellings, unless a more up to date replacement SPG has been adopted, such as the Maldon Design Guide, which would be used for the reserved matters alongside the requirements of the SMF. The details are stated as follows:

- Houses of one or two bedrooms need a minimum of 50m²
- Houses of three or more bedrooms need a minimum of 100m²

- Flats of two or more bedrooms (which may be occupied by households with children) communal residential gardens must be provided on the basis of a minimum area of 25m² per flat.

5.23 Impact upon Listed Buildings

5.23.1 LDP policy D3, RLP policy BE16 and Section 12 of the NPPF are applicable.

5.23.2 The nearest listed buildings are located at Maldon Hall Farm where there are five grade II listed buildings, Brookhead Farm is grade II listed, and at Woodham Mortimer where there are seven grade II listed buildings. Maldon Hall Farm and Brookhead Farm are the closest listed buildings to the site. A 'Heritage Setting Assessment' has been submitted and judges that there will be no impact upon the setting of the heritage assets within 1.25km of the site. Maldon Hall Farm is located less than 300m to the north of the site boundary and there would be a 'slight adverse impact' upon these listed buildings due to visual intrusion of the new development. The ES considers that mitigation measures in the form of heightening and thickening the northern hedgerow boundary would lessen the impact to a 'slight / neutral' impact and states that this 'should not be a constraint to development proposals'.

5.23.3 Historic England are a statutory consultee (formerly English Heritage) and have identified that the development has the potential to impact upon the setting of a group of Grade II listed buildings at Maldon Hall. Historic England considers that the impact on the group of listed structures at Maldon Hall would be minimized if the section of the site highest up the slope were to remain open and used for recreational purposes, allotments or similar community use. The northern part of the site has been identified for future community uses but is likely to involve development and would not be used for allotments for example which are allocated within site S2(a). Part of this area has been identified as a possible location for a new healthcare hub and other parts of the community use land are also likely to be developed. Any development will be subject to reserved matters or separate detailed planning applications and the impact on this group of listed buildings will be assessed in determination of these applications.

5.23.4 The construction process will not impact upon the listed buildings.

5.24 Conservation Area

5.24.1 LDP policy D3, RLP policy BE13 and Section 12 of the NPPF are applicable.

5.24.2 The site does not fall within a Conservation Area and is significantly distant from the nearest Conservation Area, which is Maldon Conservation Area in Maldon town centre, is located approximately 1.3km to the north east.

5.25 Schedule Ancient Monuments (SAMs) Archaeology

5.25.1 LDP policy D3 and Section 12 of the NPPF are applicable.

5.25.2 The nearest Scheduled Ancient Monument (SAM) is the medieval Leper hospital of St Giles and this located approximately 670m north east of the site along Spital Road.

Given the site's distance from the SAM the proposed development would not impact upon its setting and would not be harmed.

5.26 Archaeology

5.26.1 LDP policy D3, RLP policies BE17 and BE18, and Section 12 of the NPPF are applicable.

5.26.2 The proposed development is located on the edge of the historic town of Maldon. The ES demonstrates that a desk based assessment has concluded that the site is considered to have 'moderate potential of Iron Age and Roman agricultural remains'. Planning conditions are therefore relevant and required as recommended by the Council's Senior Conservation and Urban Design Officer who has no objections subject to conditions requiring further archaeological assessments and a fieldwork programme. Such conditions would be imposed to any approval and require archaeological works to take place prior to the commencement of the development of the site to allow for recording and assessment of any unearthed findings.

5.27 Other Heritage Assets

5.27.1 There are no registered battlefields, historic parks/gardens within the site or within the wider study area that would be affected.

5.28 Biodiversity and Ecology

5.28.1 LDP policy N2, RLP policies CC1, CC2, CC3, CC4, CC5 and NPPF section 11 are all relevant considerations.

5.28.2 Given the scale of development the impact upon the nearby statutory designations needs to be considered. The application site is within or in close proximity to a European designated the Blackwater Estuary Special Protection Area (SPA), Ramsar site, Special Area of Conservation (SAC), and also at a national level is the Blackwater Estuary Site of Special Scientific Interest (SSSI). These areas are approximately 2.6km to the east of the site and recognized in the ES. Natural England recommends 'that the Local Planning Authority (LPA) determine whether the proposal is likely to have a significant effect on any European site'. This requires the LPA to undertake a Habitat Regulations Assessment (HRA) with regard to the Hydrological Impacts and Recreational Disturbance Impacts, which is similar to the S2(a) application site. This requirement follows Regulations 61 and 62 of the Habitat Regulations.

5.28.3 Habitat Regulation Assessment screening has been undertaken by the Council. The application site is in close proximity to a European designated site (also commonly referred to as Natura 2000 sites), and therefore has the potential to affect its interest features. European sites are afforded protection under the Conservation of Habitats and Species Regulations 2010, as amended (the 'Habitats Regulations'). The application site is in close proximity to the Blackwater Estuary Special Protection Area (SPA) which is a European site. The site is also listed as the Blackwater Estuary Ramsar site and also notified at a national level as the Blackwater Estuary Site of Special Scientific Interest (SSSI). Maldon District Council, as a competent authority under the provisions of the Habitats Regulations, is required to have regard for any

potential impacts that a plan or project may have. In their response to the EIA scoping consultation (dated 15 June 2015). The screening has taken into account responses to consultation. In response to the first consultation, Natural England identified two main areas of areas for consideration, specifically hydrological pathways and recreational disturbance impacts on European designated sites arising from new residents.

- 5.28.4 In relation to hydrological impacts, Natural England raised concerns that the Environmental Statement did not appear to identify how sewage treatment would be dealt with as part of this application. The submission of a revised flood risk assessment identifies that additional foul drainage storage is required and Anglian Water have confirmed through the planning application consultation response (dated February 16th 2016) that the sewage treatment works have sufficient headroom to accommodate the flows from the proposed development. The applicant has provided further clarification of this issue in a Technical Note prepared by Brookbanks Consulting dated June 8th 2016. The submission and approval of details of the foul drainage strategy would be subject to a planning condition as requested by Anglian Water. This has overcome the concerns previously raised by Natural England.
- 5.28.5 In relation to increased recreational impacts, Natural England's response to the second consultation (dated February 23 2016) confirms that, although the Environment Statement did not include a detailed assessment for potential increased recreational pressure at the Blackwater Estuary SPA, Natural England considers that there would not be a likely significant effect on any European Site as a result of increased recreational pressure. The scheme provides above standard quantities of Public Open Space and is connected to the PROW network to the north of the site, as well as providing walking and cycling opportunities onsite. Extensive recreational opportunities will also be available within the wider South Maldon Garden Suburb. Natural England has confirmed that no further information is required. In the light of this advice, the Council is satisfied that the recreational disturbance impact is unlikely to be significant and that no further assessment or mitigation in relation to this issue is required.
- 5.28.6 In terms of non-statutory designations, Maldon Wick Local Wildlife Site and the Wycke Meadow Nature Reserve are located within approximately 160m and 270m distance of the site respectively. Development proposals for sites S2 (a) and S2(b) include mitigation measures to protect and enhance these areas and given its distance from the designated areas and the level of on site open space provision, it is not considered that the proposed development would have a harmful impact on these non-statutory designations. Similarly, it is not considered that there would be a harmful impact on the further distant non-statutory designations of Hazeleigh Hall Wood and Parsonage Wood which are located at more than 1.5 km from the application site.
- 5.28.7 With regard to protected species, an 'Ecological Assessment' has been appended to the ES and taken into account through the EIA. This states that surveys were undertaken in 2013 and 2015. The site is dominated by horse grazing pasture with many field boundaries hedged. There are ditches associated with the hedgerow boundaries although these can dry out during drier periods. Protected species are those identified through European and National legislation. Through European legislation these are bats, great crested newts, otters and dormice and through

National legislation these are reptiles, birds and badgers. From the 'Ecological Assessment' it is identified that there have been minor recordings for bats, breeding birds and reptiles, there is evidence of badgers entering the site but no activity was recorded during survey work. There are areas along the bridleway where there are continuous hedgerows and trees which are where bats, birds and badger recordings were identified and reptiles in the stable areas and western site boundary. The 'Ecological Assessment' identifies that recordings were 'scattered across the site'.

- 5.28.8 The 'Ecological Assessment' identifies that mitigation, compensation and enhancement is 'possible' and it is concluded that 'if a development on this land were to proceed, its minor interest and potential impacts are not significant on a site level, or in combination with other development sites in south west Maldon'. The retention of the bridleway and its hedgerow boundary would maintain the existing ecological corridor for species for part of its route to the north of the South Maldon Relief Road although the bridleway will change for part of its route where development is proposed to the north of the South Maldon Relief Road. Boxes can be provided for bats and reptiles can be accommodated in new grassland areas, away from the residential parts of the site. The future SuDS scheme can include an attenuation basin for holding water most of the year for biodiversity benefits.
- 5.28.9 Planning conditions requiring further ecological assessments to be undertaken prior to commencement of development but in advance of that further ecological information will be required through consideration with the reserved matters along with an 'Ecological Conservation Management Plan' for the site.
- 5.28.10 The ES identifies that the residual impacts would be negligible with some minor adverse impacts during the construction process.
- 5.28.11 Natural England has referred the LPA to consider their 'Standing Advice' but other consultees such as the Essex Bat Group, Essex Wildlife Trust have not provided consultation responses. Natural England's 'Standing Advice' with regard to protected species can be used for the purpose of planning conditions and for licenses outside of the planning legislation.

5.29 Construction Environmental Management Plan (CEMP)

- 5.29.1 LDP policy D2, RLP policies BE1, CON5, CON6 and NPPF paragraphs 120 to 125 are all applicable.
- 5.29.2 This report and the ES refer to need for a Construction Environmental Management Plan (CEMP) to provide the mechanism for mitigating adverse environmental impacts and managing the construction of the development. The CEMP will include the need for a site waste management plan, materials management plan, pollution prevent plan, water management plan, traffic management plan and emergency response plan. The CEMP will form a planning condition requiring the information to be submitted prior to the commencement of development.

5.30 Air Quality

- 5.30.1 LDP policy D2, RLP policies BE1 and CON5, and NPPF paragraph 124 are all applicable, which states 'Planning policies should sustain compliance with and

contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan’.

- 5.30.2 The ES identifies that the construction phase of the development with regard to dust would be a ‘medium’ risks to human health and ‘high’ for dusting soils so best practice measures during construction would be needed and would need to be agreed through a Construction Environmental Management Plan, which would form a planning condition to any recommendation of approval. After construction of the development has been completed air quality risks would derive from increased traffic movements from the development and most notably from the South Maldon Relief Road. However, the ES states that air quality level would be within national regulation limits.
- 5.30.3 The Council’s Environmental Health Officer had identified concerns over dispersion modelling and the impact this has on the property known as Whincroft and new dwellings proposed near to Wycke Hill. It is not anticipated that there would be a predicted exceedance of air quality for nitrogen oxide but there could be moderate adverse impacts which need to be addressed via mitigation measures. The ES refers to walking and cycling as air quality mitigation but such provision is a normal part of any residential development and is not the only form of mitigation as electric vehicle charging points for dwellings could provide another mitigation measure. An air quality mitigation condition should be imposed to any approval to demonstrate all types of mitigation are considered and agreed through the reserved matters application(s).

5.31 Noise and Vibration

- 5.31.1 LDP policy D2, RLP policies BE1 and CON5, and NPPF paragraphs 120 to 125 are all applicable.
- 5.31.2 The ES identifies that noise and vibration would occur over two periods – the construction period and the completed development (operational) period.
- 5.31.3 ES explains that during the construction of the development noise levels will increase with disturbance caused nearby during clearance and the building phase. Also vibration effects will occur. The identified receptors would be nearby residents of neighbouring residential properties. Both vibration and noise mitigation measures will be imposed through the Construction Environmental Management Plan for the construction process.
- 5.31.4 Noise deriving from the development would be associated with the South Maldon Relief Road and from road traffic noise.
- 5.31.5 The ES and appended ‘noise site suitability study’ shows that noise monitoring was undertaken at two locations within the site and this provides the background and residual noise levels for the site. One location (site 1) was along Wycke Hill to the eastern site boundary and the other (site 2) was along the A414 to the east of Limburn

Farm. The average noise levels for site 1 range between 62.5dB at night to 68.1dB during the day and for site 2 the range is 61.2dB at night and 67.4dB during the day.

- 5.31.6 The predicted the noise levels that would result from the completed development based on the road traffic noise from the existing road network and with the South Maldon Relief Road have been based on the above dataset. This noise modelling has been applied to the illustrative layout plan and shows that buildings can act as a noise barrier for external residential amenity areas to achieve a <55dB level to meet the World Health Organisation (WHO) guidelines. For internal noise, based on the illustrative layout, most dwellings would not be subject of noise but for those dwellings that are located in close proximity to road traffic noise for living rooms and bedrooms the ES requires standard double glazing when windows are closed and acoustic ventilation.
- 5.31.7 Furthermore, the 'noise site suitability study' also identifies flats from the illustrative layout plan would be positioned where facades would be exposed to a higher threshold of noise of >63dB average noise levels over a 16 hour period (Laeq,16hr) and this would require mechanically assisted ventilation and closed double glazed windows for those affected units. The Environmental Health Officer with reference to considers that residential Properties being built in areas where the average noise levels are >63dB Laeq16hr should be avoided. Further modelling has been undertaken which shows that the impacts on the most noise sensitive properties can be mitigated by the use of two small acoustic barriers and more robust boundary fencing, which will minimise impacts to an acceptable level. This can be dealt with by condition.
- 5.31.8 Other noise sources from the development could derive from the employment land use and from the community land use but as an outline application future end users of the facilities are not known at this stage so limitations in terms of planning conditions regarding the hours of use, delivery hours, any specific technical equipment / plant and commercial refuse storage would be required for amenity reasons. It should be noted that the employment land use would be for a B1 use which includes light industry, office and research and development is normally acceptable in close proximity to residential properties. The C2 use for residential institutions could include any of the following uses: residential care homes, hospitals and nursing homes. The D1 use for non-residential institutions could include any of the following uses: clinics and health centres. On the basis of the proposed community uses it is not considered that there would be significant adverse impacts resulting from these uses.

5.32 Ground Conditions and Land Contamination

- 5.32.1 LDP policy D2, RLP policies BE1, CON5, CON6 and NPPF paragraphs 120 to 122 are all applicable.
- 5.32.2 The ES reports that application site consists of a mix of grade 2 and 3 agricultural land of clay, silt and sand geology of the London Clay Formation. The ES recognises that the construction process will result in ground works that could lead to airborne and surface water pollution therefore the Construction Environmental Management Plan (CEMP) would need implementing to ensure best working practices are implemented such as dust suppression, bunded fuel tanks etc. The CEMP would reduce the impact from 'moderate to major' to 'negligible' in EIA terms.

- 5.32.3 After the construction phase and completion of the development buried materials could result in contamination. To mitigate these risks guidance for regeneration sites will be followed and gas monitoring to take place along with contamination and remediation conditions being imposed to ensure the development is safe for the end users.

5.33 Climate Change and Renewable Energy

- 5.33.1 LDP policies D1 and D2, RLP policy PU6 and NPPF paragraphs 95 to 99 are all applicable.
- 5.33.2 The ES has considered climate change and renewable energy considerations identifying carbon dioxide variations. The construction phase of the development would result in the unavoidable production of carbon dioxide and the completed development would also continue carbon dioxide production. The proposed development should therefore incorporate appropriate renewable energy innovations in accordance with LDP policy and the SMF and this will be considered at the detailed stages of the development through the reserved matters and conditions where applicable.

5.34 Planning Obligations

- 5.34.1 For applying planning obligations The Community Infrastructure Levy Regulations 2010 Regulation 122 (also stated in paragraph 204 of the NPPF) need to meet the following tests:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development’.
- 5.34.2 The table listed in section 4.5 of this report provides a list of planning obligations required for this development site based on the Infrastructure Delivery Plan (IDP 2013 and 2014 update) and the submitted Local Development Plan (LDP).
- 5.34.3 The consultation responses received consultees who had provided input into the IDP have provided updated requirements that supersede the IDP requirements in the table where listed below:
- 5.34.4 For Education a price per education place based on the latest ECC Contributions Guide is required and is more likely to be used through the section 106 negotiations with ECC Education.

For Health Care contributions the amount requested from the NHS has increased from £99,220 to £121, 780 based on current calculations.

Infrastructure Item as listed in the LDP / IDP	LDP policy I1 and IDP Financial Contributions ‘including pooled’ arrangements	Phasing as identified in the Infrastructure Phasing Plan (IPP)
Transport		
B108 Langford / Heybridge Approach	£14,701	2024 / 25
B1018 Heybridge Approach / A414 roundabout	£272,271	2024 / 25
A414 Oak Corner Junction	£81,992	2018 / 19
South Maldon Relief Road (A414 / Wycke Hill)	£1,331,127	Phase 1 2019 / 20 Phase 2 2020 / 21 Phase 3 2022 / 23
Travel Plan Monitoring fee –	£1,500 per annum for lifetime of development	
Public Transport		
Public transport improvements to serve South Maldon Garden Suburb	£643,500	2020 /24 Details of bus service phasing
Education		
56-place early years and childcare facility to serve Maldon	£240,000	2022 / 23
420 space (two form entry) primary school and 56 early year and childcare facility	£1,527,273	Phase 1 2018 / 19 to 2020 / 21 Phase 2 2024 / 25 to 2026 / 27
One class base expansion of existing primary school	£61,091	2017 to 2019
Expansion of Plume School – Lower School	£274,900	2020 / 21 to 2021 / 22
Expansion of Plume School – Upper school/sixth form	£908,367	2020 / 21 to 2021 / 22
Youth and Children’s Facilities		
Teen shelters, skateboard facilities and access to shared community facilities to serve Maldon	£162,500	2020/21 – 2021/22
NEAPs and LEAP to serve Maldon	£34,560	2022/23 – 2024/25
Health		
Medical facilities to serve South Maldon Garden Suburb –	£121,118	2019/ 209
Land to be reserved and made available if required for a new Healthcare Hub		
Green Infrastructure		
Allotments to serve South Maldon Garden Suburb	£14,520	2020/21

Infrastructure Item as listed in the LDP / IDP	LDP policy I1 and IDP Financial Contributions ‘including pooled’ arrangements	Phasing as identified in the Infrastructure Phasing Plan (IPP)
Sport Facilities to serve South Maldon	No cost set out in IDP / LDP	2023/24 – 2024/25
Affordable Housing	30%	
Monitoring fee	£8,000	
TOTAL	£5, 687,919 Excluding travel plan monitoring and Council monitoring fee	

5.35 Cumulative Impact

5.35.1 The ES has considered the cumulative effects of the development which is likely to be built at same time as other large scale developments within the South Maldon Garden Suburb and alongside other consented developments such as the residential development at Park Drive in Maldon. The ES concludes there is likely to be a cumulative impact upon ecology, landscape and visual impact, and socio-economic impact but that these impacts can be mitigated.

5.36 Sustainability Appraisal

5.36.1 Numerous LDP policies, RLP policies and paragraphs of the NPPF are relevant to this section and have been taken into account in consideration of the application.

5.36.2 Sustainability is a material consideration with the determination of this appeal and in terms of sustainability paragraph 14 of the NPPF applies the ‘presumption in favour of sustainable development’ and for decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - specific policies in this Framework indicate development should be restricted.

5.36.3 To assist with the assessment of sustainability it is necessary to assess whether the proposed development is ‘sustainable development’ with regard to the three dimensions to sustainable development as defined in paragraph 7 of the NPPF, which are the economic, social and environmental roles.

5.36.4 Economically the proposed development would deliver 8% of the District’s objectively assessed housing needs and would bring employment opportunities in the construction sector for the duration of the construction phase of the development

which is beneficial to the local economy. The employment land inclusion and community use land would bring more permanent employment during the completed stage of the development. New residents will bring expenditure to the local economy using existing and new local services and businesses to increase economic activity.

- 5.36.5 Socially the proposal would provide a supply of housing required to meet the needs of present and future generations. Employment land and community use land would be created which will promote social cohesion. The proposal would provide areas of open space, recreation and a play area to benefit of future occupiers. The development would be an extension of the existing settlement of Maldon and would benefit new and existing residents in terms of connections to the existing settlement and the wider South Maldon Garden Suburb.
- 5.36.6 For the environmental role the proposal would lead to a significant change in the current environment and the loss of some biodiversity and ecology but mitigation measures are proposed and the development would form an extension to Heybridge in the most appropriate and sustainable location, when considered against other Strategic Housing Land Availability Assessment sites. Through the application process of this proposal careful has been given to the future development of the site in regard to the SMF, its landscape impact, integration with the existing urban area and its associated infrastructure. This alongside the footpaths through the site and key strategic pedestrian / cycleway links identified in the SMF would be provided and would link with the wider South Maldon Garden Suburb as it evolves. Environmentally and socially the layout of this development, subject to noise mitigation measures being installed to protect future residents from any road traffic noise, can satisfy the environmental and social roles of the NPPF.
- 5.36.7 Taking these considerations into account it is considered that the NPPF's 'presumption in favour of sustainable development' can apply to this development.

5.37 Conclusion and Planning Balance

- 5.37.1 The proposed development will assist the Council in achieving its five year housing land supply and is in accordance with the LDP and the South Maldon Garden Suburb Strategic Masterplan Framework.
- 5.37.2 This proposal would provide upto 320 dwellings of which 30% (upto 96 dwellings) would be affordable housing units. In addition to provision of housing to meet growth requirements, the proposal would facilitate the delivery of the South Maldon Relief Road would assist in alleviating traffic flows within the built up areas of Maldon and Heybridge and improve linkages to the other parts of the District and the A12 and contribute to education and early years facilities and open space and green infrastructure provision within the South Maldon Garden Suburb. The proposal would also contribute proportionately towards the delivery of a new infrastructure identified in the IDP and LDP which is required to accommodate growth.
- 5.37.3 The South Maldon Garden Suburb Strategic Masterplan Framework provides guidance on the spatial vision for this area in accordance with the policies set out in the submission LDP. It has been endorsed by the Council as a material consideration in the determination of planning applications following stakeholder engagement and public consultation. This application is in general accordance with the SMF, unless

otherwise stated in the report, and seeks outline planning permission for the principle of the development with all matters reserved with the exception of access. The application also seeks approval for the Design Parameter Plans which show 'Extent of Development and Land Use', 'Building Storey Heights', 'Landscape', 'Access and Movement' and 'Residential Density' as submitted. This requires future reserved matters applications to accord with the Design Parameter Plans when details of layout, scale, appearance and landscaping are considered. Conditions will be required to refer to these plans, the detailed Design and Access Statement and the Strategic Design Codes which have been endorsed by the Council. Furthermore, the phasing for the entire development and South Maldon Relief Road would need to be agreed through a discharge of conditions application prior to the submission of the reserved matters. The information provided with the application and Design Codes provide an excellent basis for delivering a high quality garden suburb development.

5.37.4 This application is acceptable in principle and meets with the three dimensional tests of the economic role, social role and environmental role as outlined in paragraph 7 of the NPPF for the 'presumption in favour of sustainable development', as defined in paragraph 14 of the NPPF, to apply. This site is sustainable and will become more sustainable in the future through the associated strategic growth of the South Maldon Garden Suburb which will provide the necessary infrastructure for connections in the area and beyond. The EIA and ES are robust documents which have addressed issues raised in the scoping opinion and set out mitigation measures where appropriate that can be addressed either by condition or in the accompanying S106

5.37.5 The application has been through two consultation processes and has been assessed in regard to the submitted LDP, the 'saved' policies of the RLP, the relevant paragraphs of the NPPF, all the consultation responses and all other material planning considerations. This report demonstrates that taking into account the planning balance the application can be recommended for approval subject to conditions requiring further details and mitigation, and subject to planning obligations to secure the required infrastructure provision.

6. ANY RELEVANT SITE HISTORY

6.1.1 The table below demonstrates the latest position with allocated sites within the South Maldon Garden Suburb:

Site reference	Site Address and application no.	Development	Latest position
S2(a)	Land South Of Wycke Hill And Limebrook Way OUT/MAL/14/01103	Outline application for up to 1000 dwellings, an employment area of 3.4 hectares (Use Classes B1, B2 and B8 uses), a local centre (Use Classes A1-A5, B1a, C2, C3, D1 and D2 uses), a primary school, two early years and childcare facilities, general amenity areas and formal open space	Outline planning permission granted 1 December 2016

Site reference	Site Address and application no.	Development	Latest position
		including allotments, sports playing fields, landscaping, sustainable drainage measures including landscaped storage basins and SuDs features, vehicle accesses onto the existing highway network and associated infrastructure.	
S2(b)	Wycke Hill North SCR/MAL/14/01258	Request for Environmental Impact Assessment Screening Opinion for up to 380 new homes	EIA Required 23 January 2015
	SOR/MAL/15/00472	Request for EIA Scoping Opinion	Scoping Opinion regarding the contents of the EIA issued 22 July 2015
S2(c)	Wycke Hill South OUT/MAL/13/00763	Approval of reserved matters relating to the appearance, landscaping, layout and scale as required by Condition 1 and 3 of Outline Planning Permission OUT/MAL/13/00763 which approved demolition of existing buildings and erection of up to 120 residential dwellings with associated vehicular access.	Outline permission allowed on appeal on 17 December 2014.
	RES/MAL/15/00071	Reserved matters for 117 dwellings	Appeal dismissed 06.05.16
	RES/MAL/15/01055	Reserved matters for 108 dwellings.	Appeal allowed 06.02.17
	MLA/16/00253	Application to modify s106 agreement to reduce the level of affordable housing provision	Appeal subject of legal challenge.
	Knowles Farm OUT/MAL/15/00499	Pub and hotel	Application withdrawn
	Employment Land OUT/MAL/15/00498	B1 Employment	Approved 23.2.16

7. **CONSULTATIONS AND REPRESENTATIONS RECEIVED**

7.1 **Representations received from Parish / Town Councils**

Name of Parish / Town Council	Comment	Officer Response
Danbury Parish Council	Strongly object due to the amount of traffic that would be generated and the impact on the safety of the A414 and the narrow roads in and out of the village.	See Sections 5.3 - 5.6
Woodham Mortimer Parish Council	Object – further development of an additional 370 homes is overdevelopment resulting in a detrimental and negative impact on the rural nature and character of this area due to the bulk and scale of the development. Infrastructure is deemed inadequate and the pressure imposed on the A414 will be exacerbated and likely to result in extensive traffic chaos.	Scheme now reduced to 320 dwellings. See Section 5.3 - 5.6
Maldon Town Council	Object – the application is in Outline, the Town Council wish to consider the proposal as a FULL application	No scope to refuse application on the grounds that it is outline only because of the additional supporting information provided and in context of the Strategic Masterplan Framework, Strategic Design Codes and submitted Design Parameter Plans

7.2 **Statutory Consultees and Other Organisations (*summarised*)**

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
SUDS – Essex County Council Flood and Water Management	No objection, subject to conditions	See Section 5.20

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Maldon Society	<p>Consultation has taken place within the context of the strategic masterplan [however] the amount of previous consultation on this particular location is minimal.</p> <p>A road parallel to Limebrook Way outside Maldon South Garden Suburb should be considered.</p> <p>The presence or not of the hospital is critical of consideration of this site due to the traffic flow it is likely to generate. Consideration should be deferred until the hospital decision is firm.</p> <p>Principle of 40% affordable housing should be adhered to on this site.</p> <p>Parking for two car insufficient for 3/4 bed dwellings.</p> <p>The mix of houses should be more weighted to smaller households.</p> <p>Assumption that the electricity pylons will be removed and cables laid underground as mentioned during the earlier consultation period.</p>	<p>See Sections 5.3 - 5.7 and 5.9.</p> <p>The Transport Assessment modelled the potential residential and non-residential uses.</p> <p>The LDP requirement is 30% affordable housing. See Section 5.11</p> <p>The Council's parking requirements are for two parking spaces.</p> <p>The indicative housing mix shows a high proportion of smaller households.</p> <p>It is not proposed to relocate the pylons.</p>
Natural England	<p>The application site is within or in close proximity to a European designated site (Natura 2000 sites); is in close proximity to the Blackwater Estuary Special Protection Area (SPA). The site is also listed as a Ramsar site and is a Site of Special Scientific Interest (SSSI). HRA matters raised and addressed</p>	<p>See Section 5.28</p>

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Education – Essex County Council Economic Growth & Development	<p>The development can be expected to generate demand for 82 Primary school places; 55 Secondary school places and 25 early Years & Childcare (EY&C) places.</p> <p>Additional demand will be generated by the Non-residential floorspace which should be estimated at 0.04 EY&C places per employee.</p> <p>The Maldon Local Plan and the Infrastructure Delivery Plan identifies this site as making commensurate contributions to mitigate the impact.</p> <p>Contributions are needed towards Youth Facilities as set out in the IDP.</p> <p>Safe direct walking and cycling routes must be provided by the applicant to the appropriate education, childcare and community facilities.</p>	See Section 5.9
NHS England	<p>The proposed development is likely to have direct impact on the services of 2 main GP practices and 2 branch surgeries operating within the vicinity of the site. The GP practices do not have the capacity for the additional growth from this development.</p> <p>The proposed development is likely to have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area. NHS England would expect these impacts to be fully assessed and mitigated.</p> <p>A Healthcare Impact Assessment (HIA) has been prepared by NHS England and provides the basis for a developer contribution towards</p>	See Section 5.13

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
	<p>capital funding to increase capacity within the GP catchment area.</p> <p>New primary care services are required due to the level of growth in this area, and, subject to a formal options appraisal, a new primary care facility may be needed on this development site. NHS England and CCG are willing to discuss this in further detail with the developer.</p>	
Anglia Water	<p>Advise that there are no assets owned by Anglia Water or those subject to an adoption agreement within the development site boundary.</p> <p>The foul drainage from this development is in the catchment area of Maldon Water Recycling Centre that will have available capacity for these flows.</p> <p>Development will lead to an unacceptable risk of flooding downstream. A feasible drainage strategy has been devised and mitigation has been identified. Requests a condition requiring foul water strategy to be submitted and approved by the Local Planning Authority (LPA) as the development is unacceptable without mitigation.</p>	See Section 5.21
Royal Society for the Protection of the Birds (RSPB)	<p>Objects due to the lack of information provided to demonstrate there will be no adverse effect on the integrity of the Blackwater Estuary Special Protection Area (SPA).</p> <p>The Blackwater Estuary is an integral component of the phased Mid-Essex Coast SPA. The Environment Statement (ES) submitted lacks data and analysis required to assess the likely increases in recreational pressure</p>	See Sections 5.18 and 5.28

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
	<p>on the Blackwater SPA, and the capacity of this site to absorb this increase without impacting on nature conservation or designated features.</p> <p>The development site is within 2.5km of the SPA - the RSPB disagrees with the assertion in table F5.1 of the ES that “<i>no significant increased visitor pressure is envisaged</i>”. The impact of the development should be considered in combination with other planned and proposed developments within close proximity to the SPA.</p> <p>Appropriate mitigation should be provided until sufficient evidence is available regarding the developments impacts on the SPA.</p> <p>RSPB do not consider sufficient information has been presented to enable the Council to undertake a full habitats Regulations assessment on this proposal.</p>	
Environment Agency	<p>No objection subject to following comments:</p> <ul style="list-style-type: none"> • Foul Water - Anglia Water Services should be consulted regarding the available capacity in the foul water infrastructure. If there is not sufficient capacity, EA to be reconsulted. • Sustainability - New development should be designed with a view to improving resilience and adapting to the effects of climate change, and to minimise the consumption of natural resources. <p>Recommend the following issues are considered and incorporated into suitable planning conditions:</p> <ul style="list-style-type: none"> • a pre-assessment under the 	See Section 5.21

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
	<p>appropriate Code / BREEAM standard should be submitted with the application. Recommend design Stage and Post-Construction certificates (issued by an authorising body) are sought through planning conditions.</p> <ul style="list-style-type: none"> • a reduction in the use of resources (including water, energy, waste and materials) should be encouraged. • opportunities should be taken to ensure the development conserves and enhances habitats to improve the biodiversity value of the immediate and surrounding area • the development should be designed to minimise energy demand and have renewable energy technologies (as appropriate) incorporated, ensuring any adverse impacts are satisfactorily addressed. <p>These measures reflect objectives set out in NPPF paragraphs 7 and 93 – 108. Reference should also be made to the Climate Change section of the Draft National Planning Practice Guidance.</p>	
Highway Authority	<p>The Highways Authority has undertaken extensive investigation and analysis of the information submitted (including additional and revised information) and concludes that the proposal is not contrary to current nation and Local policy and safety criteria. The proposal would have an acceptable impact on the local highway network.</p> <p>The site is identified in the LDP and it is noted that the applicant</p>	See Section 5.9

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
	<p>intends to fully implement the South Maldon Relief Road and provide off-site highway and passenger transport contributions.</p> <p>Given the appropriate package of mitigation, the Highway Authority considers that proposal will not be detrimental to highway safety, capacity or efficiency of the local or wider highway network.</p> <p>Conditions –</p> <ul style="list-style-type: none"> • Construction management • Implementation of roundabout off A414 (serving Site S2 (c)) • Strategic Phasing Plan • Travel Plan • Travel Information pack 	
Essex County Fire and Rescue Service (ECFRS)	<p>Access for Fire Service purposes has been considered in accordance with the Essex Act 1987 (section 13). There is insufficient detail for the ECFRS to comment.</p> <p>More detailed observations on access and facilities for the Fire Service will be considered at Building Regulation consultation stage.</p> <p>Reiterates that additional water supplies for fire fighting may be necessary for the development. Advises contact with the Water Technical Officer at Service Headquarters is made.</p> <p>ECFRS strongly recommend a risk based approach to the inclusion of Automatic Water Suppression Systems</p>	Matters dealt with under Building Regulations

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Essex & Suffolk Water (E&SW)	<p>Records show that E&SW apparatus will be affected by the proposed development:</p> <ul style="list-style-type: none"> i) An existing 150 AC trunk water main will require diverting to permit the construction of the access roundabout in Spital Road near Limebrook Farm ii) An existing 150 AC distribution water main will require diverting to permit the new site access to be constructed on Wycke Hill. <p>The cost of any diversion of water mains or relocation of apparatus will be recovered by the Company from the Developer.</p> <p>No objection subject to compliance with the requirements stated above.</p> <p>Consent to this development will be given on the condition that diversion of water mains are carried out and new water mains are laid in the highway of the site, and a new metered water connection is made onto E&SW network for each new dwelling / commercial units / community facility for revenue purposes.</p> <p>Should the existing network not have the capacity to support the proposed development, the network will be reinforced and the cost covered from the Developer.</p>	See SectionS 5.20 and 5.21
Historic England (HE)	<p>Development on this site has the potential to impact on the setting of a group of Grade II listed structures at the moated side of Maldon Hall.</p> <p>HE welcomes the reduction in numbers from 370 to 320 and the number of three storey buildings.</p>	See Section 5.23

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
	<p>Notes that the amended illustrative masterplan shows an open space with community use and a hospital in the north part of the site closest to the heritage assets.</p> <p>The creation of open space in the North part of the development accords with HE advice. However, due to the outline nature of the application it is difficult to determine the extent of that impact and how it might affect the significance of this group of listed structures.</p> <p>Impact on Maldon Hall could be mitigated through tree screening and the hospital being no more than two storeys. The LPA should consider the potential cumulative impact on the historic environment.</p>	

7.3 Internal Consultees (*summarised*)

Name of Internal Consultee	Comment	Officer Response
Environmental Health Team	<p>No objection in principle but raised the following concerns:</p> <p><u>Noise:</u> Some significant adverse effects are predicted as a result of noise during the construction phase affecting existing properties. This can be dealt with by condition via a Construction Management Plan or via provisions under the Control of Pollution Act, to be agreed prior to commencement.</p> <p>Extra noise generated by increased vehicle movements from operation traffic would be less than 3dB and is therefore not considered to have an adverse effect.</p>	See Section 5.30 and 5.31

Name of Internal Consultee	Comment	Officer Response
	<p>Potential noise generated by non-residential uses may have an adverse effect – assessment and mitigation is not possible until the use of any equipment is known. This can be dealt with by condition.</p> <p>A site suitability study is appended to the Environmental Impact Assessment (Appendix K1) which considers existing road traffic noise and predicted road traffic noise from the new Relief Road.</p> <p>The indicative site layout exposes a number of flats in the north east corner to noise levels in excess of 63dBA which should be avoided and there are a number of properties to the west and north exposed to noise levels in excess of 55dB which would adversely affect amenity spaces. This can be dealt with by condition.</p> <p>Most dwellings on the south side will receive less than 55dB of road traffic which is desirable.</p> <p>Internal design of exposed properties to the north west will ensure noise exposure will be minimised to an acceptable level. This can be secured by condition.</p> <p><u>Air Quality:</u> There is not likely to be a predicted exceedance of the AQO for Nitrogen Dioxide at the receptors, however, a number of properties are likely to be within 75% to 95% of the AQO and some may fall into the moderate adverse category in the EPUK IAQM* Guidance Planning for Air Quality guidance document. Walking and cycling are not considered sufficient to mitigate air pollution impacts from operational traffic and measures set</p>	

Name of Internal Consultee	Comment	Officer Response
	<p>out in Chapter 5 of should be incorporated into the development, such as electric vehicle charging points. This can be dealt with by condition.</p> <p>A number of conditions (and informatives) are proposed in relation to foul drainage, plant, acoustic barriers and assessments, hours of operation and deliveries, contamination and remediation.</p>	
Urban Design Officer	<p>The proposal conforms in general terms with the Strategic Masterplan Framework (SMF) and endorsed Strategic Design Codes (SDC). Some concerns regarding the indicative information on some of the Design Parameter Plans but can be clarified at reserved matters stage and providing the development is implemented in accordance the SMF and SDC.</p>	See Sections 5.15 and 5.16
Countryside and Coast Officer	<p>No objections to the development on the basis of the submitted information issues to be considered in relation to in relation to the amount of buffer between the proposed relief road and the PRoW network to the north of the scheme, particularly with respect to tranquillity, and of the connectivity between the pedestrian access onsite and the PRoW network in the wider countryside.</p> <p>Identified concerns that due to the topography and substantially rural setting of the site, this could have some adverse effects over a wider area.</p> <p>It is judged there would be significant localised (substantial to moderate adverse) visual effects on adjacent residents and users of public rights of way through and close to the site in the first year. After 15 years, once structural</p>	See Sections 5.15 and 5.17

Name of Internal Consultee	Comment	Officer Response
	landscaping has begun to mature, the visual effects would be reduced with residual moderate adverse effects remaining in localised places	
Conservation Officer	No comments.	
Economic Development Officer	Propose to engage with the developer to help inform the size and design of the 2,000sqm (B1) employment development, at the appropriate time. May be an opportunity to help promote the space to existing or new start-up business and potential investors.	See Section 5.12
Emergency Planner	The development lies within Flood Zone 1 with very little risk to flooding - no comments to make in relation to Emergency Planning.	See Section 5.19
Maldon Society		

* Environmental Protection UK and the Institute of Air Quality Management.

7.4 Representations received from Interested Parties (*summarised*)

7.4.1 Letters were received **objecting** to the application from the following and the reasons for objection are summarised as set out in the table below:

- Save Maldon Action Group C/O Kath Vale 57 Longship Way Maldon Essex
- Mr & Mrs John & Janis Webb 4 Minster Way Maldon Essex
- Mr Paul Wiggins 25 Longship Way Maldon Essex
- Alan Bell Whincroft Wycke Hill Maldon
- Brenda Joyce 1 Crayford Close Maldon Essex
- Mr & Mrs A & S Winter 9 Meeson Meadows Maldon Essex
- Kath Vale 57 Longship Way Maldon Essex
- Mr Geoffrey Vale 32 Victoria Road Maldon Essex
- Mr Keith A (Danny) Ballinger 20 Coleridge Road Maldon Essex
- Mr S Cottle 17 Aveley Way Maldon Essex
- Mrs Hannah Mayes The Old School House 20 Main Road Danbury
- Carol & Richard Cozens Limburn House Wycke Hill Maldon
- Mr Alan Lowe Limebrook Farm Wycke Hill Maldon

Objection Comment	Officer Response
Principle	
Located in Flood Plain and is in the wrong place	See Section 5.19.
This application should not be considered until the Secretary of State's decision on the LDP is published.	See Section 5.3
Should the hospital be located elsewhere in Maldon, community uses for the northern site ought to be stipulated to be very low level or recreational, or left as open countryside.	See Section 5.13. The application is restricted to health related community uses.
This site contains elevated land and it is important that all development other than community use, lies within the area bounded by the relief road.	See Sections 5.5 - 5.8 and Section 5.16 and 5.17.
Direct contravention of policy BE1 – does not respect local context and street pattern or scale and proportions of surrounding buildings and would be entirely out of character of the area, to the detriment of the local environment.	See Sections 5.16 and 5.17.
Would significantly alter the fabric of the area and amount to serious 'cramming' in a low density area.	See Sections 5.16 and 5.17.
Will have a negative impact on Maldon [and] forms part of the currently unsound LDP.	See Sections 5.3 - 5.5.
Measures should be put in place to safeguard against any future presumption that further extension into the countryside north and west of Knowles Farm will be permitted.	See Sections 5.3 - 5.5.
The premises of the application and the heads of agreement for a section 106 package are entirely unacceptable, with means of escape of obligations and loopholes, that to approve it in its present form would be a betrayal by the LPA of responsibility to the community.	See Section 5.34.
Highways / Traffic	
The relief road as presented has the appearance of a normal primary road serving a housing development and not that of a principal arterial road serving the whole town and its hinterland.	See Section 5.9
Would expect explicit detailed corroboration from the Highways Authority that the expected volumes of traffic by at least the end of the intended LDP period could be adequately catered for without undue delays.	No objections have been raised by the Highway Authority.
The cumulative impact of the development has not been properly assessed.	See Section 5.9.
The road design should allow for high volumes of through traffic being able to smoothly travel unhindered by several small scale roundabouts and need to consider the complex of needs of this quadrant of the town as a whole.	No objections have been raised by the Highway Authority.
No pedestrian crossing facilities identified for the future residents	One pedestrian crossing is shown adjacent to the Wycke Hill junction.

Objection Comment	Officer Response
HGV route creating vibrations to the future residents caused by stop/starting at the junctions and the topography	See Section 5.31.
There have been no proposed solutions to the traffic problems that will be caused at Eves Corner which this development will contribute to.	See Section 5.3 and 5.34.
There are already huge queues at the Morrisons roundabout in addition to the long queue from Eves Corner in Danbury	See Section 5.9.
Any increase in traffic will have a severe impact on the majority of Maldon residents who travel outside of the district for work / school / leisure.	See Section 5.9.
Concerns in relation to cars, trailers and horse boxes travelling into and out of Limebrook Farm – leaving the premises would be hazardous	No objections are raised by the Highway Authority.
Major concerns for safety as we will be accessing a line of traffic that is accelerating from a roundabout, our vision will be short and it will be difficult to judge the speed of the oncoming traffic	No objections are raised by the Highway Authority.
There does not appear to be any suitable pedestrian / horse crossings	One pedestrian crossing is shown adjacent to the Wycke Hill junction.
The visibility from Danbury direction (eastbound) to the western proposed roundabout is shielded by the landscaping, and with poor geometric alignment of the carriageway approach is dangerous and this junction should be omitted from the development entirely.	No objections are raised by the Highway Authority.
The 'bypass' appears to be a distributor road designed to 30mph. This is connected to Spital Road by a 'restricted junction' with poor capacity and negates the recent improvements to Morrison's roundabout.	See Section 5.9.

Objection Comment	Officer Response
<p>The roundabout at Limebrook Farm should have slip roads.</p> <p>The design of the relief road is reliant on the downgrading of Limebrook Way and sections of the A414 around Morrisons roundabout to residential status with numerous pedestrian crossing points.</p> <p>Questions how the proposals will mitigate congestion.</p> <p>The addition of roundabouts and the bifurcation junction at Wycke Hill will add disruption to the strategic network throughout Maldon to the detriment of sustainability of business activity, tourism and general accessibility to Maldon Town.</p> <p>The proposed network is inappropriate and grossly inadequate – the whole design would not cope with present day traffic let alone traffic flows envisaged over the next 15 years.</p>	<p>See Sections 5.3 and 5.9.</p>
Parameter Plans	
<p>Section 13.14 states a minimum 6m buffer either side of retained hedgerows and no built development permitted within the buffer zone – this is shown on all retained hedgerows except those surrounding our property.</p>	<p>See Sections 5.16 & 5.17</p>
Visual impact / Landscaping	
<p>There does not appear to be extensive planting to screen [the development] from the road - high green screening between the primary roads and development is necessary here as it is a gateway to the town.</p>	<p>See Sections 5.17.</p>
<p>Greater measures should be taken to mitigate the visual impact of the development from the south.</p>	<p>See Section 5.17.</p>
<p>If the hospital is sited at the north of the site, the car park area would need high levels of camouflage planting.</p>	<p>See Section 5.17.</p>
<p>The provision of land for community use must be preserved.</p>	<p>See Section 5.13.</p>
Constraints and Opportunities	
<p>Section 5.6 states that the illustrative masterplan will need to consider the amenity of neighbouring properties adjacent to Wycke Hill and Spital Road – no provision is afforded to our property. Section 5, figure 3.2 shows a marking around our property as a sensitive edge (amenity) – there is nothing on the proposed plans to reflect this.</p>	<p>Issues relating to the detailed impacts on neighbouring properties would be dealt with at reserved matters stage. See Section 5.18.</p>

Objection Comment	Officer Response
Bus Service	
Details for buses reveals a far from adequate service - the s106 agreement should specifically improve the frequency of connection between the site and the town centre.	See Section 5.9.
Inadequate design provision for bus service – no indication that they are ‘off-road’.	See Section 5.9.
Flooding	
Surface water runs down A414 Wycke Hill towards Morrisons and bypasses the current drains and floods into Limebrook Farm entrance and the yard. Additional road surfaces will cause more problems.	See Section 5.19 and 5.20.
The land in question currently drains to the southeast corner of the field that adjoins our property – this area regularly floods.	See Section 5.20
Concerns about the impact in terms of significant flooding – no indication on the plans that this has been addressed. Whilst not located within a Flood zone, storm water run-off from the site is reliant on drainage to the estuary via ‘flood plains’ and given inadequate measures would contribute to the increasing off-site problems of drainage in a solid London clay area.	See Section 5.19 and 5.20
Bridleway Usage	
The bridleway is used on a daily basis and riders will be more at risk trying to cross the carriageway as it will be a wider area. There will also be a roundabout within the immediate area of Limebrook Farm.	See Section 5.9.
The bridleway will be on the perimeter of this development and removes the tranquillity for the horses.	See Section 5.9.
Dog walkers, ramblers and cyclists often use the bridleway and this would impact on their right to enjoy a quiet and safe environment.	See Section 5.9.
There does not appear to be any suitable pedestrian / horse crossings.	See Section 5.9.
Air Quality	
Poor air quality will impact on future residents.	See Section 5.30.
Light	
Concerns about light pollution at night from street lighting to the rear of our property.	See Section 5.17.
Noise	
Sound banking on new road and the new roundabout will change traffic noise.	See Section 5.31.

Objection Comment	Officer Response
Could make banking out of soil from footings [which] will save [number] of trucks on the road and [be] greener.	Would be considered as part of the detailed design process.
No provision of sound banking around the relief road to reduce noise to [exisitng] properties.	See Section 5.31.
Impact on Residential Amenity	
There are more flats and houses overlooking our main living areas and garden.	Impacts on neighbouring properties would be dealt with at reserved matters stage.
There is more parking by our garden and we now seem to be surrounded by concrete.	As above.
We will be looking across a concrete jungle of crammed roof tops and brick walls.	See Section 5.3 - 5.7 and 5.17.
Then siting of several houses within the plans [show] that the primary area of our garden and main living areas would be severely overlooked from the top room, resulting in a seroius invasion of our privacy.	Impacts on neighbouring properties would be dealt with at reserved matters stage.
Positioning of houses to the rear of our property would affect our right to sunlight and cause significant overshadowing of the garden and house.	Impacts on neighbouring properties would be dealt with at reserved matters stage.
Density / Housing	
The density of housing has increased and is likely to worsen the detrimental visual impact of the development form the approach on the A414 and the south.	See Section 5.16.
The level of affordable housing must remain at 30% - reference made to point 6.10 in the Supplementary Planning Statement Nov 2016.	See Section 5.11.
There is no detail given of the sliding scale of affordable housing that will be provided [and] the s106 does not expand on this.	A sliding scale is no longer proposed.
The developer is unable to provide a watertight guarantee of a percentage of affordable housing.	See Section 5.11.
The presumption that the larger 3 & 4 bedroom houses will only need two parking spaces is insufficient.	The parking privison meets the Council's requirements.
The %age of houses to flats has been increased and does not reflect the SHMA 2014 recommendation.	No objections are raised to the indicative mix but the issue would be explored further at reserved matters stage.
Welcome the inclusion of housing for the elderly.	No comment.

Objection Comment	Officer Response
Other	
A hotel this side of town is considered desirable, therefore the siting of the employment area and its buildings need to bear this in mind.	The hotel application has been withdrawn and no other proposal has come forward.
Strongly endorse the respondents' comments in relation to "amelioration of run-off" and "Archaeological survey".	No comment.
The heads of agreement document is not fit for purpose with too many get out clauses – they are hedged with the means of escaping obligations by using viability as a get out.	The Heads of Terms have been updated – See Section 5.34.
Properties along Wycke Hill are detached on single plots giving the charm of rural life – this will be taken away from us.	See Section 5.3 – 5.5.
The community in this development will be isolated from Maldon town.	See Section 5.3 – 5.5.
There is no way of collecting the Community Infrastructure levy thereby reducing any positive gains in infrastructure	The Community Infrastructure Levy has not yet been adopted by this Council and cannot be adopted
The plans are out of date as regards to the new roundabout and our house extension of two years	The plans are accurate in relation to the development site and have taken account of the recent highway works on the A414
Increase costs to the business community of Maldon	No comment.
Would appear to offer a false promise to include a hospital that will not materialise.	See Section 5.13.
The provision of land for a hospital is likely to be unenforceable legally and may not be viable. It would be poor exchange for a provision of land that the LPA could have procured or permitted on peripheral agricultural value land without any concessions to a developer. Have ignored the viability of the present hospital site.	No comment.
Urges the council to consider their responsibilities under the Human Rights Act, in particular Protocol 1, Article 1 (right to peaceful enjoyment of home ...) and Article 8 (right to respect for their private and family life).	No comment.

8. PROPOSED CONDITIONS INCLUDING HEADS OF TERMS OF ANY SECTION 106 AGREEMENT

HEADS OF TERMS OF ANY SECTION 106 AGREEMENT

- Affordable Housing - For 30% affordable housing to be provided within each phase or otherwise in accordance with a Affordable Housing Delivery Plan.
- Affordable housing mix to provide 52% 1 bed flats (with proportion suitable for the elderly) 40% 2 bedroom units and 8% 3 bedroom units.
- Affordable Housing tenure 30% intermediate and discounted market sale and 70% affordable rent.
- Contribution of £1,331,127 towards the construction of the South Maldon Relief Road. In agreement with the Highways Authority, procure the design, tender and construction of the SMRR leading to adoption as public highway.
- Highway obligations to include a financial contribution as part of the pooled arrangements unless otherwise agreed for the following:
 - A414 Oak Corner Junction.
 - B1018 Heybridge Approach / A414 roundabout.
 - B108 Langford / Heybridge Approach.
- Contribution of £238,744 towards public transport improvements to serve the South Maldon Garden Suburb).
- Travel Plan - Provision of a Travel Plan including provision of a Travel Plan Co-ordinator and a financial contribution as a monitoring fee to Essex County Council of £1,500 from first occupation to last occupation.
- Community Land – Reserve land for the NHS circa 1.53 hectares for community use for a period of 5 years.
- Education - A financial contribution as stated in the Infrastructure Delivery Plan (IDP) or as required by Essex County Council (ECC) Education's Developer Guide 2016 formula towards education facilities including:
 - Indicative contribution totaling £2,602,225
- Health Care financial contribution based on NHS current calculations
- Allotments – a financial contribution to be provided of £14,520
- Youth Facilities – a financial contribution to be provided of £162,500 towards teen shelters, skateboard facilities and access to shared facilities
- Management Company – to appoint a Management Company for all the Green Infrastructure and Blue Infrastructure (Surface Water Management Systems)
- Green Infrastructure – For a strategy to be prepared and open space to be provided in accordance with a phasing plan and to be given to Management Company (planning condition 22 requires details to be agreed).
- Children's Play Areas for the applicant to provide the Local Area of Play (LAP), the Local Equipped Area of Play (LEAP) and financial contribution of £34,560 towards an off-site Neighbourhood Equipped Area of Play (NEAP) and transfer the land to a Management Company
- A monitoring fee to the Council of £8,000 for monitoring and reviewing compliance.

AND subject to following conditions:

CONDITIONS:

Time Limits:

- 1 Details of the layout, scale, appearance and landscaping of the site (hereinafter referred to as the reserved matters) shall be submitted to the Local Planning Authority. No development of any phase shall commence until approval of the details of the reserved matters for that phase have been approved in writing by the Local Planning Authority. The development shall be carried out as approved.
REASON: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990 (as amended).
- 2 The first application for approval of reserved matters shall be made to the Local Planning Authority no later than three years from the date of this permission.
REASON: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990 (as amended).
- 3 Application for approval of the last of the reserved matters shall be made to the Local Planning Authority before the expiration of ten years from the date of this permission.
REASON: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990 (as amended).
- 4 The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.
REASON: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990 (as amended).

In accordance with the plans:

- 5 The development hereby permitted shall be carried out in complete accordance with the following approved drawings:
 - PS07015-016-Rev A 'Red Line Boundary Plan'
 - Drawing No CIV-13756-SA-95-0036 Revision A01 dated 28/01/14 'Proposed 4 Arm, 39mLCD Roundabout'
 - Drawing No CIV-13756-SA-95-0041 Rev A02 'Proposed roundabout adjacent Limehouse Farm ARCADY Dimensions'
 - Drawing No CIV-13756-SA-95-0048 dated 07/03/14 'Link Road Northern Signalised Junction'
 - Drawing No CIV-13756-SA-95-0061 'Infrastructure Provision'REASON: To ensure that the development is carried out in accordance with the details as approved and policies S3, S4, D1, T1, T2 and I1 of the Maldon District Submission Local Development Plan, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework, policies BE1, and T2 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 6 The reserved matters shall be carried out substantially in accordance with the details stated within the submitted Design and Access Statement and in accordance, with the following approved drawings unless otherwise agreed in writing by the Local Planning Authority pursuant to Condition 7 of this planning permission:

- PS07015-016-Rev A ‘Red Line Boundary Plan’
- PS07015-014.1-Rev I ‘Parameter Plan 1 – Extent of Development and Land Use’
- PS07015-014.2-Rev I ‘Parameter Plan 2 – Access and Movement’
- PS07015-014.3-Rev I ‘Parameter Plan 3 – Landscape’
- PS07015-014.4-Rev I ‘Parameter Plan 4 – Building Storey Heights’
- PS07015-014.5 Rev I ‘Parameter Plan 5 – Residential Density’

REASON: To ensure that the reserved matters accord with these approved plans and policies S3, S4, D1, D2, D5, N1, N3, T1, T2 of the Maldon District Submission Local Development Plan, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework, policies BE1, BE3, H6, REC2, REC3 and T2 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Strategic Design Codes

- 7 The submission of any reserved matters application shall accord with the Strategic Design Codes approved by the Local Planning Authority and will take full account of the principles in the approved South Maldon Garden Suburb Strategic Masterplan Framework.

REASON: To ensure high quality design and coordinated development in accordance with policies I1, S2, S3, S4, D1, D5, N1, N3, T1, T2 of the Maldon District Submission Local Development Plan, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework, policies BE1, BE3, H6, REC2, REC3 and T2 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Strategic Phasing Plan:

- 8 Prior to the submission of the first of the reserved matters application(s) for the site, a Strategic Phasing Plan, which accords with the ‘Indicative Phasing Plan’ and with the triggers in the S106 accompanying this application dated [to be inserted] for the provision of infrastructure and which covers the entire site, shall be submitted to and approved in writing by the Local Planning Authority. The Strategic Phasing Plan shall include the proposed sequence of provision of the following elements:

- a) The South Maldon Relief Road (SMRR), roundabout to the west on the A414 and signalized junction to the north east on the A414 as identified on drawing number PS07015-014.2-Rev I ‘Parameter Plan 2 – Access and Movement’ to include trigger points in the development and phasing of delivery;
- b) Internal roads/routes, footpath and cycleway provisions and crossing within and where linked to the site as identified on drawing number PS07015-014.2-Rev I ‘Parameter Plan 2 – Access and Movement’;
- c) All residential development;

- d) Employment land, where applicable for the relevant phase;
- e) Community Use Land, where applicable for the relevant phase;
- f) The green infrastructure, landscaping, informal open space and open space areas;
- g) Structural landscaping/planting provisions;
- h) Strategic foul and surface water features, including SuDS; and
- i) Environmental mitigation measures;

The approved Strategic Phasing Plan shall then inform the reserved matters application(s) and the development shall be implemented in accordance with the approved the Strategic Phasing Plan, unless a revised phasing plan is otherwise agreed in writing by the Local Planning Authority.

REASON: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications and in order to ensure that major infrastructure provision and environmental mitigation is provided in time to cater for the needs and impacts arising out of the development. In accordance with policies I1, S2, S3, S4, D1, D2, D5, E1, E2, E3, E6, H1, H2, N1, N3, T1, T2 and I1 of the Maldon District Submission Local Development Plan, the endorsed the South Maldon Garden Suburb Strategic Masterplan Framework, policies CON5, BE1, BE3, T2, H6, E2, REC2 and REC3 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Highway conditions:

- 9 No development shall commence until the detailed design and specification of access connecting to the roundabout, granted planning permission under OUT/MAL/13/00763 as shown in principle on CIV-13756-SA-95-061 has been submitted to and approved in writing by the local planning authority. Further to construction of this roundabout, the approved access shall be implemented in accordance with the approved details and retained in that form thereafter.

REASON - To ensure access is achieved in accordance with the access arrangements stated in the endorsed South Maldon Garden Suburb Strategic Masterplan Framework and in accordance with policies I1, S3, S4, D1, T1 and T2 of the Maldon District Submission Local Development Plan, policies BE1 and T2 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 10 Any reserved matters application detailing the layout of the development shall include a scheme to show the provision of a network of pedestrian and cycle routes linking all areas within that part of the development, in accordance with drawing number PS07015-014.2-Rev I 'Parameter Plan 2 – Access and Movement'. The cycle routes shall be appropriately hard surfaced and, where provided as a separate dedicated 'off carriageway' route, shall have a minimum width of 3m or 3.5m minimum if there is a shared use provision with a footway. The pedestrian and cycle routes shall be implemented in accordance with the approved scheme.

REASON: To ensure provision of pedestrian and cycle routes and to promote sustainable modes of transport in accordance with policies S3, S4, D1, T1 and

T2 of the Maldon District Submission Local Development Plan, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework, policies BE1, T2, T4 and T6 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 11 Prior to first occupation of the proposed development, the Developer shall submit a residential travel plan to the Local Planning Authority for approval in consultation with Essex County Council. The approved travel plans shall be implemented for a minimum period commencing from first occupation of the development and ending 1 year after final occupation.
REASON: To promote sustainable modes of transport in accordance with policies S3, S4, D1, T1 and T2 of the Maldon District Submission Local Development Plan, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework, policies BE1, T2 and T4 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.
- 12 On first occupation of each dwelling, a Residential Travel Information Pack for sustainable transport shall be provided for each dwelling, such Pack to include free travel vouchers for use with the relevant local public transport operator with the details of such Packs to be submitted to and approved by the Local Planning Authority prior to occupation of the first dwelling.
REASON: To promote sustainable modes of transport in accordance with policies S3, S4, D1, T1 and T2 of the Maldon District Submission Local Development Plan, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework, policies BE1, T2 and T4 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Housing:

- 13 Any reserved matters application for residential development shall include a layout plan showing the distribution of market and affordable dwellings, for that phase of the development, including a schedule of dwelling size (by number of bedrooms) within the reserved matters site for which approval is sought. The affordable housing units shall be provided in accordance with the approved details.
REASON: To ensure that the scheme provides an appropriate balance and mix of housing units across the site in accordance policies S3, D1, H1 and H2 of the Maldon District Submission Local Development Plan and the NPPF and PPG.

Employment Land

- 14 Concurrently with the submission of any application for reserved matters approval for the Employment Land, as highlighted on PS07015-014.1 Rev I 'Parameter Plan 1 – Extent of Development and Land Use', the distribution and size of all units for use within Class B1 as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended) shall be submitted to and approved in writing by the Local Planning Authority. The Employment Land unit(s) shall be implemented in accordance with the Strategic Phasing Plan as required by condition 7 and shall be completed in accordance with the approved size, mix and distribution.
REASON: To ensure that the Employment Land provides an appropriate range of facilities and services required by the development in accordance

with policies I1, S3, S4, D1, D2, E1 and T2 of the Maldon District Submission Local Development Plan, the endorsed the South Maldon Garden Suburb Strategic Masterplan Framework, policies CON5, BE1 and T2 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 15 The hours of use for any units falling within Classes B1 as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended) within the Employment Land, as shown on PS07015-014.1 Rev I 'Parameter Plan 1 – Extent of Development and Land Use', shall take place between:
Monday to Friday07:00 to 19:00 hours
Saturday08:00 to 13:00 hours
Sundays and Bank Holidays None
Unless any variation of condition is agreed in writing by the Local Planning Authority.
REASON: To protect the amenity of nearby properties and the neighbouring rural countryside in accordance with policies D1 and D2 of the Maldon District Submission Local Development Plan, policies CC6, CC7, CON5 and BE1 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.
- 16 Deliveries to and collections from any units falling within Classes B1 as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended) within the Employment Land units shall take place between:
Monday to Saturday07:30 to 19:00 hours
Sundays and Bank Holidays .None
Unless any variation of condition is agreed in writing by the Local Planning Authority.
REASON: To protect the amenity of nearby properties and the neighbouring rural countryside in accordance with policies D1 and D2 of the Maldon District Submission Local Development Plan, policies CC6, CC7, CON5 and BE1 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.
- 17 No development of the commercial unit(s) within the Employment Land, as shown on PS07015-014.1 Rev I 'Parameter Plan 1 – Extent of Development and Land Use', shall commence until details of the means of commercial refuse / recycling storage, including details of any bin stores to be provided, have been submitted to and approved in writing by the Local Planning Authority. The commercial refuse/recycling storage shall be carried out in accordance with the agreed details and shall be provided prior to the first occupation of the development and retained for such purposes at all times thereafter.
REASON: To protect the amenity of nearby properties in accordance with policies D1 and D2 of the Maldon District Submission Local Development Plan, policies CON5, PU2 and BE1 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.
- 18 No occupation of a commercial unit(s) within the Employment Land, as shown on PS07015-014.1 Rev I 'Parameter Plan 1 – Extent of Development and Land Use', shall commence until details of installation of any extract ventilation system, compressors, generators, refrigeration equipment, and any

other fixed plant have been submitted to and approved in writing by the Local Planning Authority. The details shall include the location of equipment, acoustic housing and any vibration isolation measures, together with projected noise levels at the boundary of the property. Only the details as agreed and shall be installed and shall be maintained for the duration of its usage thereafter.

REASON: To protect the amenity of nearby properties in accordance with policies D1 and D2 of the Maldon District Submission Local Development Plan, policies CON5 and BE1 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 19 No outside working shall take place around any unit(s) within the Employment Land, as shown on PS07015-014.1 Rev I 'Parameter Plan 1 – Extent of Development and Land Use'.

REASON: To protect the amenity of nearby properties and amenity of the surrounding area in accordance with policies D1 and D2 of the Maldon District Submission Local Development Plan, policies CON5 and BE1 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 20 No outside storage shall take place around any unit(s) within the Employment Land, as shown on PS07015-014.1 Rev I 'Parameter Plan 1 – Extent of Development and Land Use'.

REASON: To protect the amenity of nearby properties and amenity of the surrounding area in accordance with policies D1 and D2 of the Maldon District Submission Local Development Plan, policies CON5 and BE1 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Community Use Land:

- 21 The Community Use Land hereby permitted as shown on PS07015-014.1 Rev I 'Parameter Plan 1 – Extent of Development and Land Use', shall only be used as/for purposes for provision of residential accommodation and care to people in need of care, hospital, nursing home, clinic or health centre and for no other purpose including any purpose as defined within Classes C2/D1 of the Schedule to the Town & Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order) and for no other purpose.

REASON: To ensure that development accords with the terms of the application and to protect the amenity of nearby properties in accordance with policies D1, D2 and I2 of the Maldon District Submission Local Development Plan, policies CON5, PU4 and BE1 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Green Infrastructure Management and Maintenance:

- 22 Prior to or concurrently with the submission of the first reserved matters application(s) a Strategic Management and Maintenance Plan for the entire Green Infrastructure, shall be submitted to and approved in writing by the Local Planning Authority. This information shall include:

- a) details of who is responsible for the management and maintenance of the entire Green Infrastructure including long-term design objectives, maintenance schedules/specifications and monitoring processes for all landscape areas, including hard and soft elements in perpetuity.

- b) an explanation of planting design objectives; planting, grass cutting, weeding and pruning schedules; inspection, repair and maintenance details relating to hard landscaping (including tracks, paths, boundary treatment, play equipment, street furniture; litter picking, etc.); a programme of management activities and monitoring and operational restrictions; a maintenance programme for the establishment period of the planting and existing remaining planting for trees and hedgerows (the first five years after planting);
- c) a maintenance programme of the upkeep of and playspace equipment associated with the Local Area of Play (LAP and any other area of play);

The Strategic Management and Maintenance Plan for the entire Green Infrastructure shall be implemented as approved in accordance with the Strategic Phasing Plan, unless otherwise varied in writing by Local Planning Authority, and shall remain in place in perpetuity.

REASON: To ensure satisfactory arrangements are in place to ensure the proper management and maintenance of the entire Green Infrastructure in accordance with policies I1, S3, S4, D1, N1, N2, N3 of the Maldon District Submission Local Development Plan, the endorsed the South Maldon Garden Suburb Strategic Masterplan Framework, policies BE1, REC2 and REC3 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Landscaping and Trees:

- 23 Within any reserved matters application pursuant to this approval landscaping details required by condition 1 shall include detailed landscape scheme with designs and specifications for that phase of the development, which shall substantially accord with the details stated within the submitted Design and Access Statement. The details shall be accompanied by a Landscaping Statement that demonstrates how the landscaping scheme accords with the endorsed Design Code (Condition 8) for the site. The landscape designs and specifications shall include the following:

Soft Landscaping

- a) Full details of planting plans and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density and levels of all trees / hedges / shrubs to be planted and the proposed time of planting. The planting plan shall use botanic names to avoid misinterpretation. The plans should include a full schedule of plants.
- b) Scaled plans to show cross-sections of mounding, ponds, ditches and swales and proposed treatment of the edges and perimeters of the site.
- c) The landscape treatment of roads (primary, secondary, tertiary and green) through the development.
- d) A specification for the establishment of trees within hard landscaped areas including details of space standards (distances from buildings etc.) and tree pit details.

- e) The planting and establishment of structural landscaping to be provided in advance of all or specified parts of the site as appropriate.
- f) Full details of any proposed alterations to existing watercourses/drainage channels
- g) Details and specification of any proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level across the site to be carried out including soil quantities, topsoil storage to BS 3882 : 2007, haul routes, proposed levels and contours to be formed, sections through construction to show make-up, and timing of works. The details submitted shall be in accordance with the details submitted in relation to the surface water management scheme required under Condition 33 and shall be compatible with their function as part of the public realm.

Hard Landscaping

- h) Full details of all proposed methods of boundary treatment including details of all gates, fences, walls and other means of enclosure both within and around the edge of the site.
- i) Full details, including cross-sections, of all bridges and culverts.
- j) Utility routes, type and specification.
- k) The location and specification of minor artefacts and structures, including furniture, refuse or other storage units, signs and lighting columns/brackets.
- l) 1:200 plans (or at a scale otherwise agreed) including cross sections, of roads, paths and cycleways.
- m) Details of all hard surfacing materials (size, type and colour)

The landscaping within the application site areas shall be implemented in accordance with the approved Strategic Phasing Plan unless an alternative programme for provision is agreed in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the approved details.

REASON: In the interests of the amenity of future residents and users of the South Maldon Garden Suburb and to ensure the Garden Suburb principles are carried out and in the interests of protecting the neighbouring open countryside in accordance with policies I1, S3, S4, D1, N1, N2, N3 of the Maldon District Submission Local Development Plan, the endorsed the South Maldon Garden Suburb Strategic Masterplan Framework, policies CC6, CC7, CC11, BE1, REC2 and REC3 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 24 No trees or hedgerows within the site shall be felled, cut back, damaged or removed, unless otherwise first agreed in writing with the Local Planning Authority. No development shall commence until information has been submitted and approved in writing by the Local Planning Authority in accordance with the requirements of BS5837:2012 in relation to tree retention and protection as follows:
- Tree / hedgerow survey detailing works required;

- Trees / hedgerow to be retained;
- Tree retention protection plan;
- Tree constraints plan;
- Arboricultural implication assessment;
- Arboricultural method statement (including drainage service runs and construction of hard surfaces);
- Trees offsite.

No development shall commence until fencing and ground protection to protect the trees shall be erected, details to be submitted and approved as per BS5837:2012, and ground protection has been erected details of which shall have been submitted to the Local Planning Authority for written approval. The ground protection shall be laid as per Arboricultural method statement in accordance with British Standard BS5837:2012 (Trees in relation to construction) unless otherwise agreed in writing. The protective fencing and ground protection shall be erected before the commencement of any clearing, demolition and building operations and shall be retained until all equipment, machinery and surplus materials have been removed from the site. If within five years from the completion of the development an existing tree is removed, destroyed, dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, a replacement tree shall be planted within the site of such species and size and shall be planted at such time, as specified in writing by the Local Planning Authority.

REASON: To secure the retention of appropriate landscaping of the site in the interests of visual amenity, the character of the area and for biodiversity value in accordance with policies S3, D1, N1 and N2 of the Maldon District Submission Local Development Plan, the endorsed the South Maldon Garden Suburb Strategic Masterplan Framework, policies BE1 and CC5 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 25 Any trees or plants provided as part of any landscaping scheme which, within a period of five years of planting date, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the Local Planning Authority gives written consent to any variation.

REASON: To secure the retention of appropriate landscaping of the site in the interests of visual amenity, the character of the area and for biodiversity value in accordance with policies S3, D1, N1 and N2 of the Maldon District Submission Local Development Plan, the endorsed the South Maldon Garden Suburb Strategic Masterplan Framework, policies BE1 and CC5 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 26 No development within a site for which reserved matters approval is sought shall take place until such time as full details of the position and proposed depth of excavation trenches for all services (including cables, pipes, surface water drains, foul water drains and public utilities) and their means of installation which pass underneath the canopy of any retained tree within, adjacent to, or which overhangs the development area, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity and safeguarding trees that are worthy of retention in accordance with policies S3, D1, N1 and N2 of the Maldon District Submission Local Development Plan, the endorsed the South Maldon Garden Suburb Strategic Masterplan Framework, policies CC6, CC7 and BE1 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 27 Notwithstanding the provisions of Schedule 2, Part 1, Class F of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification) there shall be no hard surfacing of front gardens.

REASON: In the interests of visual amenity ensuring that front gardens are retained as attractive landscape elements in accordance with Garden Suburb principles as detailed in the endorsed South Maldon Garden Suburb Strategic Masterplan Framework and in accordance with policies S3 and D1 of the Maldon District Submission Local Development Plan, policy BE1 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Youth and Children's Play Facilities:

- 28 Prior to or concurrently with the submission of the first of the reserved matters application(s), a Strategy for Youth Facilities and Children's Play provision shall be submitted to the Local Planning Authority for approval. The Strategy for Youth Facilities and Children's Play shall include the following details:

- a) How the Strategy is intended to evolve following the occupation of the site to meet the needs of future local residents, young people and children.
- b) The size, type, location and provision of access to all youth facilities and play provision, including any Youth and Teen Shelters, Local Area of Play (LAP) and any other area of play.
- c) A proposed phasing programme for the delivery of youth facilities and play provision

No development of any youth and children's play facilities shall commence until the submitted Strategy for Youth Facilities and Children's Play has been approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and implemented in accordance the Strategic Phasing Plan and retained as such thereafter. The management and maintenance of Youth Facilities and Children's Play equipment shall be undertaken in accordance with the requirements of Condition 22.

REASON: To ensure that appropriate youth facilities and children's play provision are provided in relation to the development of the site in accordance with policies I1, S3, S4, D1, N1, N3 of the Maldon District Submission Local Development Plan, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework, policies CC6, CC7, CC11, BE1, REC2 and REC3 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Materials:

- 29 Any reserved matters application(s) pursuant to this approval shall include written details or samples of all materials to be used in the construction of the external surfaces of the development, in conjunction with the requirements of the Strategic Design Codes as stated in Condition 7, shall be submitted to and approved in writing by the Local Planning Authority. The material details shall be substantially in accordance with the details stated within the submitted Design and Access Statement. The development shall be carried out using the materials and details as approved.

REASON: To ensure the external appearance of the development is appropriate to the locality in accordance with policies S3 and D1 of the Maldon District Submission Local Development Plan, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework, policy BE1 of the adopted Maldon District Replacement Local Plan, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework and the NPPF and PPG.

Boundary Treatment:

- 30 Any reserved matters application(s) pursuant to this approval shall include details of the siting, height, design and materials of the treatment of all boundaries including hedges, gates, fences, walls, railings and piers have been submitted to and approved in writing by the Local Planning Authority. The details once approved shall be constructed prior to the first use / occupation of the development to which it relates and be retained as such thereafter.

REASON: In order to safeguard the amenities of future occupiers of the dwellings and existing neighbouring residential properties in accordance with policies S3 and D1 of the Maldon District Submission Local Development Plan, policy BE1 of the adopted Maldon District Replacement Local Plan, the South Maldon Garden Suburb Strategic Masterplan Framework and the NPPF and PPG.

Levels:

- 31 Any reserved matters application(s) pursuant to this approval shall include full details of the existing and proposed levels, including finished floor levels of any building. The approved development shall be constructed in accordance with the approved levels details.

REASON: In order to safeguard the character and appearance of the area in accordance with policy D1 of the Maldon District Submission Local Development Plan, policy BE1 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Residential Amenity and Private Amenity Space:

- 32 Any reserved matters application(s) for all residential development shall be designed to accord with the specific layout requirements of the Essex Design Guide (1997 version) for minimum building to building distances, minimum building to boundary distances and for minimum private amenity space standards for all types of dwellings, unless otherwise agreed in writing by the Local Planning Authority through the reserved matters application(s).

REASON: In the interests of the residential amenities of future occupiers of the dwellings on site and in the interests of ensuring the Garden Suburb principles as stated in the endorsed South Maldon Garden Suburb Strategic

Masterplan Framework are achieved in accordance with policies S3 and D1 of the Maldon District Submission Local Development Plan, policy BE1 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Surface Water Management:

- 33 Prior to or concurrently with the submission of the first reserved matters application(s) a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented prior to occupation.
REASON: To prevent flooding by ensuring the satisfactory storage of / disposal of surface water from the site, to ensure the effective operation of SuDS features over the lifetime of the development and to mitigate environmental damage caused by runoff during a rainfall event in accordance with policies S4 and D5 of the Maldon District Submission Local Development Plan, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework and the NPPF and PPG.
- 34 No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.
REASON: To prevent flooding by ensuring the satisfactory storage of / disposal of surface water from the site, to ensure the effective operation of SuDS features over the lifetime of the development and to mitigate environmental damage caused by runoff during a rainfall event in accordance with policies S4 and D5 of the Maldon District Submission Local Development Plan, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework and the NPPF and PPG.
- 35 No development shall commence within any phase of the development until details of who is responsible for the management and maintenance of all watercourses throughout that phase of the development have been submitted to and approved in writing by the Local Planning Authority. The details of the management and maintenance shall be implemented following first use/occupation of any property within that phase of the development and shall be maintained in accordance with the approved details thereafter.
REASON: To ensure that the watercourses within the site are satisfactorily managed and maintained to prevent flood risk in accordance with policy D5 of the Maldon District Submission Local Development Plan and the NPPF and PPG.
- 36 Pursuant to Condition 35 above, yearly logs of maintenance shall be maintained which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon request by the Local Planning Authority.
REASON: To ensure that the watercourses within the site are satisfactorily managed and maintained to prevent flood risk in accordance with policy D5 of

the Maldon District Submission Local Development Plan and the NPPF and PPG.

Foul Drainage:

- 37 Any reserved matters application(s) shall include details of foul water drainage pursuant to the reserved matters site for which approval is sought. No development shall commence until details of the foul water drainage for the site have been approved in writing by the Local Planning Authority. The drainage works shall be constructed in accordance with the approved details prior to the occupation of any part of the development hereby approved.

REASON: To prevent the increased risk of pollution to the water environment and to prevent an increased risk of flooding to existing property in accordance with policy D5 of the Maldon District Submission Local Development Plan and the NPPF and PPG.

Parking Requirements

- 38 Any reserved matter application(s) shall make provision for all types of vehicle parking including the number, location and design of any enclosed structures within the site in accordance with the Council's adopted vehicle parking standards, and 5% of all visitors parking shall be reserved for people with disabilities. The details shall include and demonstrate that the provision is in accordance with the approach to parking approved as part of the Design Code for the site/South Maldon Garden Suburb. Prior to the occupation of any dwelling / building within that phase of development the parking areas shall be constructed, surfaced, laid out and made available for such purposes in accordance with the approved scheme and retained as such thereafter.

REASON: To ensure that all types of vehicle parking is provided in accordance with policy T2 of the Maldon District Submission Local Development Plan, policy T8 of the adopted Maldon District Replacement Local Plan, the adopted Maldon District Vehicle Parking Standards, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework and the NPPF and PPG.

- 39 Any reserved matters application(s) shall include details of facilities for the covered, secure parking of bicycles for use in connection with the approved development in accordance with the Council's adopted vehicle parking standards for cycle parking and demonstrate that the provision is in accordance with the approach to cycle parking approved as part of the Design Code for site. Prior to the occupation of any dwelling / building within that phase of development the facilities shall be provided in accordance with the approved details and shall thereafter be retained and shall not be used for any other purpose.

REASON: To ensure appropriate provision for the secure storage of bicycles in accordance with policy T2 of the Maldon District Submission Local Development Plan, policy T8 of the adopted Maldon District Replacement Local Plan, the adopted Maldon District Vehicle Parking Standards, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework and the NPPF and PPG.

Archaeology:

- 40 No development including any site clearance or groundworks of any kind shall take place within the site until the applicant or their agents; the owner of the site or any of their respective successors in title has submitted an archaeological assessment by an accredited archaeological consultant to establish the archaeological significance of the site. The archaeological assessment shall be submitted in writing and approved by the Local Planning Authority. The archaeological assessment shall inform the implementation of a programme of archaeological work. The archaeological work shall be carried out in a manner that accommodates such approved programme of archaeological work.

REASON: To safeguard any archaeological remains found present on the site in accordance with policy D3 of the Maldon District Submission Local Development Plan, policy BE17 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 41 No development including any site clearance or groundworks of any kind shall take place within the site until the applicant or their agents; the owner of the site or any of their respective successors in title has secured the implementation of a programme of archaeological work from an accredited archaeological contractor in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. The archaeological work shall be carried out in a manner that accommodates the approved programme of archaeological work.

REASON: To safeguard any archaeological remains found present on the site in accordance with policy D3 of the Maldon District Submission Local Development Plan, policy BE17 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Ecology:

- 42 Prior to or concurrently with the submission of the first of the reserved matters application(s) for residential development for the site, a site wide Ecological Conservation Management Plan (EMP) shall be submitted to the Local Planning Authority for approval. The Plan shall accord with and give effect to the principles for such a Plan proposed in the Environmental Statement submitted with the application and shall substantially accord with the details stated within the submitted Design and Access Statement. The Plan shall set out an objective of enhancing the net biodiversity of the site as a result of development and shall include:

- a) Contractor responsibilities, procedures and requirements;
- b) Full details of appropriate habitat and species surveys (pre and post-construction), and reviews where necessary, to identify areas of importance to biodiversity;
- c) Details of measures to ensure protection and suitable mitigation to all legally protected species and those habitats and species identified as being of importance to biodiversity both during construction and post development, including consideration and avoidance of sensitive stages of species life cycles, such as the bird breeding season, protective fencing and phasing of works to ensure the provision of advanced habitat areas and minimise disturbance of existing features;

- d) Identification of habitats and species worthy of management and enhancement together with the setting of appropriate conservation objectives for the site;
- e) Details who will be responsible for the management and maintenance of the area;
- f) A summary work schedule table, confirming the relevant dates and/or periods that protection measures shall be implemented or undertaken by within.
- g) A programme for Monitoring to be carried out four times annually during the construction phase;
- h) Confirmation of suitably qualified personnel responsible for overseeing implementation of the EMP commitments, such as an Ecological Clerk of Works, including a specification of role; and
- i) A programme for long-term maintenance, management and monitoring responsibilities.

No development shall commence until such time as the Ecological Conservation Management Plan has been approved in writing by the Local Planning Authority. All species and habitat protection, enhancement, restoration and creation measures shall be carried out in accordance with the approved Ecological Conservation Management Plan.

REASON: To ensure that the development of the site conserves and enhances ecology in accordance with policy N2 of the Maldon District Submission Local Development Plan, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework, policy CC5 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 43 Any reserved matters application(s) shall include an Ecological Conservation Management Plan Statement that demonstrates how it accords with the aims and objectives of the Ecological Conservation Management Plan. It shall detail which specific ecological measures are proposed and the timing for their delivery. No development shall commence within the site for which reserved matters approval is being sought until such time as the Ecological Conservation Management Plan Statement has been approved in writing by the Local Planning Authority. The ecological measures shall be carried out in accordance with the approved details and timing of delivery.
- REASON:** To ensure that the development of the site conserves and enhances ecology in accordance with policy N2 of the Maldon District Submission Local Development Plan, the endorsed South Maldon Garden Suburb Strategic Masterplan Framework, policy CC5 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Construction Environmental Management Plan:

- 44 No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the principles for such a Statement proposed in the Environmental Statement submitted with the application and shall include the consideration of the following aspects of construction:

- a) Agreed strategic phasing set out in Condition 8.
- b) Details of the location of the construction compound with boundary / security details, any temporary buildings/offices, loading/unloading areas, storage areas / compounds, parking areas for operatives and visitors, plant, equipment, external lighting arrangements, materials storage screening and hoarding details.
- c) Construction hours and delivery times for construction purposes.
- d) Waste Management Plan detailing the anticipated nature and volumes of waste, measures to ensure the maximisation of the reuse of waste, measures to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site, any other steps to ensure the minimisation of waste during construction, the location and timing of provision of facilities, proposed monitoring and timing of submission of monitoring reports.
- e) Pollution Management Plan to include details of measures to be taken during the construction period to protect wildlife, habitats and hydrology; an ecological survey; an investigation and monitoring scheme to oversee and direct construction works; and details of soil handling, storage and restoration, dust management and wheel washing measures.
- f) Noise and Vibration Plan detailing methods for monitoring and mitigating noise and vibrations from plant, construction equipment and vehicles.
- g) Water Management Plan detailing drainage control measures, use of settling tanks, oil interceptors and bunds to prevent pollution into ground water supplies and to prevent flooding.
- h) Traffic Management Plan to detail vehicle access arrangements, permanent and temporary realignment of highway alignment, diversions and road closures, temporary signage, delivery areas and parking spaces for visitors and on site workers, and the safe guarding of the Public Rights of Way during construction.
- i) Emergency Response Plan to ensure safe evacuation from the site.

The details of the CEMP as agreed shall be implemented prior to any development commencing on site and shall remain in force for the duration of the construction period of the development. All construction infrastructure shall be removed from the site within three months of completion of the development.

REASON: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers, highway users and safety, ecology and biodiversity and rural countryside in accordance with policies D1, D2, D5, N2, T2 of the Maldon District Submission Local Development Plan, policy CON5, CC5, BE1, CC6, CC7, T2 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Air Quality:

- 45 Prior to the commencement of development a scheme shall be submitted in writing for approval that details the measures aimed at mitigating or offsetting the impacts on local air quality resulting from increased road traffic generated by the residential, employment and community land uses hereby permitted. The agreed measures shall be implemented prior to final completion of the development.

REASON: To ensure any contamination found present on the land is remediated in the interests of the occupiers of the dwellings on this development in accordance with policy D2 of the Maldon District Submission Local Development Plan, policy CON6 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Noise:

- 46 Any reserved matters application(s) relating to design and layout of residential dwellings shall include an acoustic assessment which shall provide details of the noise exposure at the facade of residential dwellings and associated amenity spaces. The design and layout shall avoid, as far as practicable, exposure of habitable rooms to noise levels to above the following criteria:

- 60dBLAeq16hours Daytime
- 55dBLAeq8hours night

Orientation and internal layout of dwellings shall be used to minimise noise exposure to habitable rooms as far as practicable as demonstrated in the Nathaniel Lichfield & Partners Supplementary Environmental Statement, November 2016 ref 07015/05/SB/RM.

Where exposure to noise levels exceed those stated above full details of acoustic glazing and suitable acoustic ventilation options shall be submitted that demonstrate that internal noise levels do not exceed the internal noise levels stated in Table 4, paragraph 7.7.2 of BS8233:2014 Guidance on sound insulation and noise reduction for buildings. This includes with any mechanical ventilation operating where required. The measures shall be maintained in the approved form thereafter.

REASON: In the interests of amenity and minimising the impact of noise upon the nearby residents and the surrounding countryside in accordance with policies D1 and D2 of the Maldon District Submission Local Development Plan, policies CON5 and BE1 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 47 Noise levels in amenity spaces shall not exceed 55dBLAeq 16 hours. In the event that acoustic barriers are required to ensure that amenity areas do not exceed these noise levels, details of the acoustic barriers shall be submitted to and approved in writing by the Local Planning Authority. The approved acoustic barriers shall be constructed prior to the occupation of the dwelling(s) to which it relates.

REASON: In the interests of amenity and minimising the impact of noise upon the residents of the development in accordance with policies D1 and D2 of the Maldon District Submission Local Development Plan, policies CON5 and BE1 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Contamination:

48 Notwithstanding the details submitted with this application, no development shall commence, other than that required to carry out additional necessary investigation which in this case includes demolition, site clearance, removal of underground tanks and old structures, and any construction until an investigation and risk assessment has been submitted to and approved in writing by the Local Planning Authority. The risk assessment shall assess the nature and extent of any contamination on the site whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The report of the findings must include:

- (i) a survey of extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - Human health,
 - Properly (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - Adjoining land,
 - Groundwaters and surface waters,
 - Ecological systems
 - Archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and the Essex Contaminated Land Consortium's 'Technical Guidance for Applicants and Developers' and is subject to the approval in writing of the Local Planning Authority.

REASON: To ensure any contamination found present on the land is remediated in the interests of the occupiers of the dwellings on this development in accordance with policy D2 of the Maldon District Submission Local Development Plan, policy CON6 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

49 No development shall commence, other than where necessary to carry out additional investigation, until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The development hereby permitted shall not commence until the

measures set out in the approved scheme have been implemented, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority may give approval for the commencement of development prior to the completion of the remedial measures when it is deemed necessary to do so in order to complete the agreed remediation scheme. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

This must be conducted by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and the Essex Contaminated Land Consortium's 'Technical Guidance for Applicants and Developers' and is subject to the approval in writing of the Local Planning Authority.

REASON: To ensure any contamination found present on the land is remediated in the interests of the occupiers of the dwellings on this development in accordance with policy D2 of the Maldon District Submission Local Development Plan, policy CON6 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 50 The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced. This must be conducted by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and the Essex Contaminated Land Consortium's 'Technical Guidance for Applicants and Developers' and is subject to the approval in writing of the Local Planning Authority.

REASON: To ensure any contamination found present on the land is remediated in the interests of the occupiers of the dwellings on this development in accordance with policy D2 of the Maldon District Submission Local Development Plan, policy CON6 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 51 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 48 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 49. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and the Essex Contaminated Land Consortium's 'Technical Guidance for Applicants and Developers' and is subject to the approval in writing of the Local Planning Authority.

- 52 Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 49.
REASON: To ensure any contamination found present on the land is remediated in the interests of the occupiers of the dwellings on this development in accordance with policy D2 of the Maldon District Submission Local Development Plan, policy CON6 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Lighting:

- 53 Any reserved matters application for layout shall include details of a lighting strategy for that phase of the development including details of the location and type of fixtures and fittings which shall be submitted to and approved in writing by the Local Planning Authority. The approved arrangements shall be implemented in accordance with the Strategic Phasing Plan and once implemented shall be retained in accordance with the approved scheme.
REASON: To safeguard the neighbouring rural countryside, ecological sites, highway safety and amenity in accordance in accordance with policies D1, D2, N2, T2 and I1 of the Maldon District Submission Local Development Plan, policies CON5, CC5, BE1, BE8 and T2 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Renewable energy:

- 54 Any reserved matters application(s) shall include a renewable energy statement which demonstrates that the total predicted carbon emissions from development on that reserved matters site will be reduced through the implementation of on-site renewable energy sources. The statement shall include the total predicted carbon emissions in the form of an Energy Statement of the development and shall set out a schedule of proposed on-site renewable energy technologies, their respective carbon reduction contributions, size specification, location, design and a maintenance programme. The appropriate renewable energy technologies shall be approved in writing by the Local Planning Authority and shall be fully installed prior to the occupation of any approved buildings in that phase of the development and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme.
REASON: In the interests of reducing carbon dioxide emissions in accordance with policy D2 of the Maldon District Submission Local Development Plan and the NPPF and PPG.

Refuse and Recycling:

- 55 Any reserved matters application(s) shall include details relating to the location, design, specification, management / maintenance and phasing of provision of the temporary and permanent recycling facilities for that phase of the development. These facilities shall identify the specific positions of where wheeled bins, recycling boxes or any other means of storage will be stationed and the arrangements for the disposal of waste. The temporary and permanent recycling facilities shall be provided in accordance with the details as agreed and shall be implemented in accordance with the approved phasing programme or before the occupation of any dwelling approved within that Strategic Phasing Plan.

REASON: To ensure that future residents have adequate means by which to recycle in accordance with policies D1 and D2 of the Maldon District Submission Local Development Plan, policy CON5, BE1 and PU2 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

- 56 No more than 50 dwellings cumulatively across the application site shall be occupied until temporary neighbourhood waste recycling facilities are provided on site in accordance with details as agreed in the above condition. The temporary facility shall remain in place until one of the permanent waste recycling facilities as agreed in above condition is provided and available for use. The land on which the temporary facility is sited shall be made good within a period of three months from the installation of the permanent waste recycling facility within the local centre.

REASON: To ensure that future residents have adequate means by which to recycle in accordance with policies D1 and D2 of the Maldon District Submission Local Development Plan, policy CON5, BE1 and PU2 of the adopted Maldon District Replacement Local Plan and the NPPF and PPG.

Broadband:

- 57 No development shall commence until a strategy to facilitate superfast broadband for future occupants of the site has been submitted to and approved in writing by the Local Planning Authority. The strategy may include commercial arrangements for providers and shall seek to ensure that upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure. The development of the site shall be carried out in accordance with the approved strategy.

REASON: In order to ensure that suitable infrastructure is provided at the site for the benefit of future occupiers, in accordance with policy I1 of the Maldon District Submission Local Development Plan and the NPPF and PPG.

INFORMATIVES

- 1 Please note that an application to discharge effluent must be made to Anglian Water.
- 2 Please contact the Environment Agency regarding any Land Drainage and Sea Defence Byelaw consent.
- 3 The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public bridleway no.56 Maldon shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.

The grant of planning permission does not automatically allow development to commence. In the event of works affecting the highway, none shall be permitted to commence until such time as they have been fully agreed with this Authority. In the interests of highway user safety this may involve the applicant requesting a temporary closure of the definitive route using powers included in the aforementioned Act. All costs associated with this shall be borne by the applicant and any damage caused to the route shall be rectified by the applicant within the timescale of the closure.

- 4 Any signal equipment, structures, trees and non-standard materials proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public highway, will require a contribution (commuted sum) to cover the cost of future maintenance for a minimum period of 15 years following construction.
- 5 All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to:

SMO2 - Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford. CM2 5PU.