
*Draft Maldon District Local
Development Plan:
Preferred Options*

**Representation made on behalf
of Famco Estates Ltd**

October 2013

0595/IWC

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Executive Summary

- Our client is promoting a sustainable extension to North Fambridge that would support over 850 dwellings and significant social, economic and environmental infrastructure. This would represent a more suitable and sustainable development compared with the proposed spatial strategy.
- The proposed housing land supply is not robust as it lacks sufficient evidence and justification. There are approximately 1,000 proposed dwellings that cannot be justified.
- The Council's spatial strategy is primarily based on maximising development in Maldon and Heybridge within their infrastructure limits, although we consider that these limits have been exceeded.
- Given the infrastructure constraints, the spatial strategy would prevent development in Maldon and Heybridge in the post 15 year plan period. Consequently, the Council needs to explore alternative locations now to ensure it has a continuous long-term residential land supply.
- Given the constraints it would also be appropriate for the Council to extend the plan period to beyond 15 years.
- North Fambridge can accommodate over 125 dwellings and commercial uses within this village's infrastructure limits.
- To ensure that the North Fambridge allocation is delivered in the 0-5 year time period, it should be included as a strategic allocation in the LDP.
- A mixed-use development of more than 850 dwellings in North Fambridge would represent a 'reasonable alternative' to the spatial strategy. Such a development would deliver significant social and economic infrastructure that would benefit the wider area and meet the principles of sustainable development.



1. Introduction

- 1.1 This representation is prepared on behalf of Famco Estates Ltd in response to the Maldon District Local Development Plan Preferred Options Consultation (2013) document.
- 1.2 Famco Estates is a privately funded land company that is promoting land at North Fambridge as a sustainable new development that could accommodate in excess of 850 dwellings, a new community centre, a new primary school, increased employment provision and significant green infrastructure enhancements. The land being promoted was identified by the Council for potential development in the first preferred options document, published in 2012. The full vision for this site is included as part of this representation and can also be viewed at <http://northfambridge.co.uk/>.
- 1.3 This land represents a 'reasonable alternative' site that has not yet been fully explored by the Council. Not only will it contribute to the District's housing supply over the plan period, but it will also provide an additional source of housing beyond the 15 year plan period and represents an excellent opportunity to establish a long-term housing strategy for the District.
- 1.4 Famco Estates wish to work jointly with the Maldon District Council to bring forward land at North Fambridge.



2. Policy S2: Strategic Growth

Housing Requirement

- 2.1 Our client supports the increased housing requirement for the District and the use of minimum housing targets. However, whilst it is recognised that this figure is based on evidence in the Greater Essex Demographic Forecasts Phase 4 document Support, it fails to take account of the housing need in the wider area and should be increased further.
- 2.2 The Greater Essex Demographic Forecasts Phase 4 document states that the 294 dwellings are required in Maldon to accommodate the projected population and household change (ONS, SNPP 2010). Whilst it is commendable that the Council has increased their housing target from the first LDP consultation, the new level must be seen as a minimum figure.
- 2.3 The revised housing requirement would have little impact upon the local economy and could lead to a period of economic stagnation. The Greater Essex Demographic Forecasts highlight an economic need for 437 dwellings per annum. With this in mind, paragraph 19 of the NPPF states that:

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

- 2.4 Under the Duty to Cooperate, consideration should also be given to the housing need of the neighbouring local authority areas and sub regional areas (Paragraph 178 of the NPPF). Paragraphs 47 and 159 of the NPPF states that Local Plans must



meet the full, objectively assessed needs for market and affordable housing in the housing market area.

- 2.5 The following table sets out these areas and demonstrates that the Council should increase their proposed housing target to take a proportion of the housing need shortfall within the sub-region. This table used the same methodology that the Council has applied in setting its own housing target.

Figure 1: Sub-Regional Objectively Assessed Housing Need

LPA	Dwelling Requirement per annum	Development Plan Status	Housing Target per annum	Housing Need Shortfall per annum
Braintree	807	Core Strategy (adopted 2011)	273	- 534
Brentwood	362	LDP Preferred Options (adopted 2013)	234	- 128
Chelmsford	758	Core Strategy (adopted 2009)	808	+50
Colchester	1,244	Core Strategy (adopted 2008)	863	- 381
Total	3,171		2,178	-993

- 2.6 Within the neighbouring and sub-regional area there is a shortfall of 993 dwellings per annum or 14,895 dwellings over the plan period that are not being planned for. In accordance with the requirements of the NPPF and the Duty to Cooperate, Maldon District Council is required to seek to accommodate some of this objectively assessed housing need shortfall within their boundaries.

The Plan Period

- 2.7 The Local Development Plan covers a period of 15 years, however given the complex issues associated with development within the District and issues relating to deliverability, the Council should plan for a longer time period.



- 2.8 Paragraph 157 of the NPPF states that whilst 15-years represents the preferable plan period duration, it is important that longer term requirements are taken account of. This would allow allocations to be made for a post 15 year period or for a longer plan duration.
- 2.9 The Council's spatial strategy and the evidence that supports it has demonstrated that development in Maldon and Heybridge would exceed the existing infrastructure capacity for the area and that complex mitigation is required just to support the proposed development. The evidence has highlighted that following completion of the proposed development, there would be no scope for further development beyond the plan period as:
- The road network would be at capacity with no further feasible mitigation solutions;
 - The Plume School would have no further scope to expand; and
 - There would be significant capacity constraints along the sewerage network.
- 2.10 Given these constraints, it is necessary for the Council to consider development in the post 15-year period. It is likely that the Council will need to consider a solution that directs development away from Maldon and Heybridge. If a new or expanded settlement is proposed, such as North Fambridge, it would be necessary to ensure that the infrastructure is in place and planned for during this plan period. This would ensure that such a development is both achievable and deliverable.
- 2.11 On this basis, we are promoting land at North Fambridge for the development of over 850 dwellings, a community centre, a new primary school, employment provision and enhanced green infrastructure. Whilst this development could be planned and delivered in this plan period, equally it could be planned and begun in this plan period and delivered in the post 15 year period. The merits of an expanded North Fambridge are discussed in more detail in Section 6 of this representation.



Maldon

- 2.12 The Council has increased the housing allocation for Maldon from 1,250 dwellings in the first consultation to at least 1,830 dwellings and rising to 2,000 when SHLAA and windfall sites are taken into consideration. This is a significant jump and there is no evidence or justification for the change. This is discussed in more detail throughout this representation.

Rural Housing

- 2.13 Our client supports the principle of distributing some of the housing to the rural areas however our client is concerned that there is insufficient evidence to justify the scale of this distribution. These concerns are explained in our response to Policy S7.
- 2.14 Our client supports the identification of North Fambridge for 75 dwellings, however this village can accommodate significantly more housing than has been stated in the policy. This will be explained in our response to Policy S7 but this settlement could accommodate over 850 dwellings with additional infrastructure provision and over 125 dwellings without any infrastructure upgrades.
- 2.15 Our client supports the identification of North Fambridge within the 0-5 year period. However, if this housing is to be delivered during this period then a planning application would be required well in advance of the proposed Rural Allocations DPD. This proposed document would take at least 3 years to produce and as such would slow the delivery of a potential scheme.
- 2.16 It would be more appropriate to include a strategic allocation for North Fambridge within the LDP. This would ensure that this development would be both achievable and deliverable within the 0 to 5 year period.



Windfall Sites

- 2.17 Our client objects to the inclusion of windfall sites within the 0–5 year period as this is contrary to national planning policy and no evidence has been provided to justify its inclusion. A windfall allowance should only be made for years 6 to 15.
- 2.18 The NPPF states that local planning authorities may make an allowance for windfall sites in the five-year supply if they have compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply. Any allowance should be realistic having regard to the Strategic Housing Land Availability Assessment, historic windfall delivery rates and expected future trends, and should not include residential gardens.
- 2.19 The inclusion of windfall sites within the 0-5 year period will result in an approach that is not robust as it will result in double counting. The Council does not appear to have taken account of the windfall sites that now constitute existing commitments and no consideration appears to have been given to the identified SHLAA sites. Furthermore, many of the historic windfalls have occurred in rural areas, but the Council is now proposing a rural allocation.
- 2.20 Undoubtedly, the number of future windfall dwellings would be significantly reduced given the identification of the SHLAA and rural housing sites within the housing supply.
- 2.21 The 0-5 year windfall sites should be removed from the identified housing supply.

Summary

- 2.22 The use of 110 windfall dwellings in the first 5 years of the plan period and 750 dwelling increase in the Maldon allocation are both unjustified and not supported by evidence. Consequently the Council will need redistribute this housing. Furthermore the Council may have to increase its target to take account of the housing need in the surrounding local authority areas.



- 2.23 We are promoting the development of North Fambridge for 850 dwellings with a new primary school, village centre and commercial uses. This would represent a sound and reasonable alternative to what is currently being proposed.

3. Policy S4: Maldon and Heybridge Strategic Growth

Land South of Maldon

- 3.1 Proposed Policy S4 seeks to deliver 1,710 dwellings on land south of Maldon. This is in addition to the 120 dwellings identified on Park Drive as a strategic allocation, the identified SHLAA sites, land at Primrose Meadow and the windfall allocation. This amounts to a total allocation of 1,830 to 2,000 dwellings for Maldon.
- 3.2 This allocation is 750 more dwellings than that proposed within the first Preferred Options (2012) document. However, there is no evidence to justify the increased allocation, and in fact contrary to the policy change, the evidence does not even support the previous 1,250 dwelling allocation.
- 3.3 In addition to the evidence base concerns, development on land south of Maldon would represent poor urban design that would result in a number of disjointed developments that would lack community cohesion.
- 3.4 Given the complex mitigation required to deliver development on land south of Maldon, there are serious deliverability concerns that could undermine the ability to deliver development at this location.
- 3.5 We have expanded on all these issues below, and graphically in Figure 2.



Transport

- 3.6 The Maldon Local Development Plan Assessment of Traffic Impact Report only assessed the traffic and junction capacity of 1,250 dwellings on land to the south of Maldon. This included four separate parcels of land bordering the A414, Limebrook Way and Park Drive.
- 3.7 The 1,830 to 2,000 dwellings now proposed at Maldon have not been assessed by this report. However it is notable that Essex County Council highlighted significant capacity issues at the level assessed i.e. 1,250 dwellings. It is clear from the evidence within this document that the 750 dwelling increase would exacerbate the issues raised. The issues at 1,250 dwellings can be summarised as:
- There is need to create an A414 bypass route to avoid the A414 / Limebrook Way junction. Essex County Council stated that a sizable junction would be necessary at the northern end to link into Wycke Hill. This would require an additional feasibility assessment and additional land.
 - All mitigation measures from the December 2010 report would need to be delivered.
 - The A414 Oak Corner junction would be operating above capacity with mitigation measures required.
 - The proposed developments at Heybridge and South Maldon are shown to increase traffic flows in both directions on the A414 and B1019. These roads route through already congested locations on the highway network such as at Danbury and Hatfield Peverel. Mitigation measures would be required across a wider section of the highway network beyond Maldon District.
- 3.8 Given these issues it is inappropriate and unsustainable to increase the housing levels to between 1,830 and 2,000 dwellings in Maldon. Even at 1,250 the mitigation measures required to deliver the development are not feasible.



- 3.9 It would be more appropriate to direct development to locations with fewer highway constraints and where the mitigation measures required to accommodate a development of this size are significantly reduced.
- 3.10 North Fambridge would represent a more appropriate location from a transport perspective as there is sufficient network road capacity and the only mitigation required relates to access which can easily be overcome. This is explained more in Section 6 below.

Primary Education

- 3.11 The Maldon District Infrastructure Delivery Plan: Schedule Update June 2013 stated that there is a need to provide a new primary school before the completion of the first 270 dwellings.
- 3.12 However, the Council is proposing 570 dwellings in Maldon in the first 5 years. This means that a new primary school would be required imminently. This is a significant cost and together with the other required mitigation works such as transport and expansion of the Plume is unfeasible. It is likely that primary school capacity would be restricted until a new school can be provided.
- 3.13 Rather than rush development, the Council should consider an appropriate phasing timetable for development to ensure the delivery of the required infrastructure. Given the complexities of development in this location it would be more appropriate to plan the development over a longer time period i.e. beyond the 15 year period with a reduced housing provision in Maldon.

Secondary Education

- 3.14 The Maldon District Infrastructure Delivery Plan: Schedule Update June 2013 stated:

By 2016/17 pressure at the Plume is forecast to be increased to a point where children will not be able to be accommodated. When changes to the existing



population are taken into account, there will be a requirement for an additional 60 places to each year group to accommodate the proposed growth.

- 3.15 However, the Council is proposing 890 dwellings in Maldon and Heybridge within the first 5-years. Whilst the policy acknowledges the need to reconfigure the school, this would be tied to S106 contributions. The Council has not provided a delivery programme that sets out what, when and how the works to the school will be undertaken. This will result in a significant pupil increase that will exceed the schools current capacity and force pupils into locations beyond the District.
- 3.16 Furthermore the school operates on two sites and has limited scope for expansion. Even if reconfiguration was possible to increase capacity, this would only be a short-term fix. Capacity would again be reached by the end of the plan period with no scope for any further mitigation. Thus preventing any further expansion of Maldon in the post 15 year period.
- 3.17 There is a need for the Council to consider the long-term education needs of the District. Given the limitations to expand the Plume, there is a need to consider a much longer plan period, otherwise education provision will become unplanned and ad hoc.
- 3.18 A more appropriate spatial approach would be to reduce the requirement in Maldon and increase development in the south of District where there is sufficient secondary school capacity at Ormiston Rivers Academy in Burnham-on-Crouch and William de Ferrers in South Woodham Ferrers.

Sewerage

- 3.19 The Maldon District Infrastructure Delivery Plan: Schedule Update June 2013 highlights sewerage capacity limitations in Maldon and a need to significantly enhance the network.



- 3.20 Any enhancement works must be considered against other mitigation requirements such as transport and junction improvements and education provision.
- 3.21 The required mitigation to make development in this location acceptable is likely to delay its delivery. As a result it is unlikely that it would be delivered in the plan period. The plan period should be extended to a longer time frame to take account of the delivery issues within this location.

Surface Water Flooding

- 3.22 There are specific surface water flooding issues on land to the south of Maldon. Specifically there are locally known issues relating to the land adjoining the former railway line.
- 3.23 Whilst this land can be avoided through masterplanning, the extent of the flooding area will reduce dwelling capacity on this land. It is unlikely that this site can deliver the amount of housing stated within the Policy.

Poor Urban Design

- 3.24 The policy seeks 670 dwellings on land defined as Wycke Hill. Presumably development on this land has been devised to deliver the A414 bypass. However, this development would result in an awkward residential development that will be dominated by its proximity to high speed roads. The main concerns are:
- The creation of a residential island site that would be bounded by the new bypass, the A414 and Wycke Hill. This would create a poor residential environment with a little relationship to the surrounding area.
 - Development to the north of the proposed bypass would result in detached residential area, with poor connectivity to the rest of Maldon and the rest of the garden suburb area.
- 3.25 Despite the need for a bypass, this site at Wycke Hill is not suitable for residential development.



- 3.26 Furthermore the land south of Maldon comprises a number of parcels of land with poor connectivity. Specifically:
- The former railway only has one crossing through it to the north of the site. This dissects the site and would prevent connectivity between the different areas. Consequently there would be no community focus and cohesion.
 - The development at Wycke Hill would be very disjointed. Future residents would have to cross two very busy A-Roads and possibly a former railway line to reach the proposed neighbourhood centre. This does not represent good urban design.
- 3.27 The presence of the former railway line, A414 and new bypass would prevent the creation of a single neighbourhood. Consequently there would be no community focus or cohesion.
- 3.28 It would be more appropriate to plan a smaller development at this location with walkable routes to a community centre and the proposed primary school. It is important that there are no significant barriers that prevent connectivity.

Landscape Impact

- 3.29 The Landscape and Visual Impact Assessment for Maldon District Council states that the land at Wycke Hill has high landscape sensitivity. The assessment stated that:

The areas of field that would be lost have a high landscape sensitivity and development would undermine the character of the Special Landscape Area. There would be a highly adverse landscape impact.

Mitigation

It would not be possible to adequately mitigate for the visual and landscape impacts on this site.



- 3.30 Development at Wycke Hill would detrimentally impact on the surrounding landscape character. This is not an appropriate location for development.

Deliverability

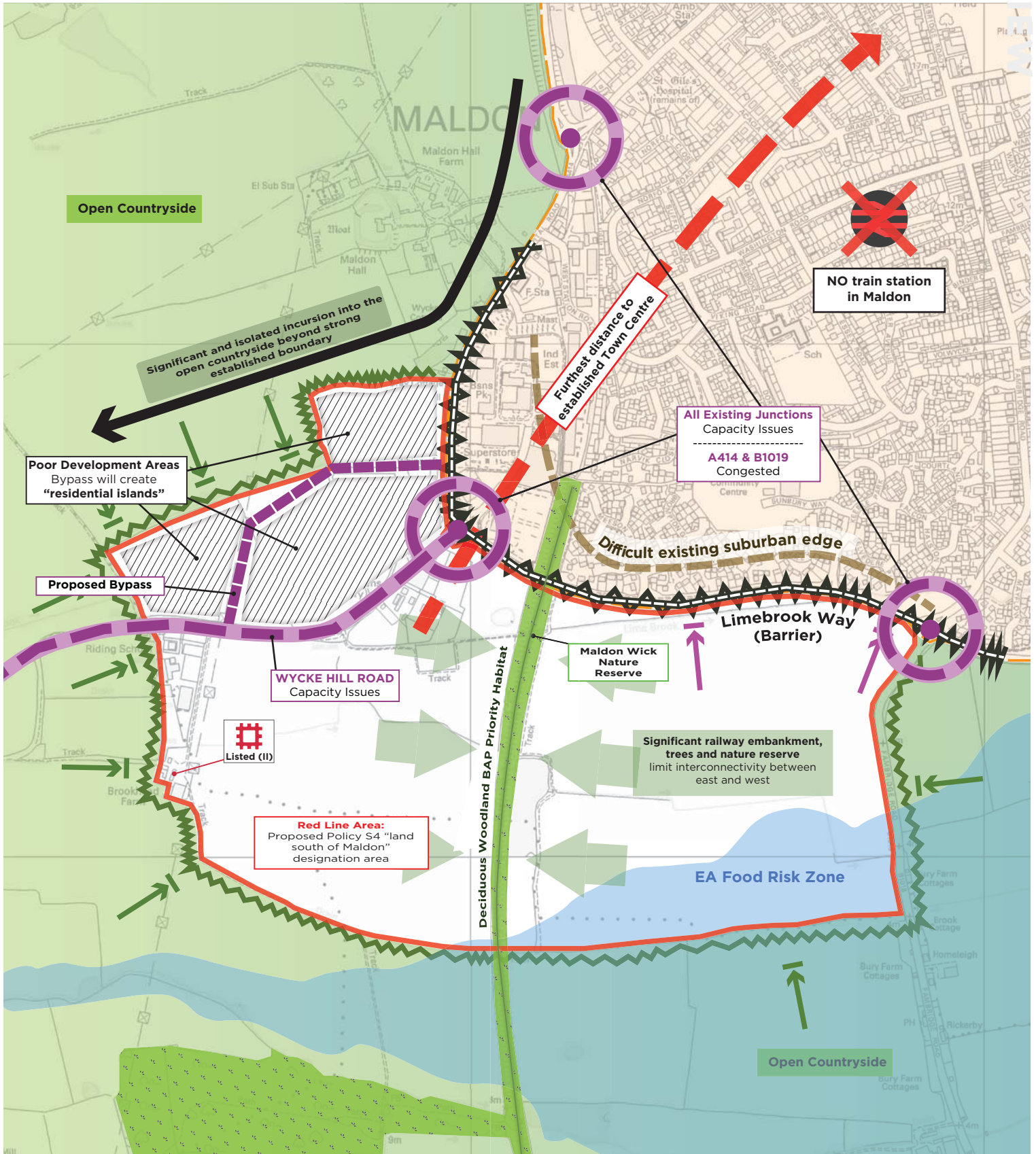
- 3.31 As noted above, there is a need for significant mitigation measures to enable the delivery of development at this location such as significant transport and junction enhancements, new schools and expansion of existing ones, and an upgrade of the sewerage network.
- 3.32 There is no evidence that consideration has been given to the deliverability and cost of these mitigation measures. Indeed it is not clear whether these can be delivered at all, let alone in a timely manner.
- 3.33 The council's Viability Study 2013 claims that just £16.3m is required to deliver the necessary infrastructure works. This appears to be a significant under estimation of the transport costs.

Summary

- 3.34 The Council has only assessed 1,250 dwellings on land to the south of Maldon. There has been no justification for the increased level.
- 3.35 According to the Council's evidence base, the originally proposed 1,250 dwellings would represent the maximum amount of development that could be accommodated at this location. There would be no further scope for development in Maldon in the post 15-year period.
- 3.36 There is a consequent need to plan for a longer timeframe beyond the post 15-year timeframe. The Council will need to consider options for development in other locations beyond this time period.



Figure 2: South Maldon Constraints Map



Land North of Heybridge

- 3.37 The 2010 and 2013 Maldon Local Development Plan Assessment of Traffic Impact Report highlights the highway capacity constraints that currently exist within Heybridge.
- 3.38 The December 2010 study assumed that some of the proposed 1,000 dwellings would access the road network along Holloway Road, whereas the 2013 study assigned all trips to the proposed Heybridge link road. The resultant changes in traffic flows on the highway network were considered negligible.
- 3.39 What is clear is that 1,000 dwellings are considered to be the maximum amount that could be achieved in Heybridge. There would be no scope for further housing growth in the post 15 year period.
- 3.40 In addition to the highways constraints in Heybridge, the proposed development in combination with development at Maldon would cause a detrimental impact upon a number of junctions in the town and the highway capacity of A414 and B1019.
- 3.41 There would also be issues relating to secondary school provision with the Plume being at capacity during the plan period and the sewerage network in Heybridge which is constrained.
- 3.42 This highlights the urgent need for the Council to plan for a longer time period and consider locations beyond Maldon and Heybridge to deliver the housing needs for the District, particularly in the post 15 year period.
- 3.43 The detailed policy content of Policy S4 sets out a number of parameters that would need to be achieved to enable development. Given the complexity of development and the necessary mitigation requirements, it is unlikely that these policy requirements can be met.



Maximum Capacity

- 3.44 As has been highlighted above, the proposed developments at Maldon and Heybridge would result in the physical capacity of the urban area being reached during the plan period with no scope for expansion in the post 2029 period.
- 3.45 It is therefore important that the Council considers development in the post 15 year time period now as future growth will have to be in locations beyond Maldon and Heybridge and have capacity to expand, such as at North Fambridge.



4. Policy S7: Prosperous Rural Communities

- 4.1 Our client supports the identification of the rural area for additional housing and specifically North Fambridge for enhanced growth. However it is unclear from the available evidence how the proposed housing levels have been devised.

North Fambridge - Capacity

- 4.2 Maldon District Infrastructure Delivery Plan: Part 1 provided an analysis of the development potential at North Fambridge and it was concluded that this village could accommodate up to 125 dwellings within the capacity of the existing infrastructure.
- 4.3 This document specifically states that there are no highways, medical, water supply, electricity, gas or telecommunication constraints.
- 4.4 Sewerage was identified as a constraint however the discussions we have had with Anglian Water have indicated that a development of up to 300 dwellings would be delivered with minimal infrastructure upgrades.
- 4.5 The only other constraint identified was primary school provision. It was stated that the delivery of up to 125 dwellings in North Fambridge would create a demand for 11 primary school spaces. We have had discussions with Essex County Council based on 300 dwellings. It was found that at this level a need for 90 primary school spaces would be generated and that this number could be accommodated within the existing primary school capacity. Whilst Purleigh Primary School would not have sufficient accommodation for the pupils from this development, there is sufficient capacity in Latchingdon Primary School and the South Woodham Ferrers primary schools. Essex County Council has also stated that it would accept a reasonable contribution to mitigate development. Therefore, primary school provision does not represent a constraint that cannot be overcome.



- 4.6 Given the available evidence, a development in excess of 125 dwellings could be accommodated with minimal mitigation to overcome the identified constraints. Such a scale of development would be in accordance with the detailed parameters within the proposed policy.
- 4.7 A development of 125 dwellings could be delivered within the 0-5 year plan period. However to achieve development within this period it would need to be brought forward in advance of a Rural Allocations DPD, which would delay development. Such a document would take about 3 years to produce and if a detailed planning application were to follow it would push development beyond 5 years.
- 4.8 We request that land in North Fambridge be identified for 125 dwellings as a strategic allocation in the LDP as part of a mixed use development that incorporates commercial uses. Please see attached red line plan and masterplan to indicate the most appropriate location for development within North Fambridge (Appendix A).
- 4.9 It is important to note that North Fambridge could accommodate a significantly larger development of over 850 dwellings. This could be achieved through the provision of a new primary school and enhancement to sewerage network and access enhancements. This concept is explained in more detail within Section 6.
- 4.10 Indeed the proposed 75 dwellings could actually sterilise the remaining land and could prevent future development from taking place in the post plan period.

Rural Area Capacity

- 4.11 The Council has introduced a dispersed housing strategy for the rural areas within the District. This area has been identified for 345 dwellings however there is no evidence available to explain where this figure has come from.
- 4.12 There is sufficient evidence available to demonstrate that North Fambridge can take over 125 dwellings however this level of evidence gathering has not been



undertaken for the other rural areas. This level of growth in the other rural areas cannot currently be justified.

4.13 The only mention of the rural area within the Council's evidence base is within a document titled 'Growth Capacity Testing Stakeholder Consultation' where a figure of 225 dwellings was cited. There is a clear inconsistency with regard to this figure.

4.14 The Council's Sustainability Appraisal (2013) explains that:

Rural Isolation - Rural villages and their communities are becoming less self-sufficient in providing local jobs and services resulting in changes to the socio-economic profile. Small towns and villages are vulnerable to the changing character of rural life becoming almost dormant commuter villages which offer limited local facilities and job opportunities but increasing house prices as a result of the in migration of those better off. This also augments poor accessibility to more remote areas.

4.15 There is a risk that this dispersed housing growth in the rural areas at this scale could result in increased rural isolation, particularly where housing is proposed in villages that do not have access to rail and/or bus services.

4.16 Given the ambiguous nature of this figure and the risk of rural isolation, the Council should either develop a robust evidence base to justify the allocation or consider a reduced allocation.



5. Policy S8 – Settlement Boundaries and the Countryside

- 5.1 North Fambridge was identified as a larger village within the first Preferred Options document (2012) however this village has been demoted in the current version. Our client objects to this change on the basis that there has been no justification for the change. Furthermore, North Fambridge should be recognised in the settlement hierarchy as a village that can accommodate higher levels of growth and a mix of residential, commercial and community uses.

6. Alternative Growth Options

- 6.1 Paragraph 182 of the NPPF states that for a proposed local plan to be justified, the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence. This is also an important aspect of the sustainability appraisal assessment.
- 6.2 There is no evidence to suggest that North Fambridge has been seriously considered as a strategic growth option within the Local Development Plan.

North Fambridge – A Sustainable Community Vision

- 6.3 The North Fambridge Vision document that is submitted with this representation highlights that North Fambridge can be developed into a sustainable community that provides:
- More than 850 dwellings;
 - Approximately 2,000 sq m of commercial floorspace;
 - A new village centre with local convenience retail shops;



- A new primary school;
- Early years centre; and
- Significant enhancements to the green infrastructure network such as: a new village green, sports pitches, public open space, biodiversity corridors, allotments, child play space, and informal landscaped corridors; and
- Improvements to the Lower Burnham Road that would increase highway safety and capacity.

North Fambridge – A Long Term Growth Option

6.4 Whilst the development of a sustainable community at North Fambridge could reasonably be developed within the plan period, it equally would be appropriate to phase development at the latter stages of the plan period with the majority of the development being delivered in the post 15 year period. This will ensure that the Council has a continuous long-term residential land supply.

6.5 This approach is particularly critical given that the Council's spatial strategy has sought to maximise housing development in Maldon and Heybridge to the limit of what can be delivered within this areas infrastructure constraints. The evidence has stated that there would be no further capacity in the post 15 year time period for housing growth in Maldon and Heybridge. This would result in a constrained long-term residential land supply. Therefore sites such as North Fambridge must be considered as part of a long-term vision.

Constraints

6.6 Any development in excess of 850 dwellings would require mitigation measures and infrastructure enhancements to enable development. A red line boundary is contained in Appendix B. A development at North Fambridge would be no different. There are three main constraints in North Fambridge relating to highways access, education and sewerage that can all be overcome. These



constraints and solutions are summarised below with the detailed evidence base contained within Appendix C.

Highways Access

6.7 The existing access from the Lower Burnham Road (B1012) into Fambridge Road represents a constraint for the amount of dwellings proposed. There are several possible solutions, all of which would actually assist in improving the safety of the Lower Burnham Road (B1012) for users of this road. Our preferred options are set out below and explained in Appendix C:

- Proposed Signalisation of Lower Burnham Road / Fambridge Road Junction; or
- Proposed Realignment of Lower Burnham Road; or
- A new access into North Fambridge from a new location between Rookery Lane and Fambridge Road.

6.8 We have already consulted with Essex County Council and will continue work with them to establish the most appropriate solution.

6.9 It is important to note that for an LDP to be justified, Paragraph 182 of the NPPF states that the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence. This includes an understanding of the mitigation measures required to enable development. It is clear from the Council's evidence that they have not fully assessed development at North Fambridge. But it is clear from our evidence and the Council's available evidence that the site at North Fambridge has significantly fewer highways constraints than the proposed developments in Maldon and Heybridge.

Education

6.10 A development of more than 850 dwellings would generate a significant number of primary school pupils.



- 6.11 To accommodate the need, the proposed development includes the provision of a new primary school at its heart. This would represent an excellent opportunity to improve the sustainability of the village and develop a strong community focus.
- 6.12 Unlike developments in Maldon and Heybridge where there is limited scope for secondary education expansion which severely restricts long-term development in this area, there is sufficient capacity in either the Ormiston Rivers Academy and/or William de Ferrers School to accommodate the proposed development. No further mitigation would be required whilst the existing schools would be utilised.

Sewerage

- 6.13 A development of 850 dwellings in North Fambridge falls within the Latchingdon Water Recycling Centre, however there is not sufficient capacity at the centre to accommodate the proposed flows and there would be insufficient sewerage capacity.
- 6.14 Anglian Water has instead suggested and recommended that the development connects to the South Woodham Ferrers Water Recycling Centre, which does have sufficient capacity to accommodate the proposal and is a reasonable alternative. The results of the modelling are set out in Appendix D. This represents a viable and feasible solution to accommodating the predicted flows.

Water Quality

- 6.15 The Council has stated in its recent committee papers that 775 dwellings in North Fambridge would not be appropriate as it was considered that any major development will require new EA flow consent which would delay the delivery of the development. Concerns were also raised about the water quality standard. This represents a misrepresentation of the actual water quality position in the area.
- 6.16 This claim is not based on any substantiated evidence and is contrary to our on-going discussions with Anglian Water. Indeed the only evidence the Council has on



water quality in North Fambridge relates to an email from Anglian Water to the Council's planning officer, which states:

In order to make more details comments we would need to carry out a developer impact assessment that we normally carry out if needed as part of our pre planning service for developers. This would provide a number of potential options to enable the site to be drained.

- 6.17 It is clear that the Council has not robustly tested the reasonable alternative development options and that for there is a need for further work in respect to water quality before dismissing these options.
- 6.18 We have been liaising with Anglian Water to understand the issues relating to water quality. Their main comments to us can be summarised as:
- Anglian Water would need to provide evidence to Environment Agency that adequate water quality controls can be achieved at North Fambridge, but are confident that this can be achieved;
 - The water quality issue doesn't have an immediate planning impact as a solution can always be found;
 - OFWAT funding for water quality measures can only be achieved following a consent for planning permission, therefore it is not a relevant planning issue within the LDP;
 - The water quality situation at North Fambridge is not as pronounced as at Burnham-on-Crouch which has been identified for an additional 450 dwellings (also see Table 6.3 Maldon Scoping Water Cycle Study).
 - Water Quality is moderate in Maldon, which has been identified for almost 2,000 dwellings and vulnerable in Heybridge, which has been identified for more than 1,000 dwellings (also see Table 9.1 Maldon Scoping Water Cycle Study). The position at North Fambridge is not worse than at these areas.
- 6.19 It is clear from our discussions with Anglian Water that water quality in North Fambridge would not represent a constraint to development that could not be



overcome and in fact the position is not as bad as at other locations in District that have been identified for further housing growth.

Summary

- 6.20 The development of over 850 dwellings at North Fambridge can easily be accommodated and any infrastructure constraints can easily be overcome. This option would include a significant enhancement of social and employment infrastructure that would greatly improve the sustainability of not only North Fambridge but also this part of the Dengie.
- 6.21 This development option also represents an excellent long-term option that would enable the Council to have a long-term residential land supply.
- 6.22 Development at North Fambridge also represents a 'reasonable alternative' option that has not been assessed by the Council.



7. Conclusion

- 7.1 Our client is promoting a sustainable extension to North Fambridge that would support over 850 dwellings and significant social, economic and environmental infrastructure. This would represent a more suitable and sustainable development compared with the proposed spatial strategy.
- 7.2 Our comments in respect to the proposed LDP policies can be summarised as follows.
- 7.3 The housing land supply as set out is not robust for the following reasons:
- There is no justification for an increased housing provision at Maldon and it is not supported by evidence;
 - There is no justification for the inclusion of windfall sites in the 0-5 year housing supply; and
 - There is no justification for the level of dispersed housing growth in the rural areas.
- 7.4 Taking these issues into consideration, it appears that approximately 1,000 dwellings within the proposed housing supply cannot be justified.
- 7.5 The Council's spatial strategy is primarily based on maximising development in Maldon and Heybridge within the infrastructure limits, although we consider that these limits have been exceeded. Even if the development can be delivered, there would be no scope for further development in the post 15-year period. Consequently, the Council needs to explore alternative locations now to ensure it has a continuous long-term residential land supply. It would also be appropriate for the Council to extend the plan period to beyond 15 years.
- 7.6 The proposed 75 dwellings for North Fambridge are supported in part. The detailed policy seeks to maximise development within a settlement infrastructure capacity. In the case of North Fambridge, a mixed-use development with over 125 dwellings could be accommodated within this village's infrastructure limits.



- 7.7 To ensure that the North Fambridge allocation is delivered in the 0-5 year time period, it should be included as a strategic allocation. Please see our proposed mixed-use scheme, which provides a community heart to the village.
- 7.8 A mixed-use development of more than 850 dwellings in North Fambridge would represent a 'reasonable alternative' to the spatial strategy. Such a development would deliver significant social and economic infrastructure that would benefit a wider area. Please see our proposed masterplan area and vision document. The Council has not yet considered this proposal in full as part of the LDP process.
- 7.9 We would welcome the opportunity to work with the Council to bring forward land at North Fambridge as a strategic allocation.

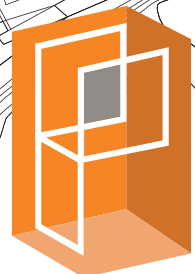
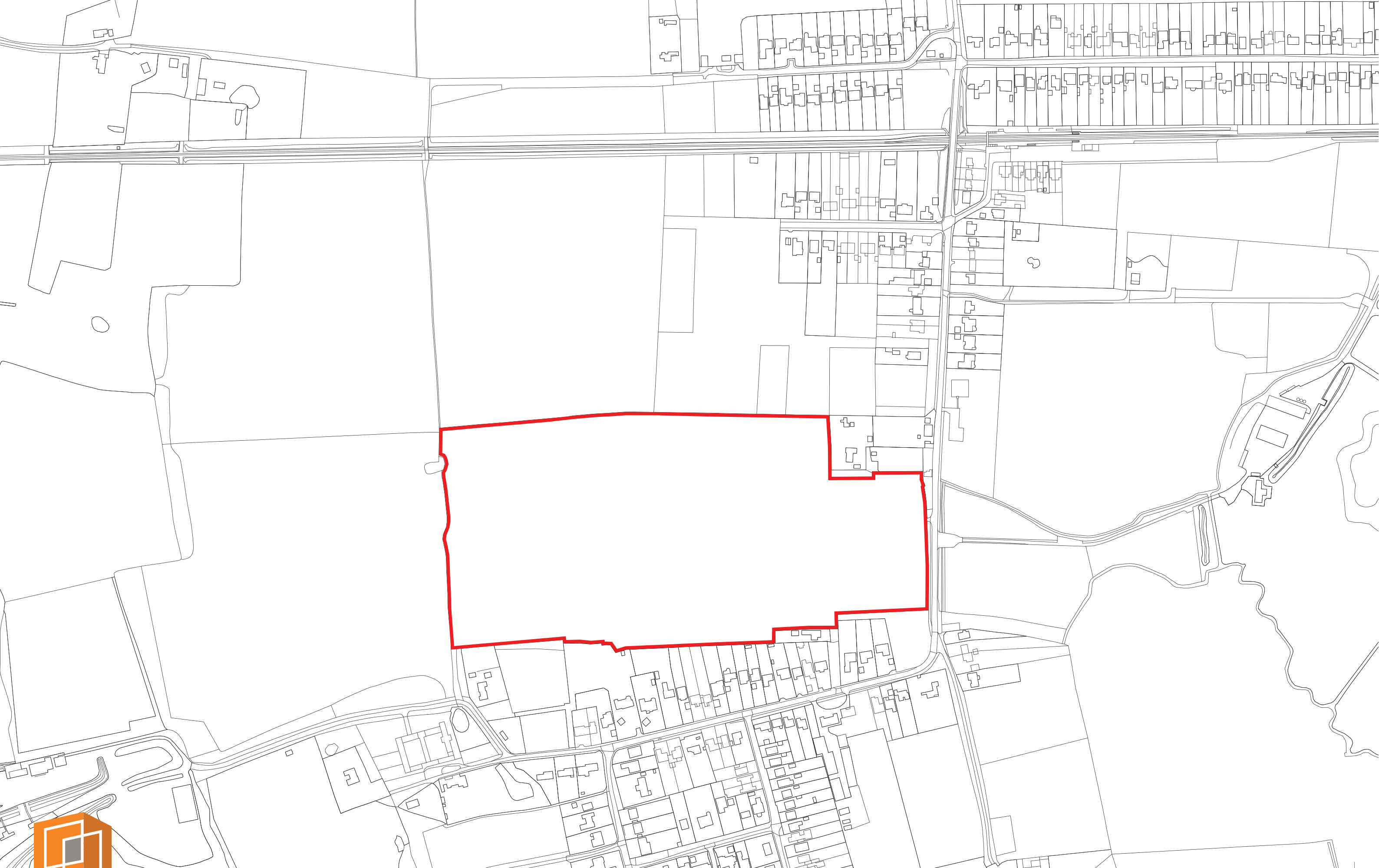


North Fambridge: Small Site Red Line Plan

Site suitable for 75 to 125 homes



APPENDIX **A**



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Red line plan

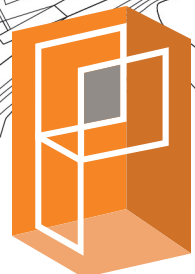
To be considered in conjunction with the Draft Preferred Options representation made on behalf of Famco Estates Ltd

1:3500 @ A3



Doc Ref: 0602/AR
Drawn on: 10/10/13

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Land use plan

To be considered in conjunction with the Draft Preferred Options representation made on behalf of Famco Estates Ltd

1:3500 @ A3



Doc Ref: 0599/AR
Drawn on: 09/10/13

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North Fambridge: Proposed Strategic Masterplan Area



S4 Vision Framework: Indicative Plan



COUNTRY
PARK
POTENTIAL

800 metres

FUTURE
EXPANSION
POTENTIAL

LINKING TWO HALVES OF THE VILLAGE

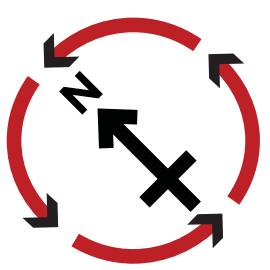
Future development
Zones

Future development
Zones

SCHOOL &
SPORTS

VILLAGE CENTRE

FLOOD RISK AREA



North Fambridge: Highways Access



Project: Residential development, Fambridge Road, North Fambridge, Essex
Client: Plainview Planning Ltd
Subject: Access Options Report
Date: October 2013
Prepared by: Adam Padmore (Associate)

1. Introduction

Mayer Brown Limited has been instructed by Plainview Planning Ltd, to consider the options for developing an access suitable to serve a new residential development of approximately 850 dwellings, on land off Fambridge Road in North Fambridge, Maldon.

For the purpose of this report, access relates to both the physical arrangement proposed to serve the scheme from Farmbridge Road, but also the connection of the site to the wider highway network.

Maldon District Council (MDC) are noted to be the local planning authority, however Essex County Council (ECC) are consulted as the highway authority.

2. Potential Site Access Arrangement off Fambridge Road

Mayer Brown prepared an access strategy report in January 2013, which was subsequently submitted and agreed with the highway authority. This report is appended to this Note in **Appendix A**. At the time, the report was prepared in consideration of a potential development of up to 300 dwellings. However, the design principles set out are in line with Design Manual for Roads and Bridges (DMRB) standards, and are therefore appropriate to serve a scheme of 850 dwellings or higher.

The principle of access to serve this site has therefore already been agreed with Essex County Council.

3. Connection of the North Fambridge Site to the Wider Highway Network

Within the vicinity of the site, Fambridge Road forms a junction to the north with Lower Burnham Road (B1012), which in turn serves as the main road between South Woodham Ferrers to the west, and Burnham-on-Crouch to the east. Whilst Lower Burnham Road is not considered to be of strategic value to the highway authority, it is recognised as being the main vehicular route within the vicinity of North Fambridge, and initial trip forecast and distribution assessments have identified this route as being an important link for travel by potential future residents of North Fambridge.

There are currently three access options being investigated in terms of providing a suitable connection between the site and Lower Burnham Road.

Option 1 – Connection via the Lower Burnham Road / Fambridge Road Junction

As set out above, Fambridge Road does have a direct connection to Lower Burnham Road, which is in the form of a priority junction (with Fambridge Road serving as the minor arm). Initial consultation with the highway authority indicated that there were local safety concerns

regarding this junction, which could be compounded by an intensification of its use as a result of a local major development.

As an option therefore, the signalisation of this junction requires investigations to determine opportunities available to improve both the safety and capacity of its current and future operation. An initial proposed signal arrangement was prepared on behalf of the landowner and submitted to Essex County Council in April 2013. A copy of the proposed junction layout is included in **Appendix B**.

Consultation feedback received in May 2013 suggested the highway authority would not be supportive of the signalisation of this junction, which they stipulated would be contrary to DM1 and DM2 of ECC Transport Development Control Policy. The case being made by the highway authority being that the purpose of Lower Burnham Road (defined by the DM hierarchy as a Main Distributor road) is the carrying of traffic safely and efficiently between major centres within the county. However, given the acknowledgement of a highway safety concern at the Lower Burnham Road junction with Fambridge Road (described by the highway officer as *having a long accident history associated with it*), we would challenge the policy justification for not considering improvements at this junction where clearly there is a need.

A clear exemption is written into the DM policy, which states “...exceptions may be made where access is required to developments of overriding public, environmental, national and/or regional need”. Given the projected five-year housing shortfall in Maldon, it is not clear why opportunities to improve this junction are not being considered as a means of developing a new access for development [of in excess of 850 homes], given there is a clear public and regional need for housing within the authority.

The land owner and consultant team are keen to continue to work with the local authority, both planning and highways respectively, to review options to carry out positive improvements to both the safety and operation of this junction, to the betterment of use by existing and potential future highway users.

Option 2 – Realignment of Lower Burnham Road

An alternative strategy for retaining the primary function of Lower Burnham Road as a *Main Distributor* road, whilst improving highway safety, and ultimately providing a suitable access to serve future development from Fambridge Road, would be the realignment of Lower Burnham Road and reconfiguration of the localised highway network. A potential realignment arrangement drawing has been included in **Appendix C**.

The need to retain the primary function of Lower Burnham Road as a safe and efficient distributor road is recognised. The proposal set out in **Appendix C** is therefore considered to be in line with this policy for the following reasons;

- i. Journey times along Lower Burnham Road will be effectively decreased by improving the flow of traffic;
- ii. The removal of the right turn off the existing Lower Burnham Road into Fambridge Road will result in a significant highway safety improvement to existing highway users;
- iii. Access from existing dwellings situated to the west of Lower Burnham Road will be improved by the overall reduction of traffic; and
- iv. The reconfiguration of the existing Lower Burnham Road / Fambridge Road junction will give priority to traffic travelling along Fambridge Road, which will become the major arm, removing any potential capacity concerns associated with the current junction arrangement.

We would welcome the views of the local highway authority to this access option.

Option 3 – Alternative Access Options from Lower Burnham Road

Access taken from alternative locations along Lower Burnham Road is being currently considered at various locations between Rookery Lane and Fambridge Road.

4. Summary and Conclusions

In summary, there are still considered to be a number of access options at North Fambridge which require further investigation by the site promotion team in liaison with officers of MDC and ECC.

Signalisation of the Lower Burnham Road / North Fambridge Road junction can provide an overall highway betterment by removing a recognised highway safety concern on a main distributor road. Liaison between respective officers at MDC and ECC would be valuable as the strategic benefit of improving this access is still not, in our opinion, being considered in line with policies DM1 and DM2.

The realignment of Lower Burnham Road, and associated reconfiguration of the northern part of Fambridge Road, is considered to present MDC with an alternative option for retaining (and improving) the safe and efficient operation of Lower Burnham Road, whilst creating a new highway layout on Fambridge Road capable of supporting the proposed residential development in North Fambridge. Given the strategic need for housing within the authority, we would welcome MDC and ECC's views on this proposal.

Alternative access options off Lower Burnham are also being considered presently.

Appendix A – Agreed Access Strategy off Fambridge Road

Project: Residential development, Fambridge Road, North Fambridge, Essex

Client: Plainview Planning Ltd

Subject: Access Strategy

Date: January 2013

Prepared by: Helen Iorwerth (Senior Transport Planner)

Checked by: Alec Philpott (Technical Director)

1. Introduction

Mayer Brown Limited was instructed by Plainview Planning, in December 2012, to set out an Access Strategy in relation to a planning application for a new residential development of approximately 300 dwellings, on the Fambridge Road at North Fambridge. The site location is shown in Figure 1.



Map data © OpenStreetMap contributors, CC BY-SA; www.openstreetmap.org; www.creativecommons.org

Figure 1: Site location

At this stage, the development mix has not been determined, but is likely to comprise mainly houses, to tie in with surrounding housing styles. In order to meet with local policy, there will almost certainly be an element of affordable housing within the site. An initial assessment of the site, using the TRICS database and assuming as a worst case that the site is all privately owned houses, indicates that the site will generate 173 trips in the morning peak hour (40 arrivals and 133 departures) and 187 trips in the evening peak hour (122 arrivals and 65 departures). These figures will be re-visited as the development comes forward to a planning application, but are used at this stage to provide an indication for junction design. This traffic is all expected to travel to and from the north along Fambridge Road, and then access the B1012 at the priority junction approximately 1.2km north of the site.

2. Site visit

A comprehensive site visit was undertaken on 4th January to review the potential access location and local highway network.

At this stage, access is proposed to be taken by forming a new junction on to Fambridge Road, which will be provided as a crossroad junction combining the new residential access with the existing Fleet Farm access on the eastern side of the road. Further detail on the access design is set out in Section 5 later in this report.

The indicative access position is shown on Photo 1 below, opposite the Fleet Farm entrance.



3. Discussions with Essex County Council

To ensure that the new access to the development is in accordance with Essex County Council (ECC)'s requirements, telephone discussions were undertaken with Matthew Lane, area officer for North Fambridge on 11th December 2012, to discuss the proposed access.

Mr Lane indicated that as Fambridge Road leads only to the marinas and a small residential area, a priority junction will be acceptable to provide access to the new housing development. This will be subject to future capacity testing, as part of the wider Transport Impact Assessment study.

ECC prefer visibility to be provided in line with Design Manual for Roads and Bridges (DMRB) standards where possible, or working backwards from that standard if it cannot be achieved, rather than applying Manual for Streets at this type of junction in a rural setting.

Regarding the design of the junction, Mr Lane indicated that radii of 10m at the junction are Essex Highway's preferred standard, but that 8m would be a minimum if this also works. Ideally, it is not preferable for large vehicles exiting the site (such as refuse vehicles) to pull across the opposing lane, and so the access layout will need to provide sufficient space to avoid this – a large bellmouth may be required to accommodate such movements. A further discussion was held with Mr Lane once the preliminary design was underway, as due to the narrow width of Fambridge Road, it was not possible to design a new 6m access road with 10m radii which would accommodate large vehicles without crossing the centre line. Mr Lane indicated that as long as the geometry was 6m width and 10m, it would be acceptable for a certain amount of "overswing", given the low frequency of this type of vehicle.

4. Proposed access location

In the vicinity of the site, Fambridge Road is a 30mph single carriageway road, with a narrow footway on the western side. It provides a link between the riverside area of North Fambridge, to the south, and North Fambridge Railway Station and B1012, to the north.

The preferred location for gaining vehicular access is on Fambridge Road, opposite Fleet Farm. In this area, the road is straight, offering good visibility to both north and south, and the footway is on the development side of the road, enabling links for pedestrians to be easily provided. This location is directly opposite the entrance to Fleet Farm, a private access with limited usage, so forming a crossroad at this location is not considered to be problematic, as there will be clear visibility between the two side roads. As Fambridge Road only provides access to the riverside area of North Fambridge, through traffic levels are low. There is a private driveway access approximately 10m to the north of this location, and again clear visibility will be available between this and the new entrance, so this is not considered to be safety concern given that the driveway only appears to serve one property.

Public highway boundaries are shown on Figure 2 below. This information was provided by Essex County Council, and demonstrates that no third party land will be required.

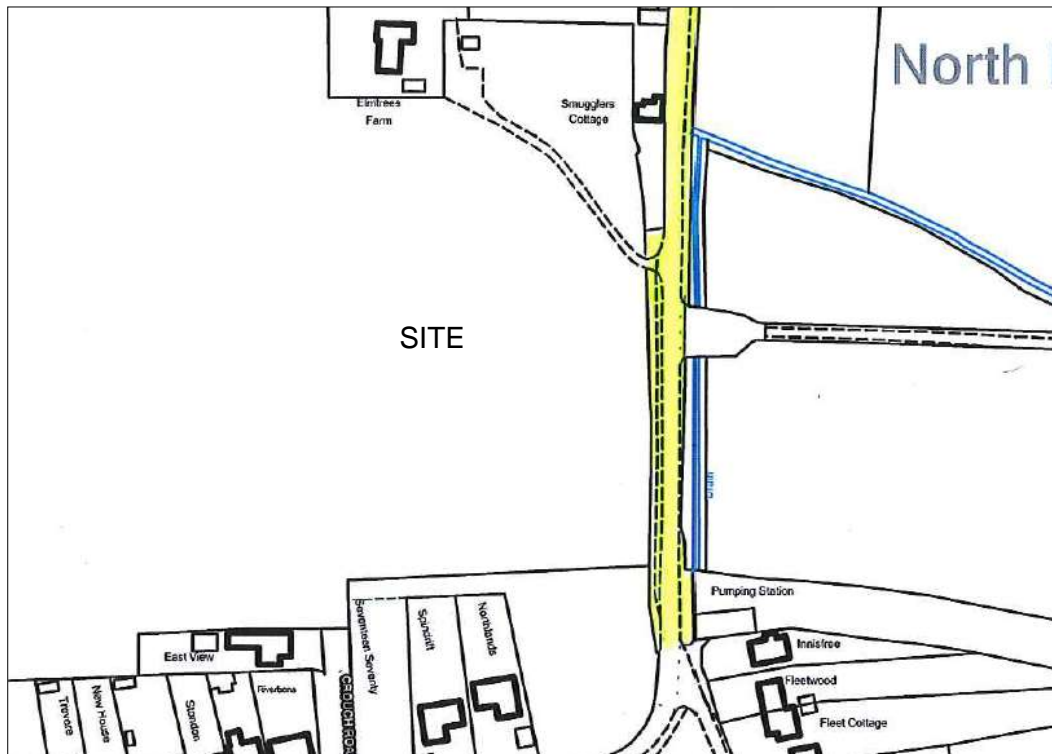


Figure 2: Highway boundary (provided by ECC)

The www.essexworkstraffweb.org.uk website has been used to determine if there is an accident record along this section of Fambridge Road that might affect the location or design of a new access point along this road. The website database indicated no accidents in this area; the nearest was a single slight accident to the north on Rectory Lane, which involved a motorcycle.

Pedestrian links will be provided to the public footpath on the western side of the development.

5. Access design

Drawing 1-01 shows the proposed access design that meets Essex County Council's requirements set out in their telephone discussion with Mayer Brown. This provides a large bellmouth arrangement, which minimises the movement of refuse vehicles across opposing lanes of traffic.

Visibility of 2.4m x 90m is achievable from the site entrance, within site land and public highway. This meets the Design Manual for Roads and Manual standards for a 30mph road, and is shown on drawing 1-02.

Swept path analysis is shown for large three axle refuse vehicles on drawing 1-03 for all four movements to and from the site. It is expected that there will be only three such refuse collections per week at this location (recycling, garden waste and general waste), and so although these large vehicles will sweep out across the opposing carriageway, this is not expected to cause a significant safety concern.

6. Next stages

Mayer Brown wishes to gain agreement in principle from ECC to the access location and design to serve the potential new housing development. Alongside the results of feasibility studies in other disciplines that are being undertaken for the site, this will enable the developer to move onto the next stage of preparing a full planning application for the new housing. Mayer Brown will need to undertake further scoping discussions with ECC to understand their requirements relating to:

- Sustainable travel / residential Travel Plan;
- Trip generation and distribution;
- Other committed development in the area;
- Assessment years;
- Junction modelling.



Private
access

R10m

6m

R10m

Fambridge Road

rain

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client
PLAINVIEW PLANNING
title
Proposed site access

scale 1:250 @ A3 | drawn by HI | checked by AP

date JANUARY 2013 | cad file 1-01.dwg

drawing number
b/PvPFambridge.1/01 | rev.



Smugglers
Cottage

2.4m x 90m visibility splay

2.4m x 90m visibility splay

Fambridge Road

Drain

Pumping Station

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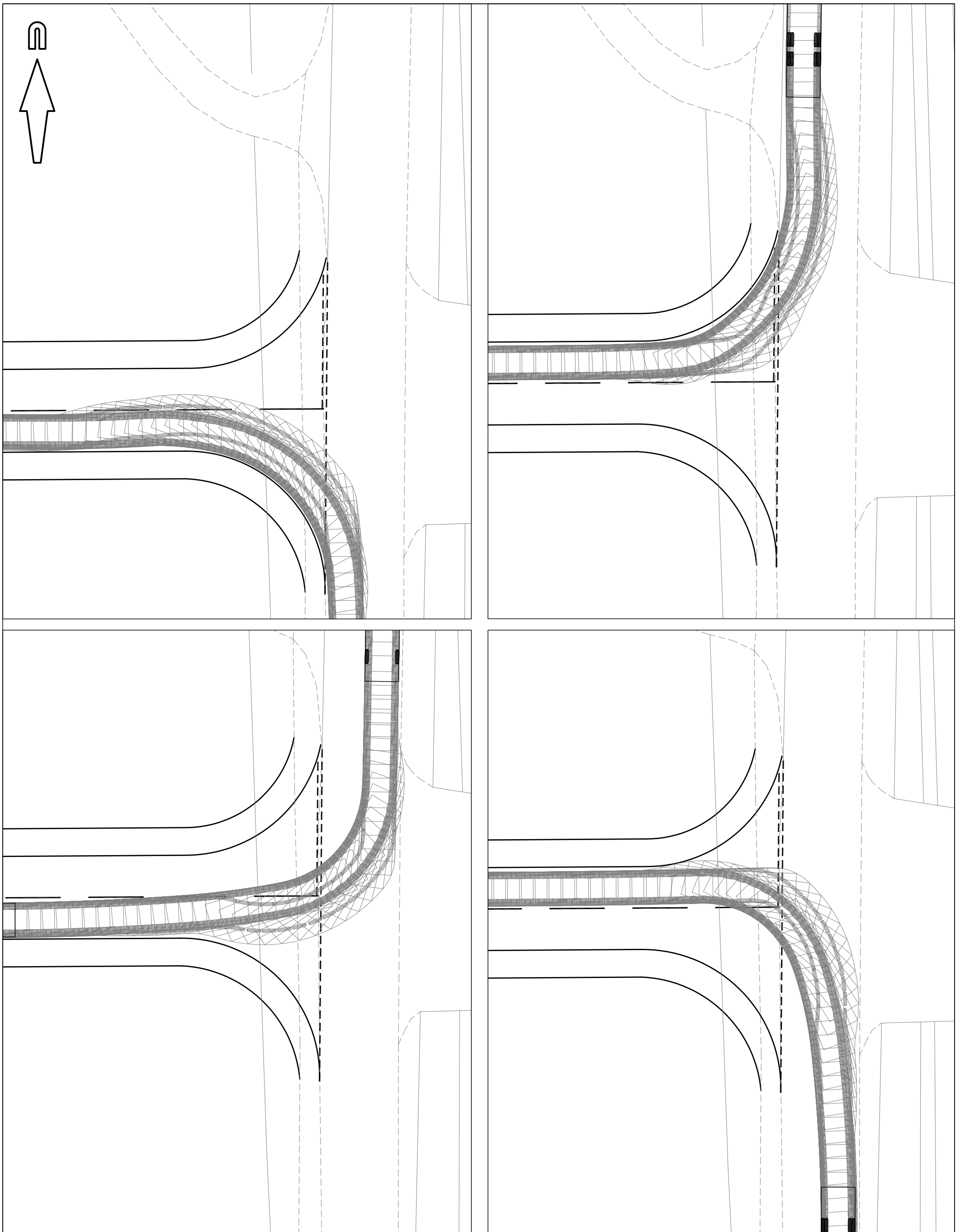
client
PLAINVIEW PLANNING

title
Proposed site access
Visibility splays (30mph road: 2.4m x 90m)

scale 1:500 @ A3 | drawn by HI | checked by AP

date JANUARY 2013 | cad file 1-01.dwg

drawing number
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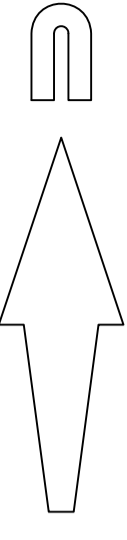
title
Proposed site access
Swept path analysis
Large 3-axle refuse vehicle (9.8m x 2.5m)

scale 1:250 @ A3 | drawn by HI | checked by AP

date JANUARY 2013 | cad file 1-01.dwg

drawing number **b/PvPFambridge.1/03** | rev.

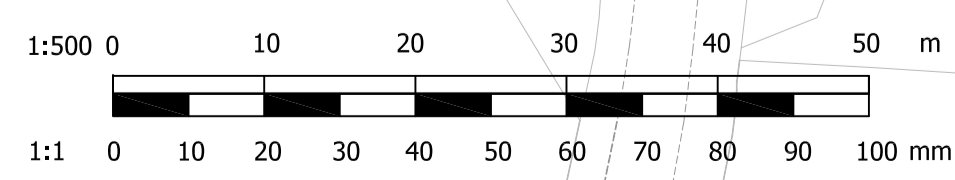
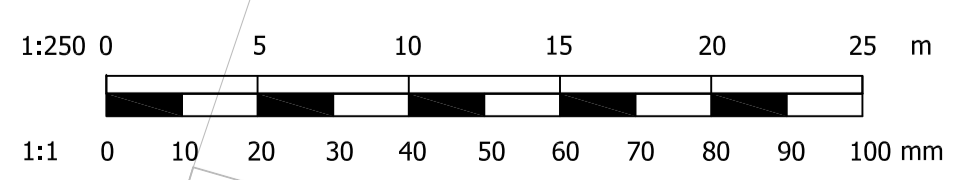
Appendix B – Proposed Signalisation of Lower Burnham Road / Fambridge Road Junction



EXISTING UTILITIES MAY BE LOCATED WITHIN THE WORK AREA. STATUTORY UNDERTAKERS/ UTILITY PROVIDERS SHOULD BE CONTACTED TO CONFIRM WHETHER THEY HAVE ANY APPARATUS IN THE VICINITY AND WHETHER PROTECTION MEASURES, METHOD STATEMENTS ETC. ARE REQUIRED.

SIGHT LINES MAY BE AFFECTED BY TREES, THIS WILL BE BETTER UNDERSTOOD WHEN A TOPOGRAPHICAL SURVEY BECOMES AVAILABLE

THIS DRAWING IS INDICATIVE AND HAS YET TO RECEIVE TECHNICAL APPROVAL.



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NOTES

- 1. THIS DRAWING IS BASED ON OS TILE INFORMATION
2. TOPOGRAPHICAL SURVEY INFORMATION WILL BE REQUIRED FOR DETAILED DESIGN
3. ALL DIMENSIONS ARE IN METRES AND LEVELS IN METRES ABOVE ORDNANCE DATUM UNLESS OTHERWISE STATED
4. LAYOUT, HIGHWAY WORKS, TRAFFIC SIGNAL DESIGN AND TIMINGS SUBJECT TO APPROVAL FROM ESSEX C.C. HIGHWAYS FOLLOWING DETAILED TRANSPORT ANALYSIS
5. ALL S278 HIGHWAY WORKS TO BE IN ACCORDANCE WITH ESSEX C.C. DESIGN GUIDANCE, SPECIFICATION AND RECOMMENDATIONS
6. DEVELOPER TO OBTAIN EXISTING STATUTORY UNDERTAKERS PLANT MAPS AND CONFIRM WHETHER THEY ARE AFFECTED BY THE PROPOSED WORKS
7. OWNERSHIP OF LAND REQUIRED FOR IMPROVEMENT WORKS TO BE CONFIRMED

LEGEND

- Primary signal head
Secondary signal head
Primary signal sight line
Secondary signal sight line
Re-aligned kerb

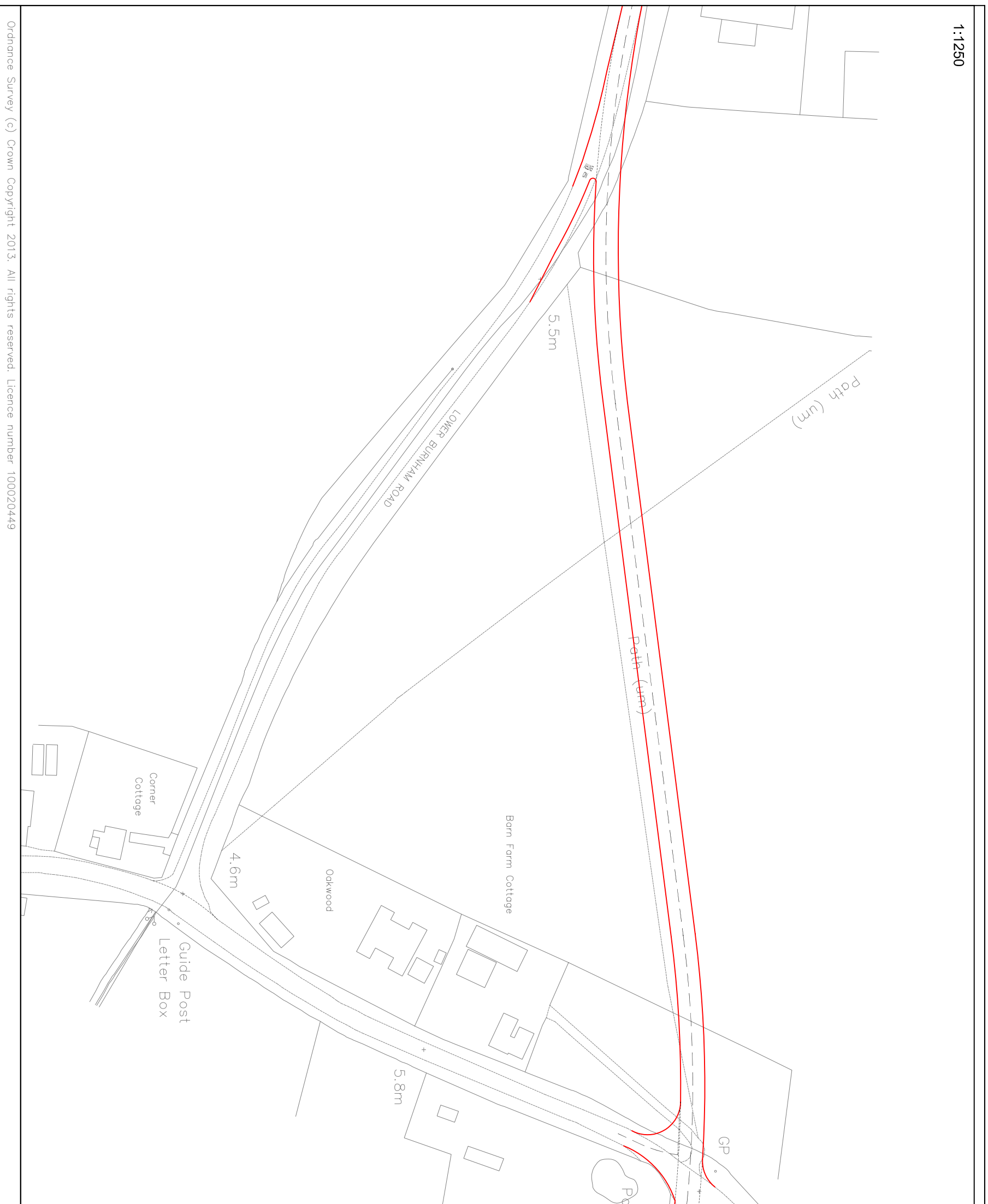
FOR INFORMATION NOT FOR CONSTRUCTION

Table with columns for revision, amendment, checked, date, and issue information.

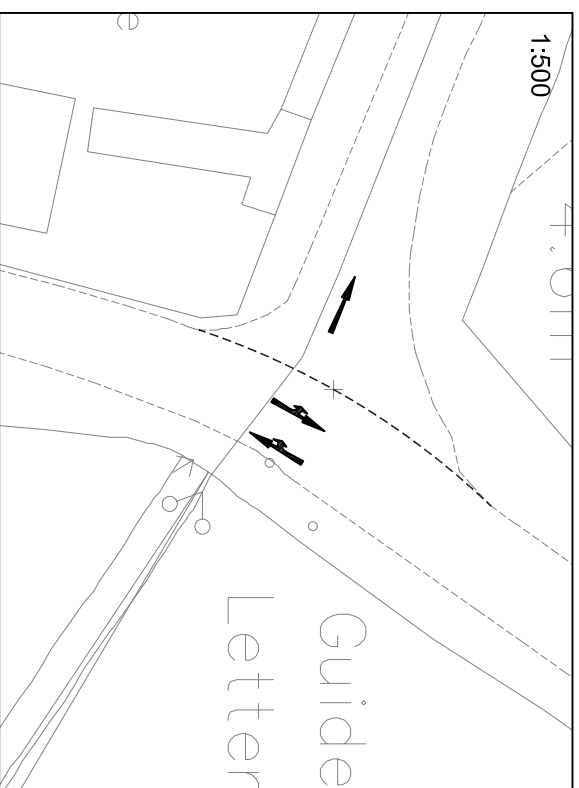
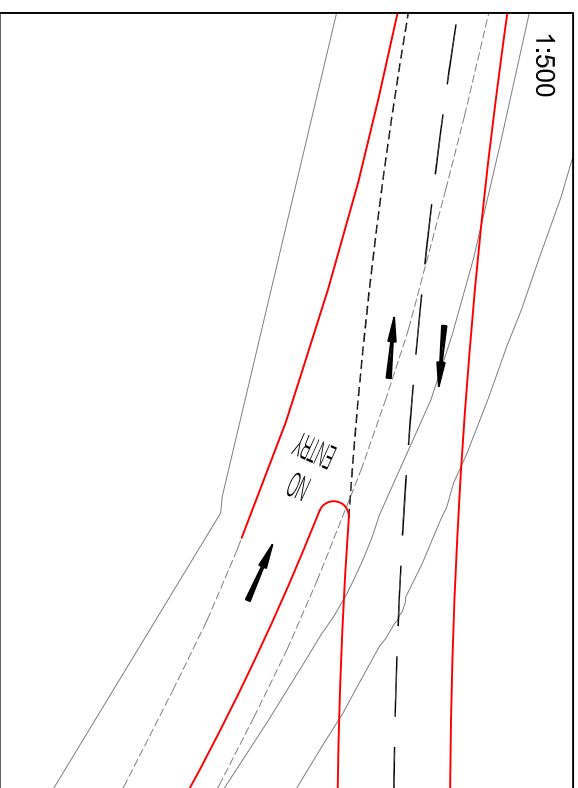
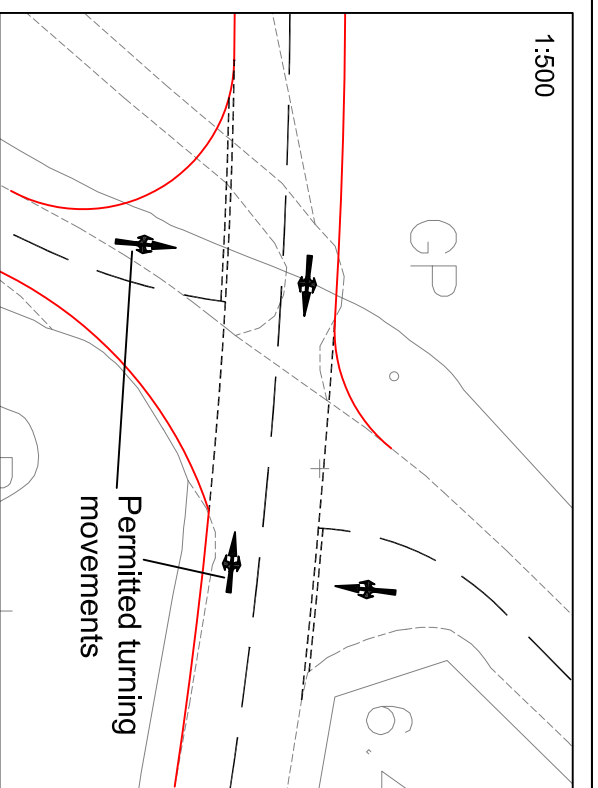
Mayer Brown logo and contact information including address and phone numbers.

Client and project information table including Client (Plainview Planning), Project (Fambridge Road), Scale, Date, and Drawing Number (Fambridge C 1000).

Appendix C – Proposed Realignment of Lower Burnham Road



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client

Plainview Planning

title

Proposed realignment of B1012

project

North Fambridge

scale As shown @ A3 | drawn by HI | checked by AP

date Sept2013 | cad file 1-04.dwg

drawing number b/pvPFambridge.1/04 | rev.



mayer brown

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North Fambridge: Education



North Fambridge: Sewerage





Proposed development at land to the West of Fambridge Road, North Fambridge

Morris Rob C <rMorris2@anglianwater.co.uk>

1 October 2013 17:41

To: "ian@plainview.co.uk" <ian@plainview.co.uk>

Ian,

I have now received the modelling output for the assessment on the proposed development at land to the West of Fambridge Road, North Fambridge.

Below is a summary of the outputs which will provide you with the information required to advise your client accordingly.

This study has been performed to enable the hydraulic impact of the proposed development Land to the West of Fambridge Road situated near Rectory Road and Stephenson Road to be investigated and if required develop outline solutions. The analysis has been performed on the foul system only. The development is a mixed type, comprising of 850 residential dwellings, commercial premises comprising of 140 employees and a school of 250 pupils.

The proposed development is strictly within the Latchingdon Water Recycling Centre, however there is not sufficient capacity at the centre to accommodate the proposed flows. Also there is insufficient capacity within the existing sewerage network conveying the flows to the Water Recycling Centre. South Woodham Ferrers Water Recycling Centre, where there is sufficient capacity to accommodate the proposal, has been considered as an alternative.

Three options have therefore been assessed; option 1 includes for a direct connection northwards to Latchingdon Water Recycling Centre and options 2 and 3 consider mitigation following the connection westwards to the South Woodham Ferrers Water Recycling Centre network.

No modelling for option 1 was required. For option 2, to enable the analysis to be performed the existing hydraulic model for South Woodham Ferrers was used. The AWS modeling specification (AWS 000A - Spec V10 07) was used to identify the thresholds for infrastructure upgrade.

The proposed connection point for the development is considered to be manhole TQ81975800 (X = 581564.4, Y = 197820.4) located along Ferrers Road in South Woodham Ferrers. The diameter of the sewer to which the proposed development will connect is 300mm.

The study concludes that the development will cause detriment to the capacity of the sewer system and will result in increased flood risk. The locations of detriment include Ferrers Road and Creekview Road. Therefore, in order to accommodate the development, potential solutions have been developed with the preferred and recommended option presented here. No properties could be connected to the network without off-site reinforcement.

Option 1 includes a direct connection to Latchingdon Water Recycling Centre via an on-site pumping

station and rising main to convey the flows. The predicted total capital scheme cost to carry this out under a Section 98 Agreement is £3,001,639.

Option 2 includes the following:

1. Upsize 113m length of 300mm diameter sewer to 375mm diameter sewer at an average depth of 3.0m.
2. Reconstruct existing manhole TQ81975400 to allow for a weir.
3. Provide an off-line storage tank of volume 165m³ with ancillary pipework to feed and return flows.
4. Provide a new pumping station with a capacity of 8l/s to enable emptying the tank within six hours.

The total predicted capital scheme cost for the mitigation is £516,093. This cost does not include for the conveyance of the flows to the connection point. The cost including the conveyance of flows to the connection point is predicted at £2,572,896.

Option 3 includes the following:

1. Upsize 113m length of 300mm diameter sewer to 375mm diameter sewer at an average depth of 3.0m.
2. Provide on-line storage via 1200mm diameter sewer by replacing and re-grading 164m length of 375mm diameter sewer at an average depth of 3.75m.
3. Reconstruct three manholes to accommodate new 1200mm diameter sewers.

The total predicted capital scheme cost for the mitigation is £529,811. This cost does not include for the conveyance of the flows to the connection point. The cost including the conveyance of flows to the connection point is predicted at £2,614,890.

The Water Industry Act enables the developer to benefit from any wastewater revenue generated from the houses they have built. In simplified terms, future revenue from the new dwellings is offset from the developer's contribution. Instead of paying the full contribution the developer pays the difference between their capital contribution and the future revenue. This is calculated on an annual basis for 12 years. The developer has the option of paying this annually (relevant deficit) or upfront as a commuted sum (discounted aggregate deficit).

The indicative costs chargeable to the developer, using proposal for option 1, following the offsetting of expected future revenue is predicted to be £1,837,824. This future revenue has been calculated based on a build rate of 50 houses in year 1 and 100 houses thereafter (see Table 1 below)

below).

Table 1. Calculation of the developer contribution against a capital contribution of £3,001,639

Year	HOUSEHOLD			Total Projected Future Revenue	Annual Repayments of the Loan	Projected Relevant Deficit	Discount Factor	Commuted Sum
	Cumulative Occupancy of Properties	Revenue Now	Projected Future Revenue					
1	0	£0	£0	£0	£310,621	£310,621	0.9662	£300,117
2	50	£11,150	£11,563	£11,563	£310,621	£299,059	0.9335	£279,175
3	150	£33,450	£35,555	£35,555	£310,621	£275,067	0.9019	£248,094
4	250	£55,750	£60,740	£60,740	£310,621	£249,882	0.8714	£217,758
5	350	£78,050	£87,161	£87,161	£310,621	£223,460	0.8420	£188,148
6	450	£100,350	£114,866	£114,866	£310,621	£195,755	0.8135	£159,247
7	550	£122,650	£143,902	£143,902	£310,621	£166,720	0.7860	£131,040
8	650	£144,950	£174,317	£174,317	£310,621	£136,304	0.7594	£103,511
9	750	£167,250	£206,164	£206,164	£310,621	£104,458	0.7337	£76,644
10	850	£189,550	£239,493	£239,493	£310,621	£71,128	0.7089	£50,424
11	850	£189,550	£245,481	£245,481	£310,621	£65,141	0.6849	£44,618
12	850	£189,550	£251,618	£251,618	£310,621	£59,004	0.6618	£39,048
TOTAL	850	£1,282,250	£1,570,858	£1,570,858	£3,727,458	£2,156,600	£0	£1,837,824

The indicative costs chargeable to the developer, using proposal for option 2, following the offsetting of expected future revenue is predicted to be £1,409,081. This future revenue has been calculated based on a build rate of 50 houses in year 1 and 100 houses thereafter(see Table 2 below).

Table 2. Calculation of the developer contribution against a capital contribution of £2,572,896

Year	HOUSEHOLD			Total Projected Future Revenue	Annual Repayments of the Loan	Projected Relevant Deficit	Discount Factor	Commuted Sum
	Cumulative Occupancy of Properties	Revenue Now	Projected Future Revenue					
1	0	£0	£0	£0	£266,253	£266,253	0.9662	£257,250
2	50	£11,150	£11,563	£11,563	£266,253	£254,691	0.9335	£237,757
3	150	£33,450	£35,555	£35,555	£266,253	£230,699	0.9019	£208,077
4	250	£55,750	£60,740	£60,740	£266,253	£205,514	0.8714	£179,094
5	350	£78,050	£87,161	£87,161	£266,253	£179,092	0.8420	£150,791
6	450	£100,350	£114,866	£114,866	£266,253	£151,387	0.8135	£123,154
7	550	£122,650	£143,902	£143,902	£266,253	£122,352	0.7860	£96,167
8	650	£144,950	£174,317	£174,317	£266,253	£91,936	0.7594	£69,817
9	750	£167,250	£206,164	£206,164	£266,253	£60,090	0.7337	£44,090
10	850	£189,550	£239,493	£239,493	£266,253	£26,760	0.7089	£18,971
11	850	£189,550	£245,481	£245,481	£266,253	£20,773	0.6849	£14,228
12	850	£189,550	£251,618	£251,618	£266,253	£14,636	0.6618	£9,686
TOTAL	850	£1,282,250	£1,570,858	£1,570,858	£3,195,041	£1,624,183	£0	£1,409,081

The indicative costs chargeable to the developer, using proposal for option 3, following the offsetting of expected future revenue is predicted to be £1,451,075. This future revenue has been calculated based on a build rate of 50 houses in year 1 and 100 houses thereafter(see Table 3 below).

Table 3. Calculation of the developer contribution against a capital contribution of £2,614,890

Year	HOUSEHOLD			Total Projected Future Revenue	Annual Repayments of the Loan	Projected Relevant Deficit	Discount Factor	Commuted Sum
	Cumulative Occupancy of Properties	Revenue Now	Projected Future Revenue					
1	0	£0	£0	£0	£270,599	£270,599	0.9662	£261,448
2	50	£11,150	£11,563	£11,563	£270,599	£259,037	0.9335	£241,813
3	150	£33,450	£35,555	£35,555	£270,599	£235,044	0.9019	£211,996
4	250	£55,750	£60,740	£60,740	£270,599	£209,860	0.8714	£182,881
5	350	£78,050	£87,161	£87,161	£270,599	£183,438	0.8420	£154,450
6	450	£100,350	£114,866	£114,866	£270,599	£155,733	0.8135	£126,689
7	550	£122,650	£143,902	£143,902	£270,599	£126,698	0.7860	£99,583
8	650	£144,950	£174,317	£174,317	£270,599	£96,282	0.7594	£73,118
9	750	£167,250	£206,164	£206,164	£270,599	£64,436	0.7337	£47,278
10	850	£189,550	£239,493	£239,493	£270,599	£31,106	0.7089	£22,051
11	850	£189,550	£245,481	£245,481	£270,599	£25,118	0.6849	£17,205
12	850	£189,550	£251,618	£251,618	£270,599	£18,981	0.6618	£12,562
TOTAL	850	£1,282,250	£1,570,858	£1,570,858	£3,247,190	£1,676,331	£0	£1,451,075

To proceed with either option, then it is recommended that an application is made under Section 98 of the Water Industry Act. This will enable a detailed design and robust cost to be generated and the scheme to be delivered. An application form is available on our web site at www.anglianwater.co.uk/developers/sewer-connection/new-sewer.aspx.

Please note, it would be deemed premature by Anglian Water to submit a Section 106 or Section 104 application under the Water Industry Act 1991 to Developer Services prior to a Legal Agreement being signed under Section 98 of the same act ensuring the provision of the necessary upgrade works as identified within this report.

If you have any further questions please do not hesitate to contact me and I will endeavour to be of assistance.

Best Regards,

Rob Morris

Senior Growth Planning Engineer

Planning & Equivalence

Growth Planning Team

Anglian Water Services Limited

Thorpewood House

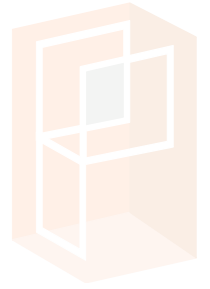
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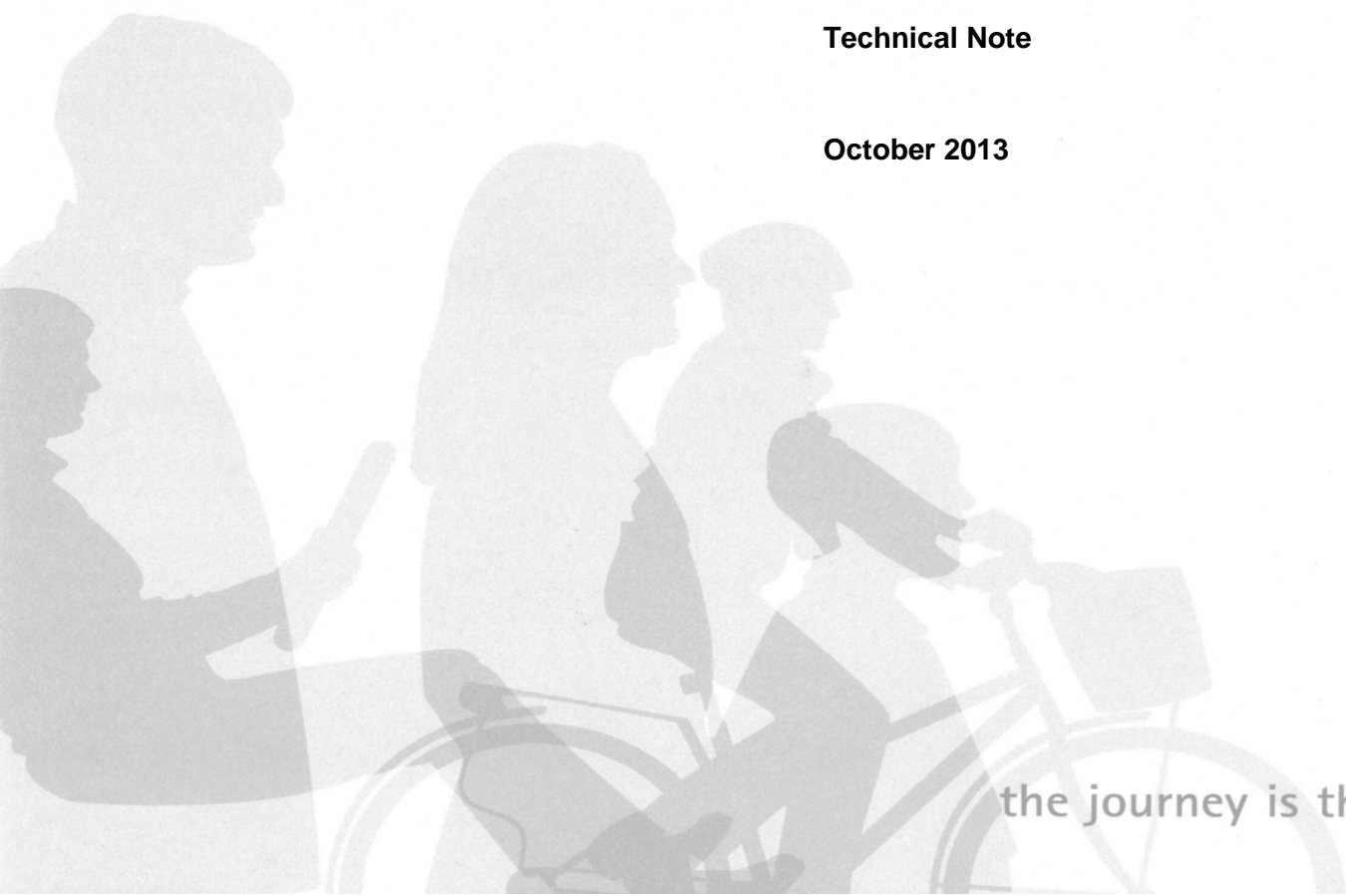


PLAINVIEW PLANNING

**REVIEW OF THE SOUTH MALDON
DEVELOPMENT SITE, ESSEX**

Technical Note

October 2013



the journey is the reward

PLAINVIEW PLANNING

REVIEW OF THE SOUTH MALDON DEVELOPMENT SITE, ESSEX

Technical Note

October 2013

Project Code:	B/PvPFAMBRIDGE.1
Prepared by:	Dan Hammond
Position:	Principal Transport Planner
Approved by:	Adam Padmore
Issue Date:	October 2013
Status:	Issued

Review of the South Maldon Development Site, Essex

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Section 6.0	Summary & Conclusions

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Appendix 1	Proposed Junction Mitigation Measures
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1.0 INTRODUCTION

- 1.1 Mayer Brown Limited was commissioned by Plainview Planning in September 2013 to prepare this Technical Note in order to establish the deliverability of planned development at South Maldon (sites S2a, S2b and S2c), Essex. A plan showing the location and scale of the South Maldon site is included in **Figure 1** below.

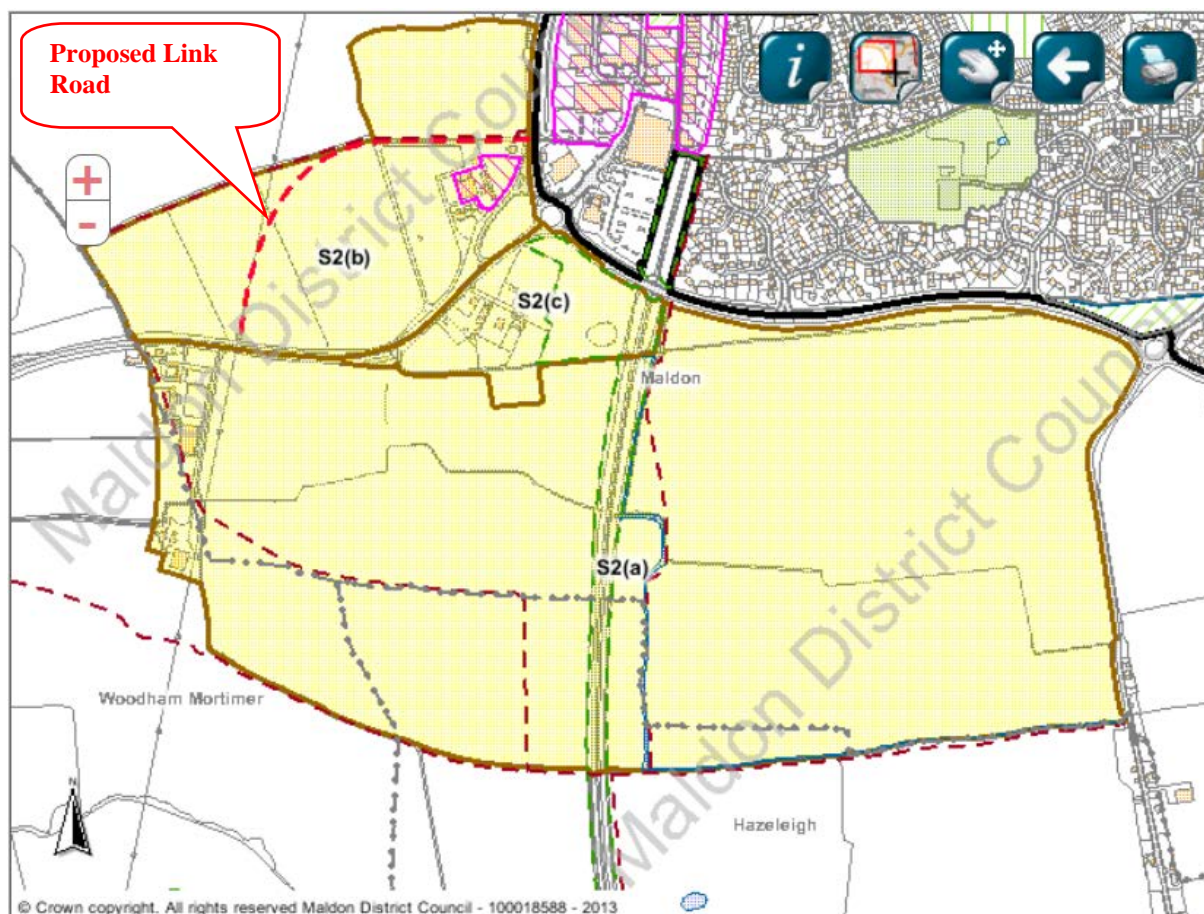


Figure 1: The South Maldon site (sites S2a, S2b and S2c)

- 1.2 As shown in **Figure 1**, the proposed South Maldon development that has been considered within this Technical Note comprises three parcels of land (i.e. sites S2a, S2b and S2c). A further site, South Maldon S2f (not shown in **Figure 1**), is to deliver 150 dwellings at land off Park Drive (just east of the Mundon Road roundabout).
- 1.3 There are understood to be concerns in relation to a lack of physical boundaries for the South Maldon site and, moreover, it is felt that the determination of boundaries according to patterns of current land ownership could result in future sprawl. In addition, allowing developers to deliver isolated plots from the intended Masterplan sets an extremely poor precedent and could compromise the future cohesiveness and sustainability of the overall site.

1.4 Community severance is defined as the separation of residents from facilities and services caused by new or improved roads or by changes in traffic flows. Given the scale of planned development at South Maldon and the intended alignment of the planned Relief Road, it will be essential that the potential for community severance is appropriately addressed through the Masterplanning process. It is also expected that the Masterplan would set out the planned delivery of an internal network of footways/cycleways in order to encourage internal (and external) trips by these modes.

1.5 A further matter for consideration relates to the future connectivity across the site, which could be difficult to achieve given the indicative road layout (shown in **Figure 1**) and the presence of the former railway line.

2.0 SCALE OF ASSESSMENT

2.1 Essex County Council (ECC) and Maldon District Council (MDC) appointed Essex Highways (EH) to consider the implications of the latest development proposals across Heybridge, Maldon and Burnham-on-Crouch and how they impact (in terms of capacity) both locally and further afield on the local highway network. An 'Assessment of Traffic Impact Report' was subsequently prepared by EH on behalf of MDC dated May 2013.

2.2 The EH study (dated May 2013) assessed the potential delivery of 1,250 dwellings across four separate parcels of land bordering the A414, Limebrook Way and Park Drive respectively (which combine to form the South Maldon site). The Maldon District Council Draft Local Development Plan (2014-2029) is allocating 1,710 dwellings to the South Maldon site, meaning that the findings of the EH study (based upon 1,250 dwellings) does not support this.

2.3 As part of the South Maldon development proposal, it is intended that a Link Road will bypass the Maldon Road / Wycke Hill / Wycke Hill Business Park Access / Limebrook Way. The proposed extent of the planned Link Road is denoted by the red dashed line shown in **Figure 1**. Furthermore, it is reasonable to assume that future development at South Maldon could become dominated by roads that could act as connectivity barriers.

2.4 It is understood that each parcel of land will connect onto the local highway network at different locations. For clarification, set out below is a summary of the intended highway access strategy associated with each of the four sites at South Maldon (based upon the assumptions contained within the EH report dated May 2013):

- 120 dwellings would access the highway network via the proposed Link Road;
- 180 dwellings would access the A414 via a proposed roundabout at the western end of the proposed Link Road;

- 800 dwellings would access Limebrook Way between the Wycke Hill and Fambridge Road roundabouts; and
- 150 dwellings would access the highway network via Park Drive just east of the Mundon Road roundabout

2.5 It is stated on page 119 of the latest Design Guide for Residential Areas (Essex County Council, October 2005) that all new residential areas should be divided up into elements not exceeding 700 dwellings. Furthermore, it is stated on page 124 that a Type 3 Feeder Road should only serve a maximum of 700 dwellings. Clearly the intention to provide vehicular access to 800 dwellings from Limebrook Way does not comply with the latest Design Guide. Moreover, it can also be argued that the larger the site, the more likely it is that a single access could be blocked for whatever reason – which could, in turn, prevent emergency vehicle access. For these reasons, it is considered that serving 800 dwellings via a new access junction off the B1018 Limebrook Way is not acceptable in highway access / safety terms.

3.0 FORECAST DEVELOPMENT TRAFFIC GENERATIONS

3.1 It is noted that ‘average’ vehicle trip rates (rather than the commonly used 85th percentile rates) were used within the EH study dated May 2013 in order to forecast the likely vehicle trip generation that would be associated with the South Maldon site during the morning and evening peak hours.

3.2 It is understood that average vehicle trip rates (rather than the commonly used 85th percentile rates) were used because it was assumed that any future development at the South Maldon site would be expected to provide a comprehensive package of sustainable transport measures, such as new or improved public transport services and facilities, connections to the local pedestrian and cycle networks, and a detailed Travel Plan to encourage the use of non-car modes of travel.

3.3 For robustness, 85th percentile trip rates should have been used to inform the EH study (dated May 2013) as it is not known at this point in time what sustainable transport measures would be delivered in accordance with future development at the South Maldon site. It is therefore considered that the trip rate assumptions used could be **challenged** on the grounds of *robustness*.

3.4 It is common practice for assumptions to be made on the level and pattern of trips that would be associated with planned development, along with an indication of the expected split between different transport modes (car, bus, rail, cycle, walking, etc) and vehicle occupancy. This information is not provided within the ‘Assessment of Traffic Impact Report’ that was prepared by EH on behalf of MDC (dated May 2013).

- 3.5** A review of 'method of travel to work' data contained within the 2011 Census (specific to the Maldon West ward) indicates that almost three quarters (73%) of the future population of the South Maldon development could travel to/from work as the sole occupant of a car or van. In light of these findings, it would be reasonable to assume that a comparative assessment of travel mode split information relevant to the TRICS sites that informed the 'average' vehicle trip rate calculations and 2011 Census data relevant to the Maldon West ward should have been undertaken. Such an assessment would have ensured that the travel behaviour of the inhabitants of the selected TRICS sites is comparable with the South Maldon site, and that adjustments could be made (where necessary) to ensure robustness.
- 3.6** To this end, it is considered that notable investment in sustainable transport measures would be required in order to reduce dependence on private vehicle travel and increasing travel choices amongst the future population of the South Maldon site.

4.0 HIGHWAY NETWORK CAPACITY

- 4.1** The 'Assessment of Traffic Impact Report' prepared by EH assumes that a proposed Link Road would bypass the Maldon Road / Wycke Hill / Wycke Hill Business Park Access / B1018 Limebrook Way junction.
- 4.2** There is however no assessment of the potential traffic impact of future development at the South Maldon site in the event that the proposed Link Road is not delivered. On this basis, it is assumed that future development at the South Maldon site is dependent upon the future delivery of the planned Link Road.

Highway Network Constraints

- 4.3** It is identified within the 'Assessment of Traffic Impact Report' prepared by EH (dated May 2013) that the junctions identified in **Figure 2** overleaf are expected to experience notable congestion problems if the planned Relief Road at North Heybridge is not delivered (which would in turn impact upon the highway network that surrounds and would serve the South Maldon development).
- 4.4** For ease of identification, the two junctions highlighted in red in **Figure 2** overleaf are expected to be too constrained for improvement and their future operation (within capacity) is entirely reliant upon the proposed Relief Road coming forward (in order to accommodate traffic that will be generated by the North Heybridge site). In addition, a 'nil detriment' scenario can only be achieved at the junctions highlighted in orange if all development traffic associated with the North Heybridge site is assigned to the proposed Relief Road and if mitigation measures identified in the 'Assessment of Impact of Potential

Core Strategy Sites on Existing Junctions' study prepared by Mouchel on behalf of ECC (dated December 2010) are implemented.



Figure 2: Plan of local junctions forecast to experience capacity problems

- 4.5** It is apparent from reference to Table 6.1 included on page 19 of the ‘Assessment of Traffic Impact Report’ prepared by EH (dated May 2013) that the B1018 Langford Rd/B1018 Heybridge Approach/Holloway Rd roundabout is expected to operate at capacity during the evening peak hour in 2026 (following completion of the South Maldon development).
- 4.6** Surprisingly, it is stated on page 19 of the EH report dated May 2013 that the performance of the B1018 Langford Rd/B1018 Heybridge Approach/Holloway Rd roundabout is not considered to be of concern, although reference is made to the fact that additional development would raise congestion issues (and that further mitigation may need to be investigated at this junction). It would however be reasonable to assume that proposed development at South Maldon would deliver improvements at the B1018 Langford Rd/B1018 Heybridge Approach/Holloway Rd roundabout in order to achieve a ‘nil detriment’ scenario at this junction, and to ensure that the same level of operational performance can be achieved as during the 2026 Background Traffic scenario during both morning and evening peak periods.
- 4.7** The EH report dated May 2013 indicates that the A414/Spital Rd roundabout is forecast to operate satisfactorily during both peak periods following the addition of the South Maldon

development traffic if mitigation, in the form of an unopposed slip lane from the A414 South to A414 North and the widening of the A414 South exit arm, is implemented.

- 4.8** With mitigation and the proposed Link Road in place, the A414/B1018 Limebrook Way roundabout is expected to operate satisfactorily during both peak periods in 2026. This emphasises the importance of the Link Road in terms of reducing demand on this section of the highway network.
- 4.9** The proposed A414 Link Road/South Maldon Development Access junction (west of the B1018 Limebrook Way roundabout) is forecast to operate close to capacity during the evening peak hour (with the addition of development traffic associated with both the North Heybridge and South Maldon sites). The design of the access junction would therefore need to be considered in more detail as part of the planning application process.
- 4.10** The proposed A414 Link Road / Wycke Hill junction is forecast to operate over capacity during the morning peak hour following the addition of development traffic associated with both the North Heybridge and South Maldon sites, despite the provision of two lane approaches on each of the three arms and signalisation of the roundabout (to provide mitigation). It is clear that a sizeable junction would be required to accommodate future demand at this location, which is likely to rely upon developers 'freeing up' additional land to accommodate an enlarged roundabout. Whilst an indication of the potential cost of highway upgrade works at this location is not provided, it is assumed that any developer of the South Maldon site would be required to make costly contributions to its upgrade.
- 4.11** The EH report dated May 2013 also points out that the A414 and B1018 carriageways will accommodate increased traffic volumes following delivery of planned residential development at South Maldon (and North Heybridge) which could result in congestion problems within the settlements of Danbury and Hatfield Peverel.
- 4.12** A table included on page 17 of Maldon District Council's Draft Local Development Plan (2014-2029) sets out the intended delivery and projected phasing of residential supply to meet the minimum requirements between 2014 and 2029. There is currently an absence of information relating to when the planned Link Road is to be delivered, which will be an important matter to address given the capacity problems that are expected to ensue on the local highway network if development at South Maldon precedes the planned Link Road. In addition, further consideration should be given to the potential traffic impact on the local highway network that would be associated with the construction of the planned Link Road and subsequent development at the South Maldon site.
- 4.13** Included in **Appendix 1** are a series of drawings that were included with the Mouchel study dated December 2010 and show the proposed mitigation measures for a number of junctions referred to in the foregoing.

Highway Safety Considerations

- 4.14** In terms of highway safety, it is understood that concerns have been raised about accidents that have taken place on the A414 Maldon Road (i.e. to the west of the South Maldon site). **Figure 3** overleaf provides an indication of the accidents that have been recorded on the local highway network over the latest full 5-year period (2008-2012).



Figure 3: Accident location plan

- 4.15** It can be seen from **Figure 3** that there appears to be a high occurrence of accidents on the A414 Maldon Rd approach to the A414/B1018 Limebrook Way/Wycke Hill roundabout. A development of 1,250 dwellings at South Maldon could further increase the likelihood of accidents and, as such, it is suggested that an assessment of the levels and types of accidents that have taken place over the latest 5-year period should be undertaken given that safety is a key consideration in the planning process.

5.0 SUMMARY & CONCLUSIONS

- 5.1** This Technical Note has been prepared in order to establish the deliverability of future residential development at South Maldon (sites S2a, S2b and S2c), Essex.
- 5.2** Firstly, an important point to consider is that the EH study (dated May 2013) assessed the potential delivery of 1,250 dwellings across four separate parcels of land bordering the A414, Limebrook Way and Park Drive respectively (which combine to form the South Maldon site). The Maldon District Council Draft Local Development Plan (2014-2029) is allocating 1,710 dwellings to the South Maldon site, meaning that the findings of the EH study (based upon 1,250 dwellings) does not support this.
- 5.3** There are concerns in relation to a lack of physical boundaries for the South Maldon site and, moreover, it is felt that the determination of boundaries according to patterns of current land ownership could result in future sprawl. In addition, allowing developers to

deliver isolated plots from the intended Masterplan sets an extremely poor precedent and could compromise the future cohesiveness and sustainability of the overall site.

- 5.4** An essential element of the Masterplanning process will relate to eliminating the potential for community severance and overcoming a number of factors/barriers (i.e. proposed road layout and former railway line) that could impact upon future (sustainable) connectivity across the site.
- 5.5** The use of 'average' vehicle trip rates (rather than the commonly used 85th percentile rates) within the EH study dated May 2013 in order to forecast the likely vehicle trip generation that would be associated with the South Maldon site during the morning and evening peak hours is not considered to be robust and is open to **challenge**. It is asserted that 85th percentile trip rates should have been used to ensure robustness, and because it is not known at this point in time what sustainable transport measures would be delivered in accordance with future development at the South Maldon site.
- 5.6** In terms of highway capacity, it is clear that the future delivery of 1,250 residential dwellings at the South Maldon site is dependent upon the delivery of a Link Road that would bypass the Maldon Road / Wycke Hill / Wycke Hill Business Park Access / Limebrook Way. Again, it is important to emphasise the point that the traffic impact assessment work that has been carried out to date is based upon the delivery of 1,250 dwellings at South Maldon rather than the 1,710 dwellings that have been allocated within the Draft Local Development Plan (which amounts to a difference of 460 dwellings). Based upon the findings of the EH study dated May 2013, it is reasonable to assume that the assignment of traffic associated with an additional 460 dwellings would necessitate the implementation of more compressive (and costly) enhancement works at a number of junctions that are expected to experience capacity issues. This in itself raises the question of deliverability, as it is not known whether the requisite scale of highway improvements could be delivered within the land that would be available.
- 5.7** The intention to provide a single vehicular access to serve 800 dwellings from B1018 Limebrook Way does not comply with the latest Design Guide for Residential Areas (Essex County Council, October 2005), which indicates that a Type 3 Feeder Road should only serve a maximum of 700 dwellings. Moreover, the provision of a single access to serve 800 dwellings could, in turn, compromise emergency vehicle access. For the above reasons, it is considered that serving 800 dwellings via a new access junction off the B1018 Limebrook Way is not acceptable in highway access / safety terms.
- 5.8** Separate traffic studies prepared in December 2010 and May 2013 identify the need to resolve junction capacity issues on the local highway network in order to accommodate future development at the South Maldon site, whilst also acknowledging that the junction improvements would need to be delivered in tandem with the planned Link Road (South Maldon) and Relief Road (North Heybridge). Without delivery of the planned Link Road

and Relief Road it is reasonable to assume that a number of junctions on the local highway network would experience chronic congestion problems, resulting in significant vehicle queuing at peak times of the day.

- 5.9** The EH report dated May 2013 also points out that the A414 and B1018 carriageways will accommodate increased traffic volumes following delivery of planned residential development at South Maldon (and North Heybridge) which could result in congestion problems within the settlements of Danbury and Hatfield Peverel.
- 5.10** It is surprising that no assessment has been carried out to assess the potential traffic impact of future development at the South Maldon site in the event that the proposed Link Road (and Relief Road at the North Heybridge site) is not implemented.
- 5.11** Whilst mitigation measures have been developed for junctions that are forecast to experience capacity problems in the future, it is clear that further consideration needs to be given to the future layout of the A414 / B1018 Limebrook Way roundabout, the proposed A414 Link Road / South Maldon Development Access junction and the proposed A414 Link Road / Wycke Hill junction. Whilst an indication of the potential cost of highway works at the aforementioned junctions has not been explored, it is considered likely that any developer of the South Maldon site would be obligated to make costly contributions in order to deliver an appropriate level of mitigation.
- 5.12** In terms of highway safety, there appears to be a high occurrence of accidents on the A414 Maldon Rd approach to the A414/B1018 Limebrook Way/Wycke Hill roundabout. A development of 1,250 dwellings could further increase the likelihood of accidents and, as such, it is therefore suggested that an assessment of the levels and types of accidents that have taken place on the local highway network over the latest 5-year period should be undertaken given that safety is a key consideration in the planning process.
- 5.13** A desktop review of existing sustainable infrastructure in the vicinity of the South Maldon site highlights the need for additional footway provision and the introduction of pedestrian crossing facilities on the B1018 Limebrook Way. Similarly, improvements to local cycle and bus infrastructure should be delivered in accordance with future development at the South Maldon site.
- 5.14** To this end, at the heart of the NPPF is a presumption in favour of sustainable development, whereby proposed development must be located and designed in ways which reduce both the need to travel and the reliance on the private car. It is considered that notable investment in sustainable transport measures would be required in order to reduce dependence on private vehicle travel and increasing travel choices amongst the future population of the South Maldon site. Furthermore, the viability of future development at the South Maldon site appears to be dependent upon the delivery of a proposed Link Road, which is not guaranteed.

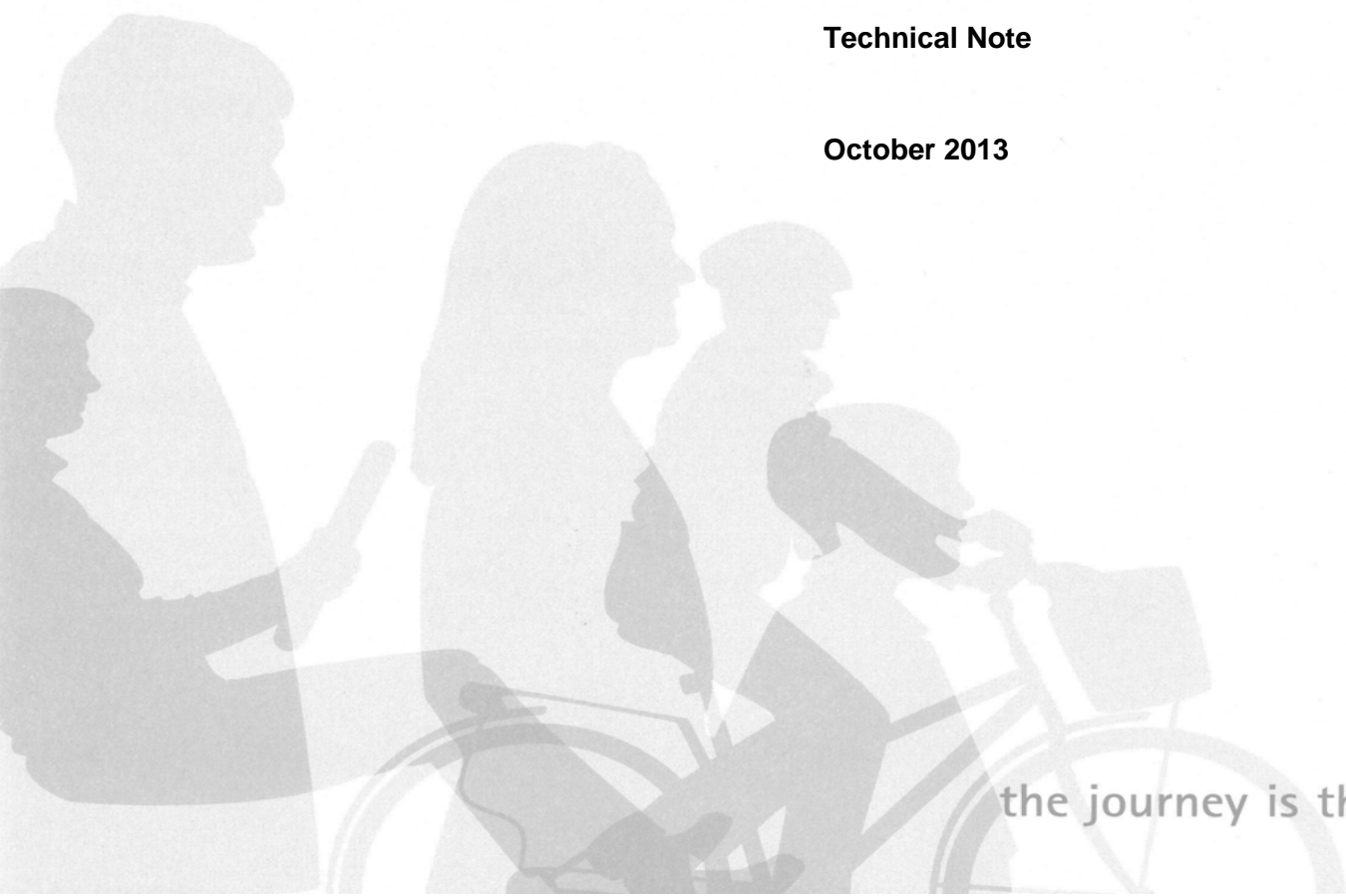


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Technical Note

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Prepared by:	Dan Hammond
Position:	Principal Transport Planner
Approved by:	Adam Padmore
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Section 5.0	Sustainable Infrastructure
Section 6.0	Summary & Conclusions

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Appendix 1	Proposed Junction Mitigation Measures
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1.0 INTRODUCTION

- 1.1 Mayer Brown Limited was commissioned by Plainview Planning in September 2013 to prepare this Technical Note in order to establish the deliverability of planned development at North Heybridge (sites S2d and S2e), Essex. A plan showing the location and scale of the North Heybridge site is included in **Figure 1** below.

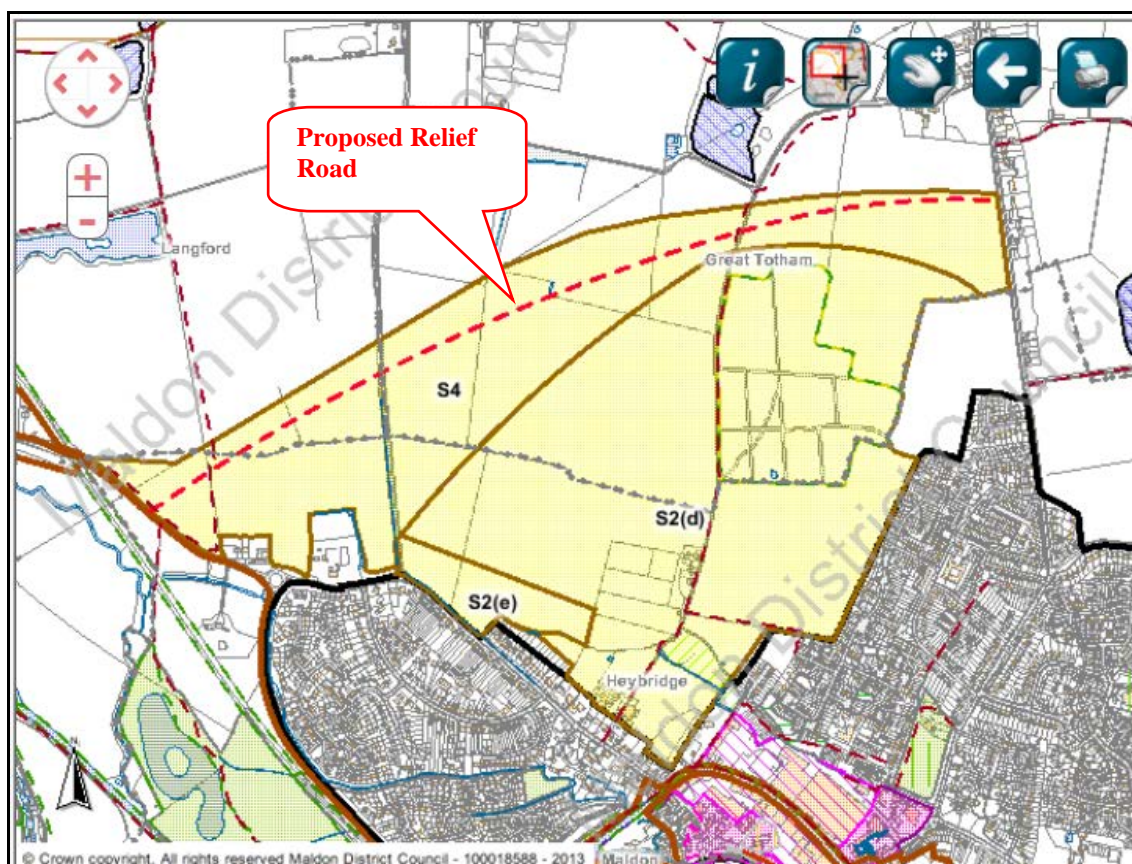


Figure 1: The North Heybridge site (sites S2d and S2e)

2.0 SCALE OF ASSESSMENT

- 2.1 Essex County Council (ECC) and Maldon District Council (MDC) appointed Essex Highways (EH) to consider the implications of the latest development proposals across Heybridge, Maldon and Burnham-on-Crouch and how they impact (in terms of capacity) both locally and further afield on the local highway network. An 'Assessment of Traffic Impact Report' was subsequently prepared by EH on behalf of MDC dated May 2013.
- 2.2 The latest proposal is for 1,000 dwellings to be delivered at the North Heybridge site, which is the scale of development that was assessed in the EH study dated May 2013.
- 2.3 It is understood that the North Heybridge site would be accessed via a proposed Relief Road that will link Broad Street/Green Road with Holloway Road/Langford Road. The

intended extent of the planned Relief Road is denoted by the red dashed line shown in **Figure 1**.

2.4 Community severance is defined as the separation of residents from facilities and services caused by new or improved roads or by changes in traffic flows. Given the scale of planned development at North Heybridge and the intended alignment of the planned Relief Road, it will be essential that the potential for community severance is appropriately addressed through the Masterplanning process. It is also expected that the Masterplan would set out the planned delivery of an internal network of footways/cycleways in order to encourage internal (and external) trips by these modes.

2.5 It is noted that the Heybridge Residents Association held its first meeting on Sunday 15th September 2013 in relation to safeguarding the subject site (North Heybridge) from further development expansion, as well as the potential future coalescence with the settlement of Langford.

3.0 FORECAST DEVELOPMENT TRAFFIC GENERATIONS

3.1 It is noted that 'average' vehicle trip rates (rather than the commonly used 85th percentile rates) were used within the EH study dated May 2013 in order to forecast the likely vehicle trip generation that would be associated with the North Heybridge site during the morning and evening peak hours.

3.2 It is understood that average vehicle trip rates (rather than the commonly used 85th percentile rates) were used because it was assumed that any future development at the North Heybridge site would be expected to provide a comprehensive package of sustainable transport measures, such as new or improved public transport services and facilities, connections to the local pedestrian and cycle networks, and a detailed Travel Plan to encourage the use of non-car modes of travel.

3.3 For robustness, 85th percentile trip rates should have been used to inform the EH study (dated May 2013) as it is not known at this point in time what sustainable transport measures would be delivered in accordance with future development at the North Heybridge site. It is therefore considered that the trip rate assumptions used could be **challenged** on the grounds of *robustness*.

3.4 It is common practice for assumptions to be made on the level and pattern of trips that would be associated with planned development, along with an indication of the expected split between different transport modes (car, bus, rail, cycle, walking, etc) and vehicle occupancy. This information is not provided within the 'Assessment of Traffic Impact Report' that was prepared by EH on behalf of MDC (dated May 2013).

3.5 A review of 'method of travel to work' data contained within the 2011 Census (specific to the Heybridge West ward) indicates that almost three quarters (74%) of the future population of the Heybridge North development could travel to/from work as the sole occupant of a car or van. In light of these findings, it would be reasonable to assume that a comparative assessment of travel mode split information relevant to the TRICS sites that informed the 'average' vehicle trip rate calculations and 2011 Census data relevant to the Heybridge West ward should have been undertaken. Such an assessment would have ensured that the travel behaviour of the inhabitants of the selected TRICS sites is comparable with the North Heybridge site, and that adjustments could be made (where necessary) to ensure robustness.

3.6 To this end, it is considered that notable investment in sustainable transport measures would be required in order to reduce dependence on private vehicle travel and increasing travel choices amongst the future population of the North Heybridge site.

4.0 HIGHWAY NETWORK CAPACITY

4.1 The 'Assessment of Traffic Impact Report' prepared by EH assumes that all development traffic associated with the North Heybridge site will be assigned to the proposed Relief Road which, in turn, is expected to reduce traffic flows on Holloway Road during both peak periods.

4.2 There is however no assessment of the potential traffic impact of future development at the North Heybridge site on the local highway network in the event that the proposed Relief Road is not implemented. On this basis, it is assumed that future development at the North Heybridge site is intrinsically linked to the future delivery of the planned Relief Road.

Highway Network Constraints

4.3 It is identified within the 'Assessment of Traffic Impact Report' prepared by EH (dated May 2013) that a 'nil detriment' scenario could only be attained at the following junctions if all development traffic associated with the North Heybridge site is assigned to the proposed Relief Road and if mitigation measures identified in the 'Assessment of Impact of Potential Core Strategy Sites on Existing Junctions' study prepared by Mouchel on behalf of ECC (dated December 2010) are implemented:

- The B1018 Heybridge Approach/A414 roundabout (Junction 1 in **Figure 2**);
- The A414/Spital Road roundabout (Junction 2 in **Figure 2**); and
- The A414/B1018 Limebrook Way roundabout (Junction 3 in **Figure 2**).

4.4 It is outlined on page 31 of the Mouchel study dated December 2010 that the A414/Heybridge Street/Holloway Road roundabout (Junction 4 in **Figure 2**) and the B1022 Colchester Road/Goldhanger Road roundabout (Junction 5 in **Figure 2**) were too constrained for significant improvement to be achieved. It is however outlined within the report that the proposed Relief Road would deliver valuable mitigation at the aforementioned junctions, which places further emphasis on the importance of the Relief Road in terms of the achievement of off-site mitigation.

4.5 Set out in **Figure 2** below is a plan that shows the locations of the five junctions on the local highway network that have been referred to in the foregoing.

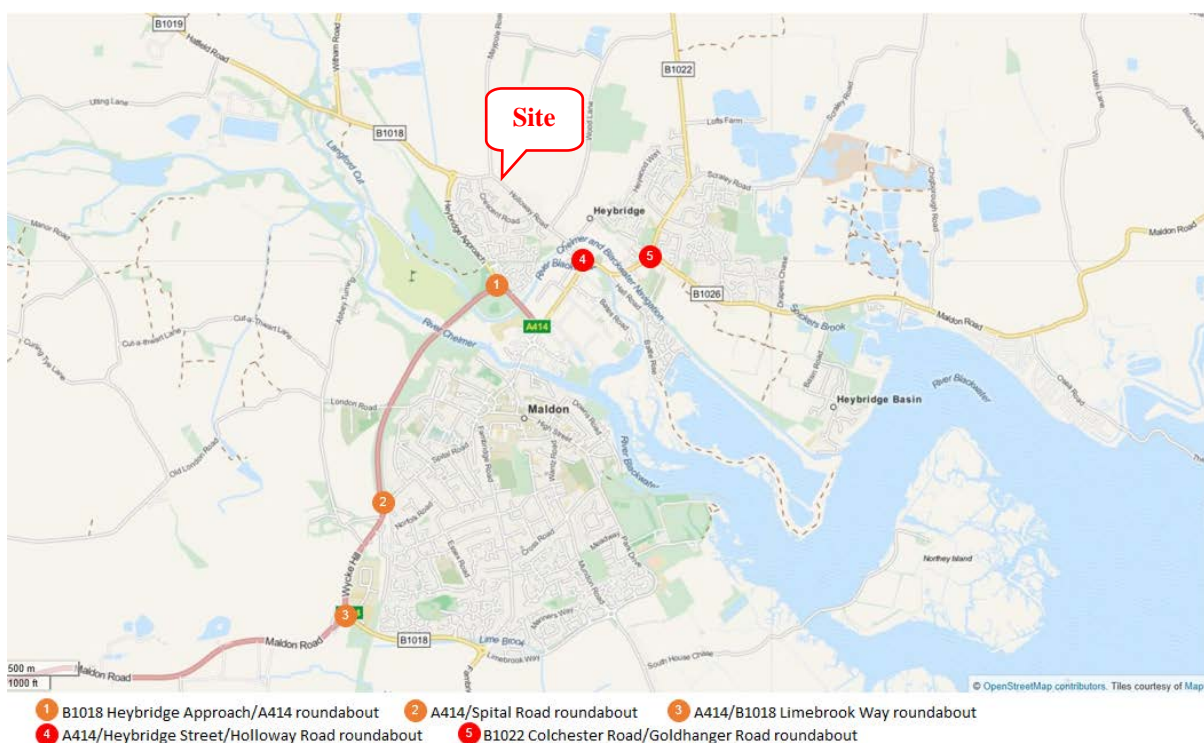


Figure 2: Plan of local junctions forecast to experience capacity problems

4.6 For ease of identification, the two junctions highlighted in red in **Figure 2** are expected to be too constrained for improvement and their future operation (within capacity) is entirely reliant upon the proposed Relief Road coming forward (in order to accommodate traffic that will be generated by the North Heybridge site). In addition, a ‘nil detriment’ scenario can only be achieved at the junctions highlighted in orange if all development traffic associated with the North Heybridge site is assigned to the proposed Relief Road and if mitigation measures identified in the ‘Assessment of Impact of Potential Core Strategy Sites on Existing Junctions’ study prepared by Mouchel on behalf of ECC (dated December 2010) are implemented.

- 4.7 The EH report dated May 2013 also points out that the A414 and B1018 carriageways will accommodate increased traffic volumes following delivery of planned residential development at North Heybridge (and South Maldon) which could result in congestion problems within the settlements of Danbury and Hatfield Peverel.
- 4.8 A table included on page 17 of Maldon District Council’s Draft Local Development Plan (2014-2029) sets out the intended delivery and projected phasing of residential supply to meet the minimum requirements between 2014 and 2029. There is currently an absence of information relating to when the planned Relief Road is to be delivered, which will be an important matter to address given the capacity problems that are expected to ensue on the local highway network if development at North Heybridge precedes the planned Relief Road. In addition, further consideration should be given to the potential traffic impact on the local highway network that would be associated with the construction of the planned Relief Road and subsequent development at the North Heybridge site.
- 4.9 Included in **Appendix 1** are a series of drawings that were included within Mouchel study dated December 2010, and show the proposed mitigation measures at a number of junctions referred to in the foregoing.

Highway Safety Considerations

- 4.10 In terms of highway safety, it is understood that concerns have been raised about accidents that have taken place on the local highway network throughout Heybridge.
- 4.11 **Figure 3** below provides an indication of the accidents that have been recorded on the local highway network over the latest full 5-year period (2008-2012).

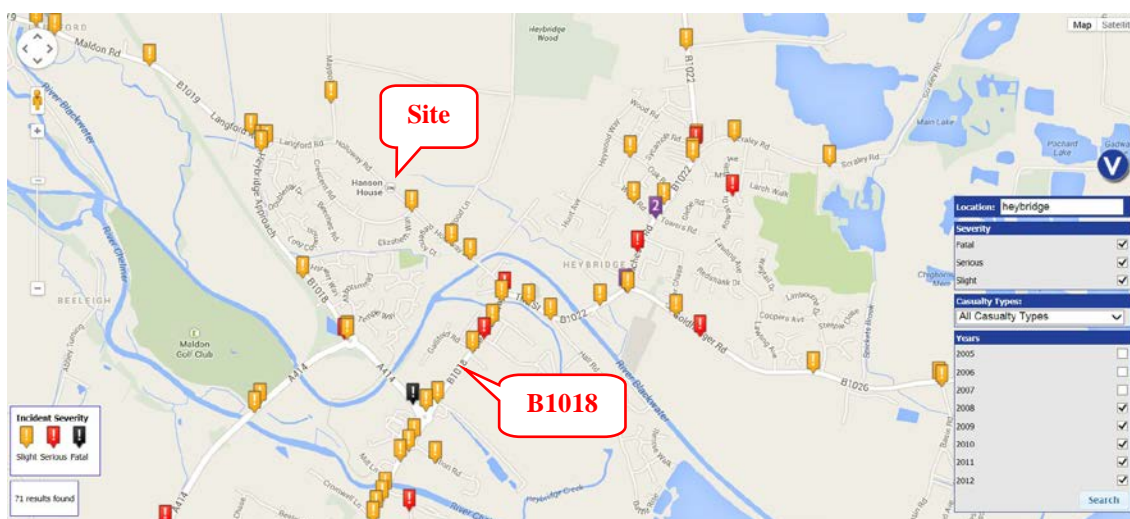


Figure 3: Accident location plan

4.12 It can be seen from **Figure 3** that there appears to be a high occurrence of accidents at junctions on the local highway network and, specifically, on the B1018 carriageway.

4.13 It is therefore suggested that an assessment of the levels and types of accidents that have taken place in the area shown in **Figure 3** over the latest 5-year period should be undertaken given that safety is a key consideration in the planning process.

5.0 SUMMARY & CONCLUSIONS

5.1 This Technical Note has shown that the planned delivery of 1,000 residential dwellings at the North Heybridge site is entirely dependent upon the delivery of a Relief Road that will link Broad Street/Green Road with Holloway Road/Langford Road.

5.2 An essential element of the Masterplanning process will relate to eliminating the potential for community severance, ensuring that an internal network of footways/cycleways are delivered to encourage internal (and external) trips by the sustainable modes and preventing the potential future coalescence with the settlement of Langford.

5.3 The use of 'average' vehicle trip rates (rather than the commonly used 85th percentile rates) within the EH study dated May 2013 in order to forecast the likely vehicle trip generation that would be associated with the North Heybridge site during the morning and evening peak hours is not considered to be robust and is open to **challenge**. It is asserted that 85th percentile trip rates should have been used to ensure robustness, and because it is not known at this point in time what sustainable transport measures would be delivered in accordance with future development at the North Heybridge site.

5.4 Separate traffic studies prepared in December 2010 and May 2013 identify the need to resolve junction capacity issues in Heybridge in order to accommodate future development at the North Heybridge site, whilst also acknowledging that the junction improvements would need to be delivered in tandem with the planned Relief Road. It is assumed that without delivery of the Relief Road a number of junctions on the local highway network would experience chronic congestion, thereby resulting in significant queuing throughout Heybridge at (and outside of) peak times of the day.

5.5 There is currently an absence of information relating to when the planned Relief Road is to be delivered, which will be an important matter to address given the capacity problems that are expected to ensue on the local highway network if development at North Heybridge precedes the planned Relief Road. Furthermore, it is surprising that no assessment has been carried out to assess the potential traffic impact of future development at the North Heybridge site in the event that the proposed Relief Road is not implemented.

- 5.6** The EH report dated May 2013 points out that the A414 and B1018 carriageways will accommodate increased traffic volumes following delivery of planned residential development at North Heybridge (and South Maldon) which could result in congestion problems within the settlements of Danbury and Hatfield Peverel.
- 5.7** In terms of highway safety, it is understood that concerns have been raised about accidents that have taken place on the local highway network throughout Heybridge. There appears to be a high occurrence of accidents at junctions on the local highway network and, specifically, on the B1018 carriageway. It is therefore suggested that an assessment of the levels and types of accidents that have taken place throughout Heybridge over the latest 5-year period should be undertaken given that safety is a key consideration in the planning process.
- 5.8** To this end, at the heart of the NPPF is a presumption in favour of sustainable development, whereby proposed development must be located and designed in ways which reduce both the need to travel and the reliance on the private car. It is considered that notable investment in sustainable transport measures would be required in order to reduce dependence on private vehicle travel and increasing travel choices amongst the future population of the North Heybridge site. Furthermore, the viability of future development at the North Heybridge site is wholly dependent upon the delivery of the proposed Relief Road which is not guaranteed and would be subject to overcoming potential flood risks and registered local opposition to the scheme.

North Fambridge

A Sustainable Vision for Maldon District

A WORKING DOCUMENT

August 2013

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VISION INTRODUCTION



- In this section:
- Overview
 - Strategic Development
 - Delivery Matrix

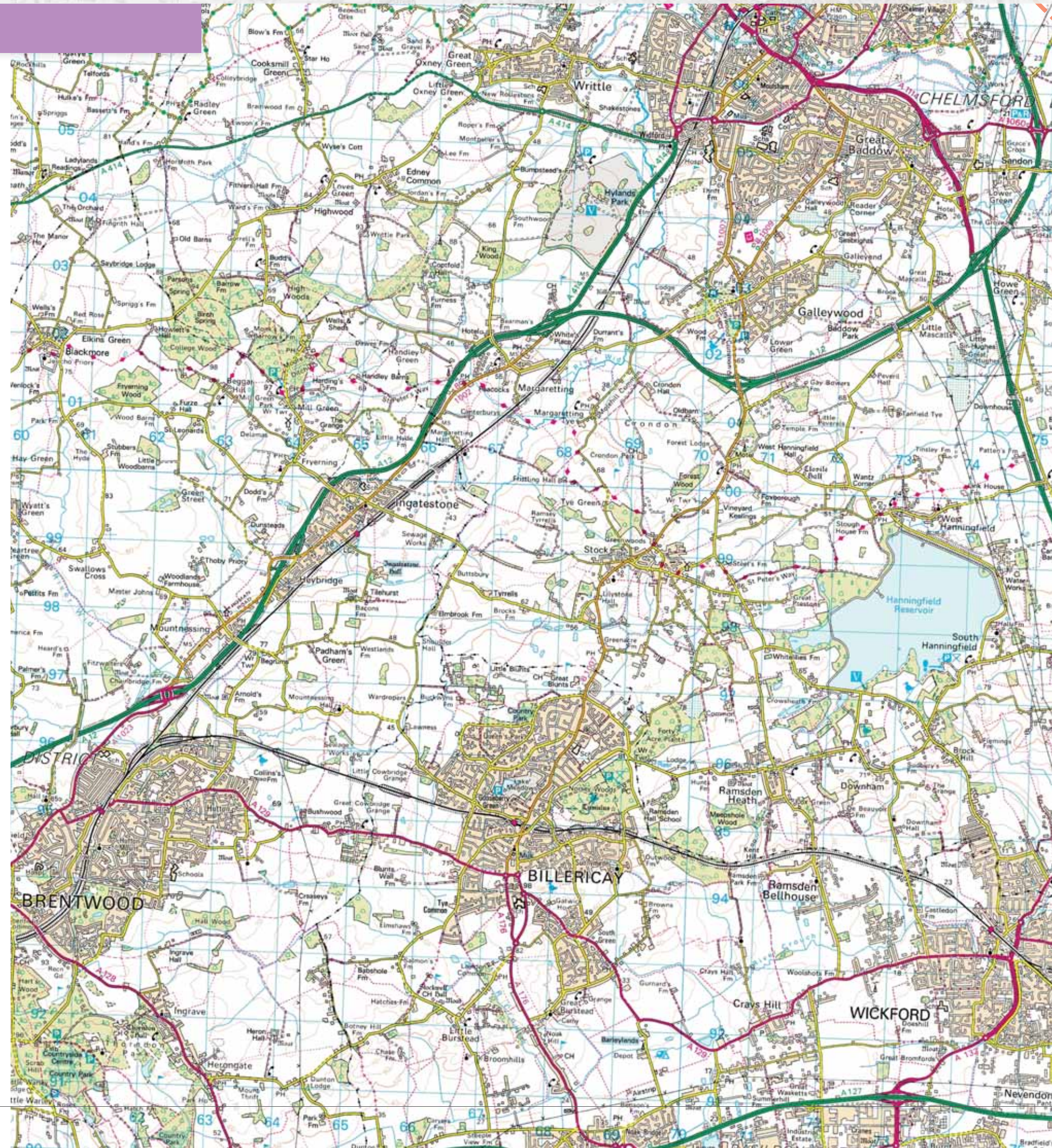
i Introduction

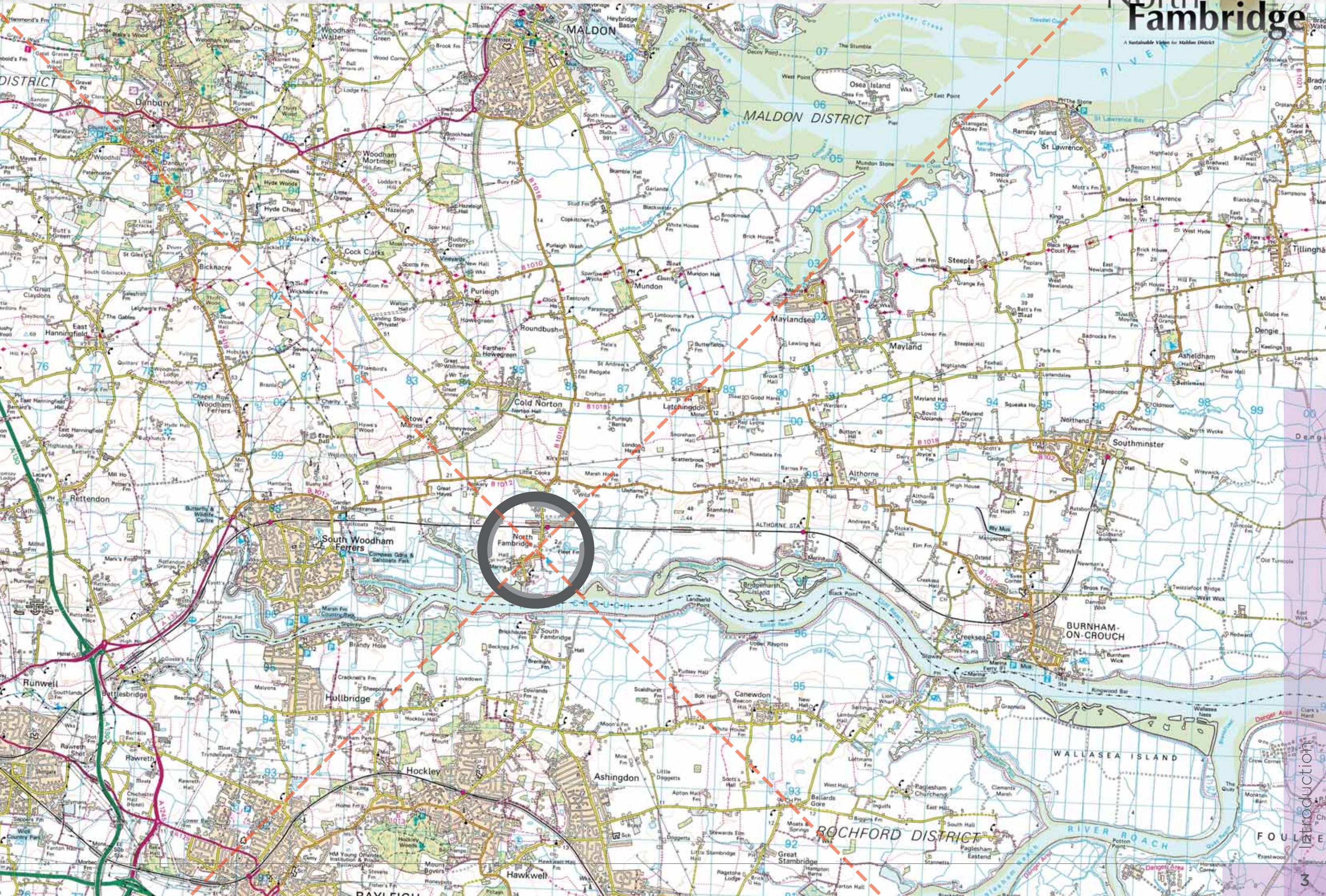
This **Development Framework and Vision** document has been prepared to inform the future strategic development of land at North Fambridge, as identified in the Local Development Plan Preferred Options for strategic growth.

This document demonstrates that a higher housing allocation than that set out in the Local Development Plan can deliver a more **sustainable community with the delivery of important social infrastructure** in North Fambridge.

The document will inform more detailed design proposals for the development and will ultimately be used to progress discussions and consultation with Maldon District Council in respect to the Local Development Plan, North Fambridge Parish Council and the general public.

It marks the first stage in the production of a detailed masterplan and development framework.





i Introduction: Overview

North Fambridge *has been planned to achieve Positive Sustainable Development*

ECONOMIC SUSTAINABILITY



Community self sufficiency

New village centre with commercial space

Jobs created via new **services and facilities**

Improved **communication systems** and **technological infrastructure**

Potential for **mixed uses** incorporating **live/work and home working**

ENVIRONMENTAL SUSTAINABILITY



Excellent **public transport** via road and rail. **Footpath and cycleway** integration

Reducing reliance on the private car by providing services within the village

Allotments and community **orchards, country park** and children's **play space**

Introducing **biodiversity** via integral **wildlife corridors** and **natural** infrastructure

Micro-generation and the use of **renewable energy** sources

SOCIAL SUSTAINABILITY



Creating a **healthy mixed use** community with **schools** and **early years provision**

Walkable, accessible services and **facilities** for the whole village

New spaces and places for local people **to be proud of**

Promoting **healthy living** via new sports facilities and green spaces

Helping to correct the identified **housing need shortfall** in Maldon District

COUNTRY
PARK
POTENTIAL

800 metres

FUTURE
EXPANSION
POTENTIAL

LINKING TWO HALVES OF THE VILLAGE

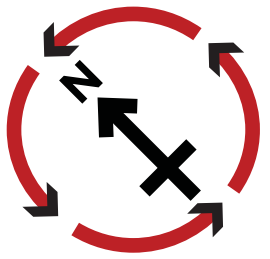
Future development
Zones

Future development
Zones

SCHOOL &
SPORTS

VILLAGE CENTRE

FLOOD RISK AREA



i Introduction: Strategic Development

Strategic development at North Fambridge provides a unique opportunity to create a mixed-use community with safe and direct walking and cycling routes concentrated around Maldon District's key existing sub-regional public transport hub, i.e. North Fambridge Train Station.

North Fambridge as a District Node

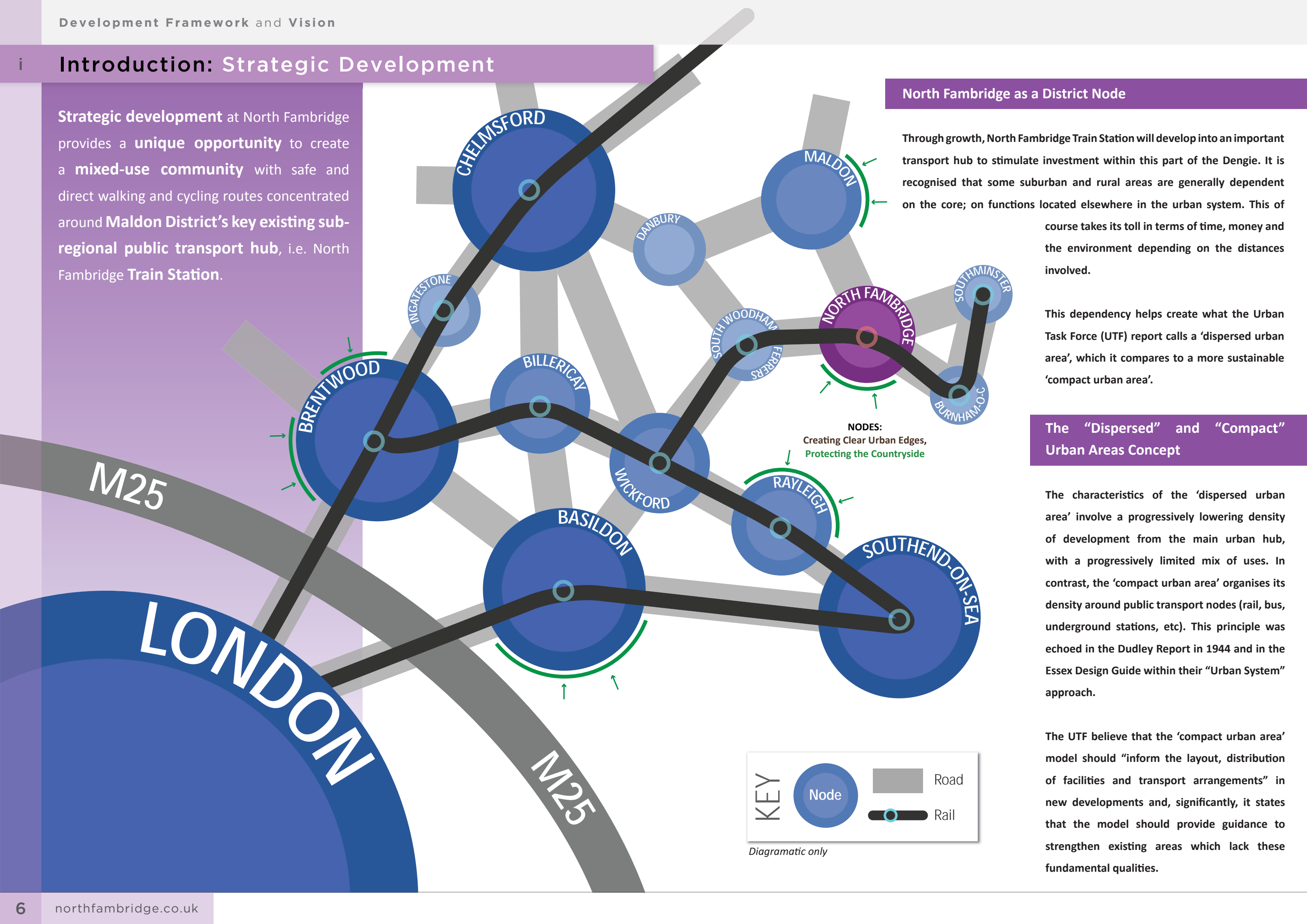
Through growth, North Fambridge Train Station will develop into an important transport hub to stimulate investment within this part of the Dengie. It is recognised that some suburban and rural areas are generally dependent on the core; on functions located elsewhere in the urban system. This of course takes its toll in terms of time, money and the environment depending on the distances involved.

This dependency helps create what the Urban Task Force (UTF) report calls a 'dispersed urban area', which it compares to a more sustainable 'compact urban area'.

The "Dispersed" and "Compact" Urban Areas Concept

The characteristics of the 'dispersed urban area' involve a progressively lowering density of development from the main urban hub, with a progressively limited mix of uses. In contrast, the 'compact urban area' organises its density around public transport nodes (rail, bus, underground stations, etc). This principle was echoed in the Dudley Report in 1944 and in the Essex Design Guide within their "Urban System" approach.

The UTF believe that the 'compact urban area' model should "inform the layout, distribution of facilities and transport arrangements" in new developments and, significantly, it states that the model should provide guidance to strengthen existing areas which lack these fundamental qualities.



NODES:
Creating Clear Urban Edges,
Protecting the Countryside

KEY

		Road
		Rail

Diagrammatic only

SELF-SUFFICIENCY AND COMMUNITY COHESION:
North Fambridge will enjoy a new community focus through the provision of: a new village centre incorporating a 325 to 500 sq m convenience store and up to 2,000 sq m of commercial space for small and medium sized businesses; a new 2.1 ha primary school; early years provision; community and sports hubs.



HOUSING:
Between 850 and 1,250 dwellings, with 40% being affordable to meet the needs of the rural population within the Dengie.

ACTIVE AND HEALTHY LIVING:
Residents will be given the opportunity to live a healthy life through the provision of: new allotments within the village; Country Park and informal open space as well as children's play space; sports hubs containing football and cricket pitches; a comprehensive network of cycle and pedestrian paths.



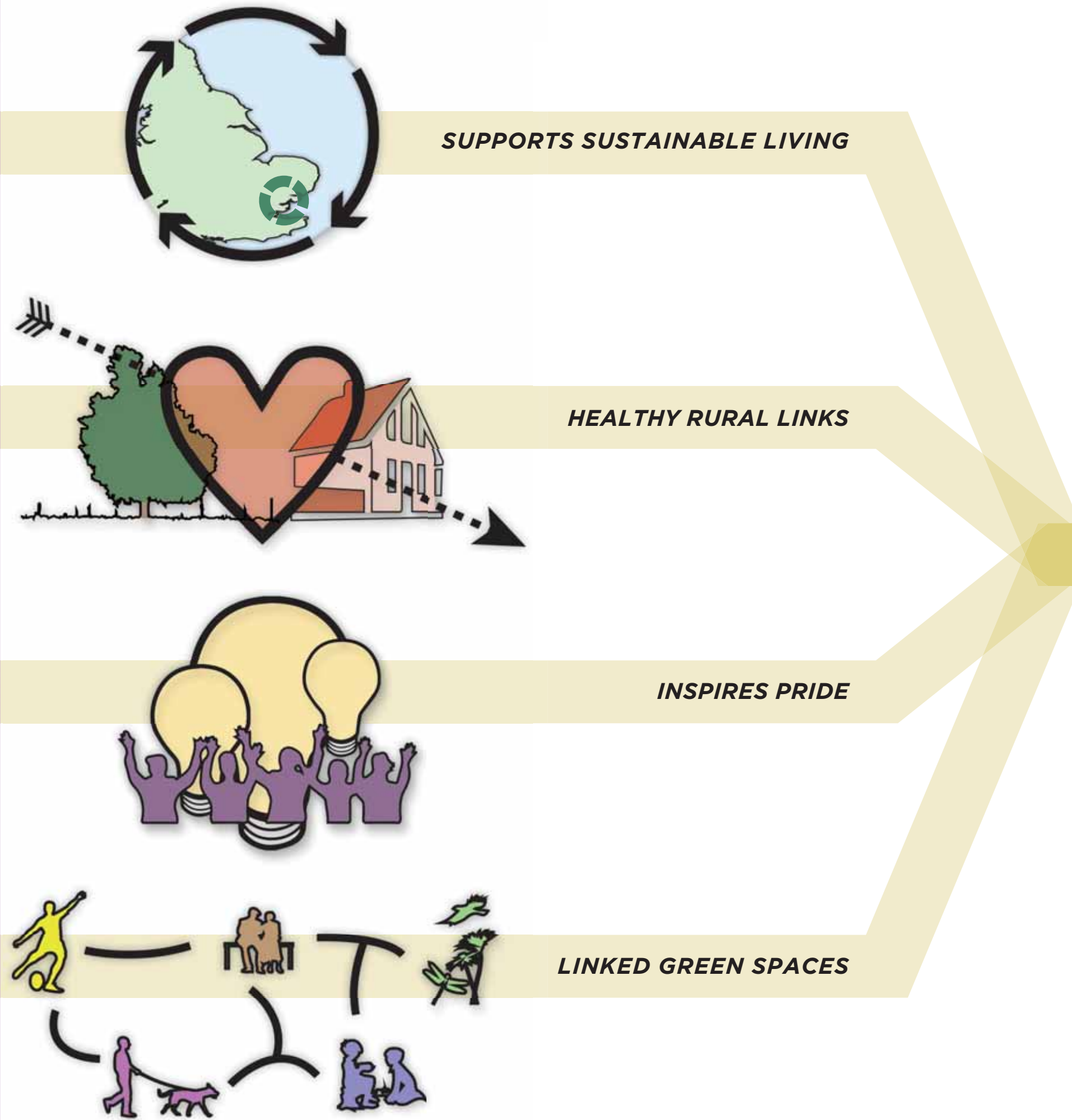
NATURE CONSERVATION:
Biodiversity will be enhanced through the creation of: wildlife corridors; a network of lakes, ponds and ditches; meadows and scrub; and green links.

A LOW CARBON COMMUNITY:
The use of renewable energy sources, such as micro-generation, and minimisation of energy consumption, local food production, walkable neighbourhood, innovative technology and communications systems will make North Fambridge an exemplar in sustainable living.



SUSTAINABLE TRANSPORT:
A regular train service provides linkages with the key employment centres at London, Southend-on-Sea, Brentwood and Chelmsford. An enhanced Dengie Dart and extension of the bus network to serve the village will provide access to variety of services and facilities in the wider area.

i Introduction: Delivery Matrix



A development of between 850 and 1,250 dwellings at North Fambridge would be of a scale that offers opportunities to build a sustainable community as well as to create a strong sense of place, distinctive character and make environmental enhancements through design. A new community of this size would ensure the success of services and facilities developed for it.



PLACE MAKING STRATEGY

Settlement Development

- To understand and learn from the growth of the settlement
- To assess and rectify current issues through a process of positive planning

Character & Buildings

- The design process, the layout structure, and form provide a development that is appropriate to the local community
- Ensuring development integration with existing buildings and uses, and landscape

SETTLEMENT STRATEGY

Homes & Jobs

- Homes to meet local housing needs
- Development will support the local economic vitality of the area and support employment growth

Facilities & Services

- Provision of community infrastructure such as a primary school and early years space
- Significant areas of public open space and formal sports provision
- Children's play space

Connectivity

- The layout will encourage residents to cycle and walk, and an enhanced public transport network will be incorporated
- Strong urban form will create a clear hierarchy of routes and legible townscape
- Well connected network of attractive green spaces

ENVIRONMENT STRATEGY

Climate & Resources

- Flood risk mitigation
- To promote the more sustainable use of resources related to both the construction and the operation of new development
- Reducing greenhouse gas emissions and achieving building efficiencies

Ecology & Biodiversity

- Enhancement of retained habitats and the creation of new habitats - locally distinct green infrastructure
- Extensive green space provides opportunities for everyone to enjoy the natural environment

PLACE MAKING STRATEGY



A development that has a **distinct character** whilst being appropriate to its **context**, taking into account both its **unique landscape and estuarine setting** and the existing settlement pattern of North Fambridge as well as the opportunity to **create a quality urban form** based on best practice.

In this section:

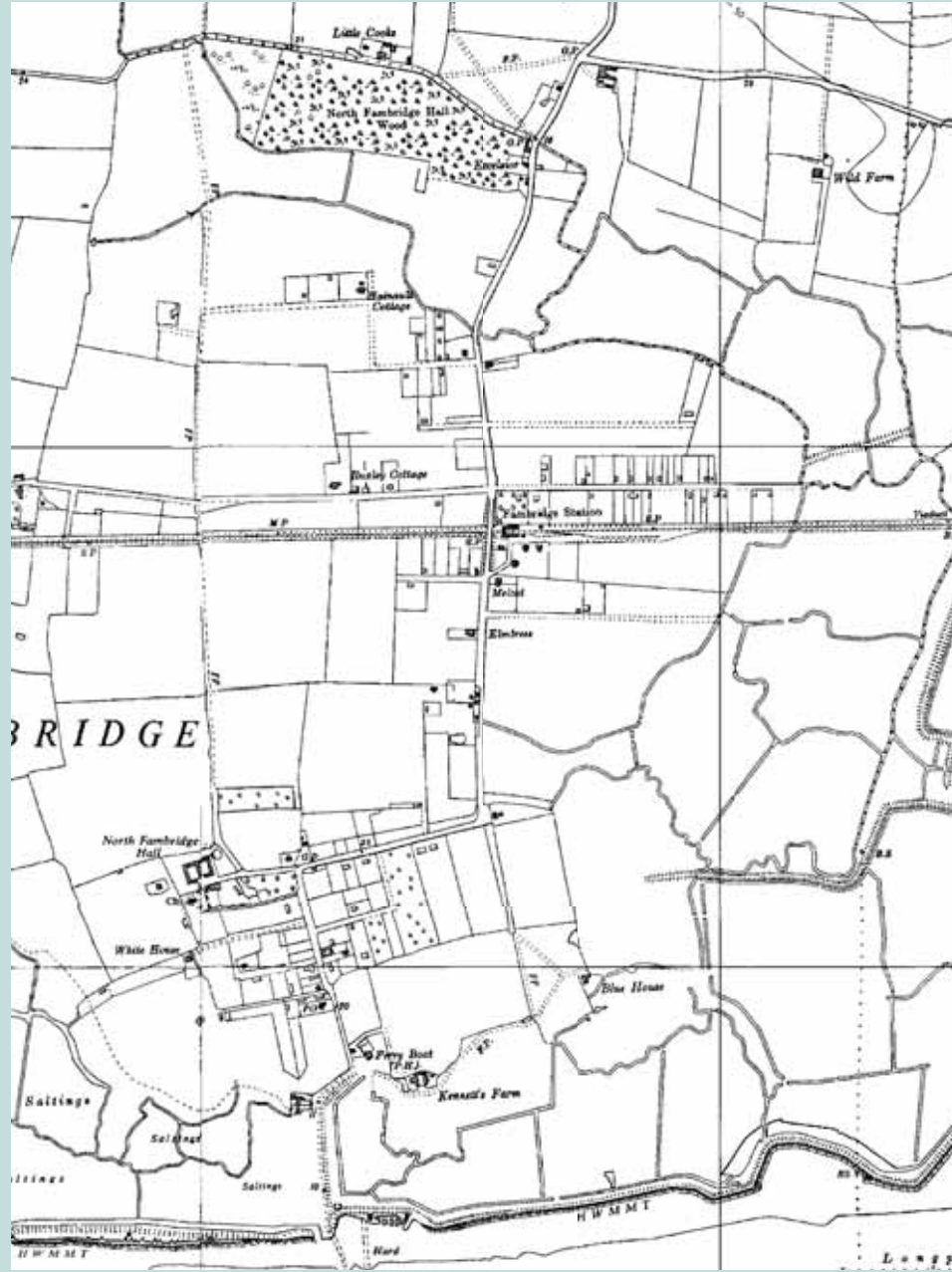
- Settlement Development
- Character & Buildings

KEY FINDINGS

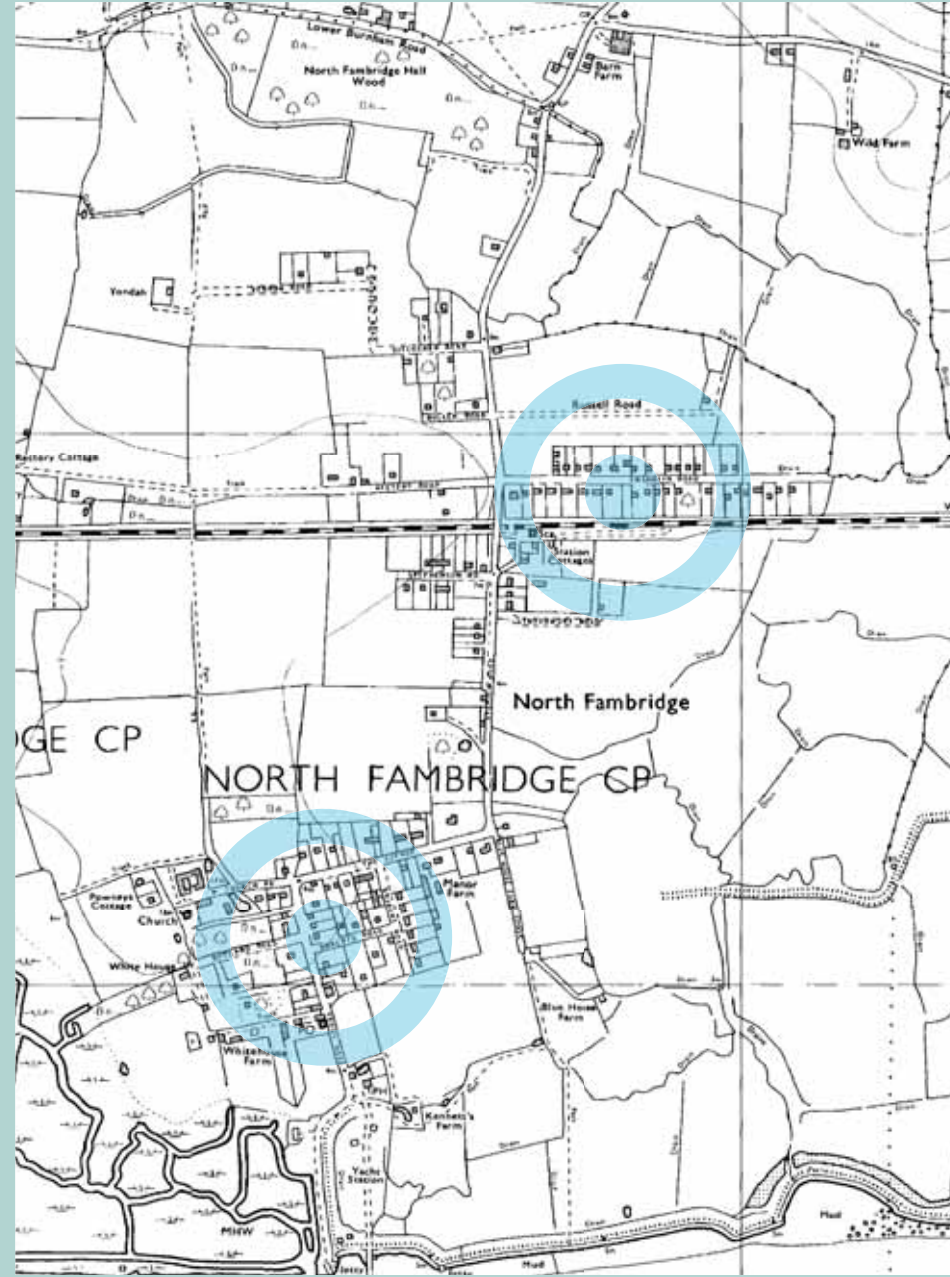
1	<p>VILLAGE GRID PATTERN: North Fambridge exhibits a loose grid pattern of streets.</p> <p>VISION: <i>Grid patterns provide for excellent permeability and legibility, however can appear urban in form. A careful balance of grid structure and rural integration should be sought.</i></p>
2	<p>LINEAR “ROADS TO NOWHERE”: Several roads in North Fambridge spur off Fambridge Road in a straight linear arrangement with no corners or bends. Several of these roads do not connect any further with the existing village, creating a disjointed urban form.</p> <p>VISION: <i>Such roads help to define North Fambridge, and are unique features; their character can be transposed to new development, however, cul-de-sacs represent poor design, so where possible existing roads and those proposed will promote new movement.</i></p>
3	<p>VARIED BUILDING HEIGHTS AND ARCHITECTURAL VERNACULAR: There is a great mix of architectural styles, building heights and densities. There is no historic core and development is characterised by its varied and post-1970 built form.</p> <p>VISION: <i>To provide an integrated, connected village which respects and links to its current disjointed assets, and treats current development with respect.</i></p>
4	<p>SEVERE EDGES BETWEEN THE RURAL AND VILLAGE: The boundaries between village and countryside are currently distinctive and poorly integrated. Gardens and their paraphernalia abut directly onto the countryside with no buffer. Streets stretch into and are isolated in the countryside setting.</p> <p>VISION: <i>To greatly improve this situation by ensuring new development addresses the rural landscape appropriately via buffering and other methods such as green corridors. Potential to improve the appearance of the village from the outside in.</i></p>
5	<p>DENSITY: The village density ranges from 15 - 17 dwelling units per hectare, with higher densities to the south. Low densities are mainly the result of large detached homes permeating through the village.</p> <p>VISION: <i>To ensure there is no negative juxtaposition of densities, and to ensure new development respects and integrates with form and grain in sensitive areas, whilst maximising land use efficiency in others.</i></p>

S1 Place Making Strategy: Settlement Development

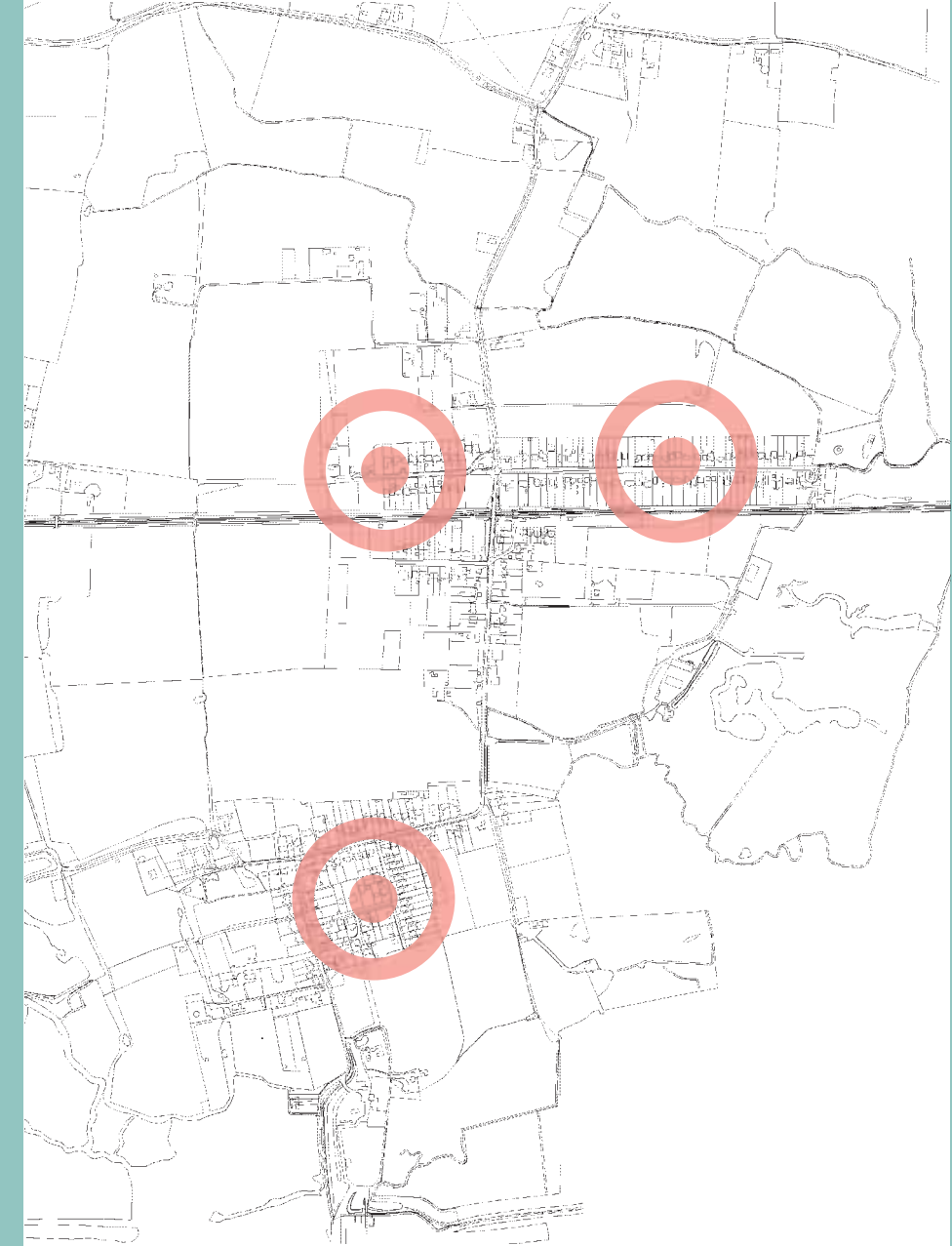
1961: Small and Sporadic...



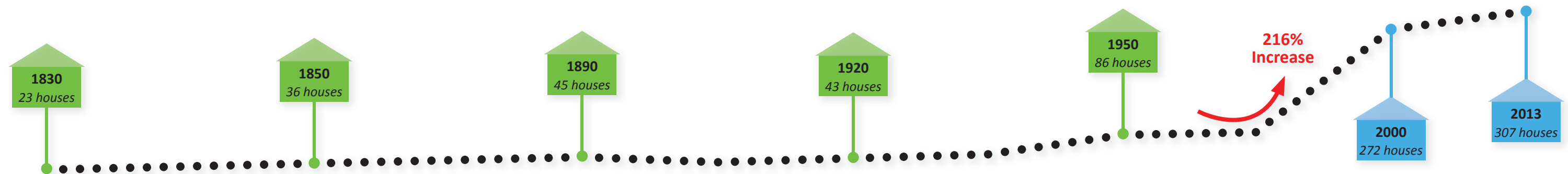
1974: Significantly Expanded...



1974 - 2013: Densified...



House Numbers in North Fambridge since the 1830s:



Pre-1960s

1970s

1990s

2000s



North Fambridge - A “new village” ?

The graph (left) shows the number of households in North Fambridge Parish area between 1831 and 2011 (UK census data), and in addition to the historical maps show that North Fambridge has grown significantly only very recently. The historic pattern of growth in the village is one of expansion, most likely lead by favourable context and good access arrangements to surrounding areas and London.

S1 Place Making Strategy: Character and Buildings

Aerial View



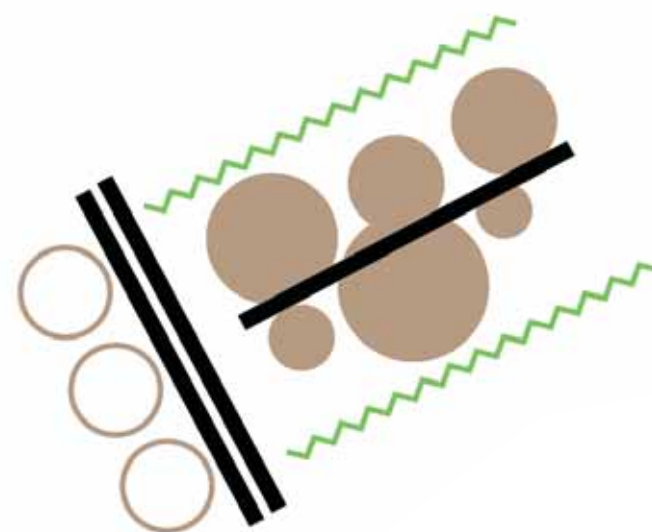
Figure Ground & Density



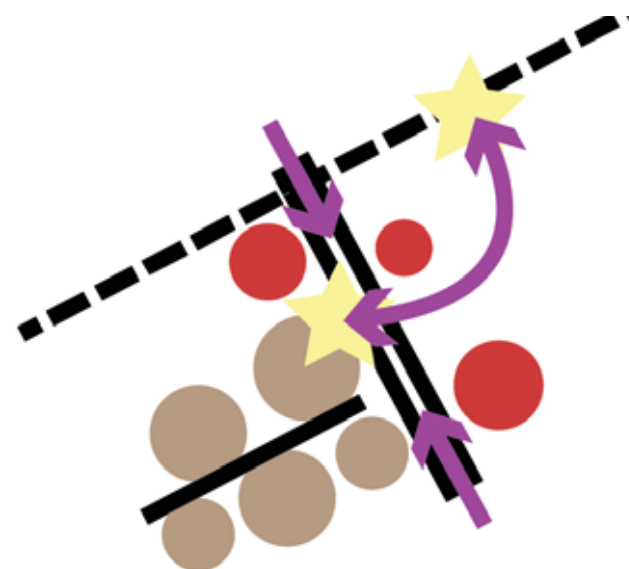
Urban Form and Character

Contextual Photos

- Extremely linear – roads to nowhere
- Detached dwellings with garaging
- Gardens back onto countryside (exposed)
- Wide variation in age mass and style
- No dwellings front Fambridge Road



- Still linear, however more compact.
- Varied dwelling style, but tend to be two storeys
- Many houses front Fambridge Road
- Train station and bus stops injects activity into the area
- Bridge and older dwellings provide visual interest



- Detached from the northern activity areas
- Higher density
- Linear development again, although "block" forming
- Wide variation in age mass and style of dwelling (most large)
- Church, hall, pub, and marinas help define area, but all on outskirts



SETTLEMENT STRATEGY



A vibrant and diverse community providing homes, jobs and a range of supporting services and facilities that are easily accessible to local people.

In this section:

- Homes & Jobs
- Facilities & Services
- Connectivity

KEY FINDINGS

1	<p>DISTRICT HOUSING REQUIREMENTS:</p> <p>There is a need for 4,500 new dwellings over the 15 year plan period. North Fambridge is identified as a strategic growth location.</p> <p>VISION:</p> <p><i>By providing 850 – 1,250 new dwellings (incorporating mix and affordability) in North Fambridge, a sustainable, self-sufficient and viable community can be created, helping to significantly reduce current district housing pressures.</i></p>
2	<p>MAKING EFFICIENT USE OF LAND:</p> <p>30 dwellings per hectare and above densities are considered efficient uses of land; however densities are lower in North Fambridge given its rural setting.</p> <p>VISION:</p> <p><i>To strike a balance between context and density to enable the efficient utilisation of the key public transport corridor represented by North Fambridge Railway Station.</i></p>
3	<p>PROVIDING JOBS AND SERVICES:</p> <p>There are limited jobs and services in the village. Residents have to leave, often relying on private car for basic needs.</p> <p>VISION:</p> <p><i>Development at North Fambridge provides opportunity to create a self-sufficient village with the introduction of facilities and services, offices and jobs – only made viable via a housing critical mass and appropriate framework and vision.</i></p>
4	<p>CREATING A VILLAGE CENTRE, SCHOOL AND RECREATION:</p> <p>There is currently no defined village centre, sports facilities are limited, and no school.</p> <p>VISION:</p> <p><i>The development of such facilities in North Fambridge will play a vital sustainability role and will be a key focus of the community, reducing pressures on facilities elsewhere.</i></p>
5	<p>PROMOTING CONNECTIVITY:</p> <p>North Fambridge is ideally placed within the wider network of towns and villages, with a regular train service through to London and existing bus services.</p> <p>VISION:</p> <p><i>To fully take advantage of the villages current assets, and to improve internal movement and external gateway points, promoting sustainable travel methods.</i></p>

S2 Settlement Strategy: Homes and Jobs

HOUSING NUMBERS

North Fambridge was identified in June 2012 as a strategic growth location for an additional 300 dwellings. An increase of this level to between 850 and 1,250 would deliver a more sustainable community in an accessible part of the District through the provision of a village centre, education, community spaces and public open space. The Council has recently indicated that it will need to increase its housing requirement to 4,500 dwellings over the next 15-years. A strategic development at North Fambridge would make an important contribution to this supply and would also provide a long-term housing supply beyond 15 years.

HOUSING DENSITY

The Council's Local Development Plan Preferred Options document supports the efficient use of land and densities in excess of 30 dwellings per hectare. The prevailing character of North Fambridge is densities closer to 15-20 dwellings per hectare. To utilise the efficient use of land and proximity to a public transport hub, a balance will need to be struck between the existing density character of North Fambridge and the need to utilise land in a sustainable location and in close proximity to a key public transport corridor.

HOUSING MIX

The housing mix will be informed by local and national policy, the Council's Strategic Housing Market Assessment, as well as best practice and good urban design theory. A sustainable community is diverse and this means the development must provide for the different needs of many groups and a mix of housing types will ensure that a wide range of families, age groups and communities from different cultural and economic backgrounds are attracted to North Fambridge.

HOUSING TENURE AND AFFORDABILITY

A range of housing tenure and affordability will be established based on local policy.

OFFICE

There is an opportunity to develop a 2,000 sq m small and medium sized business complex with good access to North Fambridge Train Station. This will support start-up businesses, encourage the growth of existing companies and harness economic growth in a sustainable location with good public transport links. This could create 100 jobs.

VILLAGE RELATED RETAIL

At the heart of the community is the need for small-scale convenience retail to supply the everyday needs of the village. This could include a 325 to 500 sq m convenience store and could create 20 jobs.

LIVE/WORK UNITS AND HOME WORKING

Flexible residential dwellings will be encouraged that are either designed as specific live/work units or encourage home-working. This will support flexible working practices, reduce the need to travel, retain and encourage economic wealth creation and enterprise in North Fambridge and increase vitality within the village.

Conceptual Vision



S2 Settlement Strategy: Facilities and Services

VILLAGE CENTRE

To support a vibrant and diverse community, a mixed-use village centre will be created with small-scale retail and community facilities.

EARLY YEARS AND PRIMARY EDUCATION

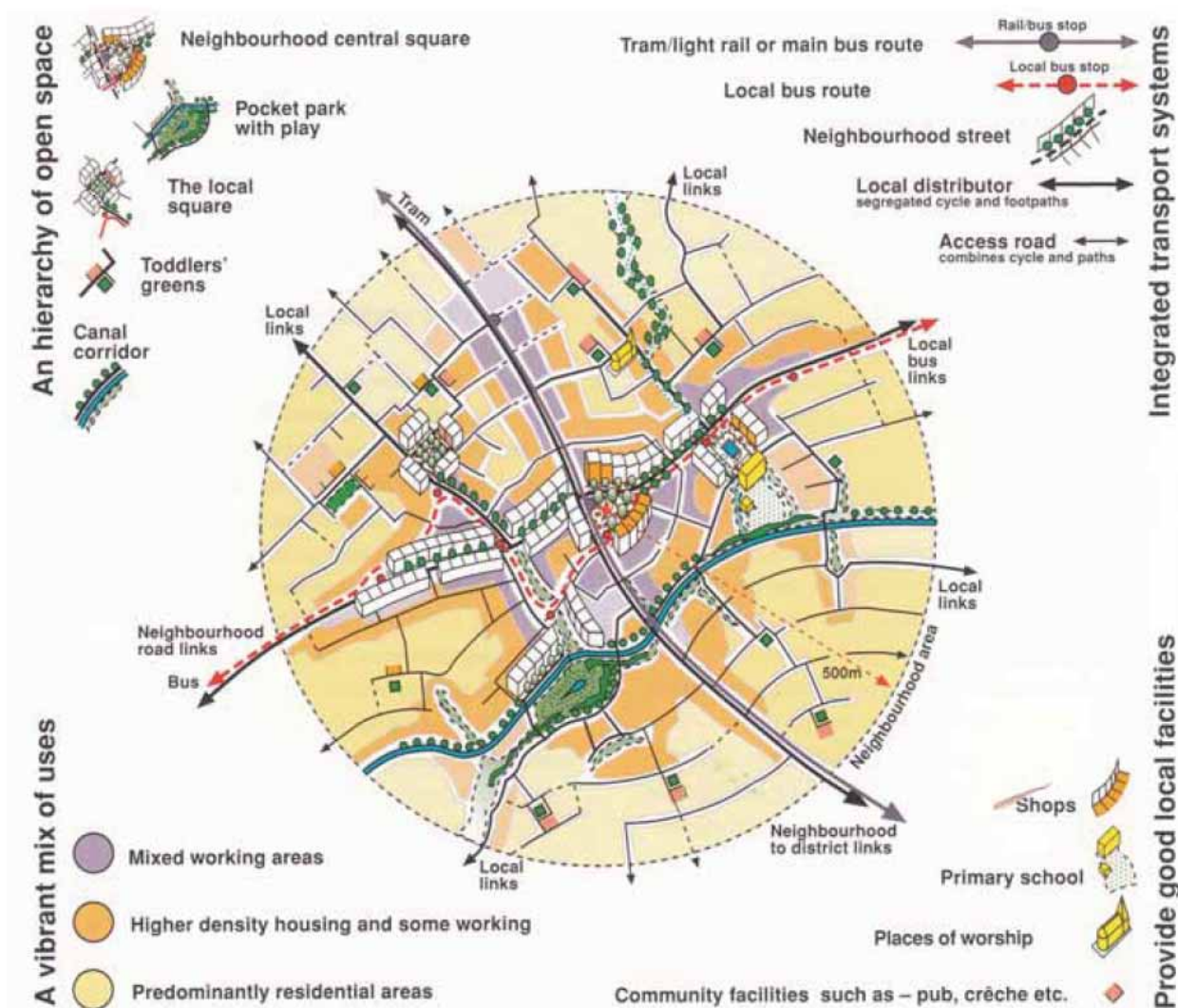
The development of early years provision and a 2.1 ha primary school in North Fambridge will play a vital role and will be a key focus of the community and their provision will prevent the need for children to go elsewhere for learning, thus reducing the need to travel and maintaining a community feel. The primary school could also play a secondary role as a community centre. A new primary school could support in excess of 20 jobs.

SPORTS, RECREATION AND OPEN SPACE

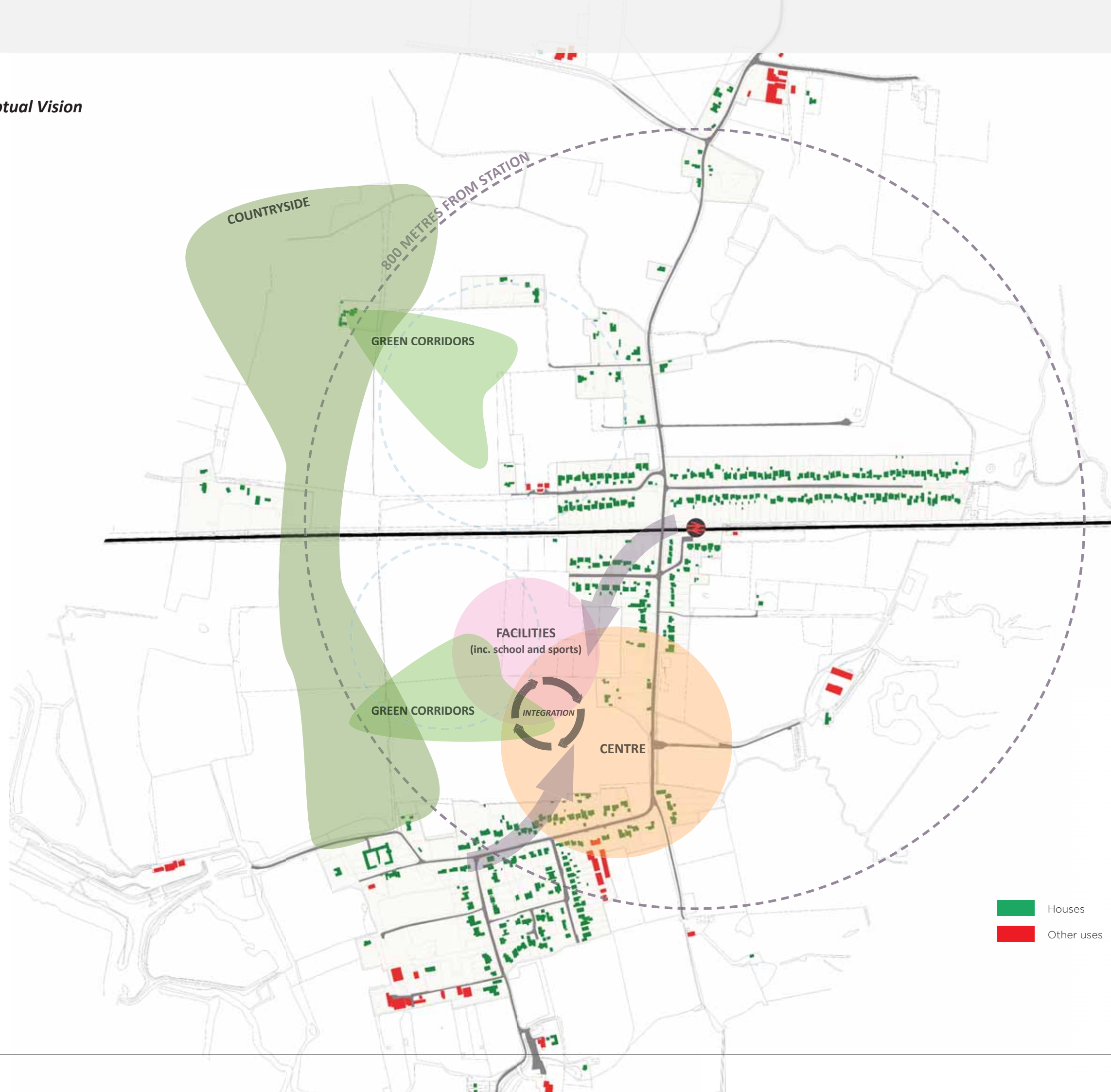
Access to different types of sports, recreation and open space is essential to any sustainable community as it promotes healthy and active lifestyles and creates opportunities for social interaction. A hierarchy of different spaces could include:

- Sports provision such as football and cricket pitches;
- Open space and gardens that will include a new community green, as well as child play space. Open space will be provided throughout the development;
- Natural green space, particularly along the key bio-diversity corridors; and
- Allotments, which provide valuable green spaces for sustainable food production and social interaction.












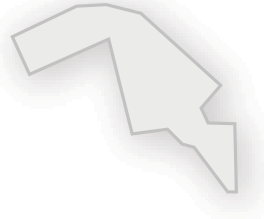
This will allow different age and cultural groups to use different spaces in different ways, at different times.

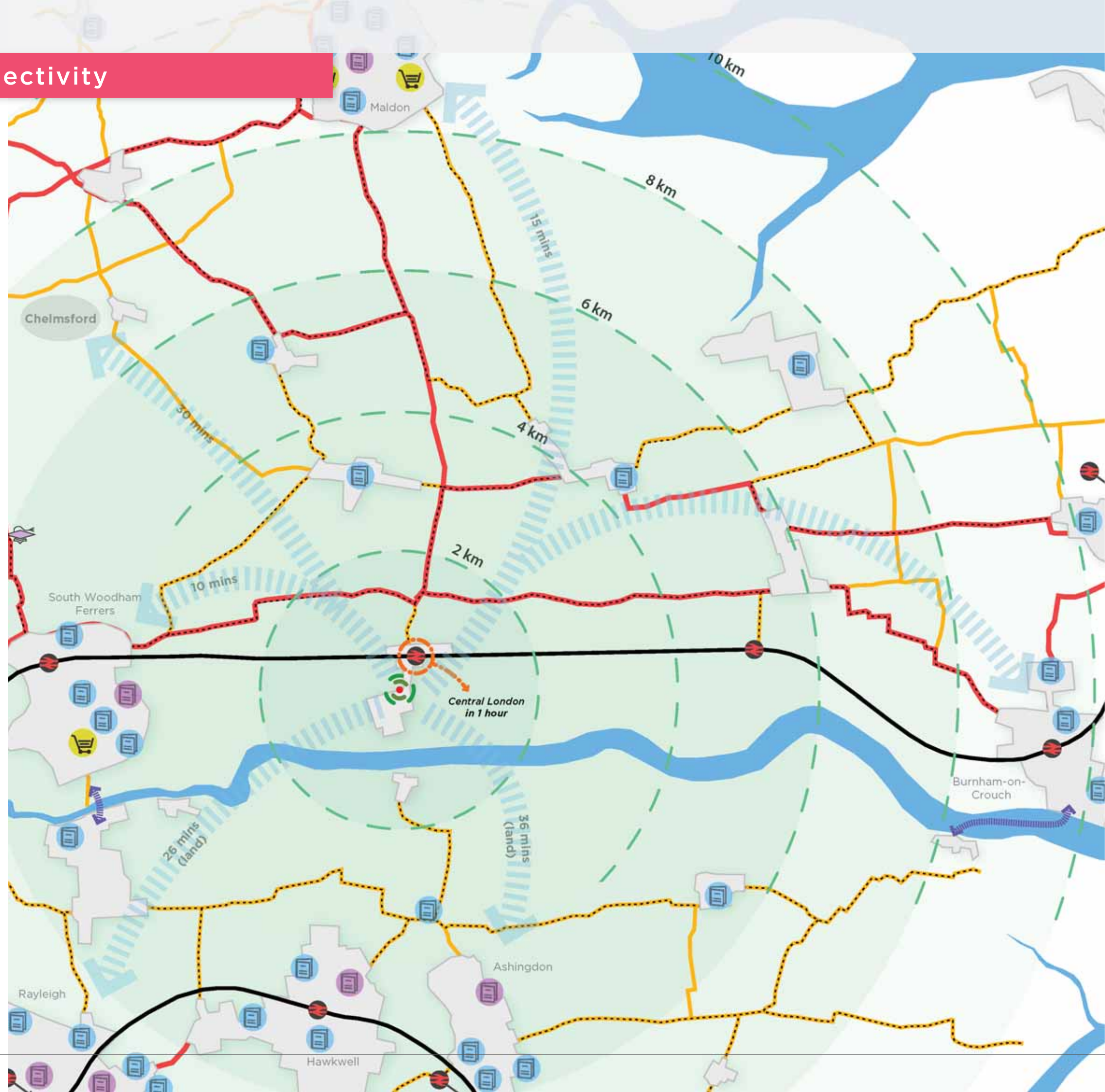


Conceptual Vision

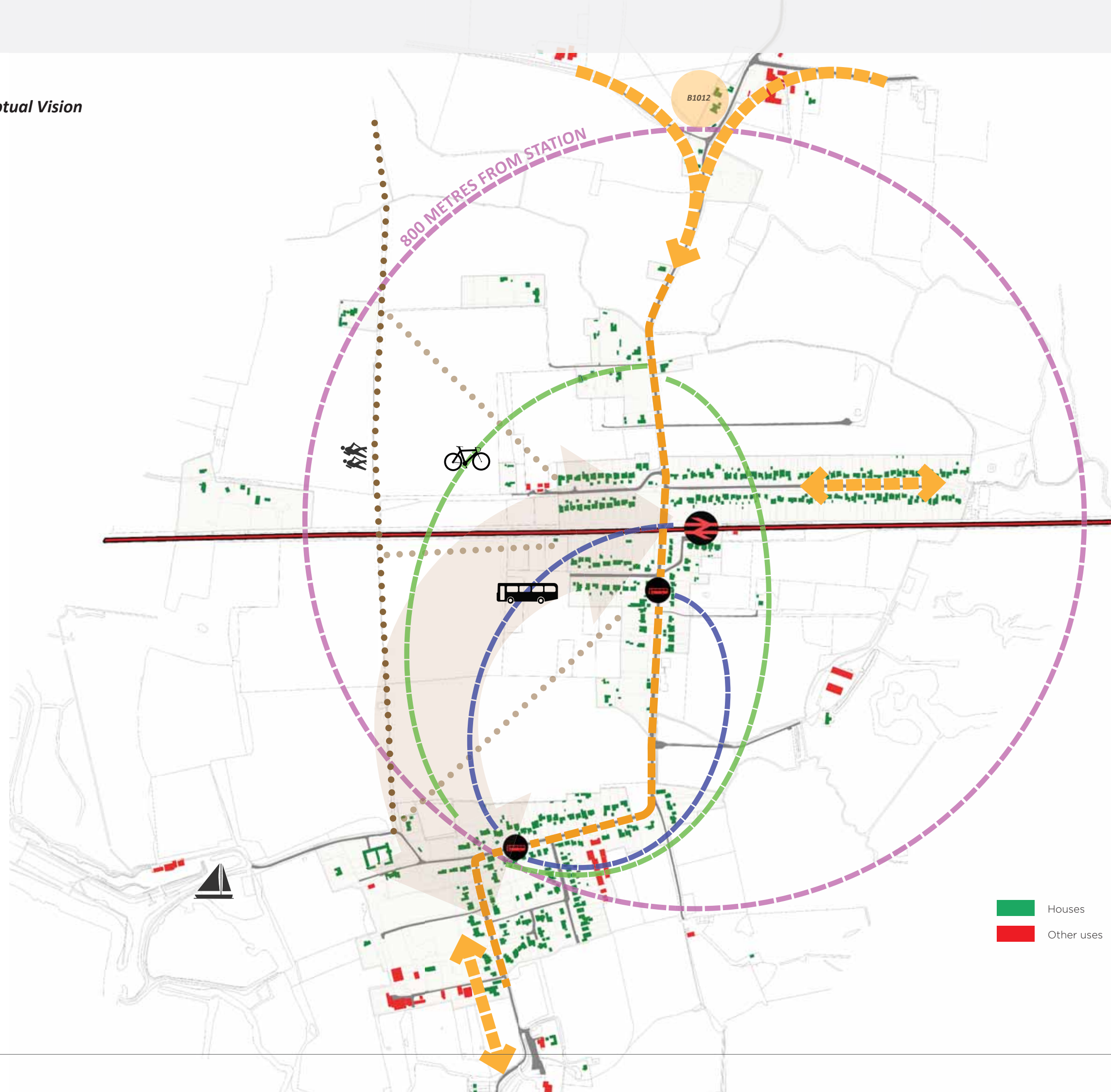


S2 Settlement Strategy: Connectivity

-  North Fambridge
-  Distance from site (2 Km)
-  Secondary School
-  Primary School
-  Supermarket
-  Secondary Road
-  Primary Road
-  Bus Lines
-  Train Station
-  River Crossing
-  Distance (Drive time over land)
-  Built Up Area



Conceptual Vision



- Houses
- Other uses

ENVIRONMENT STRATEGY



A development that **conserves and enhances** the area's ecological value and bio-diversity whilst **minimising its impact on climate change** through the promotion of **sustainable resources and efficient buildings**.

In this section:

- **Climate & Resources**
- **Ecology & Biodiversity**

KEY FINDINGS

<p>1</p>	<p>MITIGATE FLOOD RISK:</p> <p>Flood risk areas surround North Fambridge – however there are areas of higher land within the village.</p> <p>VISION:</p> <p><i>To develop on land at the least risk of flooding, and utilising flood areas for other suitable uses, such as open space and parkland areas.</i></p>
<p>2</p>	<p>MANAGE SURFACE WATER RUN OFF:</p> <p>Development can displace or worsen flooding in other areas of the village.</p> <p>VISION:</p> <p><i>To establish a sustainable drainage network including ponds and swales, and incorporate these features into the design of the development. There is potential to integrate this system with the rest of the village, reducing current flooding issues.</i></p>
<p>3</p>	<p>RESOURCES AND EFFICIENT BUILDINGS:</p> <p>Climate change and rising sea levels will affect national prosperity and social cohesion. Energy prices are increasing creating the need for more efficient technologies.</p> <p>VISION:</p> <p><i>Potential on-site energy generation opportunities will be explored, and buildings built to meet and exceed sustainable homes standards.</i></p>
<p>4</p>	<p>LANDSCAPE SETTING:</p> <p>North Fambridge currently exhibits a blunt relationship with the surrounding landscape, with poor ecological integration.</p> <p>VISION:</p> <p><i>To create a strong landscape setting to the village, integrating the surrounding countryside successfully into a holistic settlement, and promoting a range of exceptional green spaces.</i></p>
<p>5</p>	<p>ECOLOGY AND BIODIVERSITY:</p> <p>North Fambridge is in close proximity to a number of locally designated sites of environmental importance.</p> <p>VISION:</p> <p><i>North Fambridge will be developed as an area of rich ecology and biodiversity, using existing features as an opportunity to develop a comprehensive green space network incorporating wildlife corridors and habitats.</i></p>

S3 Environment Strategy: Climate and Resources

In the long-term, the UK is likely to see more extreme weather events, including hotter and drier summers as well as flooding and rising sea levels and that this will affect national prosperity and social cohesion. The national objective is to minimise vulnerability and provide resilience to climate change and also technical innovation in mitigating climate change.

Mitigating flood risk :

The approach is to avoid development in these areas, generally leaving them to be open green space and parkland areas.

Development of this scale is likely to create surface water run-off due to the urbanisation of the area. The overall strategy is to drain the surface water into several ponds. The surface water will need to be transferred from the development area to the ponds via a network of pipes and swales. Water and drainage are significant design considerations, with the following principles to be taken into account:

- Manage water holistically to minimise impact on the natural water cycle;
- Manage rainwater through an exemplar sustainable drainage strategy for the benefit of the development and surrounding community;
- Opportunity to use drainage water features as an integral part of the design and character of North Fambridge ;
- Opportunity to promote water conservation in both residential and non-residential properties.

Resources

Potential on-site energy generation opportunities will be explored from low and zero carbon technologies. An energy hierarchy will be developed, starting with the need to reduce the demand for energy (e.g. insulation, solar shading), followed by increased energy efficiency (e.g. through accurate metering, controls) and then finally providing new energy through low carbon and renewable energy supply options.

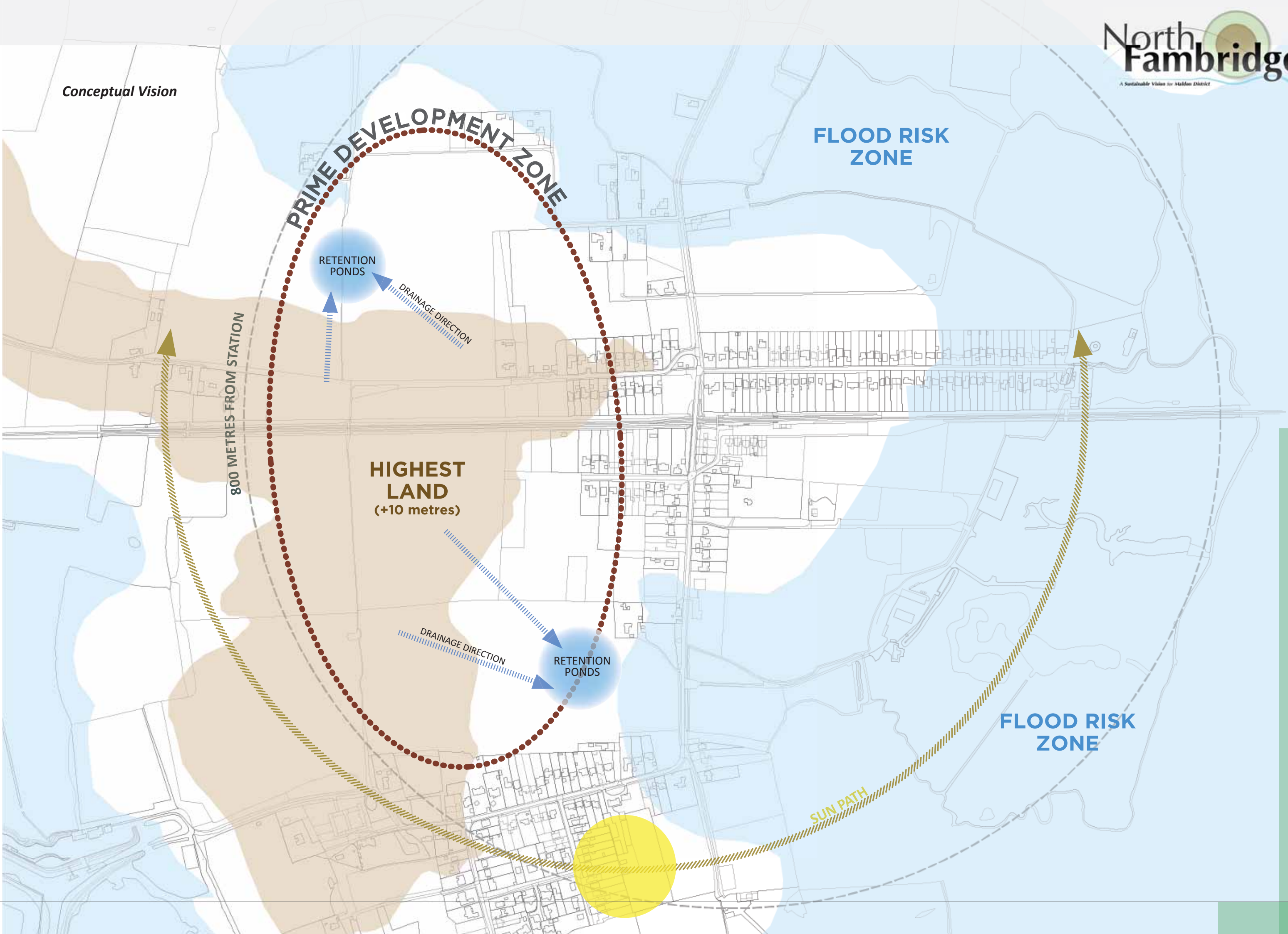
Efficient Buildings

It is important that the design of the individual buildings contributes to the overall sustainability of the whole development.

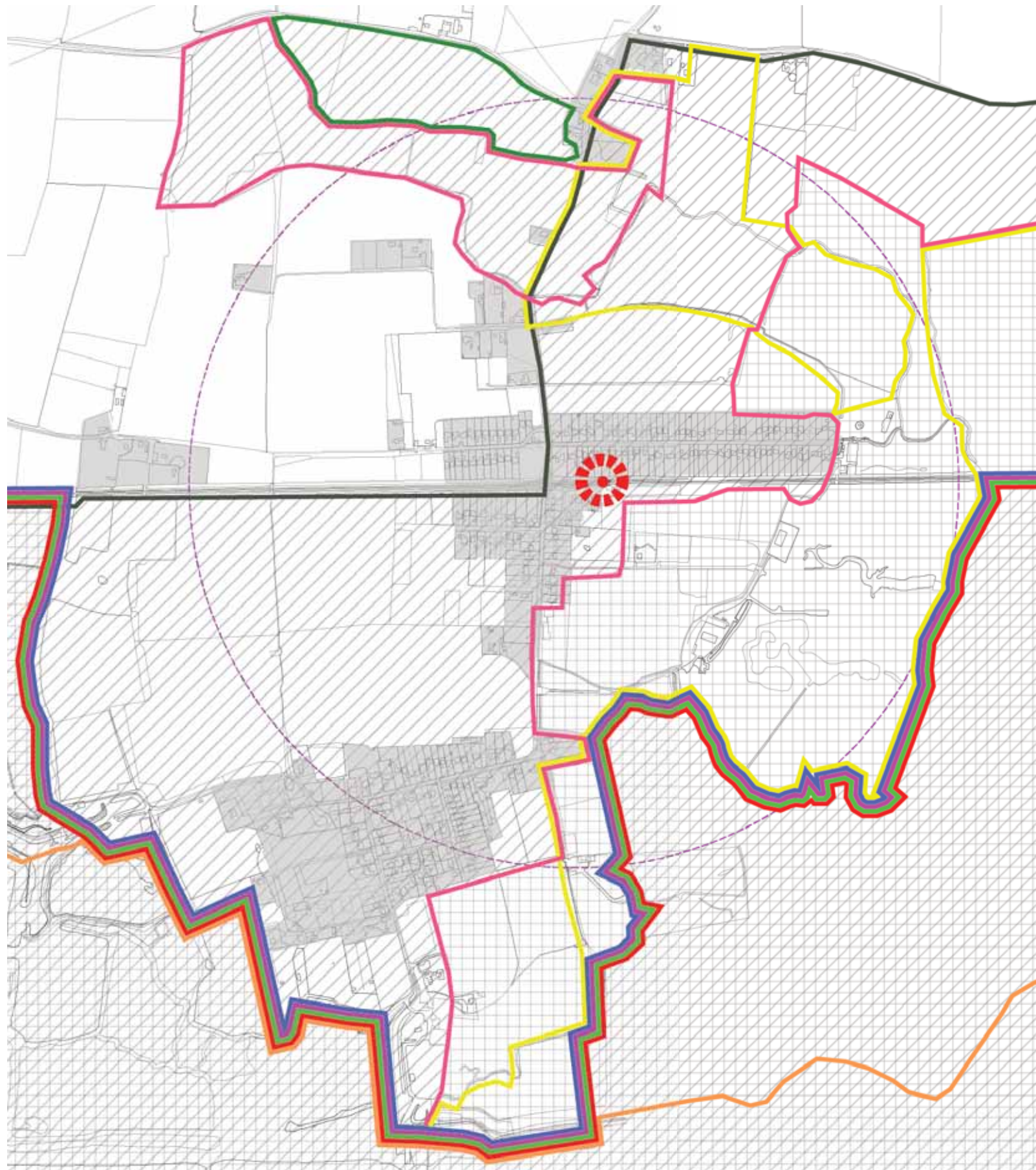
For the residential units, the key standards for measuring environmental efficiency and livability are: the Code for Sustainable Homes; Building for Life, which promotes design excellence and best practice in house building; the NHER, which provides a rating scale for the energy efficiency of housing and Lifetime Homes, which seeks to provide accessible and adaptable housing accommodation for everyone. Non-residential buildings will be assessed against BREEAM standards which consider a building's environmental performance.

Sustainable development should also cover the construction and management of the buildings. Buildings must be designed and constructed in a sustainable way.

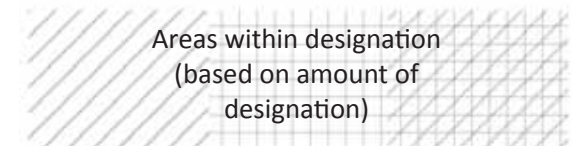
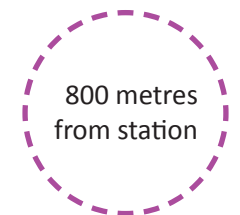
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S3 Environment Strategy: Ecology and Biodiversity



Environmentally Sensitive Areas	An Environmentally Sensitive Area (ESA) is a type of designation for an agricultural area which needs special protection due to the landscape, wildlife or historical importance.
Coastal and Floodplain Grazing Marsh	Grazing marsh coastal or floodplain are periodically inundated pasture or meadows with ditches to maintain water levels containing standing brackish or fresh water. Ditches are especially rich in plants and invertebrates.
Environmentally Sensitive Area Agreement	Environmentally Sensitive Area agreements were offered as incentives to encourage farmers to adopt agricultural practices which would safeguard sensitive areas.
Special Protection Area	Special Protection Areas (SPA's) are areas of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within EU countries.
RAMSAR	RAMSAR sites are wetlands of international importance. Wetlands are defined as areas of fen, peatland or water, natural or artificial, permanent or temporary, with water that is static or flowing, fresh, brackish or salt.
SSSI	SSSI's are the country's best wildlife and geological sites, including the most spectacular and beautiful habitats; wetlands teeming with birds, chalk rivers, flower-rich meadows, shingle beaches and upland peat bogs.
Important Bird Area	Hold significant numbers of one or more globally threatened species; are one of a set of sites that together hold a suite of range or biome-restricted species or have large numbers of migratory or congregatory species.
Special Area of Conservation	Special Area of Conservation (SACs) provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.



Conceptual Vision

POTENTIAL FOR PUBLIC PARKLAND

CREATING A STRONG LANDSCAPE SETTING

CREATING A STRONG LANDSCAPE SETTING

A NETWORKED RANGE OF GREEN SPACES

CREATING A STRONG LANDSCAPE SETTING

North Fambridge will be developed as an area of rich ecology and biodiversity with an exceptional green landscape setting.

Although the development area does not contain any internationally or nationally designated sites for nature conservation, it is in close proximity to a number of designated sites. This provides an opportunity to develop a comprehensive network of green space that includes:

- A strong landscape setting to the village;
- A range of habitats for wildlife and biodiversity interest;
- A range of environments for children's play including formal play provision and large areas of informal open space and parkland;
- A high level of sports provision via four sports hubs broadly serving each of the three development sectors;
- Recreational open space;
- Community orchards and allotments.

S4 Vision Framework

VISION FRAMEWORK



A **strategic extension** at North Fambridge provides an **excellent opportunity** to develop a **mixed-use community** that would be sufficiently large to support and sustain **essential services and infrastructure** such as transport, employment, school provision, and retail.

In this section:

- **Indicative Plan**
- **Plan Detail**

S4 Vision Framework: Indicative Plan



COUNTRY
PARK
POTENTIAL

800 metres

FUTURE
EXPANSION
POTENTIAL

LINKING TWO HALVES OF THE VILLAGE

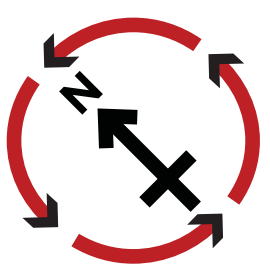
Future development
Zones

Future development
Zones

SCHOOL &
SPORTS

VILLAGE CENTRE

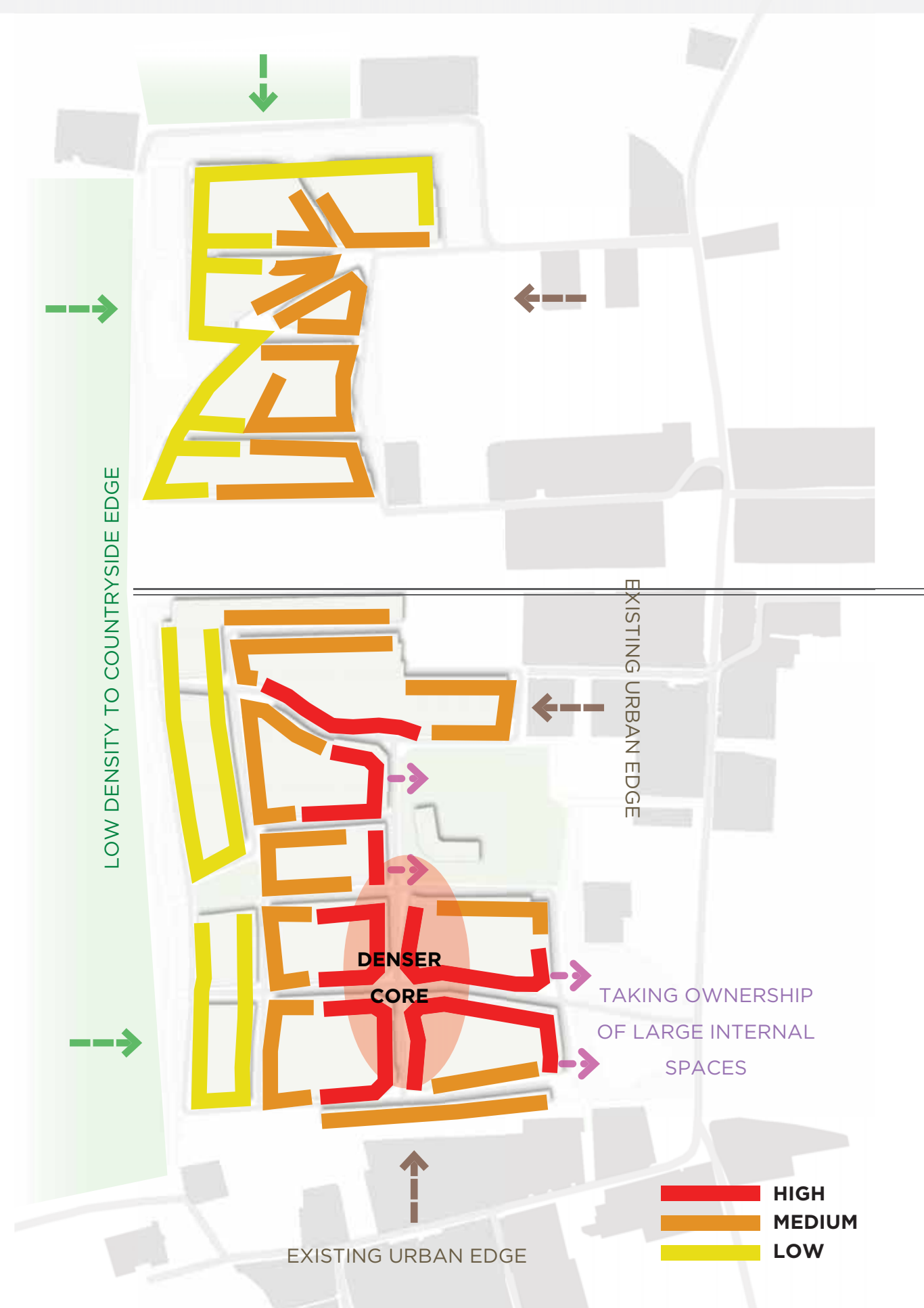
FLOOD RISK AREA



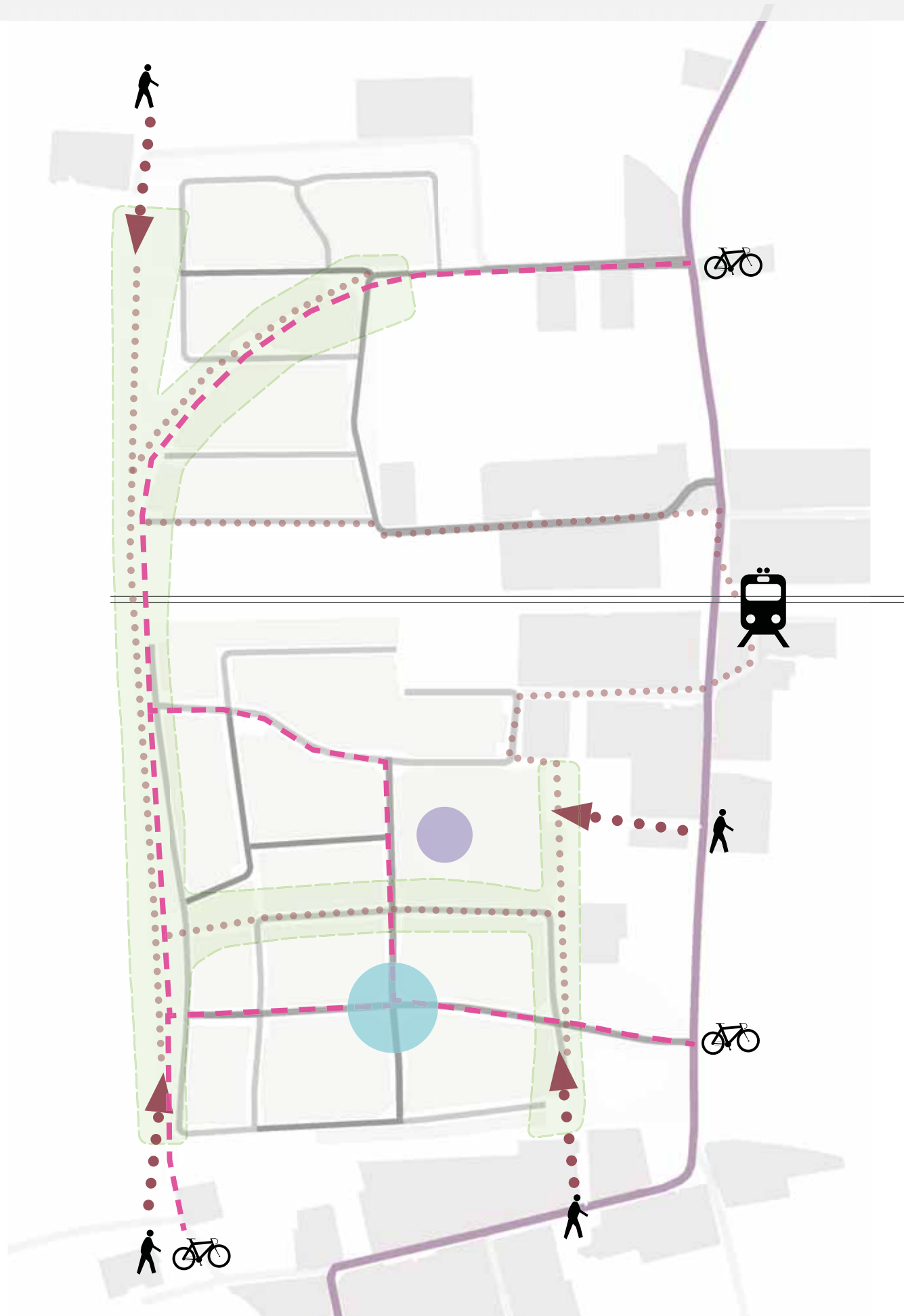
S4 Vision Framework: Plan Detail



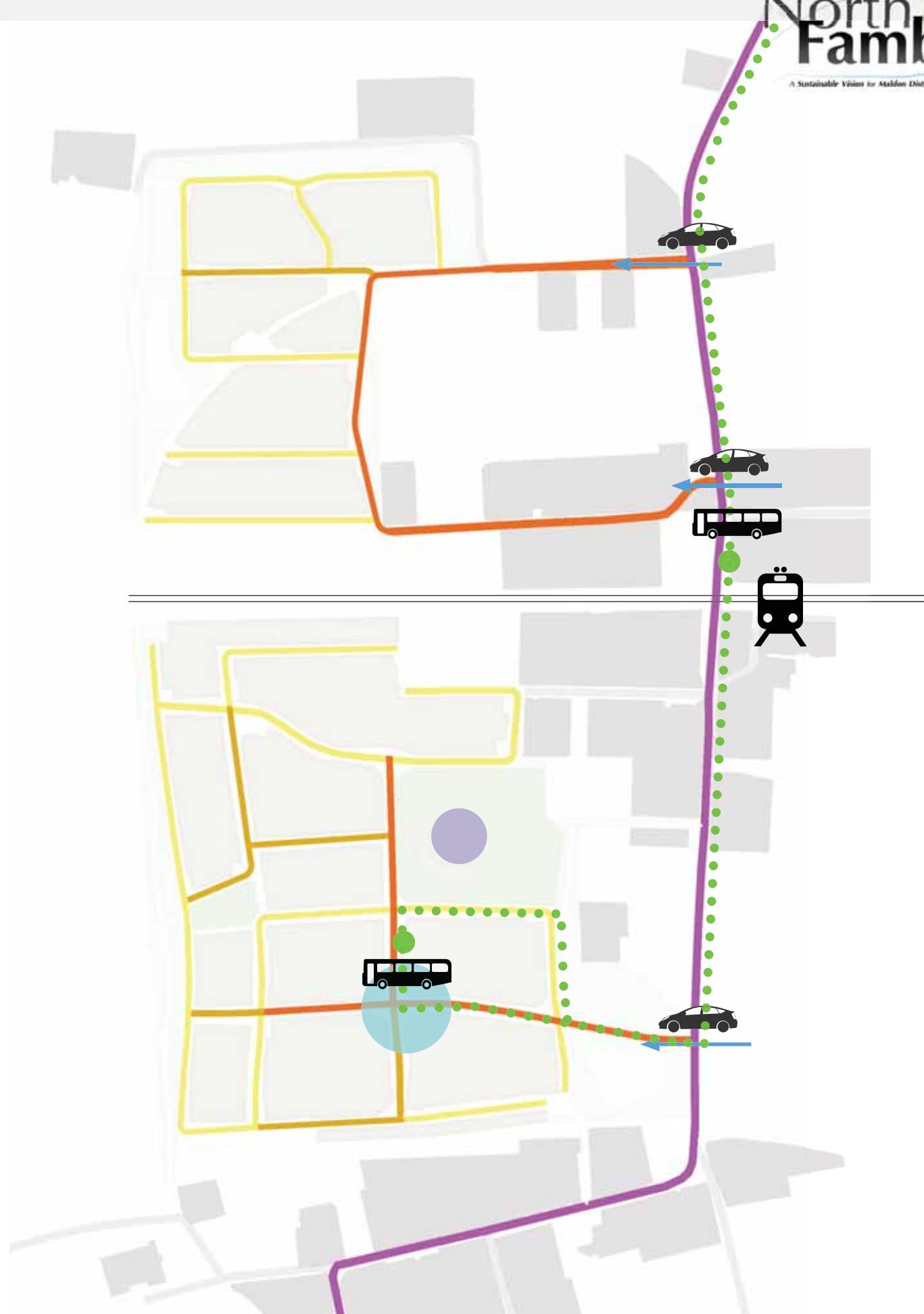
GREEN SPACES, ECOLOGY & FACILITIES



DENSITY



WALKING, CYCLING & CONNECTIVITY



ROAD HIERARCHY & PUBLIC TRANSPORT

North Fambridge

A Sustainable Vision for Maldon District

August 2013

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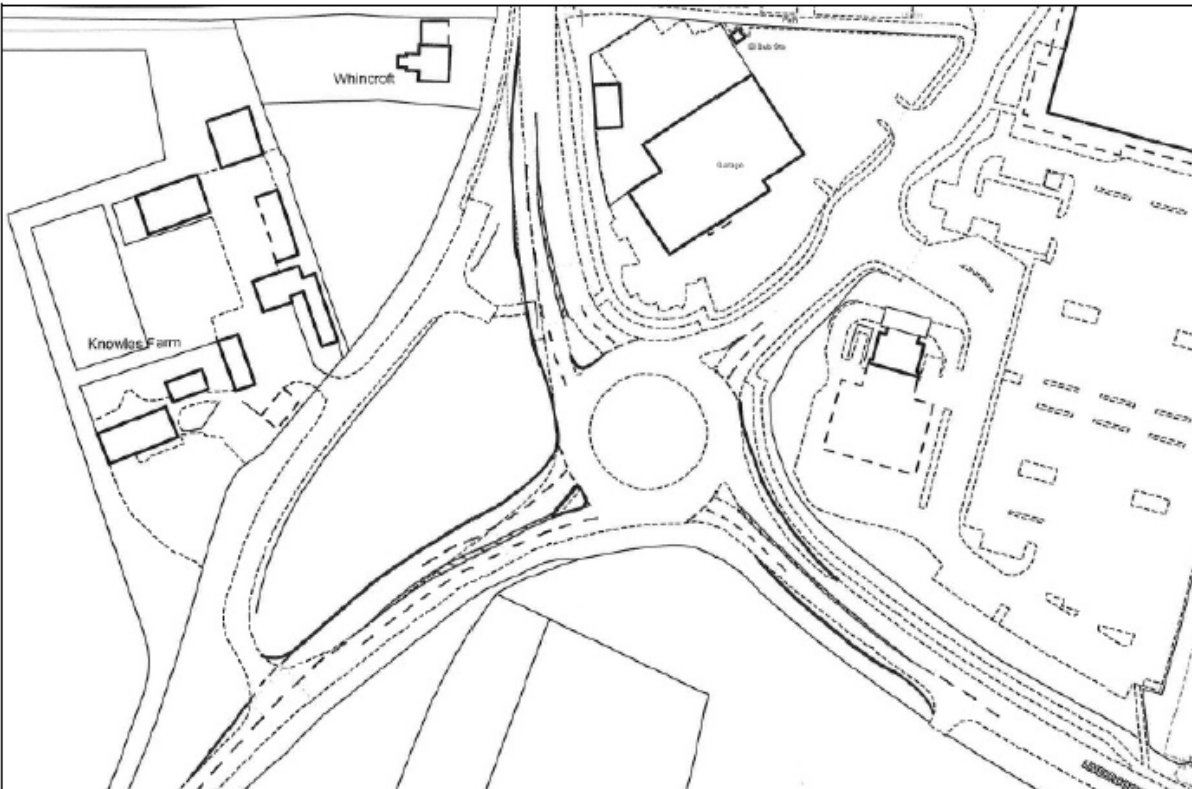
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APPENDIX 1:

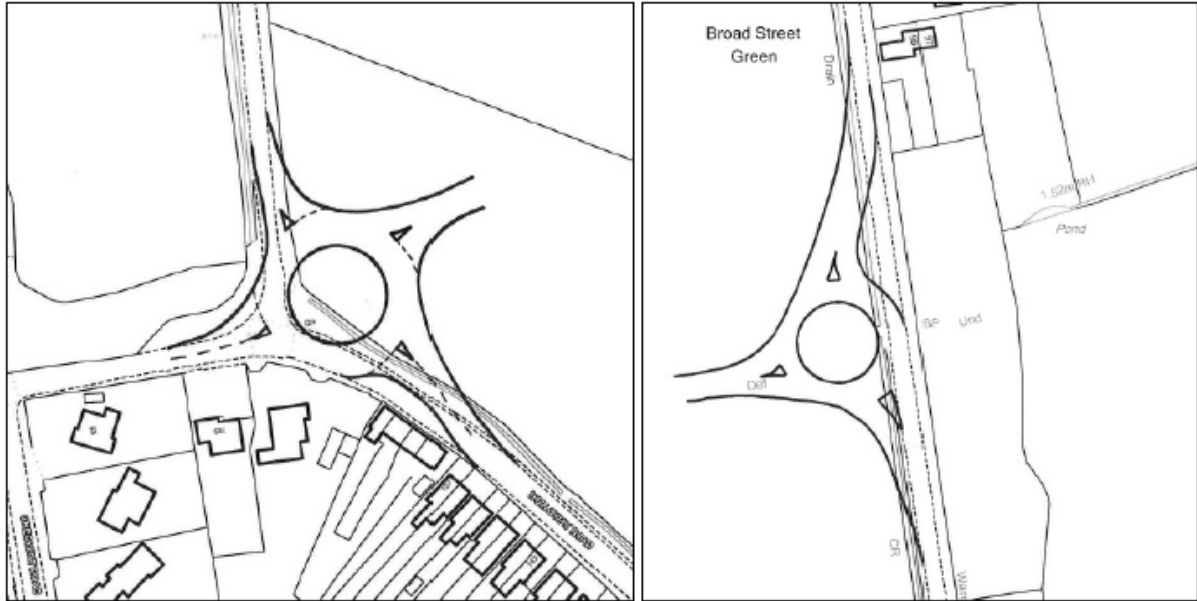
PROPOSED JUNCTION MITIGATION MEASURES



Appendix 1B: A414 / Spital Road Roundabout Mitigation Measures



Appendix 1C: A414 / Wycke Hill / Limebrook Way Roundabout Mitigation Measures



Appendix 1D: Proposed Western and Eastern Link Road Junctions