



South Maldon Garden Suburb

Strategic Masterplan Framework





West Maldon
Community Centre

Fambridge Road

Limebrook Way

Morrisons Supermarket

Wycke Hill

A414



Contents

Introduction

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

Site and surrounding context

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

Vision and objectives

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

Masterplan and development principles

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

Infrastructure and delivery

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

Appendices

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



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Section 1

Introduction



1.1 Introduction

Background

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

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

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

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

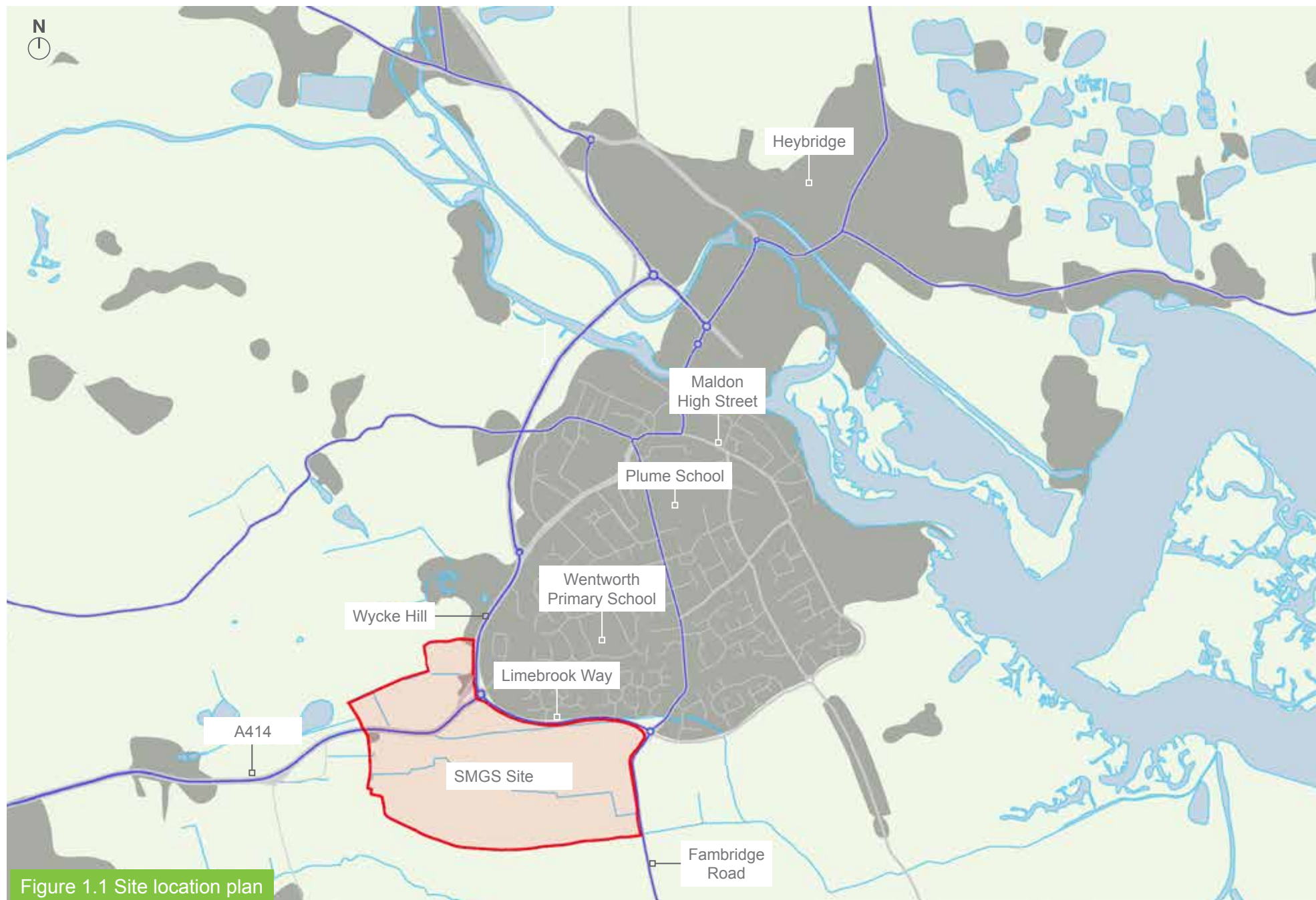


Figure 1.1 Site location plan

1.2 Purpose of this Document

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

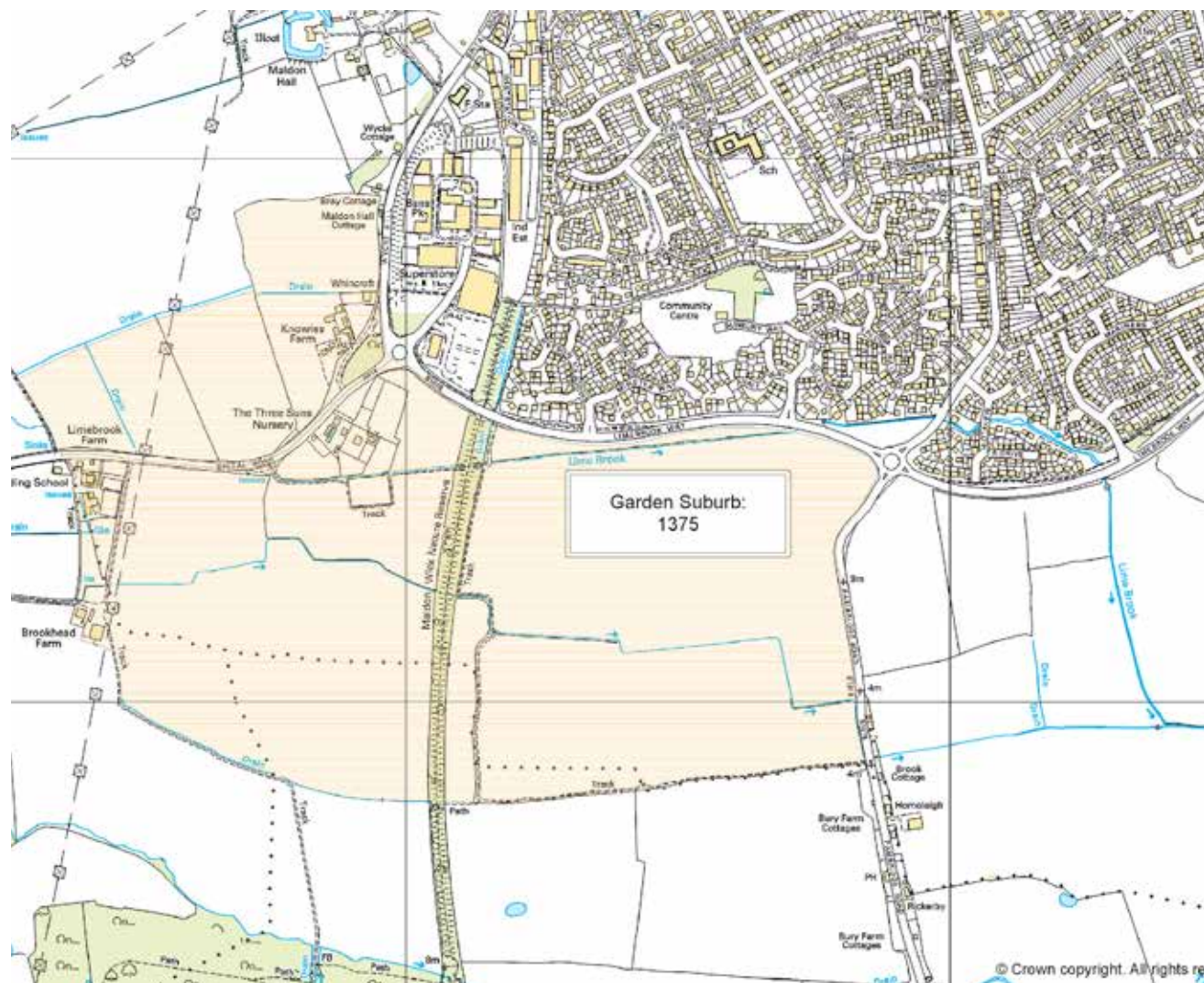


Figure 1.2 - South Maldon Garden Suburb - Extract from Local Development Plan (submitted for Examination April 2014)

1.3 What is a Garden Suburb?

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

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

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

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



Garden Suburb streetscape - Welwyn Garden City

1.4 How has the Strategic Masterplan Framework been prepared?

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

Technical Studies

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

Key stages

South Maldon Garden Suburb Development Brief



Formation of South Maldon Garden Suburb working group



South Maldon Garden Suburb workshop



South Maldon Garden Suburb Stakeholders workshop



South Maldon Garden Suburb public exhibition



Further refinements at working group meetings



Preparation of Strategic Masterplan Framework



Inputs from statutory bodies

Members workshop briefings

Figure 1.3 - Masterplan process diagram

1.5 What is the purpose of the Strategic Masterplan Framework?

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

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




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

1.6 Contents of the Document

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

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



An aerial photograph of a landscape featuring a mix of urban, agricultural, and natural areas. A large, irregular green overlay covers the left and central portions of the image, highlighting a specific region. To the right, a body of water is visible, with smaller green patches along its shoreline. The overall image serves as a background for a presentation slide.

Section 2

Site and Surrounding Context

2.1 Planning Policy Context

National Planning Policy Framework

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

Essex Minerals Local Plan

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

Maldon District Local Development Plan (submission LDP)

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

Policy S2: Strategic Growth

2.1.7 Policy S2 states that:

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

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

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

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

* Note that these figures represent a minimum requirement

Policy S3: Place Shaping

2.1.8 Policy S3 requires that:

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

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

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

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

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

Policy S4 : Maldon and Heybridge Strategic Growth

2.1.9 Policy S4 states that:

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

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

toward the sufficient expansion of the Plume School

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

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

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

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

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

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

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

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

Policy E1 Employment

2..1.12 Policy E1 states that:

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

New Employment Space

2.1.13 Policy E1 states:

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

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

*Detailed allocation to be determined as part of the masterplan

Policy I1 Infrastructure and Services

2.1.14 Policy I1 states:

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

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

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

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

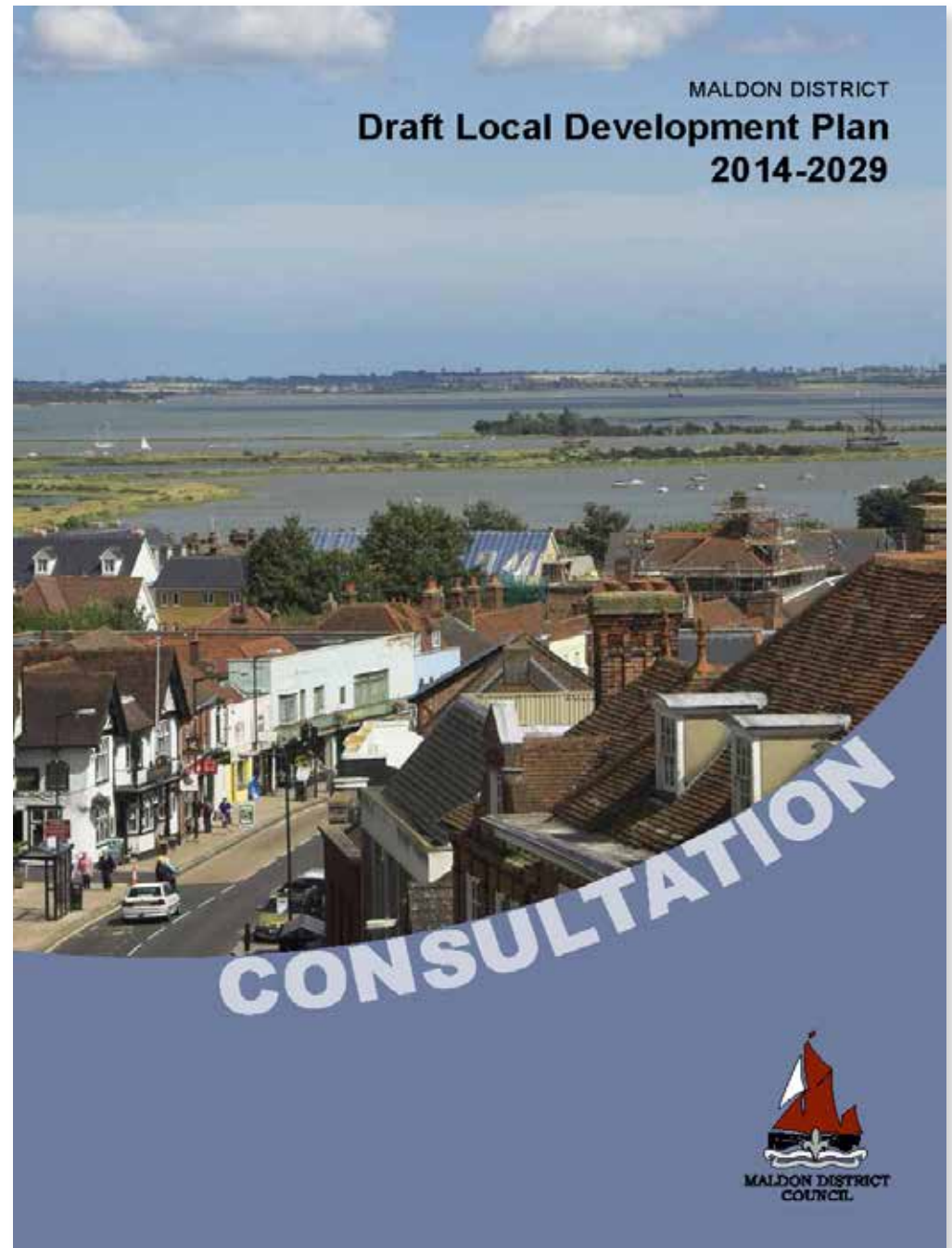
Developer Contributions

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

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

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

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



2.2 Site Location and Description

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



Limebrook Way



Maldon Wick nature reserve



Figure 2.2 SMGS Site aerial

2.3 Land Use

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

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

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

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

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

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

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



Brookhead Studios



Wycke Hill Business Park



Residential properties north of Limebrook Way

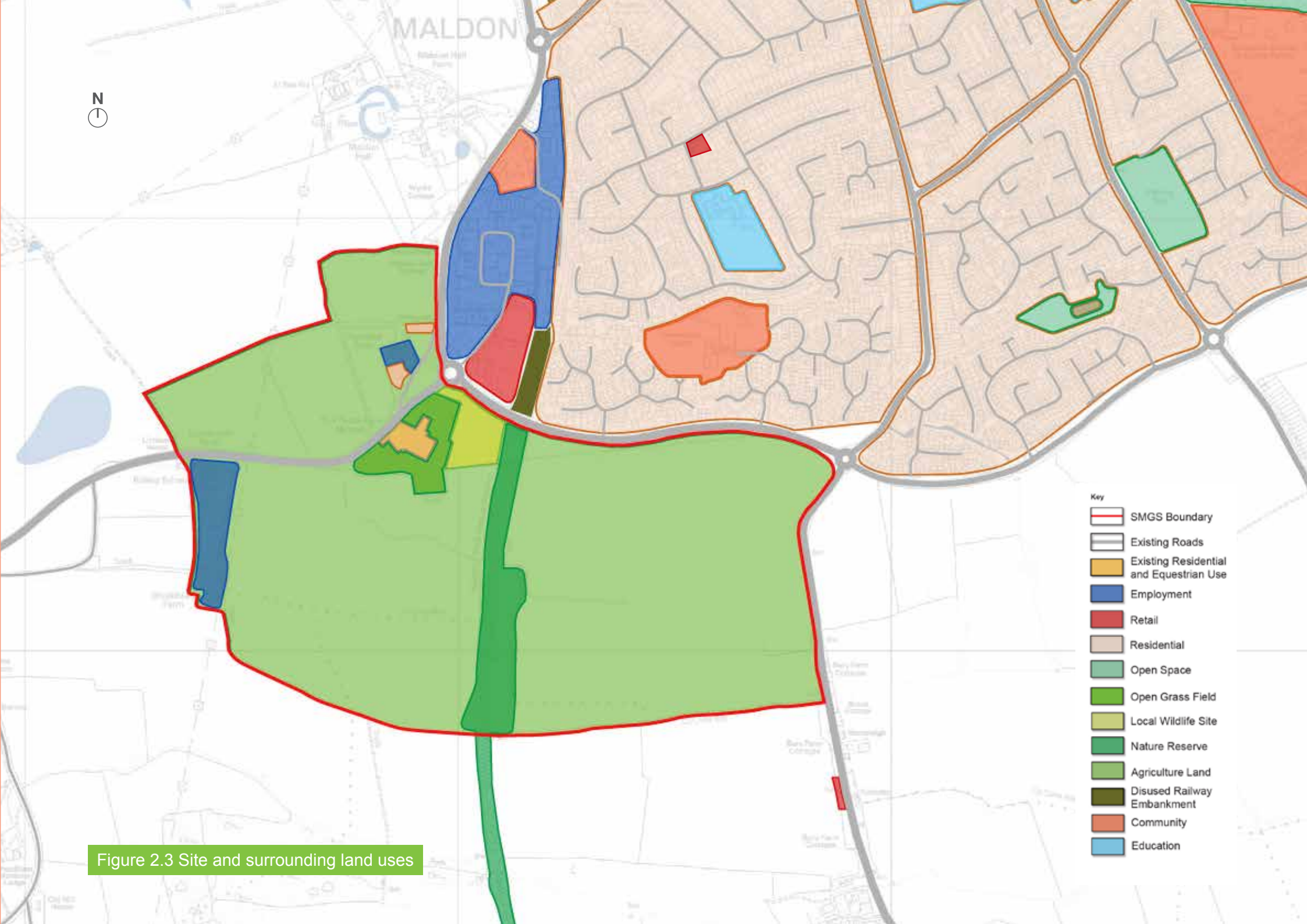


Figure 2.3 Site and surrounding land uses

2.4 Local Facilities

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



Morrisons supermarket near the SMGS



West Maldon Community Hall



Wentworth Primary school



Promenade Park

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

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

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

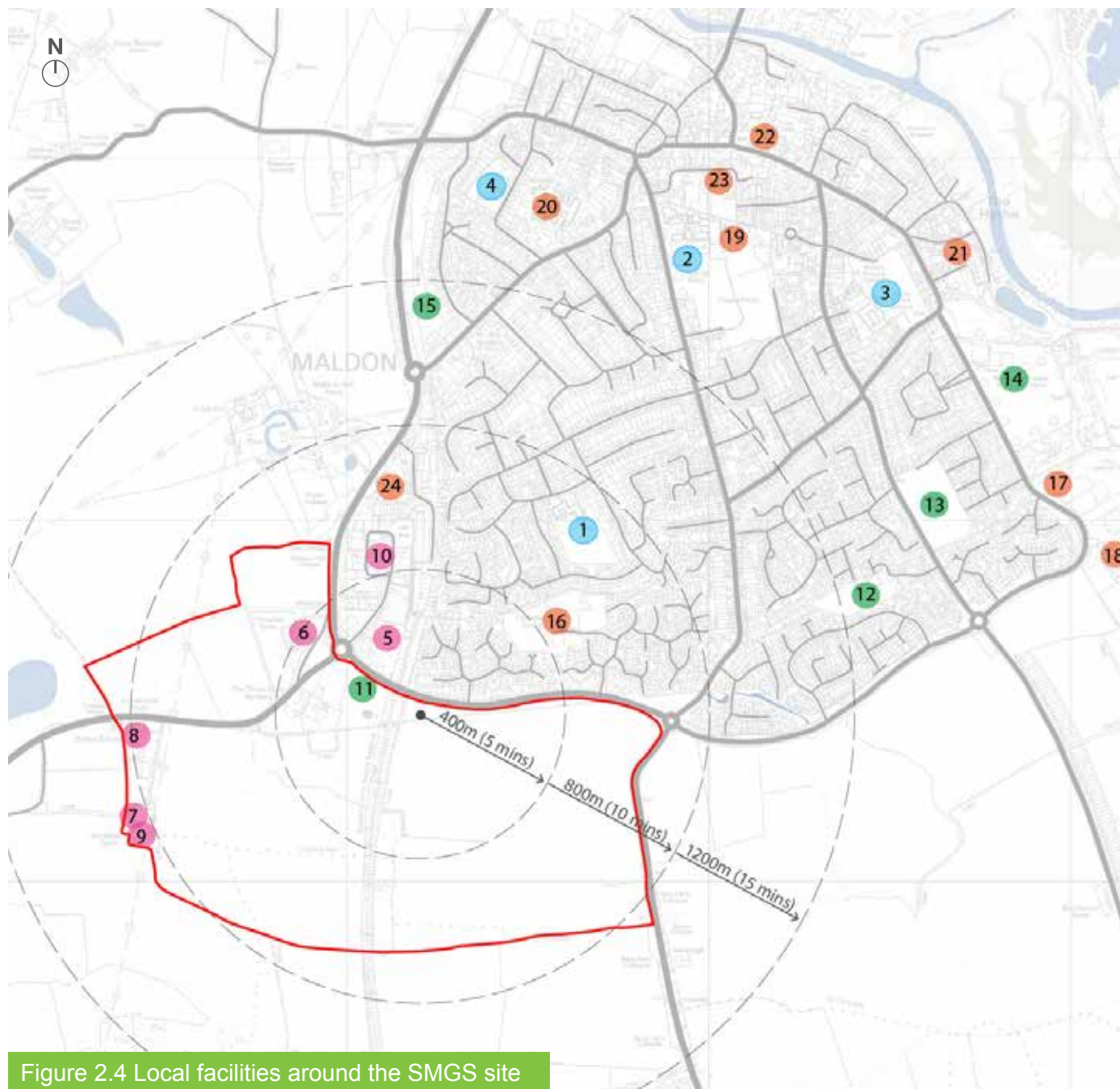


Figure 2.4 Local facilities around the SMGS site

Education

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

Commercial and Employment

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

Open Space Provisions

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

Community

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

2.5 Transport and Accessibility

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



Maldon Bus service

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

Pedestrian, Cycle and Bus

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

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

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

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

Vehicular Access

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

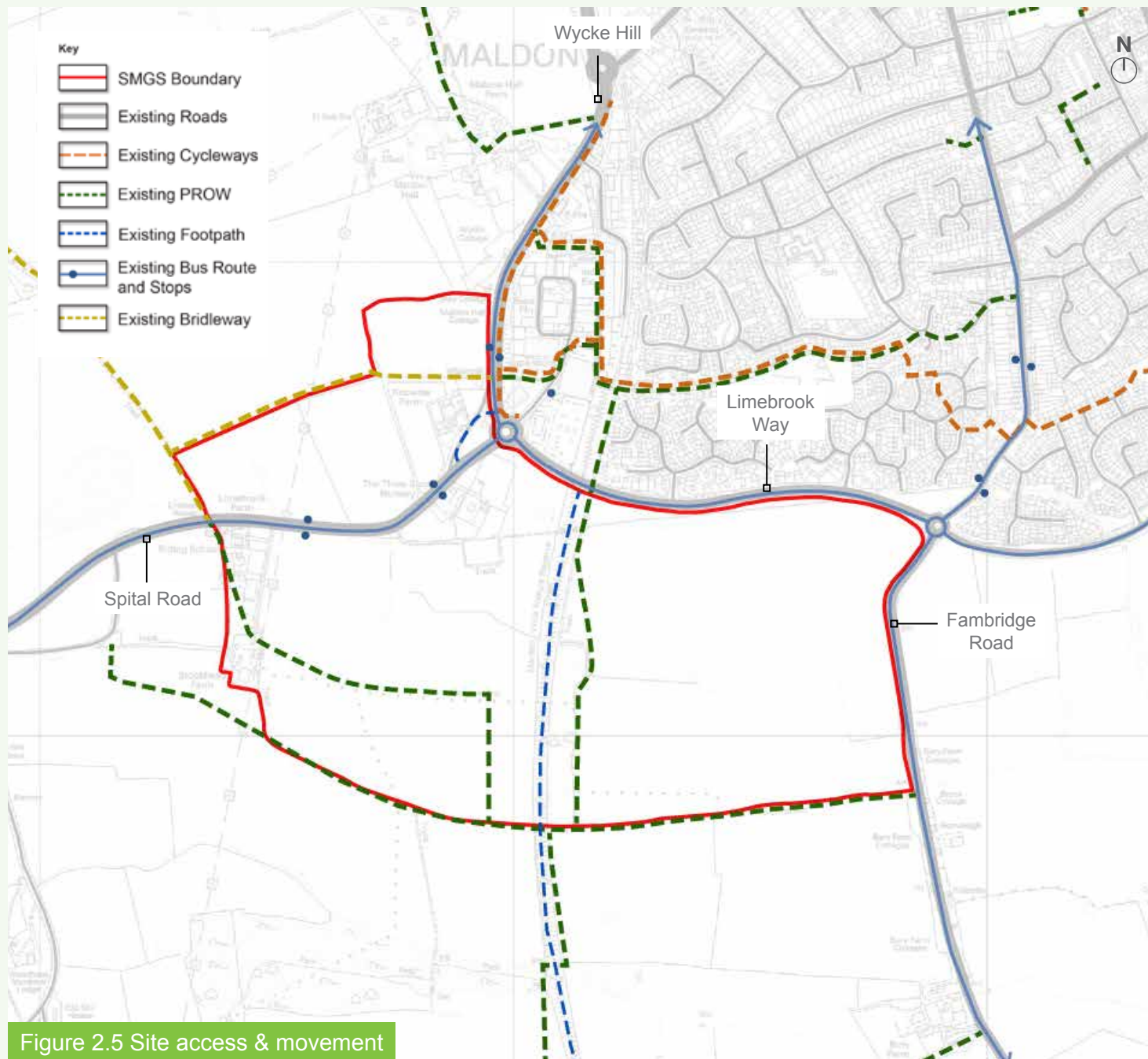


Figure 2.5 Site access & movement



Public Right of Way along southern boundary



Bus stop Wycke Hill Road



Fambridge Road



Existing Bridleway

2.6 Landscape and Visual

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

Landscape Character Areas

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

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

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

Mundon Drained Estuarine Marsh

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

Tillingham and Latchingdon Coastal Farmland

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

Woodham Wooded Farmland

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

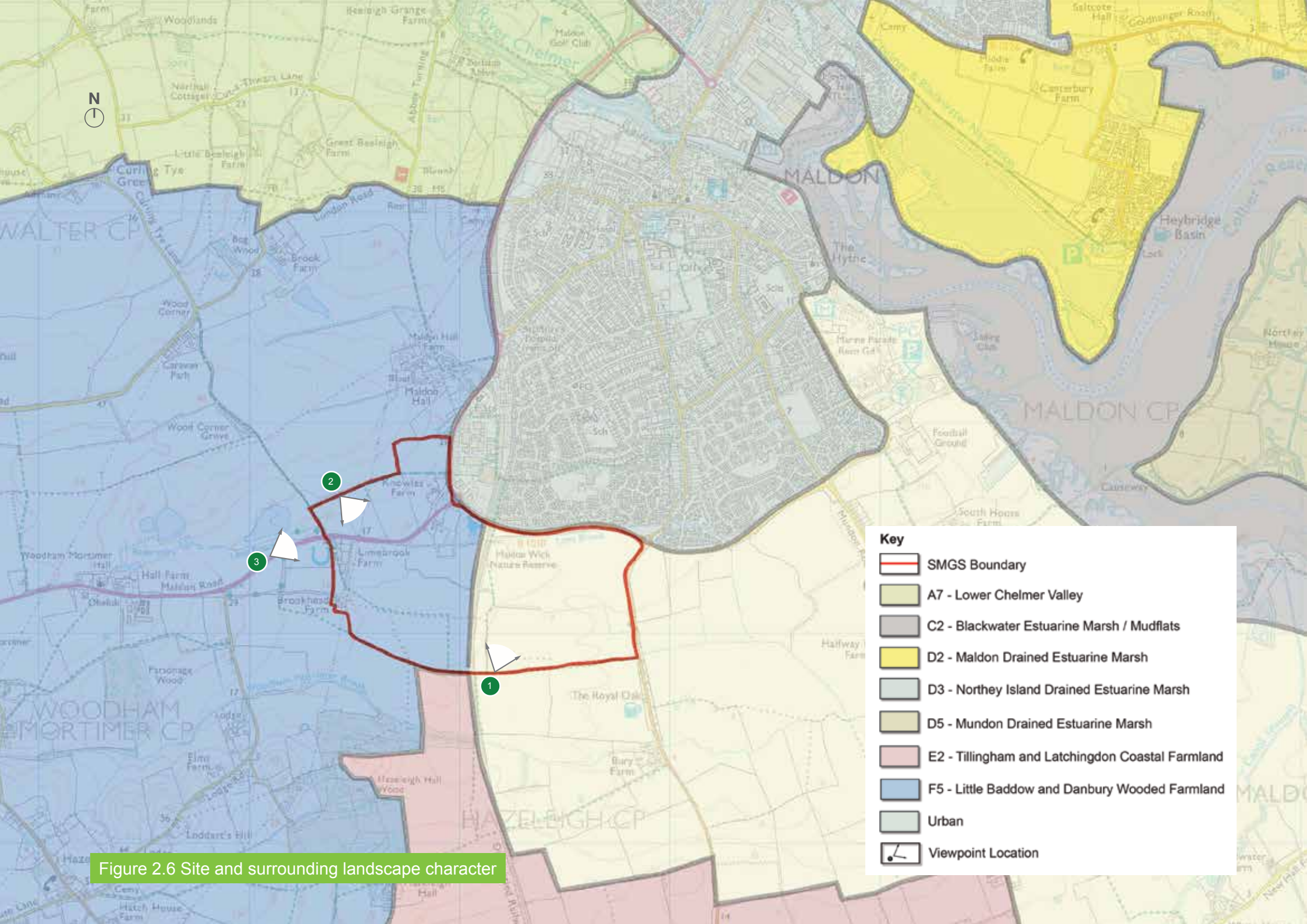


Figure 2.6 Site and surrounding landscape character

Visual

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

Visibility

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

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

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

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

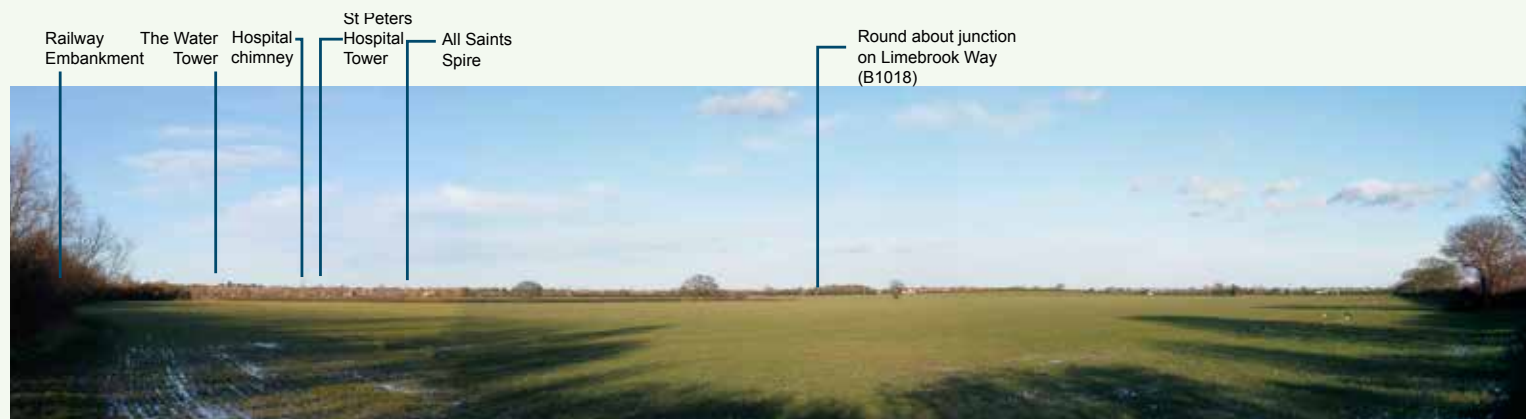
2.6.9 Longer distant views of the site from higher points such as Purleigh to the south are possible. However, these are partially screened by intervening hedgerows and trees. There are already some partial long distance views of the large buildings at Wycke Business Park, which lies close to the north-eastern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

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

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

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

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



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



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



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

2.7 Key Site Features

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

Topography

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

Green and Blue Infrastructure

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

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

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

Access and Movement

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

Landscape and Visual

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

Historic Environment

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

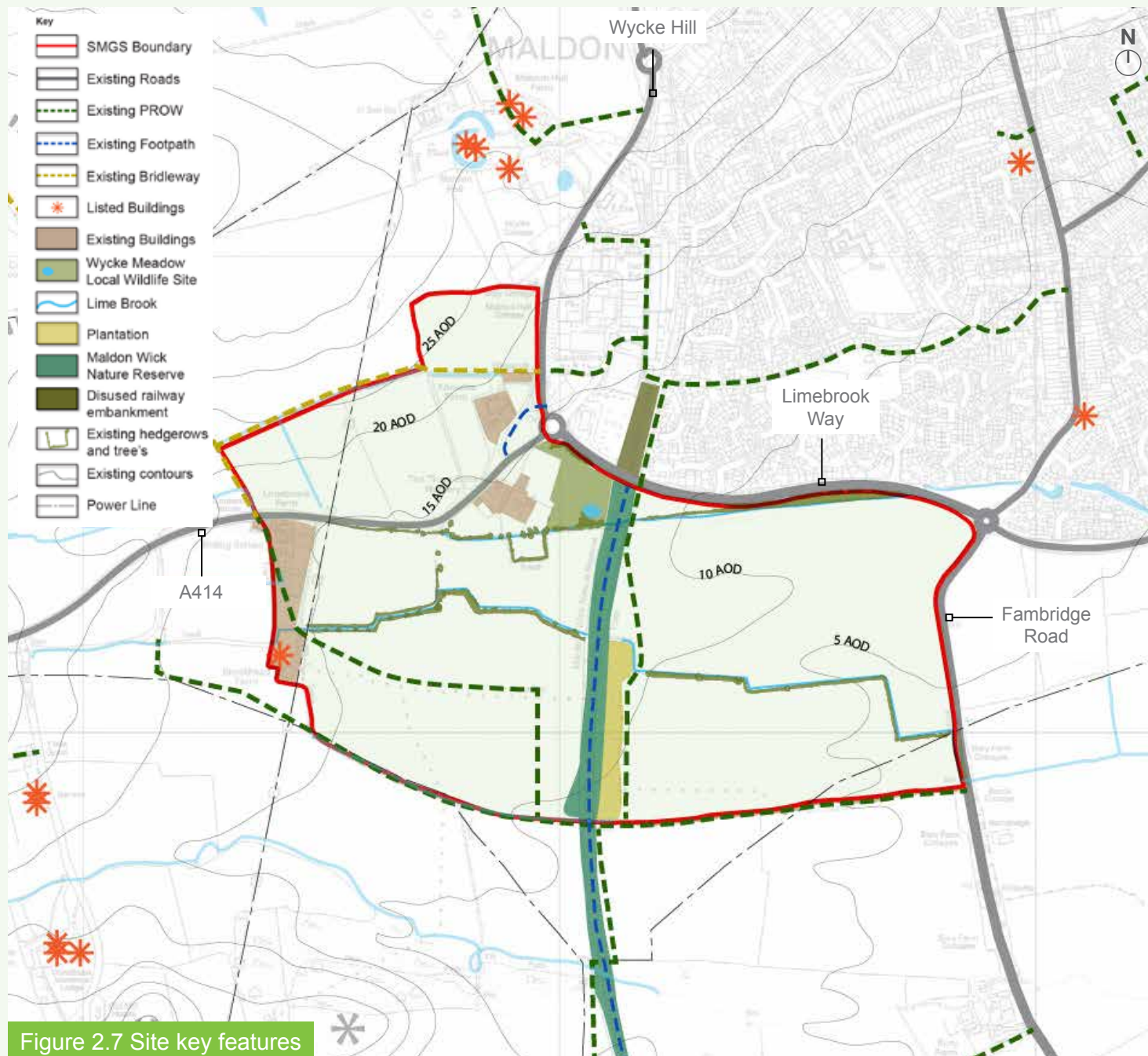


Figure 2.7 Site key features



Public footpath Maldon Wick Nature Reserve



Overhead power lines with pylons



Lime Brook



Nature Reserve underpass



Section 3

Vision and objectives



3.1 Garden Suburbs and South Maldon

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

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

Garden Suburbs

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

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

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



Housing integrated with greens spaces - Welwyn Garden City



Active and vibrant - Poundbury local centre



Tree lined avenues - Letchworth

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

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

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

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

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

3.2 Developing Shared Vision and Objectives

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

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

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

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

Maldon and Heybridge Visioning Workshop

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

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

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

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

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

Social Infrastructure and Employment

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



Maldon and Heybridge visioning workshop

Built Environment and Housing

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

Transport and Housing

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

Environment and Green Infrastructure

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

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

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

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

3.3 Stakeholders Workshop and Community Engagement

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

Stakeholders Workshop

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

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

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

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



South Maldon stakeholders workshop

Group 1 Movement & Access

Residential

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

Employment

- To the north of the A414 Spital Road

Local Centre

- Off Limebrook Way and offering a mix of ancillary uses

Access

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

Open Space

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

Group 2 Environment & Landscape

Residential

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

Employment

- North of A414 with spur along the site boundary

Local Centre

- Off Limebrook Way and offering a mix of ancillary uses

Access

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

Open Space

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

Group 3 Townscape & Design

Residential

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

Employment

- Dispersed across three site areas

Local Centre

- At the centre of the eastern neighbourhood

Access

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

Open Space

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

Group 4 Community & Infrastructure

Residential

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

Employment

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

Local Centre

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

Access

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

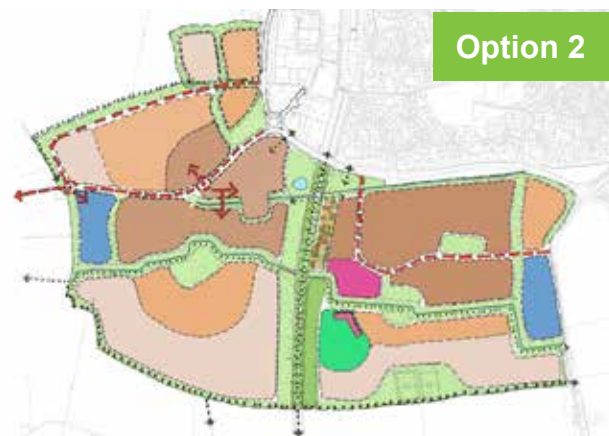
Open Space

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

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



Option 1



Option 2

Key

High density residential	Employment	Nature reserve
Medium density residential	School	Water feature
Low density residential	Allotments	Vehicle route
Local Centre	Open Space	Pedestrian / cycle route and links

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

Public Exhibition

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

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

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



Public exhibition day

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

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

3.4 Establishing Vision and Objectives for South Maldon

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

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

3.4.3 The three tenets of the wheel are:

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

Vision Statement

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



The Core Objectives

Physical attributes

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

Garden Suburb

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

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

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

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

Maldon's townscape

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

3.5 Key Opportunities Plan

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



View corridor to the town



View towards open countryside

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

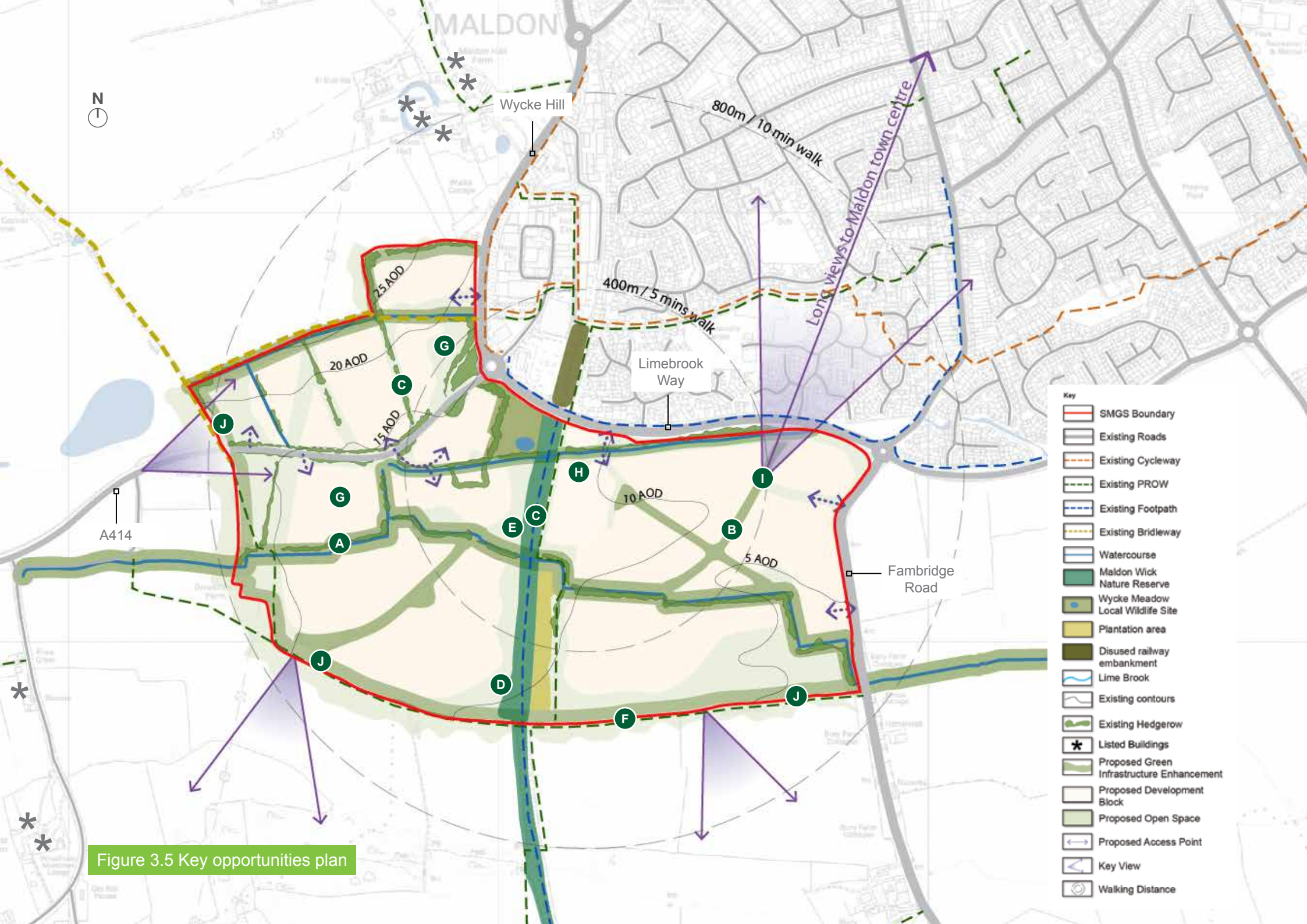
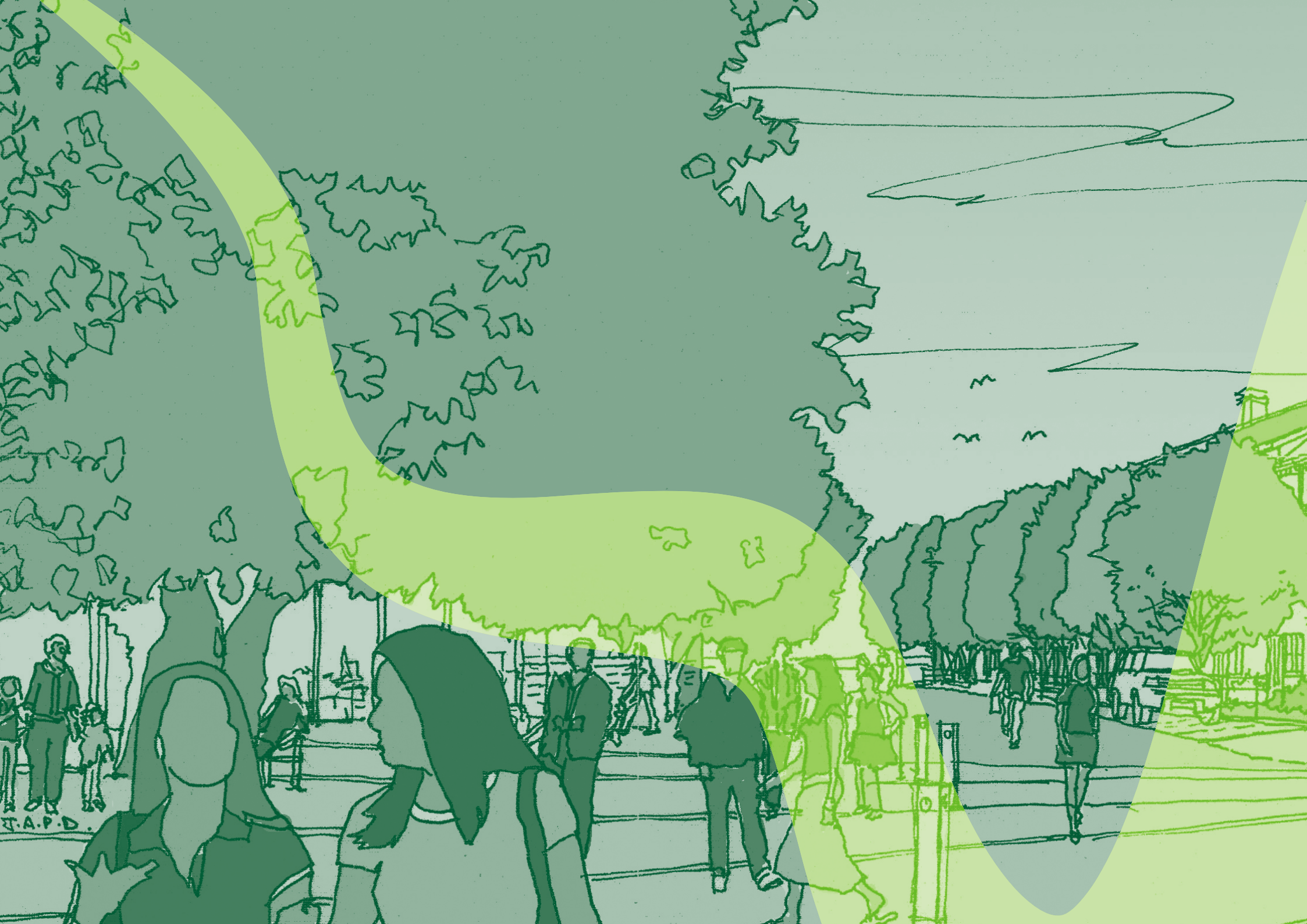


Figure 3.5 Key opportunities plan



Section 4

Masterplan and development



4.1 Framework Masterplan

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

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

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

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

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

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

Land Uses

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

Key spaces

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

Key connections

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



Figure 4.1 SMGS framework masterplan

Site-wide sustainability

- 4.1.6 The NPPF recognises the role of sustainable development towards protecting and enhancing the natural and built environment; and, as a part of this, helping to improve biodiversity, minimise waste and adapt to climate change.
- 4.1.7 Policy D2 of the submission LDP identifies all new development to minimise its impact on the environment and, along with Policy D4, sets out more specific requirements for new buildings in respect of environmental sustainability, subject to feasibility and viability

Key principles and objectives

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

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

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

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



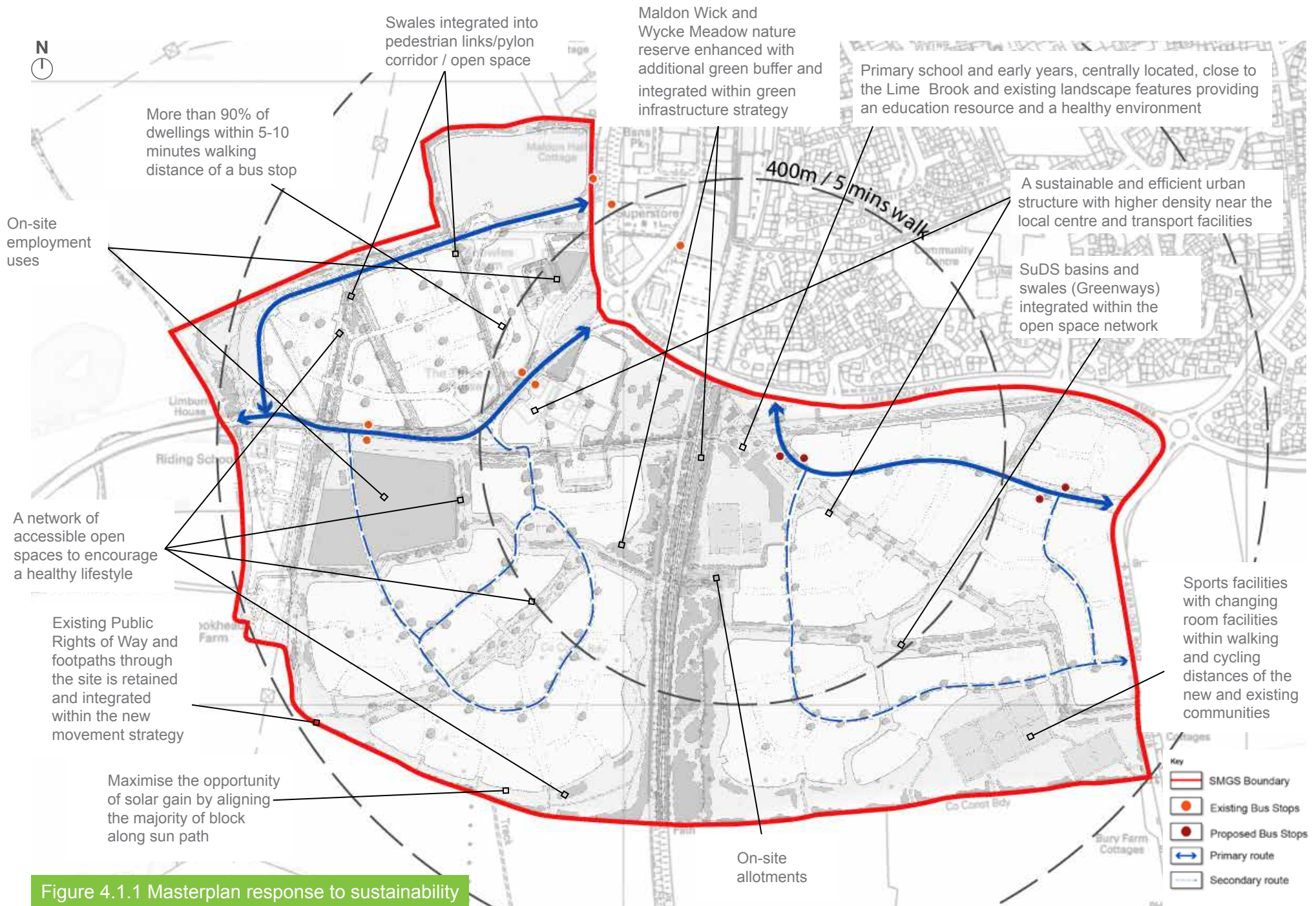


Figure 4.1.1 Masterplan response to sustainability

4.2 Land Use

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

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

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

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

Residential

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

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

Employment

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

Mixed-use local centre

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

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

Education

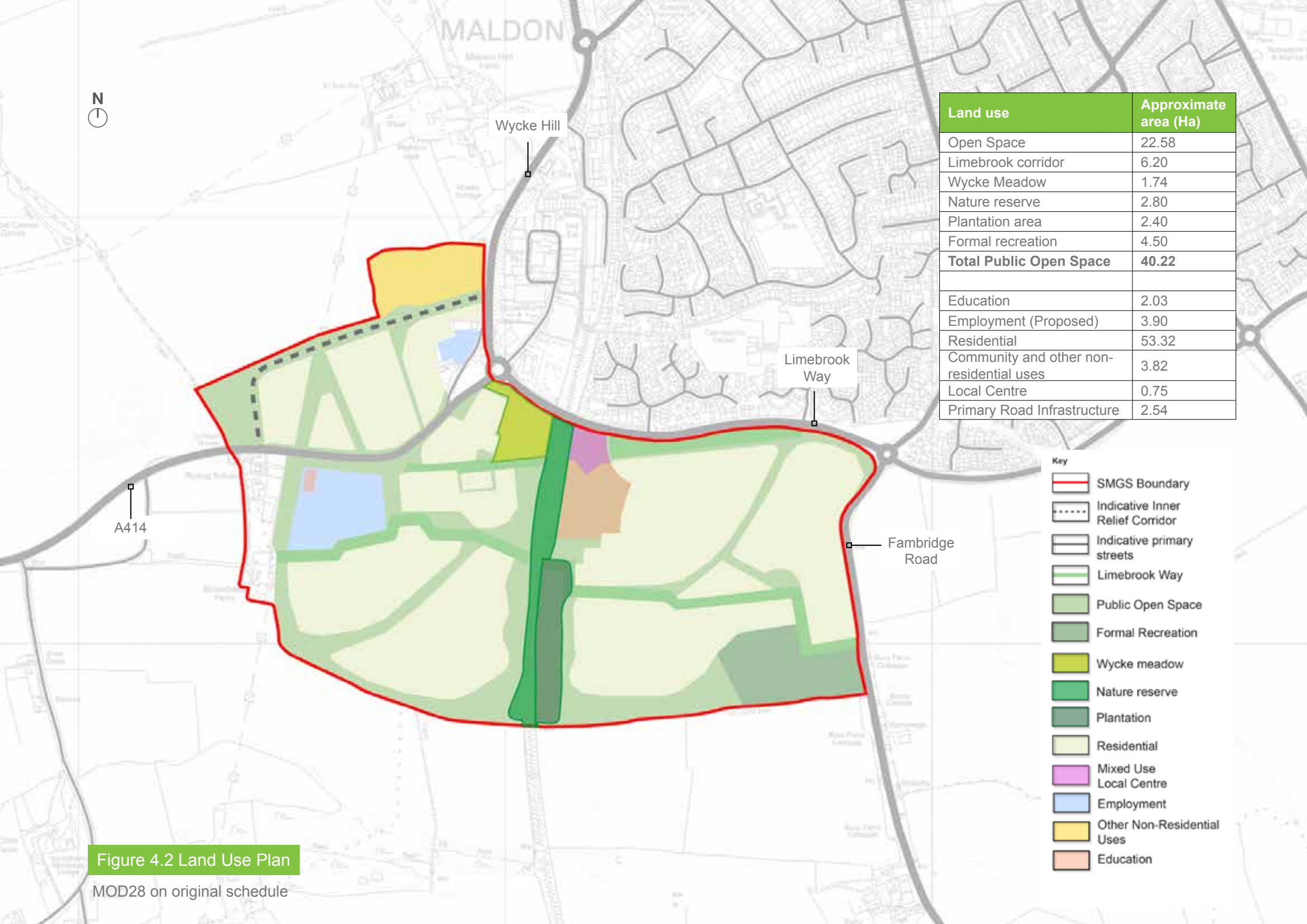
4.2.8 A primary school of 1.5 form entry, with potential to expand to 2 form entry, is proposed near the local centre, south of Lime Brook. It is envisaged that one 0.13 hectares early years / childcare facility will be adjacent to the school and a similar format standalone facility will be provided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

Open space and recreation

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

Other uses

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



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

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

Figure 4.2 Land Use Plan

MOD28 on original schedule

4.3 Green Infrastructure

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



Green Infrastructure Principles

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

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

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

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

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

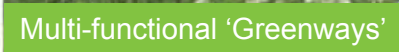
In the preparation of planning applications, reference should also be made to the Maldon District Green Infrastructure Study (September 2011) and any subsequent document.



Figure 4.3 Green Infrastructure Plan

Open Space and Recreation

- 4.3.4 Using design principles, inspired by Ebenezer Howard (as outlined in New Garden Suburbs TCPA, 2012), the proposals for the open space and recreation work with the grain of the landscape to preserve as many natural site features as possible.
- 4.3.5 It draws the best from the countryside and town, has a clear sense of functionality and movement, a robust local centre and above all, provides generous and usable green open space, ranging from gardens to parkland and dedicated allotments for local food production.
- 4.3.6 The development includes the provision of a mix of formal and informal open spaces. Key consideration is given to the following:
- Integration of SMGS site with the rest of the town and settlement areas across the north of Limebrook Way and Wycke Hill
 - Connectivity to the wider town's green space and green infrastructure networks through the creation of safe and attractive green corridors for movement and recreation
 - Creation of new green links, running east-west through the SMGS site. This will help to provide sustainable connections through the development
 - Provision of improvements to the existing off-site footpaths and cycleways which links the wider countryside
 - Enhancement of the health and well-being of residents through the provision of safe and accessible public open space suitable for a range of formal and informal sport and recreation. Reference should be made to Sport England's Active Design Guidance in preparation of planning applications
 - Encourage sustainable travel modes, such as walking and cycling through the Garden Suburb
 - Encourage biodiversity, by creating green links between the existing wildlife habitats and offering opportunities to enhance them
 - Design to enable efficient and effective management and maintenance
 - Potential for improved provision for horseriders where practicable



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

1. Green Spines

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

1A - Linear Park.

(Railway Park - buffer to Local Wildlife Site)

1B - Lime Brook green corridor.

2. Greenways/Green Fingers

Multi-functional green corridors.

3. Community Centre / Hub

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

4. Sports / Playing Pitches

A new sports hub for the community.

5. Settlement edges

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

5A Open Estuarine Edge

5B Open Rural Edge

5C Mixed Farmland Edge

5D Enclosed Rural Edge

5E Lime Brook Urban Edge

6. Wycke Meadow Extension.



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



Softer settlement edges



Potential connections across the Lime Brook (Precedent)



Figure 4.3.1 Landscape strategy

4.4 Access and Movement

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

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

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

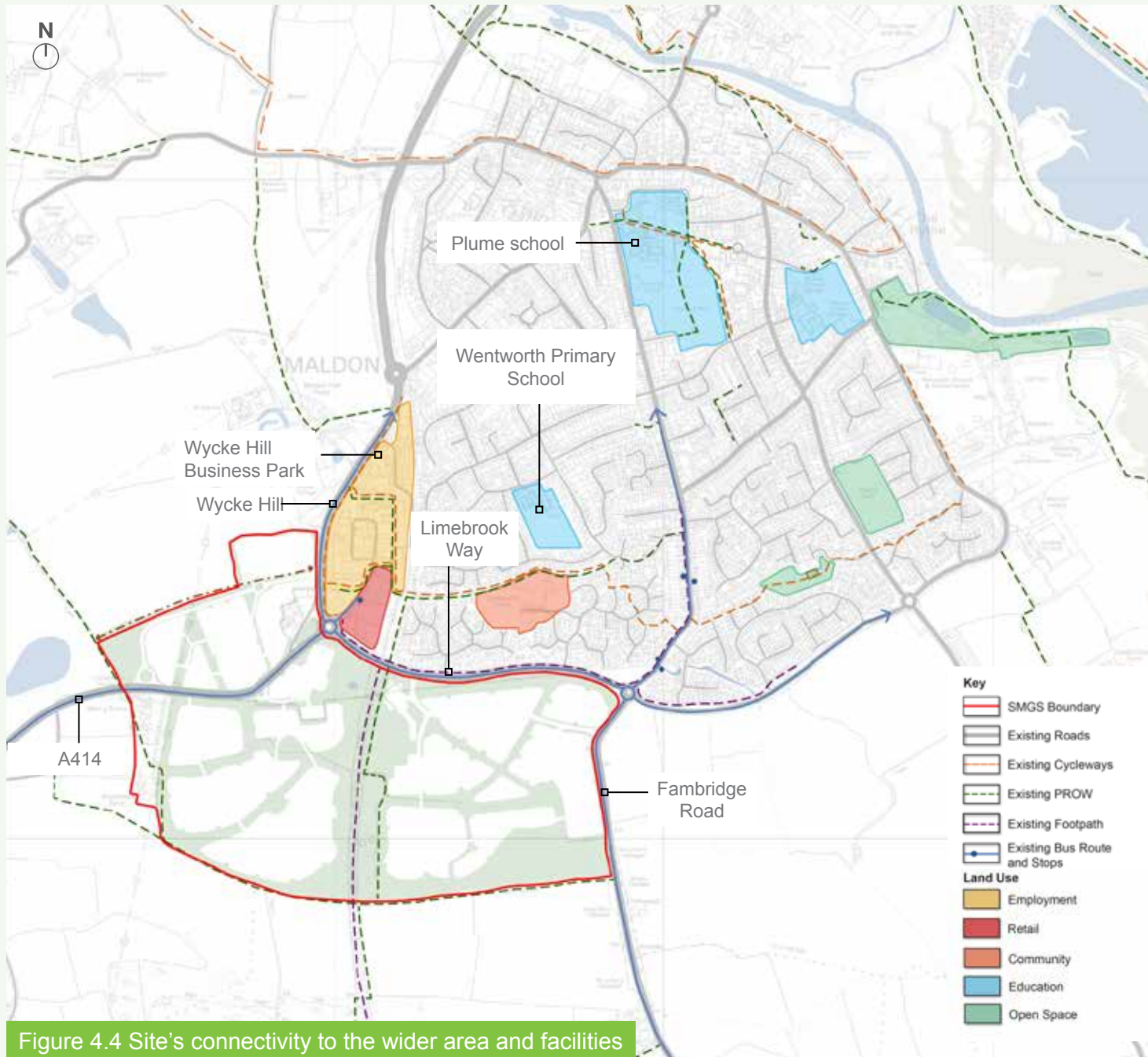


Figure 4.4 Site's connectivity to the wider area and facilities



Limebrook Way - strategic route to the town



Fambridge Road - dedicated cycle routes to the town



Fambridge Road - bus stops



Frequent bus services -Fambridge Road

Access and Movement Strategy

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

Pedestrian, Cycle and Bus

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

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

Vehicular Access

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

Bridleways

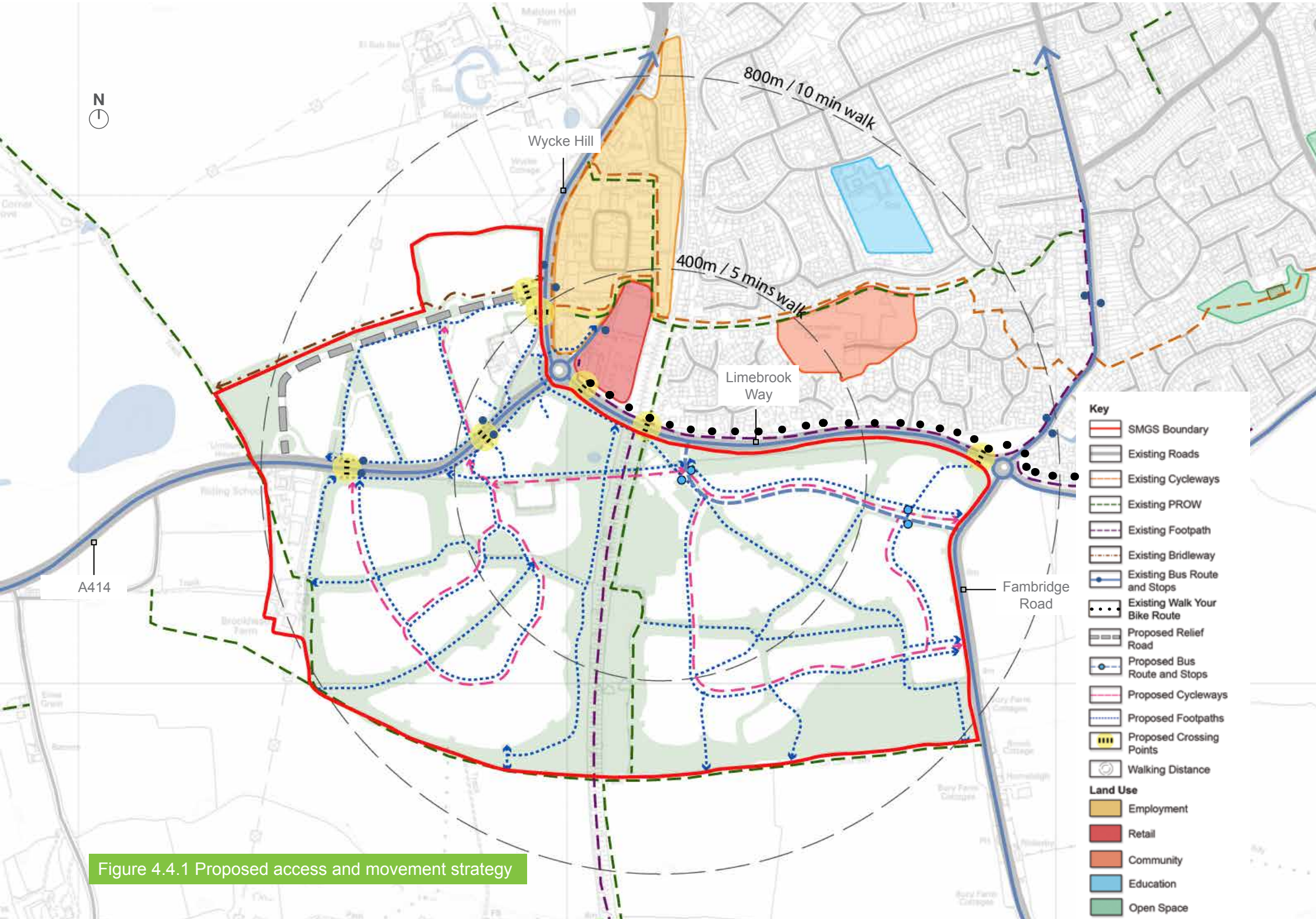
- Existing bridleway network to be incorporated in masterplan and where possible enhanced

Proposed A414 Relief Road / Wycke Hill Junction

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

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

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



Street Hierarchy

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

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

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

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

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

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

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

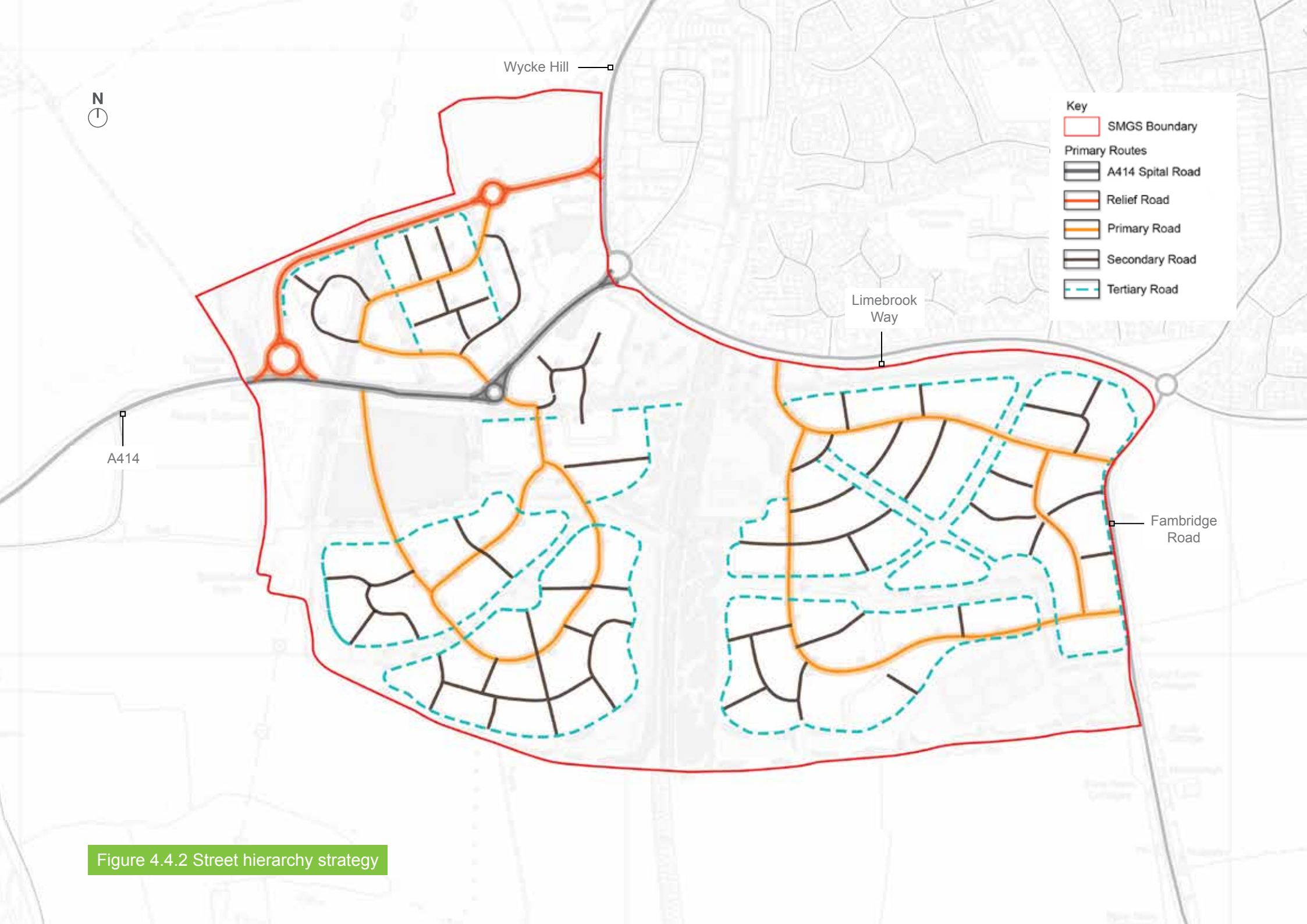
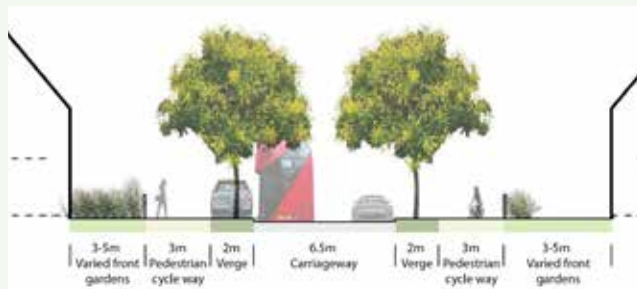


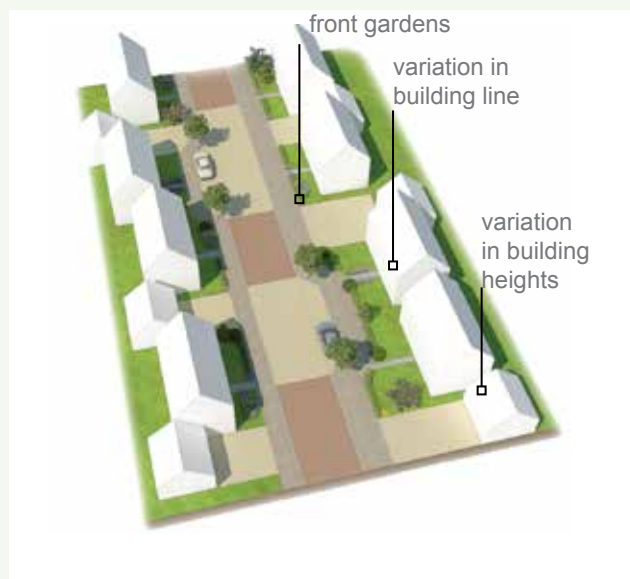
Figure 4.4.2 Street hierarchy strategy

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

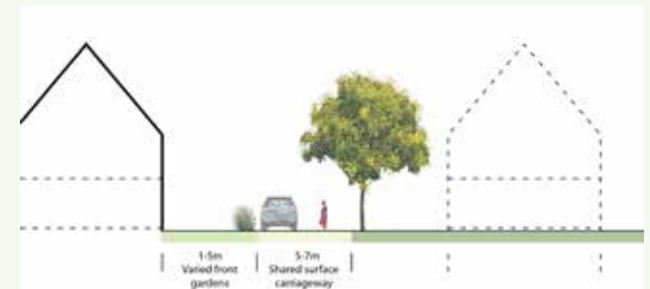
Primary Routes-tree lined streets



Secondary Routes



Tertiary Routes



4.5 Character Areas

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

Character Generators

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

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

Routes and movement patterns

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

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

Key spaces

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

Edges

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

Surrounding land uses

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



Figure 4.5 Character generators

Principles of appearance and layout

4.5.5 In creating character, it is important the development maximises the opportunity to create its own sense of place, drawing on existing surrounding landscape and the proposed land uses, as well as drawing on the character of Maldon and nearby settlements.

4.5.6 The development at SMGS will seek to achieve the creation of a high quality, compact and sustainable garden neighbourhood which responds to its setting, immediate surroundings and allows flexibility to adapt to multiple uses. The proposed layout is the outcome of thorough site assessment, involvement of various stakeholders and vision and objectives for a sustainable Garden Suburb.

4.5.7 Key design principles that will apply across the garden suburb to secure the garden suburb character are set out below.

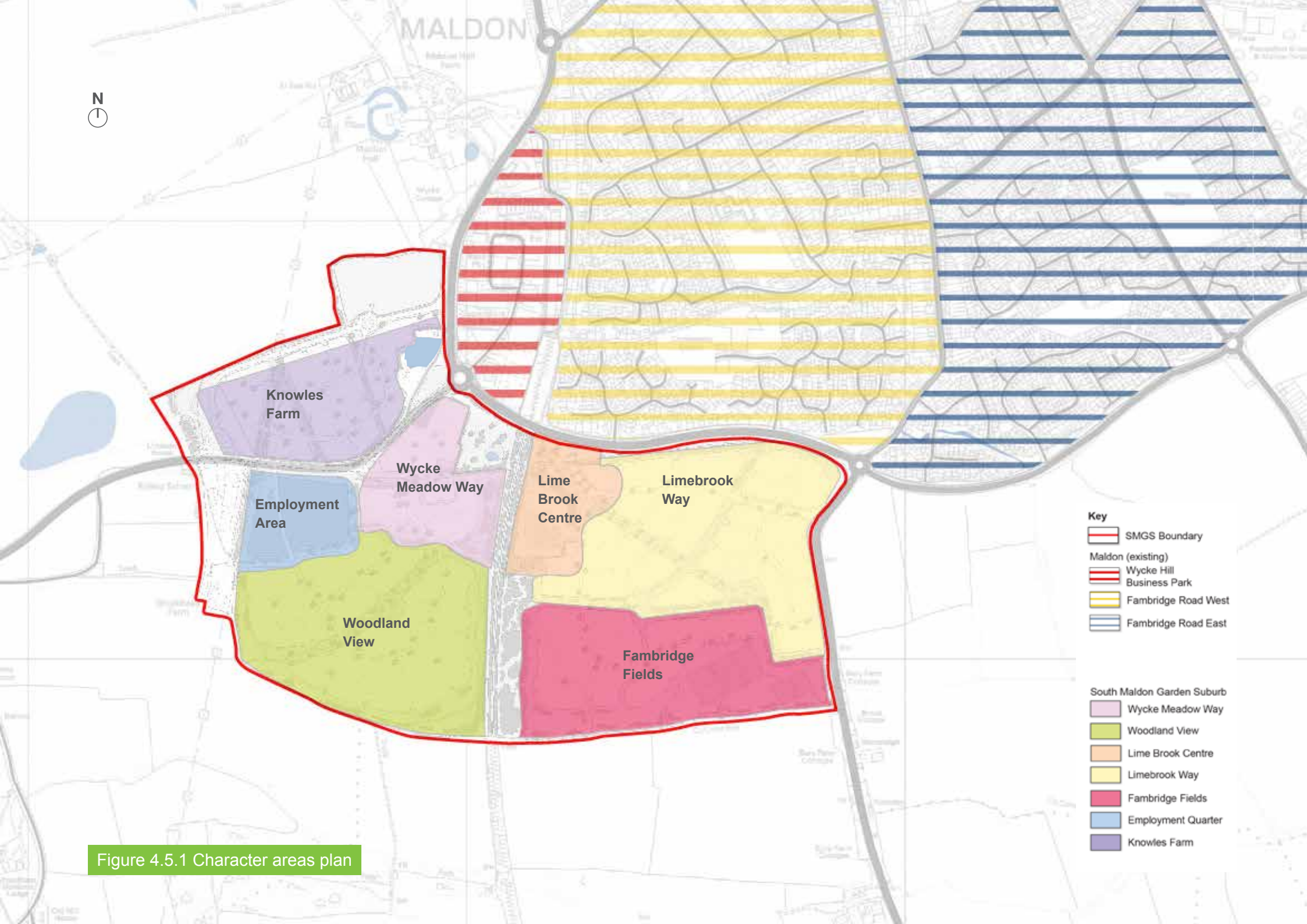
- The main public realm (streets and green/blue infrastructure) will be used as the key connecting design theme for each character area creating a common language for variety in built form and to aid legibility

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

Character neighbourhood areas

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

- Lime Brook Centre
- Limebrook Way
- Fambridge Fields
- Wycke Meadow Way
- Woodland View
- Employment Area
- Knowles Farm



- Key**
- SMGS Boundary
 - Maldon (existing)
 - Wycke Hill Business Park
 - Fambridge Road West
 - Fambridge Road East
- South Maldon Garden Suburb**
- Wycke Meadow Way
 - Woodland View
 - Lime Brook Centre
 - Limebrook Way
 - Fambridge Fields
 - Employment Quarter
 - Knowles Farm

Figure 4.5.1 Character areas plan

Lime Brook



Key Plan

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

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

Character objectives

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

Urban form

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

Use

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

Car parking

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

Open space

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



High quality architecture- education building



Multifunctional shared surface space



Shared surface local square with tree lined streets

Approach to designing the local centre

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

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

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



Aerial view - distinctive architectural style

sense of enclosure to the public realm

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

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



Local centre view - multifunctional shared surface space

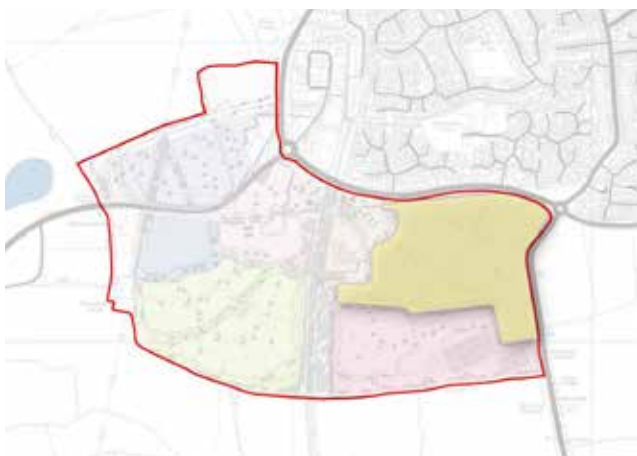


1. Primary school
2. Early years/childcare facility
3. Shared surface local square
4. Mix use (local, commercial, residential, shops)
5. Residential
6. Pedestrian links
7. Lime Brook
8. Staff Parking for school
9. Parents entry for school
10. Drop-off area(lay-by) for school
11. Emergency access for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

FOR ILLUSTRATIVE
PURPOSES ONLY

Figure 4.6.2 Local centre illustration

Limebrook Way



Key Plan

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

Character objectives

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

Urban form

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

Use

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

Car parking

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

Open space

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



'Greenways'-cross section



Indicative block structure



Character draws from the surrounding context

Fambridge Fields



Key Plan

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

Character objectives

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

Urban form

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

Use

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

Car parking

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

Open space

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

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



Leafy streets



Includes community/sports area



Softer edge to the development

Wycke Meadow Way



Key Plan

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

Character objectives

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

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

Urban form

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

Use

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

Car parking

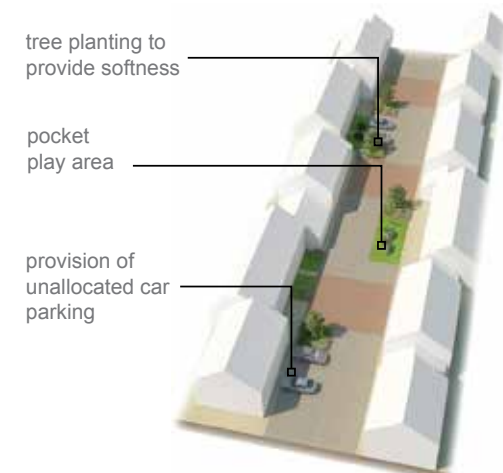
Although accessed via a main avenue, from Spital Road, the majority of the housing in this area is structured around a series of secondary and tertiary street (shared surface streets). Car parking in this character area will be of variety, suitable for the site characteristics.

Open space

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



Houses integrated within the landscape



Shared surface streets (Home zones)



Integrated with surrounding landscape

Woodland View



Key Plan

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

Character objectives

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

Urban form

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

Use

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

Car parking

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

Open space

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

Shared space approach for streets integrating existing Public Right of Way

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



Loose, organic edge formed by dwellings overlooking the countryside

Play area located in small public green

Public Rights of Way integrated into the street layout

Parking to rear, as an option to avoid direct access onto a primary route

Indicative block structure



Informal arrangement offering long views

Employment Area



Key Plan

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

Character objectives

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

Urban form

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

Use

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

Car Parking

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

Open Space

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



Attractive buildings within landscape setting providing range of employment uses

Knowles Farm



Key Plan

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

Character Objectives

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

Urban form

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

Use

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

Car Parking

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

Open Space

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



Tree planting to define routes



Variety of building types

4.6 Drainage

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

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

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

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

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

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

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

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

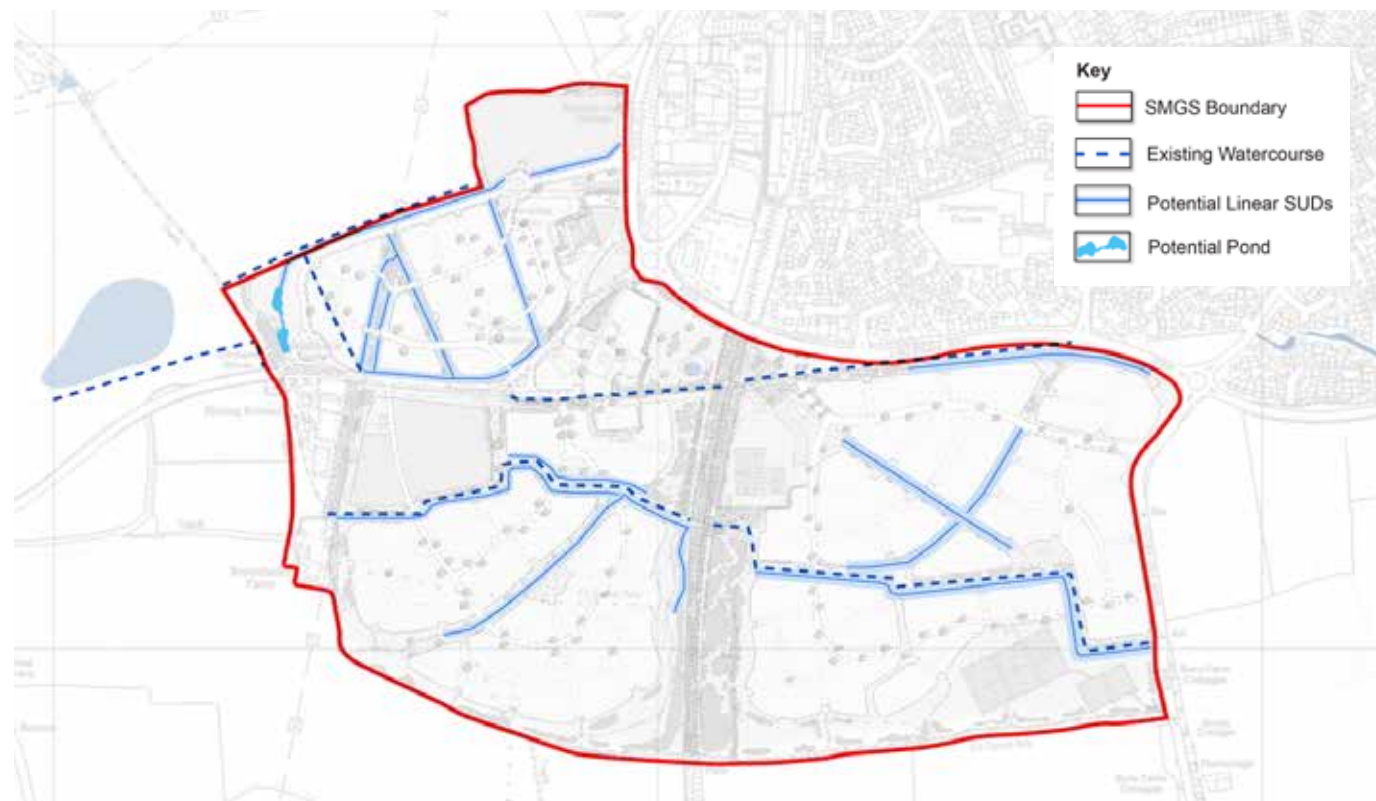


Figure 4.6 SuDS strategy for SMGS



Section 5

Infrastructure and delivery



5.1 Infrastructure Requirements



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

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

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

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

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

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

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

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

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

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

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

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

5.2 Infrastructure Delivery

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

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

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

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

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

Table 5.1 South Maldon
Garden Suburb:
Indicative
Infrastructure
Phasing Plan

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

Key
Indicative
phasing of
infrastructure

5.3 Implementation, Delivery and Monitoring



Implementation

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

Delivery

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

Monitoring

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

5.4 Housing Mix, Phasing and Community Development

Housing Mix

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

Phasing

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

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

Community Development

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

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



5.5 Requirements for Planning Applications

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

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

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

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

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

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

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

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



Dedham
Supper
Company

The
Cheese
& Pie
& man

Traditional Award
Pies & Pastries

Choose from

3 each
or
2 for £5

Winning
Royal Game
Pork Pie
Chicken & Ham
Beacon & Cranberry
Duck & Orange
Glazed & Old Spot
with Chilli & Pickle
Vegetarian Chilli & Jam
Dumpling Fritter
Vegetarian or
Traditional Pasty

Appendices

Appendix 1, 2 & 3



Appendix 1 - Policy List

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

Policy S1 Sustainable Development

Policy S2 Strategic Growth

Policy S3 Place Shaping

Policy S4 Maldon and Heybridge Strategic Growth

Policy D1 Design Quality and Built Environment

Policy D2 Climate Change and Environmental Impact of New Development

Policy D3 Conservation and Heritage Assets

Policy D4 Renewable and Low Carbon Energy Generation

Policy D5 Flood Risk and Coastal Management

Policy E1 Employment

Policy E3 Community Services and Facilities

Policy E6 Skills, Training and Education

Policy H1 Affordable Housing

Policy H2 Housing Mix

Policy H3 Accommodation for 'Specialist' Needs

Policy N1 Green Infrastructure Network

Policy N2 Natural Environment and Biodiversity

Policy N3 Open Space, Sport and Leisure

Policy T1 Sustainable Transport

Policy T2 Accessibility

Appendix 2 - Plans Produced by Groups at Stakeholders Workshop

Group 1 Movement & Access



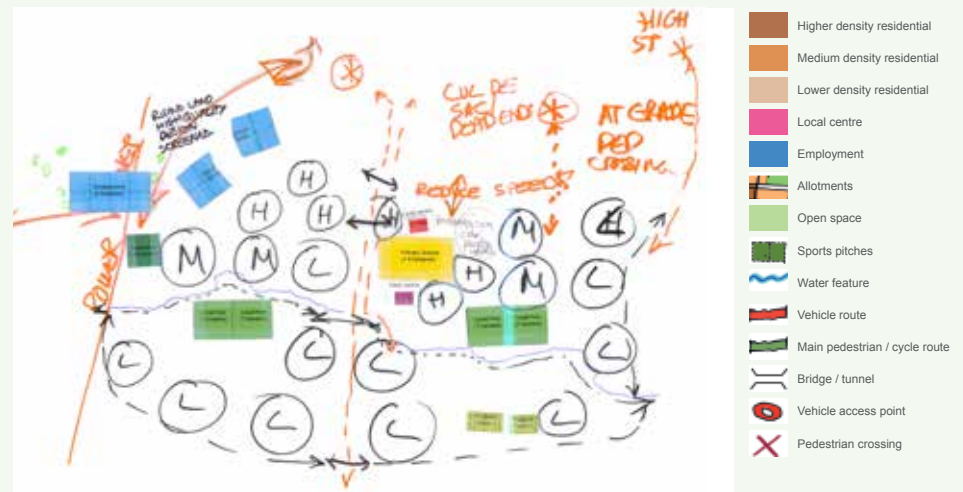
Group 2 Environment & Landscape



Group 3 Townscape & Design



Group 4 Community & Infrastructure



Appendix 3 -Glossary of Terms

Active Frontage

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

Amenity

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

Boundary Treatment

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

Community Infrastructure Levy (CIL)

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

Community Trust

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

Density

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

Design Code

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

Desire Line

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

Enclosure

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

Formal Open Space

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

Frontage

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

Garden City

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

Gateway

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

Green Infrastructure

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

Heritage Assets

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

Home Zones

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

Informal Open Space

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

Landscaping

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

Legibility

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

Master Plan

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

Mixed Use Development

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

On-Plot

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

On-Street

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

Permeability

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

Primary Street

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

Public Realm

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

Secondary Street

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

Section 106 Agreement

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

Shared Surface

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

Sustainable Development

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

Sustainable Drainage Systems (SuDS)

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

Tertiary Street

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

Town and Country Planning Association (TCPA)

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

Topography

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

Transport assessment

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

Travel plan

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

Walkable Neighbourhood

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



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