

**PART B -**

Reference is made to the appropriate Policy/Appendix numbers in the Draft LDP.

**Q1 The overall vision is to improve the quality of life for people living and working in the District and to provide the new homes, jobs and infrastructure required to meet identified needs and support the local economy, whilst protecting the District's heritage and environment.**

Do you support the overall vision for the District set out in the Draft LDP? (please tick one box)

<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Q2 In order to ensure the LDP will meet the requirements set by Government, the Council has reviewed the amount of development required to meet identified housing and employment needs over the next 15 years. As a result, it has been necessary to increase the proposed number of new homes from 3,000 to 4,410 and to allocate 8.4 hectares of additional employment land.**

Do you support the proposed level of growth in the District (Policy S2)? (please tick one box)

<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Q3 The main urban areas of Maldon, Heybridge and Burnham-on-Crouch are considered to be the most appropriate locations for new housing. Following consideration of alternative options which are detailed in the Draft LDP (Appendix 6), the following distribution is now proposed.**

Do you support the proposed distribution of new housing (Policy S2)?

<i>Settlement</i>	<i>Total number of dwellings</i>	<i>(please tick one box per line)</i>				
		<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
Maldon	1,830	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Heybridge	1,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Burnham-On-Crouch	450	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**If you disagree, is there an alternative distribution of new housing which you would prefer? [Please use BLOCK CAPITALS]**

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A BEAUTIFUL TOWN (NOT NECESSARILY A 'PASTICHE' LIKE WOODHAM FERRERS) ON HIGH GROUND BETWEEN BURNHAM AND NORTH FAMBRIDGE WITH SPLENDID VIEWS ACROSS THE CROUCH.  
I FIND INEXPLICABLE THE FAILURE TO EXAMINE PROPERLY THE HUGE POSSIBILITIES INHERENT IN THE EXISTING RAIL AND ROAD LINKS AND FOR PLANNING GAIN OF FORMING A SUBSTANTIAL AND TRULY SUSTAINABLE SETTLEMENT IN THE CROUCH CORRIDOR WITH LONGER TERM BENEFITS OF WHICH, FOR HOUSING NEED & ECONOMIC VITALITY, WOULD BE QUITE CAPABLE OF RECOGNITION BY CENTRAL GOVERNMENT. (THE DISMISSIVE PRESENTATION OF THAT ALTERNATIVE IN THE 'PREFERRED OPTIONS' CONSULTATION WITH THE PUBLIC WHERE IT WAS SHOWN IN AN UNTENABLE FORM AND ABSURD POSITION IS INEXCUSABLE.)  
IN ADDITION THIS ALTERNATIVE OPTION WOULD SAVE OUR OTHER COUNTRY TOWNS FROM THE CURRENT FORM OF PROPOSALS, WHICH I FEAR WILL BE A VERY DAMAGING IMPOSITION ON THEIR CHARACTER.

- Q4 It is proposed to develop two Garden Suburbs in Maldon and Heybridge which will be comprehensively planned to ensure the provision of a mix of housing, community and educational facilities, open space and new transport provision.**

Do you agree with the proposals for development in Maldon and Heybridge (Policy S4)? *(please tick one box)*

<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Q5 The distribution of new housing in Burnham-on-Crouch has been reviewed in response to comments received during the last consultation. It is now proposed to distribute the new housing between three smaller sites instead of one large site.**

Do you support the strategy for housing development in Burnham-on-Crouch (Policy S6)? *(please tick one box)*

<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- Q6 In response to comments made during the last consultation, the number of new dwellings to be accommodated in North Fambridge has been reduced from 300 to 75.**

Do you support the strategy for housing development in North Fambridge (Policy S7)? *(please tick one box)*

<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- Q7 In order to provide for local housing needs and support local services, it is proposed to make provision for a total of 345 new dwellings in other rural villages in the District. A Rural Allocations Development Plan Document will be produced after completion of the LDP in consultation with local communities to identify appropriate sites for development.**

Do you support the strategy for housing development in other rural villages (Policy S7)? *(please tick one box)*

<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- Q8 A policy has been included in the Draft LDP to ensure that the use or display of advertisements do not have an adverse impact on amenity and public safety.**

Do you agree with this approach (Policy D6)? *(please tick one box)*

<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q9 **The Draft LDP seeks to provide adequate land to promote employment development, job creation and to allow for the expansion of existing businesses.**

Do you support the proposals for new employment development in Maldon and the extension to the Burnham Business Park (Policy E1)? (please tick one box)

<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q10 **Increasing the supply of affordable housing is one of the Council's key priorities.**

Do you agree with the local requirements for affordable housing provision (Policy H1)? (please tick one box)

<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q11 **The Council is committed to working with our partners to improve healthcare facilities within the District**

Do you support development on an appropriate greenfield location at the edge of Maldon if it were to deliver a new Community Hospital or similar healthcare facilities (Policy I2)? (please tick one box)

SI THIS QUESTION MISLEADINGLY SUGGESTS THAT THE PLAN DEVELOPMENT OPTIONS COULD BE CAPABLE OF DELIVERING A NEW HOSPITAL WHEN THAT FACILITY COULD BE PROVIDED AT NO GREATER COST AT ANY TIME IN ANY OF A NUMBER OF (PROBABLY BETTER LAND PRICE ) LOCATIONS.

Q12 **Primrose Meadow is an area of green space situated off Mundon Road, Maldon**

Do you support the production of a Primrose Meadow Planning Brief to manage the future use of the site (Policy I3)? (please tick one box)

<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q13 **The Council has produced an updated Sustainability Appraisal to support the Draft LDP which is available on the Council's website. Do you have any comments on this? [Please use BLOCK CAPITALS]**

NOWHERE IN THE WHOLE DOCUMENT IS ANY HARD EVIDENCE GIVEN FOR PREDICTIONS WHICH REMAIN MERE SURMISE. IT IS FULL OF "LIKELYS" OR "COULDS" AND OFTEN , TO A RESIDENT, SEEMINGLY UNINFORMED ONES AT THAT.

ITEM 8.4.6 IS TYPICAL: "IT IS UNLIKELY THAT ADDITIONAL PROPERTIES WILL RESULT IN ANY SIGNIFICANT DISTURBANCE TO THE SPA / RAMSAR FROM DAY TO DAY RECREATION (E.G. DOG WALKING). IN ADDITION, THE POLICY PROVIDES FOR THE CREATION OF OPEN SPACE WHICH WILL PROVIDE ALTERNATIVE RECREATIONAL AREAS FOR MEMBERS OF THE PUBLIC, WHICH WOULD REDUCE VISITOR PRESSURES ON THE INTERNATIONAL SITES."

IS ENTIRELY UNSUBSTANTIATED AND, INDEED, ONE MIGHT SAY THE LATTER CLAIM PATENTLY IMPOSSIBLE.

IT SHOWS LITTLE REAL LOCAL KNOWLEDGE

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**Q14 Do you wish to comment on the Proposals Map or any other Policies in the Draft LDP?**

Please enter here which Policy Number / Paragraph number you refer to

Please enter your comments in the box below [Please use **BLOCK CAPITALS**]

**Q15 If you wish to make any other comments on the Draft LDP, enter your comments in the box below [Please use **BLOCK CAPITALS**]**

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THE PLAN AND OTHER DOCUMENTS FAIL TO RECOGNISE THAT THOUSANDS OF ADDITIONAL VEHICLE JOURNEYS AROUND AN ALREADY CONGESTED ROAD INFRASTRUCTURE WILL ADVERSELY AFFECT ECONOMIC VIABILITY, AIR QUALITY, GENERAL HEALTH AND WELL-BEING AND THE UNIQUE CHARACTER AND ATTRACTIVENESS OF THE TOWN AS A PLACE TO LIVE, FOR BUSINESSES AND TOURISM.

THEY SHOW NO RECOGNITION OF THE CONFLICTING DEMANDS ON THE BLACKWATER SSSI OR THE PRESSURE ON UNIQUE VILLAGES SUCH AS GOLDHANGER & HEYBRIDGE BASIN. THE PLAN LACKS ANY PRACTICAL STRATEGY FOR DEALING WITH THE CONFLICTING DEMANDS ON SOME OF THE AREA'S GREATEST CHARACTERISTICS AND ASSETS.

Thank you for taking the time to complete this questionnaire. Your comments are important and will be fully considered. Please see Maldon District Council's website for future information about the progress of the LDP.

If you need further assistance please contact the Planning Policy Team by email at [policy@maldon.gov.uk](mailto:policy@maldon.gov.uk) or by telephone on 01621 876202

This document can be made available on request in larger print, braille and audio and in languages other than English. To obtain a copy in an alternative format please contact the Planning Policy Team on 01621 876202.

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For the attention of David Coleman  
Strategic Policy Manager

11<sup>th</sup> October 2013  
ref. GV/Mc/MaldonLDP

Maldon District Council  
Princes Road  
Maldon, Essex  
CM9 5DL

Re: Local Development Plan Consultation

Thank you for your letter of 26<sup>th</sup> August 2013 inviting comment on the LDP.

I comment as a professional who was engaged in the outline scheme stage of the 1980's major housing expansion and design of the bypass around the south of Maldon, which incidentally was designed as a physical boundary to the town.

I understand the critical regional need for affordable homes in the right, sustainable places and that that need is likely to be greater than is generally recognized and requiring longer term solution than can be achieved over the next 15 years. In these respects I refer you to the RIBA Future Homes Commission and RTPI Reports of September 2013 (see postscripts here). That development must be achieved without compromising the unique character of an area, or "worsening our lives for ourselves or for future generations" is widely recognised, and that there is a limit to physical growth before it becomes unsustainable in that sense. The widely recognised definition of 'sustainability' as it applies to Planning Policy, and as defined by central government, incorporates the idea that 'place-making' reaches far beyond core indicators and aims to deliver economic and other outcomes and that, more importantly, "it is about places where people want to live, where businesses can thrive and children can grow up to be healthy and enriched".<sup>2</sup> (See post script 2)

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Having now studied the Plan and background material made available to me I would comment that in my opinion it poses a threat to sustainability by those definitions. The decision to dispose of an intended minimum (though having already to be revised upwards) allocation of housing for the District in the manner envisioned – that is by forming "garden suburbs" around existing towns – is seriously flawed and such evidence base as is presented for the Plan Strategy achieving the desired aims, including the major one of providing the category of new housing critically needed without destroying the legacy of spatial character of our country towns for future generations, is also seriously flawed.

The Plan is built upon a set of predetermined Preferred Options that are cursorily founded and still in want of substantiation if the legitimacy of the Public Consultation process is to be certain. In other words, there is in the Plan and available documentation a lack of justification for presenting the predetermined spatial strategy as the only viable option.

## THE PREFERRED OPTION: GARDEN SUBURBS

I refer later to the matter of alternative options but address first the threats posed by the preferred spatial options. These threats are substantial and there is little in the Plan by way of evidence-based consideration of them or of adequate mitigation of them. The lack of weight given to those threats in the Plan is such that it risks being seen retrospectively as glossing over the threats:-

- Lack of weight given to the wider road infrastructure problems.

To posit, for instance, a bypass to the Morrison/Quest roundabout, right through one of the "garden suburbs" as being of any meaningful infrastructure gain is hard to credit.

238 The pressure on the road infrastructure of Maldon and particularly the wider problem of access for commuting, commercial or other journeys within and beyond the immediate area, either westward or northward to the A12 are already acute and difficult to remedy. Evaluation of or attempt to address the threats posed to the attractiveness of Maldon as a place in which to live, to conduct business or to visit is scant. There is no hard evidence based evaluation of the cost of fuel and effect on emissions and air quality of an overburdened road infrastructure. In terms of assessing these factors together with time and expense to businesses and residents, I only have verbatim discussion heard from members of the council meetings or overheard from officers at public consultation events, to the effect that "ten minutes added to a journey" is a small price to pay for the growth needed.

- Lack of weight given to the threats to the spatial character and identity of both proposed and existing communities.

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51 The origin or credentials of the concept of 'garden suburbs', which might equally be called 'satellite settlements', is not made clear in the LDP. The possibilities for provision of footpaths and cycle routes in the conjoining town beyond each settlement are limited. Once beyond walking distance of a town centre the conjunction of these satellite settlements with the towns and town centres and their siting becomes arbitrary. The possibility for social infrastructure (I refer you to the research by Young Foundation and Joseph Rowntree Foundation on social infrastructure) of schools, corner shops, churches and other amenities is tenuous. Even if each of the satellites had the amenities for some social infrastructure then the necessity of such settlements being conjoined with a town becomes questionable; and where the spaciousness and quality of development is highly controlled (as for local example, the satellite of Wickham Bishops) the viability of its development for yielding up sufficient homes for those on lower incomes and/or in critical housing need categories, is questionable.

- lack of weight given to the risk of not meeting critical housing need.

Most central of all is the fundamental mitigation of having realized the aim of providing sufficient of the category of new housing critically needed. The risks of not achieving that aim in a Plan to dispose of the minimum allocation of housing via the spatial extensions to country towns and there is often a misplaced public expectation that their present preferred size can be contained in the future. The threats are not in the least mitigated by the supposed gains even if most of those were to be realized, which is not at all certain, and indeed current evidence suggests that most will not be realised.

In this respect I refer you to the Bureau of Investigative Journalism's report<sup>5</sup> of September 2013 (see postscript 5). You will see, from the research undertaken by the Bureau, that developers and their consultants are already successfully challenging affordable housing contributions on grounds of viability to the point where locally established affordable housing targets are unfortunately proving "increasingly irrelevant".

- lack of weight given to the threats to achievement of infrastructure gains.

Since April, the Growth and Infrastructure Act has given developers a new right of appeal against outstanding Section 106 agreements on grounds of non-viability. I refer again to the Bureau of Investigative Journalism's report of September 2013 where the report's authors say "many councils are bracing themselves for a big increase in retrospective appeals by house-builders as a result".

Extensive development at Heybridge would be sustainable, only if it delivered both the physical and social infrastructure needed to improve the characteristic difficulties of what is in fact a co-joined twin town and give it greater integrity and identity. This is possible at Heybridge but because of the road infrastructure problems and sensitivity of the existing areas northwards, westward and eastwards, Heybridge could not cope with the entire housing requirement. Elsewhere, including and perhaps especially Maldon, extensive development of the historic country towns and villages will be difficult to achieve without damage to their spatial character or functioning of their existing infrastructure without disproportionate, and itself deleterious, expenditure on increased road standards and capacity.

- lack of weight given to the wider opportunities of making infrastructure gains.

There is a lack of consideration of prospects of the more certain gains larger developments present, or of pursuing alternative strategies for the acquisition of land to avoid an uncompetitive basis for land acquisition. I refer you to the report of your consultants and the large and most unpredictable factor land cost plays in development and to the RTPI report of September 2013.<sup>3</sup> (Unlocking Schemes and Sites to Help Meet the UK's Housing Needs. See postscript 3.)

#### DEVELOPMENT AT ALTHORNE

There is lack within the Plan and available supporting documentation of examination or evidence based consideration of the possibilities inherent in the existing rail link and road infrastructure links to the Crouch Valley corridor.

Representation of the possibilities of growth on the high ground north of the rail line between Burnham and Woodham Ferrers, in the Preferred Options Consultation, is confined to a new settlement in an odd and patently untenable position right next to Woodham Ferrers, and the omission of any examination of growth at or in the region of Althorne, I found inexplicable. Again, I only have verbatim account of the reasons for rejection of the Crouch Valley as an option. [At public consultation this was variously explained as due to the area being at risk of flooding, of the difficulty of joint action with Chelmsford LPA or of the time scale needed if that development were to be substantial enough to present a viable alternative. Of those reasons only the latter needs attention.]

I am aware of the aims of the National Planning Policy Framework and the intended time frame. ("To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.", footnotes to para 47). However I do not share a lack confidence in central government's ability to recognize the advantage of a longer term approach where it would provide considerable extra vitality to the district, if not the region\*, along with growth of a sustainable nature, by its own definitions, together with the more certain possibilities of planning gain, the possibilities for enhancing existing rail and road infrastructure and a more significant contribution to meeting critical housing need.

\*I would add the observation that Southend Hospital and Southend Airport are nearer and a more efficient road journey from this location than Broomfield Hospital or Stansted Airport are to Maldon.

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The possibilities for a beautiful town, one that need not necessarily follow the 'pastiche' approach taken at South Woodham Ferrers and with the advantage of splendid views across the Crouch, are immense. At the same time this option could save our other towns from an imposition which I consider they will find hard to bear and which future generations will regret.

#### IN CONCLUSION

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I've outlined what to my mind are the principal flaws in the plan although I consider there to be other deficiencies such as the lack of weight given to the threats to the natural assets of the area presented by the Plan proposals, and in particular to the Blackwater SSSI <sup>1</sup> (see post script 1 below).

Thank you for the opportunity to comment.

#### POSTSCRIPT WITH REFERENCED COMMENT

##### 1. Internationally Recognised Natural Assets Ramsar and SSSI's.

There are considerable emerging and conflicting demands on some of the area's greatest characteristics and assets, such as the Blackwater Estuary. In that respect there is a lack of practical strategy for dealing with: -

- the pressure on high asset areas such as Heybridge Basin and the very vulnerable Goldhanger village and the increasingly popular foreshore areas of that whole stretch of the SSSI.
- increased ownership and use of jet skis and high-speed leisure craft.
- tourism, national and international visitors, and the prospect of their being deterred by the congested wider infrastructure system, let alone the diminution of the character of our country towns and villages.
- The Plan does not take account of mobile homes, caravans and chalets which, for the majority of the year add some thousands of people to the local population, whose enjoyment of and access to the area needs to be accommodated.

How the SSSI can be protected whilst making it accessible and enjoyable will require considerable consultation and imaginative thought. A practically defined strategy formulated in conjunction with Natural England, with local natural bodies, with local tourist and leisure activity interests and with the River Bailiff and Police authorities is missing from the Plan, and has actually been missing from any LPA practical policy for some years, and I hope that that will be addressed in the future.

##### 2. Sustainability

The widely accepted understanding as below and the central government definition to be as set out in the NPPF and elsewhere:-

***" 'Sustainable' means ensuring better lives for ourselves, but does not mean worse lives for future generations, and 'Development' means growth. Accommodating new ways by which we earn our living in a competitive world, housing a rising population, and responding to changes new technologies offer"***. National Planning Policy Framework: Department for Communities and Local Government March 2012. (My emboldening here and below.)

***"There is a direct economic dividend from increasing housing numbers, both in terms of jobs and Gross Domestic Product (GDP), but the idea of place-making reaches far beyond these core indicators and aims to deliver social, environmental and economic outcomes. More importantly, it is about places where people want to live, where businesses can thrive and children can grow up to be healthy and enriched. Sustainable development is therefore about positive growth, making economic, environmental and social progress for this and future generations."***

(From the Working Together Delivering Growth through Localism initiative led by a group of councils, community groups, private sector businesses and housing associations.)

**3. Royal Town Planning Institute report:**

**Unlocking Schemes and Sites to Help Meet the UK's Housing Needs: Sept 2013**

The RTPI has pointed out "the obvious role for Compulsory Purchase Orders (CPOs) " and that this has been neglected due largely to lack of experience in LPA's but that there is a lack of leadership, creativity and boldness in the use of CPOs.

(page 4) "High prices and under supply is not just a recent problem. At the forefront of analysis is the gap between the number of new dwellings required for the projected increase in households in the UK (current figures suggest we will have 265,000 new households each year<sup>1</sup>) and the number of housing completions each year. Furthermore, the figure of 265,000 is the number of new homes that are required to keep pace with projections but, as the RIBA \* highlight, to clear a backlog of two million houses as a result of decades of underinvestment, this figure may need to increase to between 300,000 and 330,000. ....Whilst the 1920s and 1930s saw high rates of both public and private sector housing completions through more relaxed planning restrictions, inexpensive skilled labour and the availability of cheap credit, these came at a high price..... and homes increasingly became distanced from jobs and amenities."

Unlocking Schemes and Sites to Help Meet the UK's Housing Needs: RTPI September 2013.

\* RIBA The Future Homes Commission – Building the homes and communities Britain needs (London: 2012).

**4. The Town & Country Planning Association report: September 2013**

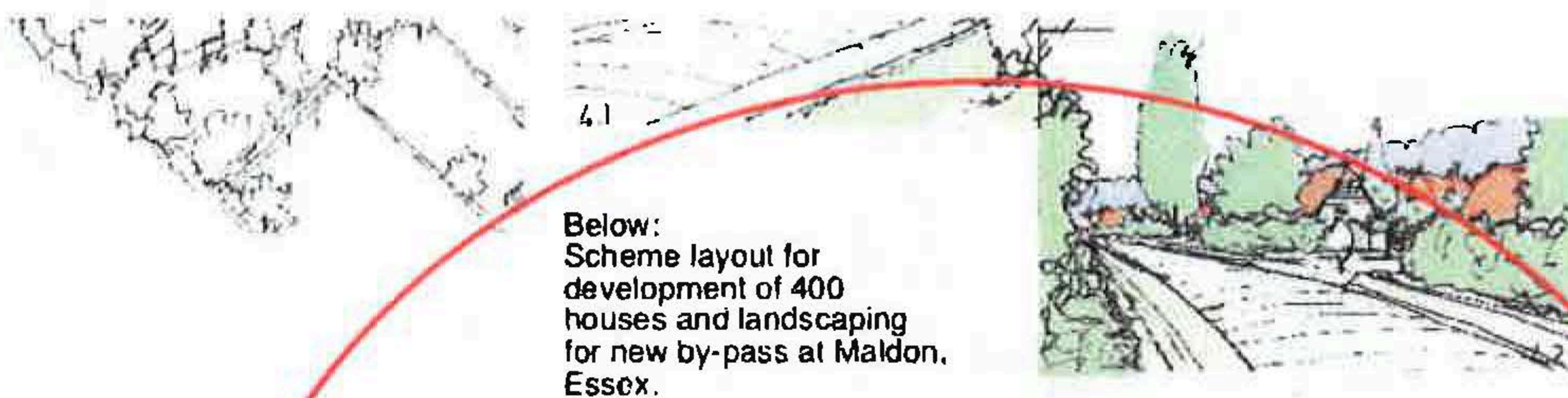
"This research – the first of its kind to analyse the Census 2011 data – is a crucial reminder of the desperate need for more and better housing in the right places. We have a hopelessly inadequate supply of housing and a serious backlog, as well as chronic affordability problems."

"The research also shows that nearly one third of newly arising housing need requires some subsidy; without this investment affordability, overcrowding and ultimately homelessness will worsen." (Planning Portal 12 Sept 2013)

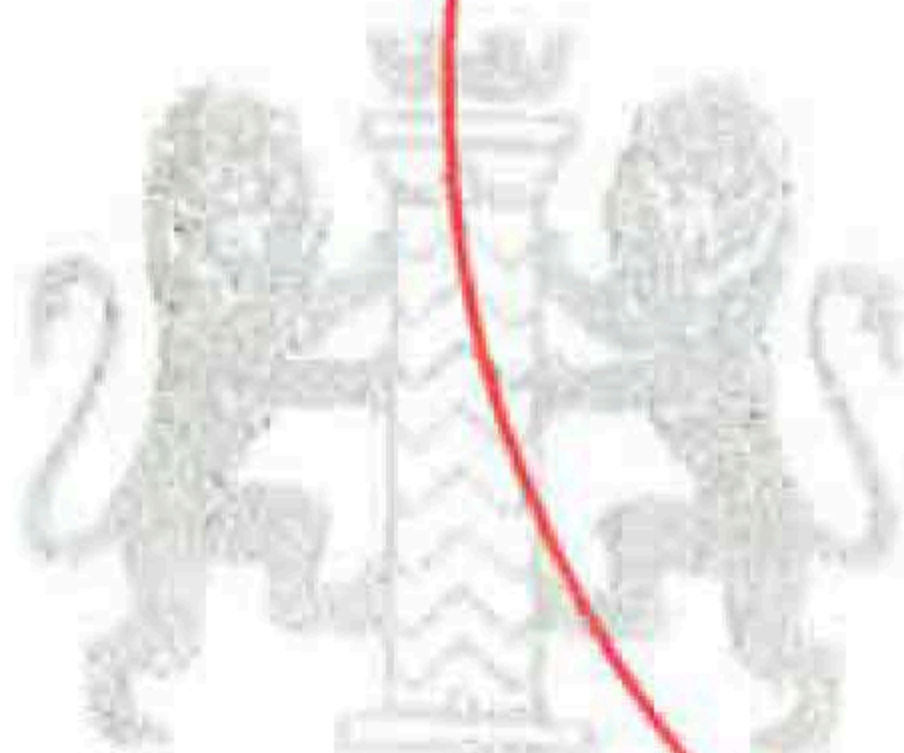
**5. Bureau of Investigative Journalism's research published September 2013\*.**

In a three month study, the BIJ found that 60% of the largest housing developments in the planning system will fall short of local affordability targets.

<http://www.thebureauinvestigates.com/2013/09/18/get-the-data-the-crisis-at-the-heart-of-the-uks-affordable-housing-supply-system/>

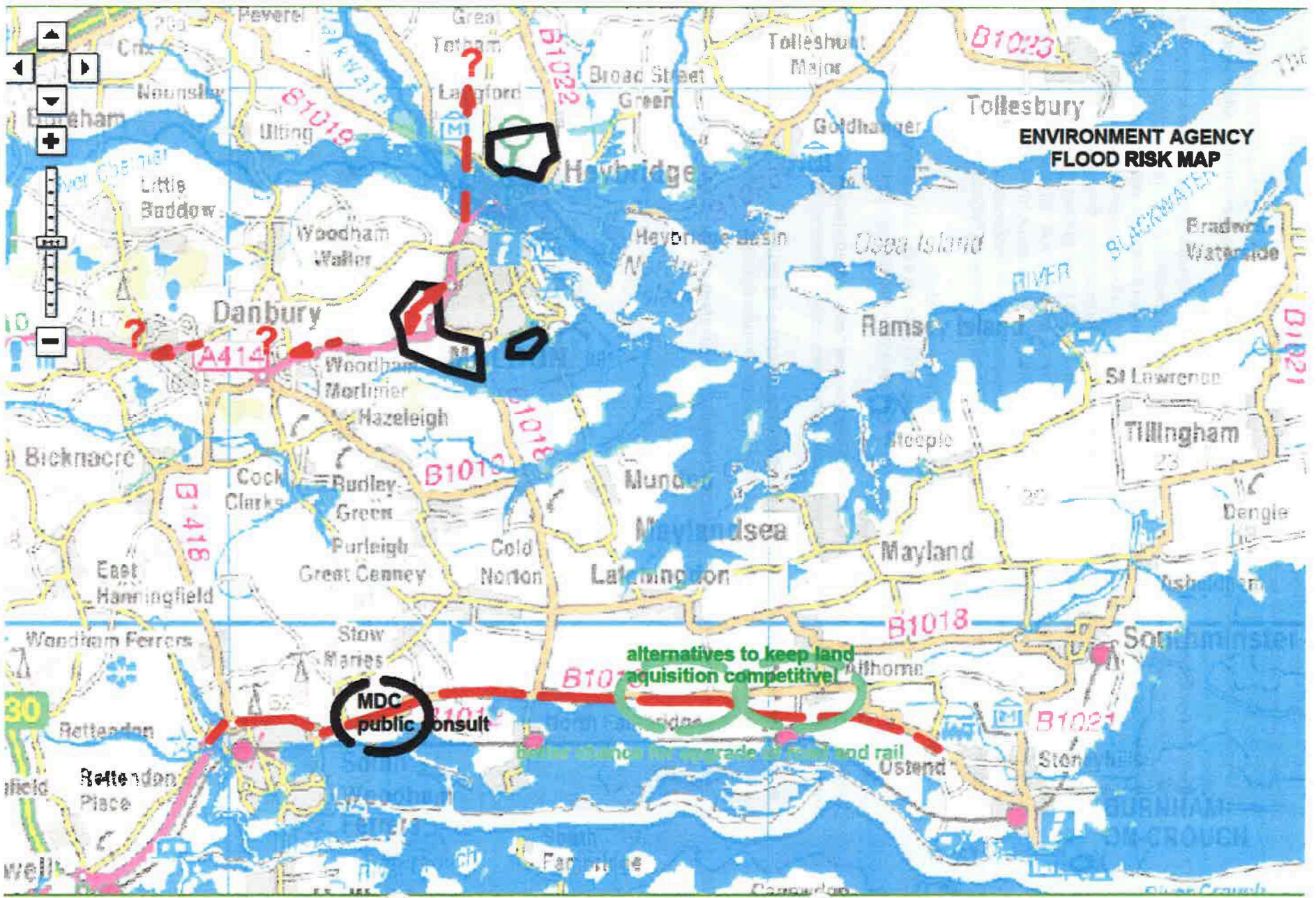


**HOUSING DEVELOPMENTS**



██████████ CHARTERED ARCHITECT

Br1/1



**ENVIRONMENT AGENCY  
FLOOD RISK MAP**

alternatives to keep land acquisition competitive

better chance for upgrade of road and rail

MDC public consult