REPORT of
HEAD OF PLANNING SERVICES
to
COUNCIL
11 SEPTEMBER 2014

SOUTH MALDON GARDEN SUBURB STRATEGIC MASTERPLAN FRAMEWORK

1. PURPOSE OF THE REPORT

1.1 To seek agreement from Members to make the necessary amendments to the Draft South Maldon Garden Suburb Strategic Masterplan Framework in response to public consultation.

1.2 To seek agreement from Members to endorse the amended South Maldon Garden Suburb Strategic Masterplan Framework as a material consideration in the determination of planning applications within the area allocated for the South Maldon Garden Suburb in the submitted Local Development Plan.

2. AREA FOR DECISION / ACTION

2.1 Role of the Strategic Masterplan Framework

2.1.1 The Local Development Plan (LDP) sets out important development principles to guide the development of the South Maldon and North Heybridge Garden Suburbs to ensure that they are planned and developed as high quality neighbourhoods that will enhance the character of the District and protect and enhance the environmental qualities of the surrounding area. Policy S3 sets out the requirement for a masterplan for each of the Garden Suburbs at Maldon and Heybridge to be prepared and developed in partnership between the Council, relevant stakeholders, infrastructure providers and developers/landowners. Policy S4 defines key infrastructure requirements and development principles.

2.1.2 Work on the masterplans for both Garden Suburbs is being progressed in advance of adoption of the LDP to enable key strategic issues such as infrastructure provision, flood risk mitigation and environmental protection and management to be addressed in a coordinated manner and to put in place a comprehensive framework for the preparation and determination of planning applications. This is particularly important given the resolution of the Council at the meeting on 21 July 2014 to invite the submission of planning applications and proactively encourage applications which are in accordance with the Submitted Local Development Plan for Strategic Allocations (LDP sites S2(g), S2(h), S2(i), S2(j) and S2(k)) in order to boost the five year supply of deliverable housing land and demonstrate the deliverability of the LDP. Officers will work towards achieving compliance with the relevant Strategic Masterplan
Frameworks and the Infrastructure Delivery Plan through the planning application process.

2.1.3 The Strategic Masterplan Framework provides further supplementary guidance on the site allocations and policies in the submission LDP. The document is not intended to be prescriptive and does not seek to allocate land uses or provide allocation policies. It sets out how the vision and objectives and key infrastructure requirements set out in Policy S4 will be delivered in accordance with the LDP and Infrastructure Delivery Plan. This includes the following key infrastructure:

- A new 1.5 form entry primary school;
- Two new 56 place early years and childcare facilities;
- One class base expansion of existing primary school;
- Necessary contributions toward the sufficient expansion of the Plume School;
- Provision for youth and children’s facilities;
- A new relief road to the north of A414 at Wycke Hill; and
- Provision for Class B use employment land as identified in Policy E1.

Provision is also made for the following key elements in accordance with Policy S4:

- New and enhanced public transport;
- New and enhanced walking and cycling routes and connections with the wider area;
- Improvements to the wider highway network to accommodate development;
- Enhanced medical provision;
- Community hub and local centre;
- Surface water mitigation and sustainable urban drainage (SUDs);
- Increased and enhanced green infrastructure network;
- A mix of housing to include affordable housing and housing appropriate to meeting the needs of an older population; and
- Protection and enhancement of Maldon Wick Local Wildlife Site.

2.1.4 Preparation of the Strategic Masterplan Framework has taken into account stakeholder and public consultation and further technical studies relating to drainage, landscape, ecology, transport and access.

2.1.5 If appropriate, the Council will consider the adoption of the Strategic Masterplan Framework as a Supplementary Planning Document following the adoption of the LDP.

2.2 Public Consultation

2.2.1 The Draft South Maldon Garden Suburb Strategic Masterplan Framework was endorsed by the Planning and Licensing Committee for public consultation on 12 June 2014. Public consultation took place from 30 June to 11 August 2014 and a public
exhibition and consultation event was held in Maldon Town Hall on 30 June. A leaflet with details of the event and consultation arrangements was delivered to households in the area. The exhibition material was available to view in Maldon Library throughout the consultation period. In total, 28 responses were received to the consultation in a variety of forms, including completed questionnaires, letters and emails. This included a total of 17 responses from individual members of the public.

2.2 The consultation responses are summarised in APPENDIX 1. Copies of all responses in full are provided in the Members’ Room. A number of the comments made relate to the allocation of the South Maldon Garden Suburb for strategic growth in the LDP which is currently subject to Examination in Public. A number of the comments also relate to matters of detail which will be addressed through the planning application process and are not appropriate for inclusion in the Strategic Masterplan Framework. In both cases, the comments have been noted but no changes to the Draft Strategic Masterplan Framework are proposed. However, a number of comments have been made which have implications for the scope and content of the Strategic Masterplan Framework, and in this case, amendments to the draft document have been proposed. Comments on the consultation responses and proposed changes to the Draft Strategic Masterplan Framework are summarised in APPENDIX 1.

2.3 APPENDIX 2 provides a composite schedule of the proposed changes. No significant changes are proposed to the Draft Strategic Masterplan Framework. The proposed changes generally provide further clarification and guidance on the key principles and infrastructure requirements to be addressed in the preparation and submission of planning applications and reflect the advice received from consultees and the Local Development Plan as submitted for examination.

3. IMPACT ON CORPORATE GOALS

3.1 The endorsement of the South Maldon Garden Suburb Strategic masterplan Framework will assist the Council in determining planning applications for development within the Garden Suburb and ensure that key strategic issues such as infrastructure provision, flood risk mitigation and environmental protection and management are addressed in a coordinated manner and the Garden Suburb is planned as a high quality integrated new neighbourhood. Progression of the Strategic Masterplan Framework will help to support and deliver the following Corporate Goals for the District:

- Meeting the housing needs of the District;
- Protecting and shaping the District and balancing the future needs of the community; and
- Enabling, supporting and empowering communities to be safe, active and healthy.

4. IMPLICATIONS

(i) **Impact on Customers** – The submission of the Local Development Plan to the Secretary of State for Examination-in-Public has provided greater certainty to the local community, stakeholders and service providers on the future
planning strategy for the Maldon District. Alongside the Submission of the Local Development Plan, the endorsement of the South Maldon Garden Suburb Strategic Masterplan Framework will become a material consideration in the determination of planning applications for development within the Garden Suburb.

(ii) **Impact on Equalities** – The endorsement of the South Maldon Garden Suburb Strategic Masterplan Framework helps to provide sustainable and well planned communities which promote social cohesion and help to provide for the future needs of the local community.

(iii) **Impact on Risk** – The South Maldon Garden Suburb Strategic Masterplan Framework has been prepared in accordance with the Submitted Local Development Plan. From the day of publication decision makers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan. Therefore, the submission of the Local Development Plan provides a more up to date local planning framework in order to safeguard the District against speculative development. The Strategic Masterplan Framework will be reviewed and amended to reflect any changes in the LDP following the EiP and adoption.

(iv) **Impact on Resources (financial and human)** – Without a framework for the determination of applications for development within the area allocated as South Maldon Garden Suburb, each application will need to be treated in isolation which will have resource implications. The Council could also be at increased risk of planning appeals, which could potentially have significant resource implications.

(v) **Impact on the Environment** – Endorsement of the Strategic Masterplan Framework will enable the Council to promote sustainable development, secure the necessary infrastructure to support new and existing communities and safeguard the local environment in accordance with the policies set out in the submitted LDP.

5. **CONCLUSIONS**

5.1 The Council is committed to sustainable development and to improving the quality of the built and natural environment and to sustaining and enhancing the local economy. The progression of the Strategic Masterplan Frameworks for the Garden Suburbs is fundamental to the policy requirements within the LDP and to the determination of planning applications for development of strategic sites.

6. **RECOMMENDATIONS**

(i) that the proposed amendments to the Draft Strategic Masterplan for the South Maldon Garden Suburb as detailed in the schedule attached as **APPENDIX 2**, are agreed:
(ii) that the Strategic Masterplan Framework, as amended, be endorsed as a material consideration for development management purposes in the determination of planning applications for development within the Garden Suburb.

Background Papers:
Draft Strategic Masterplan for South Maldon Garden Suburb (June 2014)
Local Development Plan 2014-2029 as submitted for examination
Infrastructure Delivery Plan 2014

Enquiries to: David Coleman, Strategic Planning Policy Manager, (Tel: 01621 875731).
## APPENDIX 1

### Draft South Maldon Garden Suburb Strategic Masterplan Framework

**Summary of Consultation Responses, Comments on Responses and Proposed Changes**

<table>
<thead>
<tr>
<th>Reference No</th>
<th>Name (source)</th>
<th>Summary of Consultation Responses</th>
<th>Comments on Consultation Responses/ Proposed Changes to Draft SMF</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMGS1</td>
<td>Anglian Water</td>
<td>Anglian Water is satisfied that foul drainage has been adequately referenced in the masterplan through the infrastructure requirements and delivery sections. Reference to planning applications taking into account planned delivery of infrastructure improvements and the use of planning conditions is supported. The developer(s) of South Maldon have liaised with Anglian Water and a drainage solution has been identified. For surface water management, the development will use sustainable drainage systems that do not require Anglian Water services.</td>
<td>Comments noted.</td>
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<tr>
<td>SMGS2</td>
<td>Ms Claire Keys</td>
<td>Seeks clarification about proposed use of land behind Maldon Hall Cottage in Wycke Hill coloured in yellow and marked 6 on Figure 4.1 (SMGS Framework Masterplan) for “dedicated community uses.” Why is the road now referred to on the map as Wyck Way and not Wycke Hill a name that has been in usage for well over 100 years?</td>
<td>Comments noted. There are no detailed proposals at the present time the area is considered to have potential for appropriate community uses (non-residential). Any proposals would be required to be in compliance with other policies in the LDP and to be acceptable in terms of highways and environmental impact. Wyke Meadow Way refers to a Character Area and not to a road name.</td>
</tr>
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| SMGS3 | Mr David Harman Powell | Vision and objectives (Section 3) are too narrow and should take long term view. Maldon should not be subject to enlargement. Masterplan should take account of future transport needs and increased population in particular use of rail service in south of District. Future housing, schools, health and retail uses should be located in towns and villages served by railway. | Comments noted.  
The Strategic Masterplan Framework is in accordance with the submitted LDP. The vision and objectives have been developed in consultation with stakeholders. The masterplan has taken account of future transport needs and the Council will require a cohesive strategy for public transport improvements to be provided. As a key settlement, Maldon will need to take some growth. This is a sustainable option, within walking distance of the town’s facilities and provides investment into new on-site facilities and public transport improvements. |
| SMGS4 | Mr Edward Yorston | The plan takes no account of the fact that Maldon is over the years becoming a dormitory town, without the transport infrastructure in place. Concern about traffic impact and whether proposed changes to Eves Corner been based on correct predictions on traffic volumes. With the amount of employment predicted from the plan many of new residents will be forced to find work out of the local area. Questions funding for new health facilities. Existing doctors surgeries are over-subscribed with no potential for expansion. The Plume School has limited capacity for expansion to meet needs. The possibility of a major company providing employment in Maldon is quite remote given the transport infrastructure. With the fact the developer has split the development into packages is the-infrastructure promised guaranteed. The Maldon Relief Road is due in the last 3 years of the development this will cause chaos on the A414 | Comments noted.  
The development of the South Maldon Garden Suburb will be required to deliver necessary infrastructure and the framework for securing necessary contributions and phasing of provision is set out in the LDP and Infrastructure Delivery Plan. The proposed employment space and facilities on the site will also |
<table>
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<tr>
<th>SMGS5</th>
<th>English Heritage</th>
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| Section 2.2 describes the site and its location. The relationship of the site to the historic environment should be noted, including designated and non-designated heritage assets within the site or in close proximity to the site boundaries. A desk based assessment has indicated that there is a single Grade II listed building near the western boundary of the site (Brookhead Farmhouse) and a significant group of Grade II listed buildings in the moated site comprising Maldon Hall in close proximity to the northern boundary of the site. There is a further cluster to the southwest of the site. It is noted that these features are recorded on the map as published in section 2.7 (Key Site Features), but we are concerned that the historic environment is not given adequate consideration in this section.

The contribution of setting to significance of these listed buildings needs to be understood so that the impact of the proposals can also be properly assessed. The local Historic Environment Record should be consulted for any non-designated heritage assets within or in close proximity to the site. The photographic panoramas from the three viewpoints within Section 2.6 are reproduced at too small a scale and, as a result, visual features have a reduced significance to what they would have on the ground. Recommend that these panoramas are reproduced in the form of an A3 fold-out in the final version of the document.

Section 3.5 Key Opportunity Plan. English Heritage is concerned that the historic environment does not feature on this plan and at the very least the listed building at Brookhead Farmhouse should be marked, though we would also recommend that the listed buildings at Maldon Hall are again included. Conserving and enhancing the settings of these listed buildings is both a constraint and an opportunity.

Section 4.2 Framework Masterplan. It is not clear quite what is intended for area 6 (Community Use or other non-residential) nor the scale form help to create new job opportunities to reduce the need to commute out of Maldon.

Proposed Changes.

Section 2.2 to be amended to include further details of the historic environment.

Detailed assessment will be required to be undertaken as part of the Environmental Assessment which will form part of any applicable planning application. The panoramic views are available at larger scale to assist in this assessment.

Figure 3.5 to be amended to show features of historic interest.

Section 4.2- scale, form and massing of any proposed development in Area 6 Farmhouse will be subject to a planning application and will be required to respect the setting of Maldon Hall.

Guidelines for Employment Area (p84) will be amended to include reference to need to
and massing of any new buildings in this area, or how close they might be placed to the northern boundary in particular, since this could impact on the setting of Maldon Hall to the north. The Masterplan is also unclear as to what (if anything) will happen to Brookhead Farmhouse and the area in the immediate vicinity of the listed building.

Employment Area- the employment area is to be located in relatively close proximity to the listed Brookhead Farmhouse and the scale form and massing of the buildings will require careful consideration. It will also be important for the employment area to have active frontages, and for car parking to be carefully controlled so as not to dominate the public realm.

Glossary – we recommend that heritage assets (as defined in the NPPF) are included in the glossary.

<table>
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<tr>
<th>SMGS6</th>
<th>English Bridleways Association</th>
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|       | It is welcomed that the new developments will incorporate increased access with links between housing and green spaces; however, we are disappointed to note that it is proposed to include use by only walkers and cyclists. We therefore request that wherever possible that multi-user tracks are incorporated into all developments to enable the use by walkers, cyclists, horseriders and other vulnerable road users. Maldon District covers an area of around 36,000 hectares with around 70 miles of coastline; it has a rights of way network of 495.41 km which includes 34.73km of bridleways (source – Essex Rights of Way Improvement Plan). This figure, at only 7% of the total rights of way in the Maldon district, shows it has the worst provision of bridleways against other rights of way in the whole of the County of Essex. It therefore follows that, in accordance with the Rights of Way Improvement Plan, that bridleways should be included as far as possible in any new development to redress this balance. A recent letter to all Chairs of Local Access Forums from Dan Rogerson, MP, Parliamentary Under-Secretary of State for Water, Forestry, Rural Affairs and Resource Management, stated that ‘...I am particularly keen that you ensure that revised ROWIPS cover access to woodland ... and consider how to provide improved provision for horse riders.’ It would be very beneficial respect listed building and setting of Brookhead Farmhouse and for careful consideration of scale, form and massing Heritage assets as defined in the NPPF to be included in Glossary

Proposed Changes.

- Paragraph 4.3.6- add bullet point: Potential for improved provision for horseriders where practicable.
- Paragraph 4.4.2 – add after second bullet point: Consideration will be given where practical to the potential for multi-user tracks to enable the use by walkers, cyclists, horseriders and other vulnerable road users.
- Amend paragraph 4.4.3 to include subsection on Bridleways- incorporation and where possible enhancement
therefore if all new rights of way are designated as bridleways which will not only concord with Central Government’s aims but also those in the emerging Local Development Framework for the Maldon District.

Bridleways should be considered within any new development as opposed to just footpaths or cycle ways, because bridleways are, in reality, multi user tracks. They can be legally used by walkers, cyclists, riders and people with mobility problems i.e. the sections of society who are recognised as vulnerable road users. From an economic point of view, it makes sense to provide the public with one multi user track rather than constructing separate tracks. They will also benefit all other road users – people in cars and lorries do not want to have to encounter vulnerable road users. The community as a whole will also benefit from an economic, safety and health point of view.

We also note that a new relief road is planned to the north of the A414 at Wycke Hill. We therefore request that measures applied by the Highways Authority in accordance with the HASPST should be adopted, providing access over/under such roads being built in at the construction stage, also that a ‘green corridor’ within the landscape buffer zone either side of these roads is allowed for to enable access by horseriders and cyclists away from the danger of the traffic.

Existing bridleway network – we note that the new development will impact upon two current bridleways and we are concerned to note that no mention has been made to incorporate or enhance the current network. Because of the desperate lack of bridleways within the District, we are very concerned at the prospect of losing what little the District does have. We therefore ask that as part of developer funding that the bridleway network is enhanced rather than reduced – for example the proposed development will surround the currently disused railway track which runs between Maldon and Cold Norton. There has been a hugely-successful upgrading of the railway track at Cold Norton to bridleway

of existing bridleway network

Add to Paragraph 4.4.4 reference to provision of green corridor to enable access by horseriders, cyclists and pedestrians
status and we request that consideration is given to utilise the disused railway track as a multi-user pathway, enabling use by walkers, cyclists and horseriders. Further links to the north of Maldon to the Blackwater Rail Trail and the bridleway along the Chelmer and Blackwater Navigation would also be beneficial, possibly utilising the green corridor along the new relief road.

We therefore request that Essex Bridleways Association is added to Maldon District Council’s list of consultees for this and all other large scale developments so that our views can be taken into account. We would also be very pleased to be involved in any pre-application discussions or if we can help in any way prior to detailed plans being drawn up and would welcome any input or involvement that may be possible in this and any other planned development.

SMGS7  Essex Chamber of Commerce

Essex Chambers of Commerce strongly supports the overall design principles contributing to a high quality townscape; the introduction of a new relief road; the Eves Corner design solution to improve traffic flows; and the employment provision for offices, start-ups and workshop space with good accessibility for all methods of transport.

These will all make a significant contribution to Maldon’s local economy and future prosperity.

SMGS8  Essex County Council

In accordance with the ‘Duty to Cooperate’, as established in the Localism Act 2011, the County Council has and will continue to contribute to the preparation and implementation of the LDP and the Masterplan, particularly to ensure the planned growth can be satisfactorily accommodated on the highway network and in existing and new education facilities.

Paragraph 4.4.3 – refers to the downgrading of the existing A414 Spital Road to accommodate pedestrian and cycle routes. ECC acknowledges that the Wycke Hill By Pass will reduce the number of trips into Limebrook Way, and that safe and direct access will be required to

APPENDIX 1

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| Paragraph 4.4.4, bullet 3 – amend to read: |
| the need to ensure connectivity between the |
community uses in the south. However, it must be stressed that the A414 will still be categorised as a Primary Route 1 (PR1) within the Essex road hierarchy, and provides a key link to traffic from Burnham on Crouch and the Dengie to the wider network. The Essex Traffic Management Strategy (ETMS) states such routes should seek to maintain the free flow of traffic to enable them to perform their function. An appropriate speed strategy to accord with the Essex Speed Management Strategy (ESMS) will be considered in order to prioritise the Relief Road over the existing A414 Spital Road section, and the wider network. In so doing this will allow limited controlled crossing facilities to be provided to link proposed development allocation to local services and facilities that the existing 60 mph limit would otherwise prevent.

Figure 4.1 and 4.4.1 – the masterplan proposes two access points from Fambridge Road, this is not a position that has previously been agreed with the Highway Authority. Fambridge Road is categorised as a Primary Route 1 (PR1) within the Essex Road Hierarchy. The Essex Traffic Management Strategy (ETMS) states such routes should seek to maintain the free flow of traffic to enable them to perform their function. Furthermore, ECC Development Management Policies seek to ensure that the number of accesses are kept to a minimum on such routes and that new access points will be designed and constructed in accordance with the current standards and be subject to road safety audit. There are 5 crossing points of the existing A414 and Limebrook Way identified in Figure 4.4.1 - Proposed access and movement strategy. This is not considered to be ‘limited’ in the masterplan. Any crossings should be restricted to key locations where desire lines may exist to access local services and facilities. Consideration could be given to an underpass or bridges where practical.

Page 66 refers to the function and role of the street hierarchy. The design criteria for Primary Routes would need to be a minimum of 6.75 metres to accommodate buses, and other Secondary and Tertiary routes would need to comply with the emerging revised Essex Design Guide road widths, this being a minimum of 5.5 metres.'
road widths, this being a minimum of 5.5 metres. Furthermore, any Parallel parking bays would need to be 2.9 metres wide (2.5 absolute minimum).

Figure 4.6.2 – Local Centre illustration – some further assessment will be required regarding the proximity of the access to the local centre from the key access off Limebrook Way.

Figure 4.4.1 and 4.4.4 – identifies the sites connectivity to the wider area. The maps should also identify the `walk your bike` route from Limebrook Way to the western side of the Limebrook Way/Mundon Road roundabout.

Paragraph 4.4.8 and supporting table – see comments to paragraph 4.4.3 above

3. Local Centre Illustration (Figure 4.6.2)

Figure 4.6.2 provides an illustration regarding the proposed relationship between the co located primary school/early years facility and the local centre. The following observations are in the context of a lack of definitive boundary to the proposed school site and which part of the square is to be pedestrianised/shared space. Some observations are:

- a shared surface at the front of the primary school is not supported, since it would encourage the dropping off of school children leading to safety issues. This area should be traffic free and act as a safe interface between the school, Lime Brook and the mixed use buildings.
- parent/pupil entry to the school site could be from more than one point but the main focus should be to connect up with the main walking and cycling routes through the development rather than the drop off lay-bys.
- a preferred location for staff parking would be further south, than its current position, so as not to be opposite the mixed use

the proximity of the access to the local centre from the key access off Limebrook Way.

Figure 4.4.1 and 4.4.4 – amend to include the `walk your bike` route from Limebrook Way to the western side of the Limebrook Way/Mundon Road roundabout.

The comments made by Essex CC regarding the design of the Local Centre raise matters of detail which will be addressed at the planning applications stage. Essex CC will be fully consulted on the detailed design and access arrangements.

Figure 4.6.2- Amend key: 3. delete ‘shared surface’ before local square

Add ‘for illustrative purposes only’.
building

- at present it is unclear where any car parking and delivery arrangements will be made to the early years facility. If the staff car park is moved further south, then the early years facility may fill the void, and the school moved westwards to wrap around the square to provide the required focus.
- a secondary access to the school site, for emergency purposes, is welcomed
- Visitor parking in surrounding residential streets should be planned to provide safe drop off points and disperse school run traffic
- The school should have a robust school travel plan covering both pupils and staff (the staff would fall under a workplace travel plan). Consideration will need to be given to ensuring the provision of cycle storage facilities, as part of any new build.
- Reference should be made to considering the potential for shared community use of school buildings at an early design stage

4. Sustainable Urban Drainage

Under the Flood and Water Management Act 2010 ECC is the Lead Local Flood Authority responsible for managing the risk of flooding from surface water flood risk; groundwater and ordinary watercourses (local flood risk). ECC will become the established SuDS Approving Body (SAB) during 2015, and as the Lead Local Flood Authority any development proposal with a surface water drainage implication will requiring approval from ECC.

Paragraph 3.3.8 – reference is made to providing a comprehensive drainage strategy, which is welcomed. As the SuDS Approving Body ECC would not seek the masterplan to be too restrictive with regards measures, as any application will need to be consistent with SuDs national and local standards.

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Add new bullet point to paragraph 4.5.12:
- Potential for shared community use of school buildings should be considered.

Add sentence to end of para 4.5.12-

Further discussion will be undertaken with Essex County Council to agree the design and layout of the local centre and primary school/early years facility at the detailed stage.

Paragraph 3.3.8 – reference to be included to need for consultation with Essex CC as SAB and for drainage strategy to be consistent with SuDs national and local standards. Reference to be included to SuDs Design and Adoption Guide, Essex CC, December 2012. The SuDS measures will be identified at the detailed design stage to support the planning application.
ECC has published the SuDs Design and Adoption Guide, December 2012, which outlines the requirements for sustainable surface water drainage in Essex. It provides a steer to what is expected, and complements national requirements whilst prioritising local needs.


ECC would welcome further discussion regarding detailed measures, as part of any planning application. The SuDS measures identified in the masterplan should not restrict the use of the most appropriate measures, which will be identified at the detailed design stage to support the planning application. For example, reference is made to the use of underground tanks as a solution, which is not a preferred measure of the County Council. ECC is required to consider any application in line with the SuDS National Standards, which states that SuDS should aim to manage water as close to the surface as possible.

Figure 4.1 Masterplan Framework and 4.3 Green Infrastructure Plan - the areas set aside for sustainable drainage appear to be small in nature, especially given the scale of development proposed. As a precautionary approach ECC would recommend that all measures be provided in above-ground storage features. For example, the space required for swales can be fairly significant given the need for shallow side slopes. Paragraph 2.7.1 refers to the topography of the site, and that the highest part of the site being in the north west and the lowest part in the south east. It would appear logical that any ponds to support surface water drainage should ideally be situated at the downstream end of the development (not in the high spot as presently indicated).

Figure 4.3.1- Landscape Strategy - ECC would also like to see the proposed provision for sustainable drainage identified on this figure. SuDs offers the opportunity to make use of existing waterways (including Lime Brook) for enhancing recreational and visual amenity opportunities, Reference to be included to ECC recommendation that SuDS should aim to manage surface water in above ground storage features or as close to the surface as possible.

Landscape Strategy: SuDS features have not been detailed at this stage. Footnote to be added to Figure 4.3.1-- SuDS features to be incorporated as part of Green Infrastructure Network

Paragraph 4.4.6- include reference to Maldon and Heybridge Surface Water Management Plan, October 2013

Reference to be included in Section 2.1 Planning Policy to Policy S8 of Essex Minerals Local Plan and requirement for minerals resource assessment for any land within a Mineral Safeguarding Area (MSA).

Paragraph 2.1.12 reference to Policy E1 to be included. Delete last sentence. Table at Paragraph 2.1.2 includes details of amount of
linked by the natural landscape setting. One of the key principles for good SuDS design is to integrate SuDS into any public open space. This would be consistent with the key green infrastructure principle identified in paragraph 4.3.3,

`Enhance existing water features including ponds and ditches and integrate with the rest of the development`

Paragraph 4.6.4- in addition to the Environment Agency Flood Risk Mapping, the Maldon and Heybridge Surface Water Management Plan, October 2013 should also be referenced.

5. Essex Minerals Local Plan- Mineral Safeguarding Areas

The Essex Minerals Local Plan (MLP) was formally adopted by the County Council in July 2014.

Policy S8 - Safeguarding mineral resources and mineral reserves seeks to safeguard mineral resources of national and local importance from surface development that would sterilise a significant economic resource or prejudice the effective working of a permitted mineral reserve.

Any non-mineral proposal located within a Mineral Safeguarding Area (MSA) that is 5ha or more (for sand and gravel) in size will need to be supported by a minerals resource assessment to establish the existence, or otherwise, of a mineral resource capable of having economic importance. This will ascertain whether there is an opportunity for the prior extraction of that mineral to avoid the sterilisation of the resource as required by the National Planning Policy Framework (paragraphs 143 and 144).

An area within the north of the Garden Suburb around Limebrook Way roundabout is located within an MSA (see attached map), and subject to Policy S8 above.

| employment land to be provided. |
| There is a requirement for circa 4.5 ha of new employment space to be provided within the Garden Suburb at Wyke Hill (south). Text will be amended to reflect this requirement. |
| Paragraph 5.4.2 – add following text: Essex CC and Maldon DC in conjunction with promoters/developers and other stakeholders will review the impact of planned housing growth on the key functional areas of education and highways and transportation, following any changes in housing delivery and once detailed housing mix is known. |
| Paragraph 4.1.7 to be amended to include reference to Policy D4 |
| Paragraph 4.3.3 amended to include additional bullet point: |

`Design to be used as a way of adapting and mitigating for climate change through the [APPENDIX 1]`
6. Employment Space

Reference is made to new employment space in paragraph 2.1.12 and that additional employment land will be designated as set out in Policies S4 and S6.

Policy S6 relates to the strategic allocation at Burnham on Crouch and is therefore not considered relevant to the masterplan area. Policy S4 does refer to the provision for Class B use employment land at Maldon/Heybridge, but more appropriately refers to Policy E1 – Employment. ECC considers the paragraph should be amended to refer to Policy E1, which identifies new employment space.

ECC would seek some clarification regarding the amount of employment land to be provided within the Garden Suburb. Policy E1 refers to the following employment provision:

- Wycke Hill (north) – 0.5 ha (B1 and B2 Use)
- Wycke Hill (south) – Circa 4.5 ha (B1, B2, B8 Use)

Paragraph 4.2.6 of the masterplan identifies approximately 3.4 hectares of land near the Spital Road and new relief road junction. In addition, 0.5 hectares of employment land is proposed near the existing employment uses at Knowles Farm to include a range of B1, B2 and B8 uses- offices, start-up units, small scale industrial and distribution and storage units.

7 Other Comments

Paragraph 5.4.2 – ECC has previously provided advice with regards the potential delivery timescales of key strategic infrastructure, based on a proposed rate and distribution of housing delivery. Reference is made to the rate of housing delivery being subject to on going review. ECC reserves the right to review the impact of planned housing growth on the key functional areas of education and highways and transportation, following any changes in housing delivery and once detailed housing mix is known.
Paragraph 5.5.5 – ECC welcomes reference to the need for a comprehensive and detailed archaeological survey. Whilst a geophysical survey has been undertaken there will be a need for a further programme of trial-trenching.

Paragraph 4.1.7 – reference is made to the environmental sustainability of new buildings, and in particular reference is made to Policy D2 of the LDP. Reference should also be made to Policy D4 – Renewable and Low Carbon Energy Generation for completeness and to emphasise the importance of considering the implications of a changing climate and extreme weather conditions.

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

Paragraph 4.3.3 – an additional bullet should be added to emphasise how green infrastructure will assist the consideration of a changing climate. A new bullet could read:

‘Design to be used as a way of adapting and mitigating for climate change through the management and enhancement of existing habitats and the creation of new ones to assist with species migration, to provide shade during higher temperatures and for flood mitigation.’
<table>
<thead>
<tr>
<th>SMGS9</th>
<th>Ms Jacqueline Yorston</th>
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</thead>
<tbody>
<tr>
<td>1. <strong>The Eves Corner Junction Improvements</strong></td>
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<td>I cannot understand how you have arrived at the figures quoted for the above junction. There will be far more traffic once the houses are built and it is already a congestion blackspot. Traffic Lights will only make the situation worse, not better.</td>
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<tr>
<td>2. <strong>Education</strong></td>
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<td>You state that you will expand the Plume School Upper. It is already one of the largest Senior Schools in the country and there is little room for expansion.</td>
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<td>3. <strong>Investment in a Health Facility</strong></td>
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<tr>
<td>It is fine saying that there will be an investment in a health facility but the NHS have stated that there is no money to put into setting up such a facility. It costs approx £1m just to set up a doctors’ surgery and that does not take into account the building costs.</td>
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<tr>
<td>4. <strong>Employment</strong></td>
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<tr>
<td>You will only ever be able to attract employment in small units as no major company would move to Maldon as they will take into account the congestion on the roads and also the fact that there is no railway station.</td>
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</tbody>
</table>

**Comments noted.**

The Council is committed to working with relevant partners and infrastructure providers to deliver the necessary infrastructure. The Masterplan sets out the infrastructure, community facilities and services which are required to support the development of the Garden Suburb. Infrastructure provision will be phased to ensure that the requirements arising from the development will be secured in a timely fashion alongside development. Provision of the necessary infrastructure or appropriate contributions will be a requirement of any planning consent granted for development within the Garden Suburb.

A range of employment space will be provided in the Garden Suburb to meet the needs of new and expanding businesses.
| SMGS10 | Mrs Janet Sims | • A rushed ill thought out project  
• Unrealistic to increase size of small market town by so many new homes  
• Questions acceptability of development if plans for hospital/health centre and school provision not implemented first  
• Traffic problems unacceptable especially on A414 and in Danbury  
• Largescale housing should be located close to rail links | Comments noted.  
The Council is committed to working with relevant partners and infrastructure providers to deliver the necessary infrastructure.  
The location of strategic growth is determined through the LDP which is currently subject to Examination-in-Public. |
| SMGS11 | Mrs Kath Vale | Fundamentally disagree with the spatial arrangement of the housing within the LDP as a whole rather than the details of this particular development. Following concerns should this ill-conceived plan go ahead:  
1. Would like to see the traffic assessments that prove the effectiveness of the Eves Corner solution before any further planning takes place.  
2. Has Essex County Council and Essex Highways agreed that this is the preferred solution for Eves Corner?  
3. What is the percentage of affordable housing and will this be guaranteed to stay at this level? We do not want an enormous suburb built that will benefit people who will need to work outside the district in order to afford the houses.  
4. There is not any contribution to any mitigation in Hatfield Peverel which this development will have an impact upon.  
5. Will there be guarantees of the infrastructure delivery timetable?  
6. Contributions to medical facilities are very vague. Understand from conversations with the developers that this may not be a GP surgery within the suburb but may be a contribution to the Heybridge GP surgery with the implication that people living in Maldon would then use the existing GPS. We need more information and clarification on this.  
7. Who will pay for the maintenance of the green spaces. Again, the developers are suggesting this will be passed onto the residents. | Comments noted.  
The location of strategic growth is determined through the LDP which is currently subject to Examination-in-Public. The masterplan provides a framework for development of the South Maldon Garden Suburb in accordance with the policies in the submitted LDP. The document makes it clear that where necessary the document will be revised following the EiP and adoption of the LDP.  
Essex Highways is working with Maldon DC and the developers to finalise details of proposed improvements to |
| 8. Concerned about the expansion of the Plume secondary school. Yet again, there is little detail on this and how it will take place. 

Basically, the majority of residents of Maldon and Heybridge disagree with the LDP as a whole. We know there are better options that put less pressure on existing infrastructure and would result in more sustainable development. | Eve's Corner and other highways improvements in the Maldon area. This will be a matter for determination at the planning application stage. 

A comprehensive Transport Assessment would form part of a planning application and would set out how the development can be accommodated and the requirement for any necessary mitigation to the highway network. 

The level of affordable housing will be required to be in accordance with LDP Policy H1 taking into account issues of development viability. 

The issue of improvements to the Hatfield Peveril junction is not a requirement solely of traffic generated from the Maldon and Heybridge Area, and needs to be seen in the context of strategic initiatives being developed to reduce pressure on the A12 corridor. On a long term basis a new junction to the A12 from the B1019 at Hatfield Peverel would provide an effective |
solution. It is recognised that this will require long term engagement between a number of organisations to develop this further. In the short term, to manage traffic, ECC is working with Maldon District Council and the principal developers in Maldon and Heybridge to finalise details of interim measures involving traffic management and bus-based public transport initiatives in order to manage traffic movements on this part of the network.

The Infrastructure Delivery Timetable will be subject to review but the timely delivery of all infrastructure in accordance with the LDP will be secured through legal agreements at the planning application stage.

Discussions with the NHS and CCG are on-going regarding future health provision. Contributions to future provision will be secured through development of the Garden Suburb and details will be determined at the planning application stage.
Details of long term management arrangements including green spaces will be determined at the planning application stage.

The Plume School has been fully engaged in preparation of the LDP and has confirmed that the level of growth proposed in the LDP can be accommodated through proposed expansion of the existing school.

| SMGS12 | Mr Keith Ballinger | Strong concerns regarding the adverse impacts of development proposals on the strategic highway infrastructure of Maldon. The existing Maldon Town boundary of the A414 Maldon Bypass and 81018 Southern Link Road (now Limebrook Way) as the extremity of Maldon Settlement has been lost. None of these roads were ever designed for development on the west and south side respectively. The reasoning behind the original highway design and capacities are now lost. Over thirty years ago these roads were designed in accordance with the Design Manual Road for Roads and Bridges and delivered a high speed high quality alignment with appropriate visibility standards, no new accesses to give uninterrupted flows of traffic to maximise the distribution of traffic around Maldon. With the general increase in traffic volumes and some expansion in and around Maldon the nodal junctions do require improvement and limited traffic management measures to deal with the increased capacity. The South Maldon Garden Suburb proposal this destroys the whole concept of the strategic highway network by introducing three additional roundabouts on the network which will have a detrimental impact on journey times and will increase queuing traffic, noise and air quality will also rise. These roads will become residential roads with assumed 30mph speed limit rather than |
| Comments noted | Essex CC has been fully engaged in the preparation of the LDP and strategic Masterplan Framework. All proposed highway works including the new relief road will be required to meet the technical standards and speed limits set by the Highway Authority to ensure that the proposed development does not adversely affect the primary road network. The issue of improvements to the Hatfield Peveril junction is not a requirement solely of traffic generated from the |
strategic routes with a higher speed limit. Concerned that new relief road will act as a local distributor road rather than a relief road with increased costs to businesses due to the lower speeds. Also concerns relating to proposals in regard to Bus bays provision, Traffic Regulation Order's and signing strategy.

The South Maldon Garden Suburb proposals require a new strategic route from A414 Spital Road to B1010 Fambridge Road along the southern boundary of the suburb to maintain the strategic network (81018) and to be the designated HGV Route rather than for the HGV Route to be running through the centre of the residential area as now proposed. This new strategic route would then permit the conversion of and the reclassification of Limebrook Way to a residential distributor road, and then add the three pedestrian crossing point and roundabout without any detrimental impact on the strategic network. There is also a requirement for a strategic link from A414 Spital Road roundabout to connect to the existing Spital Road roundabout at A414 Maldon Bypass. Considers there is very little that can be done with route from A414 Oak Corner roundabout to A12 Sandon Interchange other than some minor highway and traffic improvement works. Whole route should be considered as an entity not just Eves Corner as there are many other features along this route that adversely affects traffic flows which have not been addressed. MDC should liaise with Chelmsford City Council and Braintree District Council and focus on and encourage the developers to focus on other strategic routes to Maldon District.

Maldon and Heybridge Area, and needs to be seen in the context of strategic initiatives being developed to reduce pressure on the A12 corridor. On a long term basis a new junction to the A12 from the B1019 at Hatfield Peverel would provide an effective solution. It is recognised that this will require long term engagement between a number of organisations to develop this further. In the short term, to manage traffic, ECC is working with Maldon District Council and the principal developers in Maldon and Heybridge to finalise details of interim measures involving traffic management and bus-based public transport initiatives in order to manage traffic movements on this part of the network.

The Council has also sought to engage constructively and proactively with Chelmsford City Council and Braintree District Council in accordance with the Duty to Co-operate in developing the LDP and Strategic Masterplan Framework.
Concerns about uncertainties regarding strategic road connections to the A12 and health facilities which should be clarified. Agree with principle that all development should be thoroughly planned and supported by necessary infrastructure and recognise the urgency for LDP to be in place to prevent ad hoc developments winning on appeal. It is to be regretted that the submitted LDP skews new housing provision so heavily towards Maldon and Heybridge, and did not make greater use of sparse railway connections to reduce dependence on roads. Within that context however, there is much to commend the South Maldon garden suburb above all the other sites proposed:

- The choice of site is a good one because almost all of it is above the worst of the flood levels, yet it is sufficiently low lying so as not to intrude on the skyline
- Much thought has gone into the formation of this framework, and the principles of those discussions have been acted upon
- Provided the requirements of a garden suburb, such as plentiful green screening, are followed through to construction, then this site will be in keeping with earlier successful developments nearby
- Restraint is to be commended in that a strategic corner site has been left vacant for community use. With the current uncertainties over health provision in particular this is considered an essential part of the masterplan.
- Given the existing green spaces and water courses, it is to be commended that these have been incorporated and extended within the site. These too are essential.
- The assumption that buses will use all the primary roads within the development is welcomed, as will be all efforts to translate that into practice with a good service.
- The efforts to try and give each sector a slightly different character are welcomed.

The following specific concerns are raised:

<table>
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<tr>
<th>SMGS13</th>
<th>Maldon Society</th>
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| | The route of the relief road has been agreed with Essex CC. All proposed highway works including the new relief road will be required to meet the technical standards and speed limits set by the Highway Authority to ensure that the proposed development does not adversely affect the primary road network.  
The Strategic Masterplan Framework provides supplementary guidance to the LDP and the framework masterplan and character area guidelines are presented for illustrative purposes only. Details of design will be determined at the planning applications stage. High standards of design and landscaping which accord with the principles set out in the masterplan will be required throughout the Garden Suburb. This will be secured through planning conditions and the use of design codes. |

Amend Paragraph 4.1.3 to
• Limebrook Way was built as a peripheral road to keep lorries etc away from housing, which has proved very successful and pleasant to use. Whilst the current proposal attempts to mitigate safety concerns from making it a dissecting road between housing developments, the preferred option would be to repeat the concept of a peripheral road and have a new well screened road connecting the A414 and Mundon Road, so containing the development.

• Being only a masterplan, the success of the site will ultimately depend on the quality of the detailed design, including the architecture and landscaping in particular. Whilst various examples from elsewhere are illustrated, it would have been helpful if more precision or actual proposed alternatives could have been given. For example, the Limebrook Way sector is noticeably starker and more linear, with grid like blocks in an unattractive row, out of keeping with a garden suburb. By introducing more angles and more landscaping the higher density could be achieved in a softer way. Similarly, the housing near the water courses and ponds could have those influences incorporated in its architecture, to reflect the Maldon estuarial location.

• There is an inherent paradox between the wish to have “services and facilities in close proximity to homes thus reducing the need to travel” and the need to embed the new residents lives into Maldon Town itself. We would particularly stress that the main retail sector has to be the High Street, with adequate and frequent public transport to support it. The local retail should do no more than service everyday essentials such as a pint of milk. Similarly, whilst the concept of a mums cafe near the local school mentioned at the workshop is to be welcomed, the main pull for evening restaurants ought to be the High Street. The use of an extended West Maldon community centre for social activities is also to be encouraged.

• The references to car parking are vague in terms of numbers.

emphasise importance of integration with wider town.

Amend paragraph 4.2.7 to state that mixed use local centre will complement facilities and services in Maldon Town Centre

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

It is not considered economically viable to place the overhead cables underground and the creation of a landscaped green corridor will reduce the visual impact of the pylons and create public spaces.

Table 5.1 will be reviewed to remove duplication. It is not practical or viable for all infrastructure to be delivered in advance of housing. Infrastructure delivery will be phased in relation to delivery
We would want greater assurances that in each sector there is sufficient car parking for all residents and likely visitors, and that these are off road or in purpose built bays, to prevent onstreet parking.

Comments on proposed Character Areas:
Local Centre
Support for proposed drop off area for the school, outdoor seating (with some weather protection?), and varied roof heights.

Limebrook Way
Least successful area in terms of design and needs to be given more thought because it has the highest density. It is not ‘characterful’ in terms of layout, and too stark to fit the description of a ‘garden’ suburb.

Fambridge Fields
Considered to be more successful. Assume the pub illustrated is the existing on Fambridge Road rather than any new provision?

Wycke Meadow
The relationship to the natural features is supported. The car parking provision needs to be sufficient, here as elsewhere.

Woodland View
As this is lower density the more natural feel with permeable open space is supported. It is hoped that phrases such as ‘high quality and attractive frontages’ will become reality.

Knowles Farm
Given the proximity of large numbers of dwellings, means should be found of putting the existing overhead electrical cables underground as part of the redevelopment of housing to ensure its timely delivery.
Page 92 (item 5.2.1)- timetable is confusing and difficult to read and we consider this should be made more readable and re-circulated. In terms of roll out, the consistent position of The Maldon Society has always been that infrastructure must precede the dwellings.

<table>
<thead>
<tr>
<th>SMGS14</th>
<th>Maldon Town Council</th>
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<tr>
<td><strong>Flood Alleviation Scheme</strong> should be completed before the development commences and assurances are given that the infrastructure will be appropriate.</td>
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</table>

The site is not located within a flood plain but modelling is being undertaken to establish the fluvial flood risk associated with the Lime Brook. The planning application will be accompanied by a Flood Risk Assessment which will identify any necessary mitigation measures which will be secured as appropriate through planning conditions and a legal agreement. A site wide drainage strategy is being prepared in consultation with the Environment Agency.

<table>
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<tr>
<th>SMGS15</th>
<th>Mr Matt Vale</th>
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<td>Considers it to be disingenuous asking people to comment on just the South Maldon Garden Suburb as it is the impact of the whole arrangement of the housing within the LDP rather than the details of this particular development which are the major issue.</td>
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Summary of main comments:
1. Where are the traffic assessments that prove the effectiveness of the Eves Corner solution? These should be shared with the public.
2. Where is the confirmation from Essex County Council and Essex Highways that this is their preferred solution for Eves Corner?
3. Will there be any contributions to easing the traffic issues in Hatfield Peverel that this development will cause?
4. We need affordable housing not large houses: so what is the percentage of affordable housing in the suburb?
5. What guarantees are you able to provide for infrastructure delivery? |

Comments noted.

The location of strategic growth is determined through the LDP which is currently subject to Examination-in-Public. The masterplan provides a framework for development of the South Maldon Garden Suburb in accordance with the policies in the submitted LDP. The document makes it clear that where necessary the document will be revised.
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<td>6. Can we have clearer detail of what is planned for medical provision? Will there be extra GP surgeries or a medical centre?</td>
<td>following the EIP and adoption of the LDP.</td>
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<tr>
<td>7. Will the maintenance of the green spaces be passed onto the residents and how much will this amount to?</td>
<td>Essex Highways is working with Maldon DC and the developers to finalise details of proposed improvements to Eve’s Corner and other highways improvements in the Maldon area. This will be a matter for determination at the planning application stage.</td>
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<td>8. Where is the detail on the expansion of the Plume School?</td>
<td>The level of affordable housing will be required to be in accordance with LDP Policy H1 taking into account issues of development viability. A mix of housing sizes will be required including a significant proportion of smaller units.</td>
</tr>
<tr>
<td>9. Don't agree with building all these houses on green space and the number of houses per hectare seems to be very wasteful of such precious resource.</td>
<td>The Infrastructure Delivery Timetable will be subject to review but the timely delivery of all infrastructure in accordance with the LDP will be secured through legal agreements at the planning application stage.</td>
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</table>

The LDP doesn't seem to be a sustainable option but will encourage out-commuting for work and shopping.

Discussions with the NHS and CCG are on-going regarding future health provision.

Contributions to future
| SMGS16 | Mr M Moloney | Opposition to large development on grounds of impact on special character of Maldon and surrounding countryside. Maldon will be a commuter town and without a railway station people will use cars with resulting problems of traffic. There are enough problems at times getting out of Keeble Park and Meeson meadows as it is, the huge number of extra cars will cause endless tailbacks, congestion and traffic jams due to the poor network of roads from Maldon. Congestion at times is already poor during peak times through Danbury, what will it be like with a possible 2000+ extra cars on the road just from the Maldon area. People will have to have foot access across these same roads, so traffic lights, | Comments noted. The location of strategic growth is determined through the LDP which is currently subject to Examination-in-Public. The Council is required to accommodate the objectively assessed housing needs of the District and is |
roundabouts and crossings will further impede and slow traffic to a standstill.

Concern about impact of development on water pressure around Maldon. Development will make Maldon a less attractive place to live and force people to move out.

seeking to do this in a planned way through the LDP. The masterplan provides a framework for development of the South Maldon Garden Suburb in accordance with the policies in the submitted LDP. The document makes it clear that where necessary the document will be revised following the EiP and adoption of the LDP. It sets out principles for development including the requirement for extensive landscaping and open spaces and a high quality of design. The masterplan also seeks to promote more sustainable transport including the use of public transport, walking and cycling. Traffic impacts have been assessed and further transport assessment will be undertaken at the planning application stage. This will include highway improvements and mitigation measures.

Anglian Water and Essex and Suffolk Water have been consulted on the proposed development and no objections have been raised.
| SMGS17 | Mrs Diane Smith | Concern about traffic speed on Limebrook Way. Proposed 3 pedestrian crossings will not lower speed limit. Limebrook Way is a racetrack and waiting time to get out will increase. Roundabout at end of Keeble Park would be beneficial | Comments noted. The masterplan seeks to improve the pedestrian environment of Limebrook Way. Any highway works will be required to meet the standards and speed controls set by the Highway Authority. |
| SMGS18 | Natasha and Nathan Deverell | Fundamentally disagree with the proposed South Maldon Garden Suburb and LDP as a whole. The road systems are already heavily congested, limited parking in the town, stretched medical and school facilities that will not cope with the influx of people who will take up these homes.......as they will be commuters as the young people of Maldon who work in Maldon will not be able to afford these apparently 'affordable homes'  
1. Would like to see the detailed traffic assessments that prove the effectiveness of the Eves Corner solution before any further planning takes place.  
2. Has Essex County Council and Essex Highways agreed that this is the preferred solution for Eves Corner?  
3. What is the percentage of affordable housing and will this be guaranteed to stay at this level? Do not want a large suburb built that will benefit people who will need to work outside the district in order to afford the houses.  
4. Have seen no guarantees on the delivery of the infrastructure required for a development of this size  
5. Contributions to medical facilities are vague and there are no guarantees about delivery. Need more information and detailed | Comments noted. Essex Highways is working with Maldon DC and the developers to finalise details |
<table>
<thead>
<tr>
<th>No.</th>
<th>Question/Comment</th>
<th>Response</th>
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<td>An ill thought out plan which will have a detrimental impact on Maldon. Makes no sense to locate this level of development in Maldon when the south of district could take these numbers especially with the rail and road systems ready for development.</td>
<td>The Infrastructure Delivery Timetable will be subject to review but the timely delivery of all infrastructure in accordance with the LDP will be secured through legal agreements at the planning application stage.</td>
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Details of long term management arrangements including green spaces will be determined at the planning application stage.

The Plume School has been fully engaged in preparation of the LDP and has confirmed that the level of growth proposed in the LDP can be accommodated through proposed expansion of the existing school.

<table>
<thead>
<tr>
<th>SMGS19</th>
<th>Natural England</th>
<th><strong>Policy S3 – Place Shaping</strong></th>
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<td></td>
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<td>This policy refers to protecting and enhancing the environmental qualities of the surrounding area, and this is to be welcomed and encouraged. Under this policy there is also the principle to provide “a strong landscaped character that incorporates well managed open space, tree lined streets and other landscaping and natural areas for amenity and wildlife habitat and to address the effects of climate change”. This principle is welcomed and to be encouraged, assisting in the delivery of sustainable development and communities. Biodiversity and the natural environment can lead to various opportunities, not just for wildlife activity and connection, but also health, recreation, contributing to climate change adaptation and improving quality of life. The Council should seek to link and cross reference, where appropriate policies, with the draft document, strengthening it and helping to ensure the area’s green infrastructure, both current and planned areas designed to deliver multiple functions.</td>
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<td><strong>Land Use</strong></td>
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<td>Reference to the agricultural nature of the area is acknowledged and the Council are reminded of the requirement for protection and enhancement of soils and agriculture, particularly Best Most Versatile</td>
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</table>

Comments noted

The Masterplan document provides supplementary guidance to the policies contained in the LDP.

Cross references are provided to policies in the LDP. Further cross references will be added where appropriate.

The Council recognises the need to protect the Best Most Versatile agricultural land in accordance with NPPF paragraph 112 and has taken this into account in the identification of land for development in the LDP.
land in accordance with NPPF paragraph 112, to ensure compliance with NPPF requirements this should apply to all development.

Paragraph 3.1.3 identifies a series of key principles which includes “generous green space linked into the wider natural environment, including a mixture of public and private networks of well-managed, high quality gardens, tree lined streets and open spaces”, this principle is welcomed and links in to our comments above under Policy S3. Similarly under paragraph 3.1.4 Key Objectives to be achieved, there is reference to a network of connected green spaces, including parkland, sports pitches, play areas and allotments, which is to be welcomed and encouraged.

Enhanced ecology of the natural environment with habitat opportunities and the protection of the Maldon Wick Mature Reserve together with the Wycke Meadows are supported.

Paragraph 3.2.7 refers to the environment and green infrastructure and provides six bullet points which can be broadly supported. The Council should give consideration to the district’s Green Infrastructure Study (or subsequent document), seeking to include provision that enhances and creates green corridors and spaces that link with the existing urban areas. These green corridors could, where appropriate be linked into the provision of walking and cycling routes including Maldon Town Centre, and the wider countryside.

Core Objectives
The Council has listed thirteen objectives which can be broadly supported, especially (1), (2), (3), (4), (7) and (8).

**Chapter 4 Masterplan and Development Principles**
The document indicates that of a total area of 109 hectares, 40.22 hectares will be used to provide open space, equating to approximately 36.9% of the area, this is welcomed and supported by Natural England. Anglian Water is satisfied that foul drainage has been adequately referenced in the masterplan through the infrastructure requirements and delivery sections. Reference to planning applications taking into account planned delivery of infrastructure improvements and the use of planning conditions is supported. The developer(s) of South Maldon have liaised with Anglian Water and a drainage solution has been identified. For surface water management, the development will use sustainable drainage systems that do not require Anglian Water services. The site is not located within a flood plain but modelling is being undertaken to establish the fluvial flood risk associated with the Lime Brook. The planning application will be accompanied by a Flood Risk Assessment which will identify any necessary mitigation measures which will be secured as appropriate through planning conditions and a legal agreement. A site wide drainage strategy is
The area is also required to support surface water flood mitigation measures, in accordance with the Maldon and Heybridge Surface Water Management Plan. It is recognised that a significant amount of landscape buffering will be required on the entire length of both sides of the proposed relief road to provide a clear, defensible boundary which will help to shape the extent of the Heybridge garden suburb. The Plan identifies that there are capacity constraints associated with the sewerage network in the Maldon and Heybridge area. Strategic growth in the south of Maldon will require sewerage strategy to identify the appropriate mitigation and infrastructure measures that will be necessary to support new development. Anglian Water has indicated that there are a variety of possible solutions that will need to be explored to establish the most cost-effective and appropriate measures for addressing sewerage constraints on land to the south of Maldon. The nine principles listed in this section can all be broadly supported by Natural England. The linking of walking and cycling opportunities is included with the open space and recreation section is welcomed and encouraged and links in to our comments above.

Paragraph 4.3.7 and Figure 4.3.1 are welcomed and supported. Phased development should seek to delivery it’s element of green infrastructure as each phase is brought on line, this could be linked to paragraph 5.1.2 and 5.1.4 of the consultation document. Natural England believes that local authorities should consider the provision of natural areas as part of a balanced policy to ensure that local communities have access to an appropriate mix of green-spaces providing for a range of recreational needs, of at least 2 hectares of accessible natural green-space per 1,000 population. This can be broken down by the following system:

- No person should live more than 300 metres from their nearest area of natural green-space;
- There should be at least one accessible 20 hectare site within 2 kilometres;
- There should be one accessible 100 hectares site within 5

The landscape framework includes a range of green spaces including natural green space and habitats and connectivity to Maldon’s wider green infrastructure network and surrounding countryside. Add ‘accessible natural green’ space to paragraph 5.1.4 (second bullet point). Natural England’s standards for accessible natural green space are noted.

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**APPENDIX 1**

<table>
<thead>
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</table>
kilometres;
• There should be one accessible 500 hectares site within 10
kilometres.

| SMGS20 | Nicola Wilshaw | Do not agree with size of development on grounds of traffic and environmental impact. Development should be smaller. Insufficient provision for recreation, local shops, job creation and parks. No provision for self-build. No consideration of parking in Maldon or at Hatfield Peveril station | Comments noted
<p>|        |               | The location of strategic growth is determined through the LDP which is currently subject to Examination-in-Public. The masterplan provides a framework for development of the South Maldon Garden Suburb in accordance with the policies in the submitted LDP. The document makes it clear that where necessary the document will be revised following the EiP and adoption of the LDP. Essex Highways is working with Maldon DC and the developers to finalise details of proposed improvements to Eve’s Corner and other transport improvements in the Maldon area. Further details will be a matter for determination at the planning application stage. |</p>
<table>
<thead>
<tr>
<th>SMGS21</th>
<th>Paul Wiggins</th>
</tr>
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</table>
| Unhappy about process of consultation. Concern about approach/residents views not being adequately considered. Development already agreed and would go ahead.

Objections raised to development on traffic grounds especially through Danbury. Questions traffic predictions and proposed improvements at Eves Corner. Inadequate parking and shopping in Maldon to meet needs of new development. Concern about cumulative impacts of garden Suburbs if constructed at same time especially construction traffic and congestion. Questions whether development will meet housing needs and promotes new expandable settlement adjacent to railway line.

Comments noted

The location of strategic growth will be determined through the LDP. The Council is required to meet the District's objectively assessed housing needs over the plan period. Housing development will be phased in both garden suburbs and subject to conditions relating to construction management.

The masterplan provides a framework for the preparation of planning applications and does not confer planning approval. Development of the South Maldon Garden Suburb will be subject to planning consent being granted following the submission of planning applications.

Essex Highways is working with Maldon DC and the developers to finalise details of proposed improvements to Eve's Corner and other transport improvements in the Maldon area. This will be a matter for determination at the planning application stage.
| SMGS22 | Peter Smith | Concern about impact on the lives of local residents and local opposition ignored. Proposed sites could accommodate some housing but less than the numbers currently proposed. | Comments noted. These are matters for consideration through the LDP process. |
| SMGS23 | R M James | Garden Suburb will become a dormitory for commuters- concern about traffic on A414 through Danbury because of lack of railway station, loss of valuable agricultural land and impact on character of Maldon | Comments noted. The location of strategic growth is determined through the LDP which is currently subject to Examination-in-Public. Employment development is proposed as part of the Garden Suburb. |
| SMGS24 | Mrs Sheila Epps | Generally supports development subject to following:  
- Essential community has social infrastructure as development proceeds not at end  
- Need new community centre- West Maldon Community Centre heavily used  
- Need health centre- doctors’ surgeries at capacity  
- Sceptical about capacity of The Plume School and whether it should grow to size proposed | Comments noted. Provision of necessary infrastructure will be secured at the planning application stage through appropriate legal agreement. |
| SMGS25 | Sport England | **Framework Masterplan and Development Principles - Section 4.1**  
Sport England supports the principle of a single large area of sports pitch provision being provided to the south east of the master plan area. Our experience from similar developments elsewhere shows that the provision of a small number of large sites for outdoor sport is more effective and efficient in terms of meeting community needs and providing for sustainable management than a larger number of smaller spaces within a development of this size. The proposal would offer the potential for a range of playing pitch types and sizes to be accommodated and has the flexibility for pitch numbers/sizes to be changed in response to future needs. | Add new bullet point to paragraph 4.1.7-’encourage physical activity and healthy lifestyles through provision for sport, promotion of walking and cycling and provision of allotments’  
Include reference to Sport England. |
In addition to the key principles and objectives listed in 4.1.7, the garden suburb should be explicitly encouraged to be designed to encourage physical activity due to the health, transport etc benefits this offers. This would be consistent with the other development principles in this section as well as the more specific ones in the Green Infrastructure section. It is requested that the masterplan makes reference to Sport England’s established Active Design guidance which provides Government endorsed guidance on how major new developments such as this can be planned to promote opportunities for sport and physical activity in the design and layout of development through three key principles of improving accessibility, enhancing amenity and increasing awareness. See www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/ for further detail.

**Design Principles (Lime Brook Centre) – Section 4.5**

In view of the new primary school being located in the heart of the community adjoining other community facilities, the master plan should make reference to the primary school being designed to facilitate access for the wider community to its facilities outside of school hours. Primary school facilities such as school halls and playing fields are often used by the wider community and can complement the main community facilities provided in a major development such as this. Through careful design, new schools can be planned to maximise the potential for safe and secure community access to be facilitated (e.g. through separate community entrances to buildings and external areas). It is therefore requested that the section on the approach to designing the local centre refers to the role that the school can play in meeting wider community needs and promotes the school being planned to facilitate community access to its facilities that may offer potential for community use.

Benefits this offers. This would be consistent with the other development principles in this section as well as the more specific ones in the Green Infrastructure section. It is requested that the masterplan makes reference to Sport England’s established Active Design guidance which provides Government endorsed guidance on how major new developments such as this can be planned to promote opportunities for sport and physical activity in the design and layout of development through three key principles of improving accessibility, enhancing amenity and increasing awareness. See www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/ for further detail.

**England’s Active Design Guidance in paragraph 4.3.6**

Add bullet point to paragraph 4.5.12- Opportunity for wider community use of primary school and colocation of community facilities to be explored with Essex County Council and other service providers.

**Review Design Principles. Early consideration will be given to the nature of the use of the pitches as this will influence the range of facilities to be provided in the pavilion. Sport England will be consulted at planning application stage on the details.**

Add to paragraph 5.3.2 fourth bullet point ‘..and sports pitches’

**Comments noted on infrastructure delivery. Off-site developer contributions to recreation facilities in the Maldon**
enhancing amenity and increasing awareness. See www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/ for further detail.

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**Design Principles (Fambridge Fields) – Section 4.5**

As set out above, the principle of focusing the outdoor sports facilities in this area is welcomed. Specific comments that are made on the design and layout of the sports pitches are as follows:

- The site should be planned so that it is large enough to accommodate the largest size sports pitches so that there is flexibility to meet needs as they change over time. In practice it is advised that the site be planned so that there is sufficient space to accommodate a senior cricket square (with outfield) and a senior football pitch therefore.
- A (sports turf consultant’s) feasibility study of the ground conditions of the area proposed for sports pitches should be a pre-requisite of development of the site to ensure that fit for purpose playing pitches will be provided in practice.
- A pavilion providing essential changing, equipment storage and refreshment (teas, light snacks etc for players/supporters) facilities should be a pre-requisite of the design of the site as this will be an essential area may be funded through CIL once adopted by the Council. This is referred to in paragraph 5.2.2. Clarify ‘new or enhanced recreation provision in the Maldon area’ (line 19) Sport England will be consulted on future planning applications where the details and design will be further clarified.
ancillary facility to support the use of the pitches. Early consideration should be given to the nature of the use of the pitches as this will influence the range of facilities to be provided in the pavilion e.g. senior teams will require more changing rooms and social areas than junior teams. Provision will also need to be made for a maintenance storage building for maintenance machinery, chemicals etc.

Adequate car parking will be necessary for supporting the use of the sports pitches. In practice, the majority of users of the pitches especially ‘away’ teams and officials will not reside within the development and therefore need to travel to the site usually by car. Adequate on-site parking is therefore essential to avoid a scenario where parking overspills into adjoining residential areas during peak periods of use of the pitches at weekends which usually generates residential amenity conflicts.

Consideration will need to be given to vehicular access to the site to minimise the need for users from outside the garden suburb to generate traffic within it during peak periods. Access to the site should therefore ideally be off the proposed ‘Primary Road’ or Fambridge Road and will need to co-ordinated with the proposals for the siting of the car parking and pavilion.

Consideration should be given to options for sports pitch management at an early stage to consider how the site can be sustainably managed in practice.

The above considerations should where applicable be incorporated into the design principles for the Fambridge Fields area of the development. Sport England would be willing to provide further advice on these matters to the District Council and/or developers upon request.

**Infrastructure Requirements – Section 5.1**
This section should confirm whether off-site developer contributions will be expected to be secured towards meeting the indoor sports facility needs generated by the proposed development as it is unclear. Off-site provision towards new or enhanced facilities in the Maldon area would be considered more appropriate than on-site provision.

**Infrastructure Delivery – Section 5.2**
The proposals in the indicative phasing programme for providing the proposed sports pitches are welcomed as they would ensure that the facilities are operational at an early stage of the development which would avoid pressures being placed on existing facilities which may already be at capacity. The Council is advised that new natural turf playing pitches typically take around 18 months on average from commencement of construction to be ready to use. This should be accounted for as the phasing programme develops.

<table>
<thead>
<tr>
<th>SMGS26</th>
<th>Stewart Rodie</th>
<th>Generally in favour. Concerns about traffic are explained but concerned about town centre parking</th>
<th>Comments noted. The development will be accompanied by a public transport strategy and improvements to local bus services and connections to the town centre</th>
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<td>SMGS27</td>
<td>West Maldon Community Association</td>
<td>Concerned about the inconsistency in plans for community facilities such as schools, local hub and childcare. Section 1.1.1 says that the development is “expected to accommodate” whereas 2.1.8 says that “Strategic developments in the South Maldon Garden Suburb will incorporate…” It is vital that all developers and the council MUST commit to provide at least the facilities mentioned and that the council is seen to be consistent and comprehensive in its planning and show a commitment to the existing residents as well as the new ones. Concerned about how contracts are negotiated, When West Maldon Community Centre was built, the developers were obligated to provide a community building but building left unfinished and only by fundraising efforts of the local community was it made usable. 2.1.14 “Where the development may impact upon the local area, a Section 106 contribution may be agreed between the Council and the developer”. It is fair to say that developments that increases the population of the town but such a significant percentage (around 30%?) WILL have an impact, but the plan says that a contribution “MAY” be agreed. We consider that the council is bending to</td>
<td>Proposed changes Amend 1.1.1 second paragraph line 4- ‘will incorporate the following key elements’ to ensure consistency. Council is committed to securing provision of necessary infrastructure as identified in the LDP. Add to paragraph 5.3.2 fourth bullet point ‘and community facilities’. Paragraph 2.1.14- change ‘may’ to ‘will’ to ensure consistency with</td>
</tr>
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APPENDIX 1
the will of the developers and are concerned that there is a lack of firm enforceable commitments in these plans.

Given that this response is on behalf of West Maldon Community Association and West Maldon Community Centre (WMCC), we wish to stress our belief that the communities of West and South Maldon will be best served by expansion of the facilities at WMCC as an established community hub rather than provision of a poorly defined new hub in the plans.

Strongly believe that it will be more cost effective to use Section 106 funds to expand the general, administrative and sporting facilities at WMCC in conjunction with an early years facility that could potentially be linked to government early years funding.

Section 2.4.3 describes the facilities within walking distance of the northern edge of the development. It is plain from this that the high street is not considered to be within reasonable walking distance of the development, further evidence of the councils disregard for local businesses. This is in contradiction to the statement in 2.1.7 that the local centres will be “connected to the town centre by safe walking and cycling routes”

Disagree with the statements in 2.1.8 that the existing road network can cope with the planned huge increase in housing. The provision of some new roundabouts and traffic control will restrict access around Maldon and of view that the increase in population will push the wider road system towards breaking point. In particular those roads to Chelmsford through Danbury and Hatfield Peveral and out to Colchester and Witham will suffer extensive delays. We understand that many of these towns have already expressed concern at the sheer scale of the proposed developments without proper consideration for the surrounding areas.

2.1.8 States that “Development proposals must be accompanied by a comprehensive and detailed ecological survey” and “Development proposals must be accompanied (sic) by a comprehensive and detailed archaeological (sic) assessment”.

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Policy I1 of LDP.

Add new paragraph 5.4.5:

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

The development will be accompanied by a public transport strategy and improvements to local bus services and connections to the town centre. Bullet point to be added to paragraph 4.4.3. The new local centre will complement facilities in the town centre. Employment development will include space for new and expanding businesses.
The plans make no commitment to stop or alter plans based upon the results of these assessments.

2.1.13 says that Policy I1 states: “The Council will work with relevant partners and infrastructure providers to maintain and improve infrastructure provision in the District by: “ … “Ensuring that existing infrastructure and services are protected and/or improved to meet the existing and future needs of the District” No detail is provided as to what services or infrastructures are to be improved.

2.2.1 When Limebook Way was built, it was stated that this was to be the limit of the expansion of Maldon to the south (although I admit to having have no documentary evidence of this.)
We are very concerned about the vague and non-committal responses to the suggestions on pedestrian safety in 3.3.8. – where are the detailed commitments to provide safe pedestrian and cycle crossing points for new residents to reach the town’s schools and facilities. Section 4.1 mentions crossings on Limebrook way but no mention of what sort of crossings or how these will contend with traffic on this increasingly busy inner-ring road (it could no longer be considered a by-pass).

Essex Highways is working with Maldon DC and the developers to finalise details of proposed improvements to Eve’s Corner and other transport improvements in the Maldon area. This will be a matter for determination at the planning application stage.

Add to Paragraph 5.5.5
‘Any necessary mitigation measures identified through the assessments undertaken at the planning application stage will be secured through appropriate conditions or legal agreement’.

Paragraph 2.1.13 reproduces Policy I1 as worded in the LDP.

Paragraph 2.1.14 includes reference to the Garden Suburbs.

The route of the relief road has been agreed with Essex CC. All
### SMGS28 Environment Agency

#### Fluvial Flood Risk

Masterplan must adhere to requirements of the NPPF. Add to Paragraph 4.6.4:

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

Environment Agency advises the following:

- Most recent modelled data indicates that the residential area of the site lies within Flood Zone 1, and is therefore at low risk of flooding from fluvial or tidal sources (i.e. a less than 0.1% annual probability of flooding).
- However, Lime Brook has a catchment area less than 3km² upstream of

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**Proposed Changes**

Amend paragraph 4.6.4 to reflect Environment Agency advice.

Add new paragraph 4.6.5 to clarify requirement for FRA.

The Masterplan Framework highlights the requirement for SuDS. Amend text to reflect Environment Agency's...
the site and therefore may not have been assessed for the purpose of the flood map. Therefore, there may be areas near to the site where fluvial flood risk is equivalent to Flood Zone 3 or Flood Zone 2.

- The site is only showing as Flood Zone 1 because it has not been modelled for the flood zones on the basis of the upstream catchment area being less than the default 3km².
- In line with NPPF paragraph 103 the developer may wish to undertake further modelling to ensure that ‘the most vulnerable development is located in areas of lowest flood risk.’

It is essential that the site is sequentially assessed based on a robust model of the catchment. Environment Agency advises that initial flood modelling has been received and is being assessed in consultation with developers.

### Surface Water Management

As the site exceeds 1 hectare, a Flood Risk Assessment (FRA) is required, in accordance with Footnote 20 of paragraph 103 of the National Planning Policy Framework (NPPF), that provides details of how surface water is to be managed on the site. Whilst the site is outside the floodplain, development of this scale can generate significant volumes of surface water. The impact and risks posed by this will vary according to both the type of development and the characteristics of the catchment.

### Sustainable Drainage Systems

Wherever possible, SuDS (Sustainable Drainage Systems) techniques should be used for the control of surface water attributable to the development. The first option for surface water disposal should be the use of SuDS which limit flows through infiltration e.g. soakaways or infiltration trenches should ground conditions be favourable. Discharge rates should not exceed the existing greenfield run-off rate, and storage should be provided for all events up to, and including, the 1 in 100 year rainfall event. The use of SuDS can also offer other benefits in terms of promoting groundwater recharge, water quality improvement and amenity improvement.

### Advice

Amend paragraph 4.6.7 and 5.5.5 to reflect Environment Agency’s advice that a site wide drainage strategy should be prepared and that developments should connect into this where possible.

Add to Section 4.6 The impacts on Lime Brook must be mitigated as necessary in order to comply with The Water Framework Directive Regulations 2003 and relevant River Basin Management Plan.

Anglian Water is satisfied that foul drainage has been adequately referenced in the masterplan through the infrastructure requirements and delivery sections.

Section 4.1 sets out the key sustainability principles which underpin the masterplan. Principles to be amended where necessary.
enhancements. The use of SuDS should be considered from the early masterplanning stages to maximise their benefits. They can be integrated into the scheme to enhance the development, for example by providing attractive amenity and recreational areas, which could add value to the development. Their benefits to the environment are not just limited to surface water control. They can promote groundwater recharge, improve water quality and enhance biodiversity, all of which help in the adaptation on climate change. Further guidance can be found within the CIRIA C522 document ‘Sustainable Urban Drainage Systems – design manual for England and Wales’. Approved Document Part H of the Building Regulations 2000.

Updated Flood Map for Surface Water
Surface Water Flood Map shows some areas of the site to be at risk from surface water flooding in the 1 in 30, 1 in 100 and 1 in 1000 years events. Development should be appropriately masterplanned to minimise the risk of surface water flooding. This Masterplan is likely to result in a suite of planning applications, which will be submitted for this development area. We would encourage you to ensure the proposed drainage strategies for these applications connect into the wider surface water scheme where possible.

Water Framework Directive
The Water Framework Directive (WFD) is a European Directive which establishes a legal framework for the management, protection, improvement and sustainable use of waterbodies. We are the competent authority for implementing the Directive, and have produced River Basin Management Plans (RBMPs) which set out the practical actions required to meet the obligations of the WFD. A wide range of other organisations, including local authorities, have obligations to co-deliver its objectives.

Public bodies have obligations under the Directive and have a responsibility not to compromise the achievement of UK compliance with EU Directives when determining applications. Non-compliance could lead to the European Commission bringing legal proceedings and fines against the UK. The WFD Regulations 2003 also require public bodies to have regard to the relevant RBMP when exercising their functions (regulation 17(a) and (b))

To be compliant with the Directive a scheme must not cause deterioration in a

appropriate to reflect Environment Agency advice.
Amend paragraph 4.1.7 as appropriate to reflect Environment Agency advice.
Add requirement for site waste strategy to paragraph 5.5.5
Amend Paragraph 4.1.7 to include reference to resource management and recycling.
Amend Section 4.3.3 to reflect Environment Agency advice
Add requirement to Section 5.5 regarding requirement to make reference to best practice and guidance on sustainable design and construction in preparation of planning applications
waterbody's status or prevent its achievement of good ecological status in the future. You should ensure that the proposal's impacts on Lime Brook are understood and mitigated as necessary.

**Foul Water**
The first presumption should be to provide a system of foul drainage discharging into a public sewer to be treated at a public sewage treatment works. A private means of foul effluent disposal is only acceptable when foul mains drainage is unavailable. Anglian Water Services should be consulted regarding the available capacity in the foul water infrastructure. If there is not sufficient capacity in the infrastructure then we must be consulted again with alternative methods of disposal.

**Sustainability**
Climate change is one of the biggest threats to the economy, environment and society. New development should therefore be designed with a view to improving resilience and adapting to the effects of climate change, particularly with regards to already stretched environmental resources and infrastructure such as water supply and treatment, water quality and waste disposal facilities. We also need to limit the contribution of new development to climate change and minimise the consumption of natural resources. Opportunities should therefore be taken, no matter the scale of the development, to contribute to tackling these problems. In particular we recommend the following issues are considered:

- Overall sustainability: a pre-assessment under the appropriate Code/BREEAM standard could be submitted with the application to demonstrate a high level of overall sustainability. Design Stage and Post-Construction certificates (issued by the Building Research Establishment or equivalent authorising body) could be provided to the LPA.
- Resource efficiency: a reduction in the use of resources (including water, energy, waste and materials) should be sought.
- Net gains for nature: opportunities should be taken to ensure the development is conserving and enhancing habitats to improve the
• Sustainable energy use: the development should be designed to minimise energy demand and have decentralised and renewable energy technologies (as appropriate) incorporated, while ensuring that adverse impacts are satisfactorily addressed.

These measures are in line with the objectives of the NPPF as set out in paragraphs 7 and 93-108. Reference should also be made to the Climate Change section of the National Planning Practice Guidance, in particular: “Why is it important for planning to consider climate change?” and “Where can I find out more about climate change mitigation and adaptation?”

**Water Efficiency**

Over the next 20 years demand for water is set to increase substantially yet there is likely to be less water available due to a drier climate and tighter controls on abstraction. To address this new development should be designed to be as water efficient as possible. This will not only reduce water consumption but also reduce energy bills as approximately 24% of domestic energy consumption in the UK goes to heating water (DTI 2002).

Simple solutions such as dual-flush toilets, water-saving taps and showers, water butts and appliances with the highest water efficiency rating should all be included in the development. The use of greywater recycling and rainwater harvesting will achieve a higher efficiency for the development and should be installed wherever possible.

The payback following investment in water saving devices is often higher in commercial units than residential due to the higher frequency of use. Simple measures such as urinal controls or waterless urinals, efficient flush toilets and automatic or sensor taps are therefore very effective. Likewise investment in water recycling schemes is also more viable in business settings. Further advice is available on our website at: www.environment-agency.gov.uk/business/topics/water/32070.aspx.

We also recommend that developers consider using equipment on the Water Technology List, a directory of products which have met an approved water efficiency eligibility criteria. Businesses which invest in these products may also be eligible for tax savings through Enhanced Capital Allowance (ECA).
Any submitted scheme should include detailed information (capacities, consumption rates, etc) on proposed water saving measures. Where rainwater recycling or greywater recycling is proposed, this should be indicated on site plans. Applicants are also advised to refer to the following for further guidance:

**Waste and Resource Management**
You are strongly advised to prepare a site waste strategy which takes account of the requirements of the Waste Framework Directive 2008/98/EC transposed into UK law as the Waste (England and Wales) Regulations 2011. Compliance with Article 4, the Waste Hierarchy, is a legal obligation. Any site waste strategy should include aspirations for zero waste to landfill, the need for waste prevention, and recycling targets. The strategy should show that all possible measures will be taken to reduce construction and demolition waste produced during the course of the construction, and how this will be achieved, such as preventing the over-ordering of materials, reducing damage to materials before use by careful handling and segregating waste on site into separate skips. The strategy should be made available to all staff and contractors so they are aware of what is required.

Waste should be designed out during the property design phase to ensure that during the construction and during demolition at the end of life, minimal volumes of waste result. The developer should consider how they will incorporate recycled/recovered materials into the building programme, including the use of secondary and recycled aggregates, and re-use of any on-site demolition waste. Consideration to be given to how the design of the development will incorporate facilities to allow for easy recycling by the residents. Careful thought should be given as to how recycling will be made easy for residents of multi-occupancy buildings and for the provision for recycling on the move. Facilities like these will increase recycling as well as reduce litter.

**Net Gains for Nature**
Landscaping proposals should demonstrate that thought has been given to maximising potential ecological enhancement. Paragraph 9 of the NPPF sets out that planning should seek positive improvements and includes an aim to move from a net loss of biodiversity to achieving net gains for nature in line with the
Natural Environment White Paper (2011). In determining planning applications Local Authorities are asked to conserve and enhance biodiversity and encourage opportunities to incorporate biodiversity in and around developments (para.118). This presents an opportunity to provide multi-functional benefits - providing open space for residents / workers, sustainable transport links, wildlife/ecological value, climate change resilience, improved water quality and flood risk management.

Green Infrastructure, defined as a network of new and existing multi-functional green space and features, such as ecological corridors or other appropriate planting, should therefore be considered as part of the development. Such measures can provide the range of benefits outlined above, including for example providing shade to the built environment to reduce overheating, and intercepting rainfall and reducing flood risk. But there is evidence that the inclusion of such features can also provide further economic benefits, such as encouraging inward investment, increasing property values and increasing visitor spending in an area.

Incorporating green and/or brown roofs and walls can be a particularly effective measure. They provide valuable urban habitats, increased energy efficiency of buildings and attenuation of rain water.

The UK Green Building Council has published a series of documents to help Local Authorities and developers to understand sustainability issues.

The most recently published technical guidance to the Communities and Local Government’s ‘Code for Sustainable Homes’ also provides useful guidance: www.planningportal.gov.uk/uploads/code_for_sustainable_homes_techguide.pdf.
## APPENDIX 2

### South Maldon Garden Suburb- Strategic Masterplan Framework

#### Schedule of Proposed Modifications

This schedule outlines the proposed modifications to the Draft Strategic Masterplan Framework following public consultation which took place between 30 June and 11 August 2014.

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

- **Ref No:** change identification number
- **Paragraph Number:** The specific paragraph number to which the proposed change applies
- **Proposed change:** Where text is to be deleted it will have a strike through. Where additional text is proposed it will be underlined
- **Reason for Change:** The reason why any changes are proposed

<table>
<thead>
<tr>
<th>Ref No.</th>
<th>Paragraph/ Page Number</th>
<th>Proposed Change (Deletions/ Additional Text)</th>
<th>Reason for Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>1.1.1</td>
<td>In summary, the submission LDP states that the South Maldon Garden Suburb (SMGS), as shown on Figure 1.1, is expected to will accommodate the following key elements:</td>
<td>For clarification and consistency with wording of Policy S4</td>
</tr>
<tr>
<td>02</td>
<td>1.1.2</td>
<td>Amend first sentence: The supporting text of Policy S3 of the submission LDP states that planning consent for development will only be granted if it is in accordance with Strategic Framework Masterplan (SMF) which has been endorsed by the Council for the respective area. The principles set out in the Strategic Masterplan Framework (SMF) will be in accordance with Policies S3 and S4 and other policies in the LDP.</td>
<td>Updated to reflect additional proposed minor modification to the submission LDP (August 2014)</td>
</tr>
<tr>
<td>03</td>
<td>1.2.1</td>
<td>This document sets out the draft Strategic Masterplan Framework (SMF) for the proposed SMGS and provides further supplementary guidance on the site allocations and policies in the submission LDP. The area to which the masterplan relates is defined on the submission LDP proposals map and is illustrated in Figure 1.2. The SMF will be endorsed by the Council as a material consideration in the assessment and determination of planning applications within the site allocation area and The SMF will be reviewed and amended to reflect any changes to the relevant policies following the EiP and adoption of the LDP. Where appropriate, it is intended that following</td>
<td>Updated to reflect status of SMF and for clarification</td>
</tr>
</tbody>
</table>
adoption of the LDP, the Council may adopt the SMF will be adopted as a Supplementary Planning Document (SPD). This will ensure that it is fully compliant with the adopted LDP policies. The SMF will form the basis for the assessment and determination of planning applications within the site allocation area.

| 04 | 2.1.3 | Add new sub-heading: **Essex Minerals Local Plan**  
Add new paragraph as 2.1.3  
The Essex Minerals Local Plan (MLP) was formally adopted by the County Council in July 2014. Policy S8 states that any non-mineral proposal located within a Mineral Safeguarding Area (MSA) that is 5ha or more (for sand and gravel) in size will need to be supported by a minerals resource assessment to establish the existence, or otherwise, of a mineral resource capable of having economic importance. This will ascertain whether there is an opportunity for the prior extraction of that mineral to avoid the sterilisation of the resource as required by the National Planning Policy Framework (paragraphs 143 and 144). An area within the north of the area allocated for the South Maldon Garden Suburb is located within an MSA and there may be a requirement to undertake a minerals resource assessment in accordance with Policy S8.  
R彭umber following paragraphs | Updated to reflect Essex Minerals Local Plan which has been adopted since publication of the Draft SMF |
| 05 | 2.1.4 | Amend first sentence:  
The policies set out in this document are as currently set out in the submission LDP which has been submitted for examination (including the additional proposed minor modifications to the submission LDP as submitted in August 2014). | For Clarification |
| 06 | 2.1.7 | Amend last paragraph:  
A masterplan for the each of the Garden Suburbs at Maldon and Heybridge will be prepared and developed, in partnership between the Council, relevant stakeholders, infrastructure providers and developer / landowners for illustrative purposes and as a guide for developers. | Updated to reflect additional proposed minor modification to the submission LDP (August 2014) |
| 07 | 2.1.8 | Add new bullet point to end of list following 2nd paragraph:  
- Identified infrastructure requirements will be delivered in line with the requirements set out in Policy I1 and the Infrastructure Delivery Plan | Updated to reflect additional proposed minor modification to the submission LDP (August 2014) |
| 08 | 2.1.9 | Development proposals within both the South Maldon Garden Suburb and the North Heybridge Garden Suburb must be in accordance with a masterplan endorsed by the Council for the respective areas. The Masterplans for the South Maldon Garden Suburb and the North Heybridge Garden Suburb must be in accordance with these broad development principles and other policies in the LDP. | Updated to reflect additional proposed minor modification to the submission LDP (August 2014) |
| 09 | 2.1.12 | **Policy E1 states:**
The areas indicated below and defined on the Proposals Map are allocated for employment development. Planning applications for development will only be permitted for employment purposes if they accord with the use class specified. The Council will support and encourage the development of better quality and flexible local employment space to meet the employment target. All new employment space should seek to meet the needs of local businesses and attract inward investment. Additional employment land will be designated within the Strategic Allocations and Garden Suburbs as set out in Policies S4 and S6. | For clarification |
| 10 | 2.1.14 | Developers will be required to contribute towards local and strategic infrastructure and services necessary to support the proposed development. Where the development may impact upon the local area, a Section 106 contribution may be agreed between the Council and the developer to mitigate those impacts. | For clarification and to be consistent with Policy I1 |
| 11 | 2.2.12 | Add new paragraph
There are designated and non-designated heritage assets within the site or in close proximity to the site boundaries. There is one Grade II listed building within the site (Brookhead Farmhouse). | English Heritage request further reference to historic environment |
| 12 | Page 29 | Viewpoint 2- Replace PROW 253_56 with Public Right of Way | For clarification |
| 13 | 2.7.10 | Amend sub heading
**Other Features Landscape and Visual** | For clarification |
| 14 | 2.7.12 | Add new sub heading:
**Historic Environment**
A Grade II listed building, dating back to 16th century, is located at the south west boundary of the allocated area. This building is currently part of the Brook Head Riding School complex. There is a significant group of Grade II listed buildings in the moated site comprising Maldon Hall in close proximity to the northern boundary of the site and a further cluster to the southwest of the site. | English Heritage request further reference to historic environment |
| 15 | 3.3.8 | Amend table
**Drainage Response** -
A comprehensive hydrology and drainage strategy, including on-site attenuation through swales, underground tanks and ponds, will be prepared in consultation with Essex County Council and the Environment Agency and consistent with national and local standards for sustainable urban drainage schemes (SuDs) | As the SuDs Approving Body, Essex CC would not seek the masterplan to be too restrictive with regards to measures |
<table>
<thead>
<tr>
<th>Page</th>
<th>Section</th>
<th>Text</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>3.5.1</td>
<td>Add as K. Conservation and enhancement of setting of listed buildings</td>
<td>Response to English Heritage comments</td>
</tr>
<tr>
<td>17</td>
<td>Page 45</td>
<td>Amend Figure 3.5- add listed buildings to key and show location of Brookhead Farmhouse and listed buildings at Maldon Hall</td>
<td>Response to English Heritage comments</td>
</tr>
<tr>
<td>18</td>
<td>4.1.3</td>
<td>The framework masterplan shows how the vision and objectives could be realised to create a sustainable and high-quality Garden Suburb well integrated with the wider town.</td>
<td>Response to Maldon Society comments</td>
</tr>
<tr>
<td>19</td>
<td>4.1.7</td>
<td>Policy D2 of the submission LDP identifies all new development to minimise its impact on the environment and along with Policy D4 sets out more specific requirements for new buildings in respect of environmental sustainability, subject to feasibility and viability.</td>
<td>For clarification</td>
</tr>
</tbody>
</table>
| 20   | 4.1.7   | Key principles and objectives Add new bullet point  
- To improve resilience and adapt to effects of climate change, particularly with regard to resources and infrastructure | For clarification and in response to Environment agency comments |
| 212  | 4.1.7   | Amend 2nd bullet point  
- Design to minimise energy demand and reduce water consumption and to take into account environmental issues such as air quality, water quality, drainage, sewerage, energy, noise, light, waste, design and use of sustainable building materials. | For clarification and in response to Environment agency comments |
| 22   | 4.1.7   | Amend 3rd bullet point:  
- To contribute towards making more efficient use or re-use of existing resources and reducing the lifecycle impact of materials used in construction. Facilities should be incorporated to allow for easy recycling by residents. | Response to environment Agency comments |
| 23   | 4.1.7   | Add new bullet point after 4th bullet point  
- Encourage physical activity and healthy lifestyles through provision for sport, promotion of walking and cycling and provision of allotments. | For clarification and in response to Environment agency comments |
| 24   | 4.1.7   | Add new bullet point after 6th bullet point  
- Promote net gains for nature and the conservation and enhancement of habitats to improve the biodiversity value of the immediate and surrounding area | For clarification and in response to Environment agency comments |
## 4.2.6
The LDP includes a requirement for circa 4.5 ha of new employment space to be provided within the Garden Suburb at Wyke Hill (south). Figure 4.2 identifies approximately 3.4 hectares of land for range of employment uses near the Spital Road and new relief road junction. In addition, 0.5 hectares of employment land is proposed near the existing employment uses at Knowles Farm. This will include a range of B1, B2 and B8 uses - offices, start-up units, small scale industrial and distribution and storage units, within a landscaped setting, in buildings up to 2-3 commercial storeys high. Existing employment uses to the western boundary are retained and integrated within the masterplan.

## 4.2.7
Located centrally, an area of approximately 0.75 hectares is proposed for a mixture of uses. This will comprise food retail, non-food retail, cafe, community uses and offices on the upper floors. The local centre can also provide a limited number of residential flats on the upper floors. The mixed use local centre will complement the facilities and services in Maldon Town Centre.

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

## Footnote
Figure 4.3: Add footnote: SuDs features to be integrated as part of Green Infrastructure network

## Spelling Error
4.3.3. Add new first bullet point
- Promote multi-functional use and benefits of green space including amenity, climate change, biodiversity, health, education and sustainable transport links.

## Correction
4.3.3. Amend 4th bullet point:
- Create a network of new and existing open spaces and ensure a well-balanced distribution of open space and facilities spread across the SMGS site to ensure easy access for all future residents and provide links to wider green space network.

## Additional Bullet Point
4.3.3. Add additional bullet point:
- Design to be used as a way of adapting and mitigating for climate change through the management and enhancement of existing habitats and the creation of new ones to assist with species migration, to provide shade during higher temperatures and for flood mitigation.
<table>
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<tr>
<th>Page</th>
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<th>Notes</th>
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<tbody>
<tr>
<td>34</td>
<td>4.3.3</td>
<td>Add to end of paragraph In the preparation of planning applications, reference should also be made to the Maldon District Green Infrastructure Study (September 2011) and any subsequent document.</td>
<td>For clarification and in response to Natural England comments</td>
</tr>
<tr>
<td>35</td>
<td>4.3.6</td>
<td>Add additional bullet point • Potential for improved provision for horseriders where practicable.</td>
<td>Response to comments made by English Bridleways Association</td>
</tr>
<tr>
<td>36</td>
<td>4.3.6</td>
<td>5th bullet point • Enhancement of the health and well-being of residents through the provision of safe and accessible public open space suitable for a range of formal and informal sport and recreation. Reference should be made to Sport England’s Active Design Guidance in preparation of planning applications.</td>
<td>Response to Sport England comments</td>
</tr>
<tr>
<td>37</td>
<td>4.4.2</td>
<td>Add additional bullet point: Where practical, consider potential for multi-user tracks to enable the use by walkers, cyclists, horseriders and other vulnerable road users.</td>
<td>Response to comments made by English Bridleways Association</td>
</tr>
<tr>
<td>38</td>
<td>4.4.2</td>
<td>Add additional bullet point: • Provide safe pedestrian and cycle crossing points on Limebrook Way and A414 at Wycke Hill to ensure the Garden Suburb is well integrated with the wider town.</td>
<td>For clarification and in response to representations</td>
</tr>
<tr>
<td>39</td>
<td>Page 60</td>
<td>Figure 4.4- Wentworth Primary School Way should read Wentworth Primary School</td>
<td>Correction</td>
</tr>
<tr>
<td>40</td>
<td>4.4.3</td>
<td><strong>Pedestrian, Cycle and Bus</strong> 4th bullet point: • The Wyke Hill By-pass will reduce the number of trips into Limebrook Way along the existing A414 Spital Road but Essex CC advise that the A414 will still be categorised as a Primary Route 1. The existing A414 Spital Road will be downgraded to accommodate pedestrian and cycle routes. Provision will be made for pedestrian and cycle routes that allow safe and direct access to the community uses to the south of Spital Road.</td>
<td>For clarification in response to comments made by Essex CC</td>
</tr>
<tr>
<td>41</td>
<td>4.4.3</td>
<td><strong>Pedestrian, Cycle and Bus</strong> 5th bullet point: • New crossing points should be provided in key locations are to be implemented over the on Limebrook Way to reflect pedestrian desire lines and to facilitate access to local services and facilities. The provision of a suitable link to the Local Centre from the western part of the Garden Suburb which may involve restoration and use of the existing tunnel under Maldon Wick</td>
<td>For clarification</td>
</tr>
<tr>
<td>Page</td>
<td>Section</td>
<td>Notes</td>
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</tbody>
</table>
| 42   | 4.4.3   | **Pedestrian, Cycle and Bus**  
Add bullet point  
- The development will be accompanied by a public transport strategy and improvements to local bus services and connections to the town centre. |
| 43   | 4.4.3   | **Vehicular Access**  
- The main vehicular access points will be from Limebrook Way and Fambridge Road for the eastern portion of the Garden Suburb. Details of access points onto Fambridge Road will be agreed with Essex County Council. It is envisaged that the arterial route through the development between these points will be formal and tree lined. The western portion access will be taken from Spital Road, Wycke Hill and the new Relief Road |
| 44   | 4.4.3   | Add at end of paragraph  
**Bridleways**  
- Existing bridleway network to be incorporated in masterplan and where possible enhanced. |
| 45   | 4.4.4   | Amend 3rd bullet point to read:  
- The need to ensure connectivity within the new Garden Suburb and between the new Garden Suburb and existing communities |
| 46   | 4.4.4   | Add additional bullet point  
- The need to provide for safe access and movement by cyclists, pedestrians and horseriders |
| 47   | Page 63 | Figure 4.4.1- amend plan to show the ‘walk your bike’ route from Limebrook Way to the western side of Limebrook Way/ Mundon Road roundabout |
| 48   | 4.4.8   | The function and role of the three main tiers is explained in further detail on the following pages. It should be noted that all dimensions shown are indicative, and will be subject to discussions with the highways and drainage authorities at the future planning application stages. The design criteria for Primary Routes will accord with a minimum of 6.75 metres to accommodate buses, and other Secondary and Tertiary routes should comply with the emerging revised Essex Design Guide road widths, this being a minimum of 5.5 metres. A brief summary of each ‘tier’ is set out over on the next following page. |
| 49   | 4.4.9   | Add new paragraph  
Parking provision will comprise a mixture of solutions which respond to the standards required by the local planning authority. Parking will be designed in accordance with place making principles. |
<p>| | | | |</p>
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<tr>
<td>50</td>
<td>4.5.11</td>
<td>It is essential that the local centre is designed as the high quality space, which attracts multiple users and functions as a vibrant, commercially successful and attractive place. Preliminary illustrative proposals have been prepared and are shown on the page opposite (Figure 4.6.2). Essex County Council will be fully consulted on the detailed design and access arrangements for the local centre and primary school/early years facility.</td>
<td>For clarification in response to comments made by Essex CC</td>
</tr>
</tbody>
</table>
|51| 4.5.12| Add new bullet point  
* Further assessment to be undertaken regarding the proximity of the access to the Local centre to the main vehicular access off Limebrook Way | Response to comments made by Essex CC |
|52| 4.5.12| Add new bullet point:  
* Potential for wider community use of school buildings and co-location of community facilities should be considered | Response to comments made by Essex CC and Sport England |
|53| Page 75| Figure 4.6.2  
3 Shared surface Local square  
Add: For illustrative purposes only |   |
|54| 4.5.13| **Character objectives**  
The aim is to create a leafy character area which accords with Garden Suburb principles with a strong, well defined building line, integrated with tree lines and curved linear green features-'Greenways'. The character area also creates an appropriate transition between the different character areas, from higher density local centre to the west, to lower density Garden Suburb edge to the Fambridge Road to the east. | For clarification |
|55| 4.5.14| **Open space**  
This character area will contain the main area of formal recreation within the Garden Suburb. At the present time, it is envisaged that this will largely comprise include junior sports pitches but it will be necessary to retain flexibility to respond to changing needs over time. Provision of associated facilities (to include a pavilion, changing facilities and on-site parking) will be required and the area will with associated facilities and parking and would provide a transitional edge between the housing to the north and the rural countryside to the south. Informal recreational routes connect this space with the development to the north. Early consultation with Sport England and Maldon District Council will be required in the development of detailed proposals and preparation of planning applications. | Response to Sport England comments |
<table>
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<tr>
<th>Page</th>
<th>Paragraph</th>
<th>Text</th>
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</thead>
</table>
| 56   | 4.5.17    | **Urban form**  
A series of buildings of varying scale. Buildings arranged in coherent groupings around landscaped courts. It also helps to create with an active a-frontage to the Spital Road. The scale, form and massing of development must be carefully considered in relation to the adjacent listed building. Design of car parking to be carefully controlled to ensure an attractive public realm. | Response to English Heritage comments |
| 57   | 4.6.4     | The new development should ensure it minimises the risk of flooding on site and elsewhere. The key objective is that the development must wholly contain its own surface water drainage and must not lead to increased flood risk or water pollution in adjoining areas. Flood zone mapping provided by the Environment Agency shows that the large majority of the site lies within Flood Zone 1; being an area of Low Probability of flooding, outside both the 1 in 100 (1% AEP) and 1 in 1,000 (0.1% AEP) year flood events and as such, is a preferable location for development when appraised against the NPPF Sequential Test guidance. The site will be sequentially assessed based on a robust model of the catchment area. Reference should also be made to the Maldon and Heybridge Surface Water Management Plan (October, 2013). | For clarification and in response to Environment Agency comments |
| 58   | 4.6.5     | The proposals for the SMGS site are being developed in consultation with the Environment Agency and Essex County Council. It is proposed the development will employ a multi-tier SuDS water management system (Figure 4.6), providing source control measures (where appropriate) implemented as close as possible to source, together with more strategic treatment systems. Proposals should be consistent with national standards which state that SuDs should aim to manage water as close to the surface as possible and the guidance contained in the SuDs Design and Adoption Guide (Essex County Council, December 2012). The SuDS measures will be identified at the detailed design stage to support the planning application. | |
| 59   | Page 87   | Add new paragraph 4.6.8  
The impacts on Lime Brook must be mitigated as necessary in order to comply with The Water Framework Directive Regulations 2003 and relevant River Basin Management Plan. | Response to Environment Agency comments |
| 60   | Page 92   | Table 5.1 to be updated to reflect updated Infrastructure Phasing Plan (August 2014)- Copy attached and address printing error-indicative phasing of housing delivery for South Maldon Garden Suburb printed in duplicate | To correct printing error and to reflect updated Infrastructure Phasing Plan |
| 61   | 5.1.4     | 2nd bullet point  
- Green infrastructure - parks, children’s play areas, sports pitches, accessible green space, allotments and local wildlife sites | Response to Natural England comments |
<table>
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<tr>
<th>Page</th>
<th>Section</th>
<th>Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>62</td>
<td>5.2.2</td>
<td>Necessary infrastructure will be delivered through a combination of planning obligations, and Community Infrastructure Levy (CIL). Planning conditions will be used for the provision of essential on-site infrastructure such as green space and to ensure its long term maintenance. Planning obligations will be applied under Section 106 of the Town and Country Planning Act 1990 to secure key elements of infrastructure such as off-site highway and transport improvements, education contributions and youth and children’s facilities. The broad approach to the pooling of infrastructure costs is summarised in Table 5.2. Other infrastructure requirements such as health and new or enhanced recreation provision in the Maldon area may be funded under CIL. MDC has commenced work on CIL rates which will introduce charges on development to fund infrastructure projects. CIL payments from other developments could also contribute to the delivery of some strategic infrastructure in SMGS.</td>
</tr>
</tbody>
</table>
| 63   | 5.3.2   | 3rd bullet point  
- Secure agreement and delivery of long term management and governance arrangements (including management of green spaces, community facilities and sports pitches) |
| 64   | 5.4.2   | Policy S2 of submission LDP identifies a build-out period of 15 years or more to deliver the SMGS. Assumptions regarding the phasing of development and infrastructure delivery are summarised in Table 5.1. The rate of housing delivery will be subject to on-going review. Essex County Council and Maldon District Council in conjunction with promoters/developers and other stakeholders will review the impact of planned housing growth on the key functional areas of education and highways and transportation, following any changes in housing delivery and once detailed housing mix is known. |
| 65   | 5.4.5   | Add new paragraph  
The provision of new and enhanced community facilities will take into account the future role and potential of West Maldon Community Centre in serving the new and existing communities. This will be explored in further detail at the planning application stage in consultation with the relevant organisations and stakeholders. |
| 66   | 5.5.5   | Development proposals must be accompanied by an appropriate site wide drainage strategy to be agreed with the Environment Agency, a site waste strategy and a comprehensive and detailed ecological survey. Prior to any development a comprehensive and detailed archaeological survey should be undertaken. Development proposals for Site 2(a) South of Limebrook way will be required to include proposals for protection and enhancement of the Maldon Wick Local Wildlife Site. |

For clarification and in response to Sport England comments

Response to Sport England and west Maldon Community Association comments

Response to comments made by Essex County Council.

For clarification and in response to West Maldon Community Association comments

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

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

**Heritage Assets**
A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
**APPENDIX 2**

<table>
<thead>
<tr>
<th>Project</th>
<th>Funding required</th>
<th>Funding arrangement</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Heybridge relief road</td>
<td>£11,122,000</td>
<td>Pooled S106 between S2a, S2b, &amp; S2c</td>
</tr>
<tr>
<td>South Maldon relief road (South Maldon)</td>
<td>£11,410,800</td>
<td>Pooled between sites S2a, S2b, S2c, S2d, &amp; S2e</td>
</tr>
<tr>
<td>B1018 Langford Rd / Heybridge Approach</td>
<td>£1,425,000</td>
<td>Pooled S106 between S2a, S2b, S2c, S2d, &amp; S2e</td>
</tr>
<tr>
<td>S2a / Heybridge Approach / A12 / roundabout</td>
<td>£1,278,800</td>
<td>Pooled S106 between S2a, S2b, S2c, S2d, &amp; S2e</td>
</tr>
<tr>
<td>A4 / A12 / A121 roundabout</td>
<td>£1,518,800</td>
<td>Pooled S106 between S2a, S2b, S2c, S2d, &amp; S2e</td>
</tr>
<tr>
<td>B128/Heybridge Way</td>
<td>£500,000</td>
<td>Pooled S106 between S2a, S2b, S2c, S2d, &amp; S2e</td>
</tr>
<tr>
<td>Heybridge Lane</td>
<td>£480,000</td>
<td>Pooled S106 between S2a, S2b, S2c, S2d, &amp; S2e</td>
</tr>
<tr>
<td>Wivenhoe / Stogursey / B128</td>
<td>£640,000</td>
<td>Pooled S106 between S2a, S2b, S2c, S2d, &amp; S2e</td>
</tr>
<tr>
<td>Burnham-on-Crouch highway improvements (2011/2012)</td>
<td>£520,000</td>
<td>Pooled S106 between S2a, S2b, S2c, S2d, &amp; S2e</td>
</tr>
<tr>
<td>Passenger Transport improvements for South Maldon</td>
<td>£1,219,750</td>
<td>Pooled S106 between S2a, S2b, S2c, S2d, &amp; S2e</td>
</tr>
<tr>
<td>Passenger Transport improvements for North Heybridge</td>
<td>£1,219,750</td>
<td>Pooled S106 between S2a, S2b, S2c, S2d, &amp; S2e</td>
</tr>
<tr>
<td>Passenger Transport improvements for Burnham-on-Crouch</td>
<td>£1,219,750</td>
<td>Pooled S106 between S2a, S2b, S2c, S2d, &amp; S2e</td>
</tr>
</tbody>
</table>

**Notes:**
- ECC recommends that these phases should be developed in line with the phased rollout of development. ECC requires that the phased development is delivered to coincide with the phased delivery of the new development. ECC has recommended 0.5 FE in the early phases of development.
- There is minimal existing capacity, therefore development may be required early in the planning and delivery cycle.
- ECC recommends that there is limited existing capacity in Little existing capacity in Maldon primary school. MDC interpretation of ECC recommendations.
- There is minimal existing capacity, therefore development may be required early in the planning and delivery cycle.
- ECC recommends that development in the early phases of development is required. ECC requires that the phased development is delivered as soon as possible - subject to the availability of CIL funding.
- There is minimal existing capacity, therefore development may be required early in the planning and delivery cycle.
- Passenger Transport improvements for South Maldon are funded in line with the phased rollout of development. ECC recommends that these phases should be developed in line with the phased rollout of development. ECC requires that the phased development is delivered to coincide with the phased delivery of the new development. ECC has recommended 0.5 FE in the early phases of development.
- There is minimal existing capacity, therefore development may be required early in the planning and delivery cycle.
- ECC recommends that there is limited existing capacity in Little existing capacity in Maldon primary school. MDC interpretation of ECC recommendations.
- There is minimal existing capacity, therefore development may be required early in the planning and delivery cycle.
- ECC recommends that development in the early phases of development is required. ECC requires that the phased development is delivered as soon as possible - subject to the availability of CIL funding.
- There is minimal existing capacity, therefore development may be required early in the planning and delivery cycle.
- ECC recommends that these phases should be developed in line with the phased rollout of development. ECC requires that the phased development is delivered to coincide with the phased delivery of the new development.
- There is minimal existing capacity, therefore development may be required early in the planning and delivery cycle.

**Total funding required:** £123,000

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12/14
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**Total** £210,000
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Notes:
* This project relates to remodelling and relocation of bus stops and passenger transport information as required.
** Only sewage costs are known at the current time. These costs are based on costs outlined in the November 2013 Viability Study.