



North Heybridge Garden Suburb Consultation Draft

Strategic Masterplan Framework





Hampstead Garden Suburb by William Ratcliffe c1914

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1.1 Background

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

In summary, the LDP states that the North Heybridge Garden Suburb is expected to accommodate the following key elements:

- 1,235 dwellings (including affordable housing and dwellings which meet the housing needs for an older population)
- a community hub/local centre
- supporting infrastructure including:
 - a new 1 form entry primary school;
 - two new 56 place early year and childcare facilities;
 - necessary contributions towards the sufficient expansion of the Plume School;
 - provision for youth and children's facilities;
 - a new outer relief road between Langford Road and Broad Street Green Road;
 - A Country Park focused to the west of Maypole Road;
 - a strategic flood alleviation scheme;
 - new and/or enhanced public transport routes
 - new and/or enhanced walking and cycling routes within the Garden Suburb and externally connected to the wider area especially the Maldon and Heybridge Central Area;
 - adequate provision for enhanced medical provision in cooperation with the relevant health bodies;
 - a community hub and local centre;
 - increased and enhanced green infrastructure; and
 - appropriate drainage & sewerage infrastructure including sustainable urban drainage schemes (SUDs).
- other necessary supporting infrastructure improvements and mitigation measures that may arise from further highways work undertaken by Essex County Council.

1.1.2. Policy S3 of the LDP states that Masterplans for each of the Garden Suburbs at Maldon and Heybridge will be prepared in conjunction with relevant stakeholders. The policy clarification provided at paragraph 2.45 states that planning consents for development within the Garden Suburbs will only be granted by the Council if the proposals are in accordance with the respective masterplans which are endorsed by the Council and that where appropriate, the Council will adopt the masterplans as SPD. Given the significant pressure for development in the District and the requirement to demonstrate a 5 Year housing land supply, the Council has taken the decision to commence work on the Masterplans for the proposed Garden Suburbs in advance of adoption of the LDP. This will enable key strategic issues such as infrastructure provision, strategic flood attenuation and environmental protection and management to be considered in a coordinated manner.

1.2. Status of this document

1.2.1 This document sets out the Draft Strategic Masterplan Framework for the proposed North Heybridge Garden Suburb and provides further supplementary guidance on the site allocations and policies contained in the LDP. The area to which the masterplan relates is defined on the LDP proposals map and is illustrated in Figure 1. The Strategic Masterplan Framework will be reviewed and amended to reflect any changes to the relevant LDP policies following the Examination in Public and adoption of the LDP. Where appropriate, the Strategic Masterplan Framework will be adopted as a Supplementary Planning Document (SPD) following adoption of the LDP. The Strategic Masterplan Framework will be a material consideration in the determination of future planning applications.

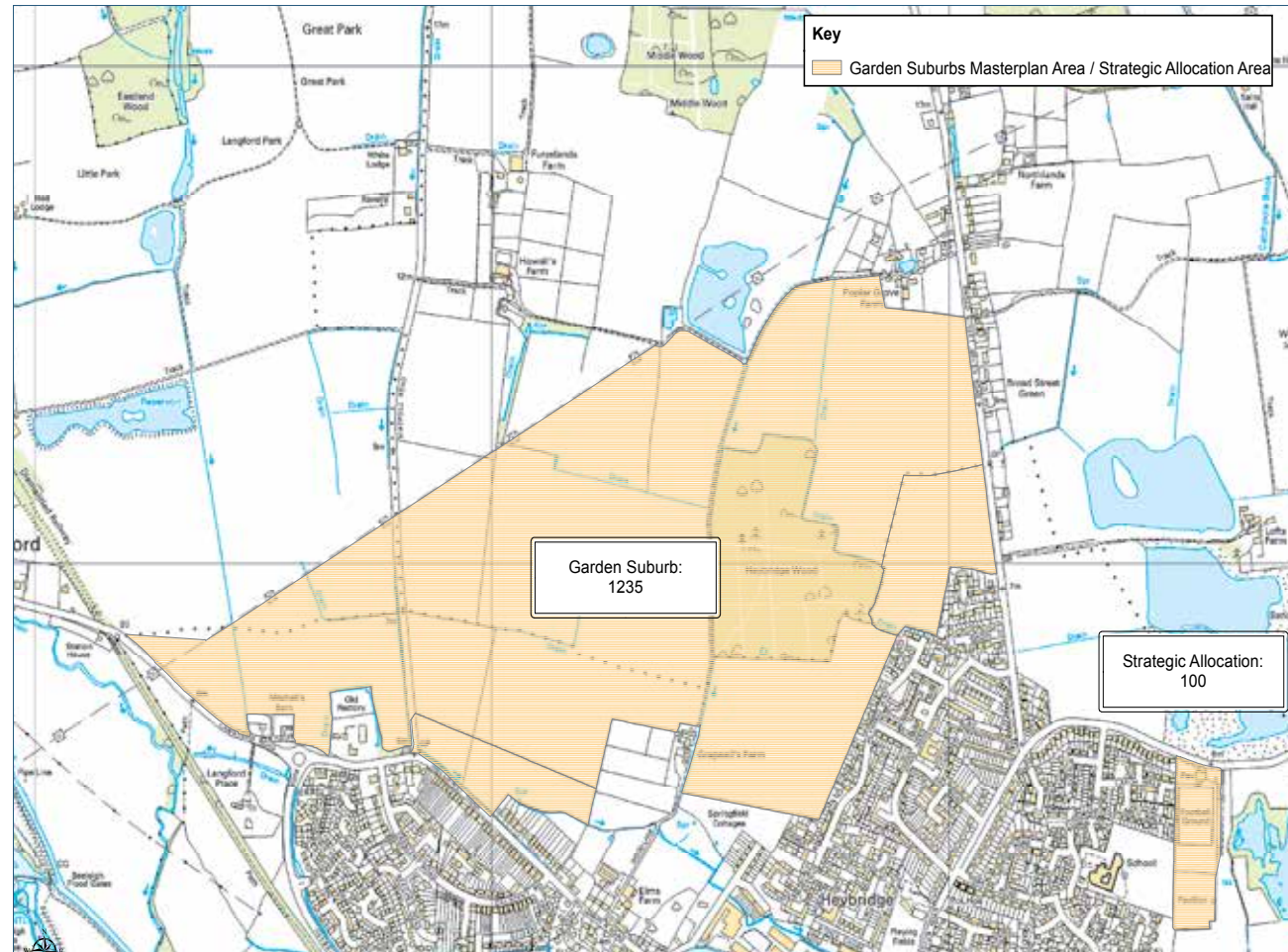


Figure 1 –North Heybridge Garden Suburb and Strategic Allocation- Extract from Local Development Plan (submitted for Examination April 2014)

1.3 What is a Garden Suburb?

1.3.1 The overall aspiration is to create a high quality Garden Suburb that reflects its context on the edge of Heybridge. In accordance with the spatial vision and policies set out in the LDP, the North Heybridge Garden Suburb is being planned as a high quality, vibrant and distinctive new neighbourhood which is well linked to and integrated with surrounding communities. It will make a significant contribution to meeting the requirement for new homes in the District and development proposals will be required to incorporate the following principles:

- A comprehensive and well planned approach that provides homes, and community facilities;
- Places where people will want to live and interact through active citizenship and civic amenity;
- A strong landscaped character that incorporates well managed open space, tree lined streets and natural areas for amenity and wildlife;
- Integrated and easily accessible transport systems, incorporating public transport, walking and cycling;
- A clear and harmonious relationship between town and country;

- High quality and detailed architecture that is characterful, innovative and adaptable;
- A local centre which will act as the community focus with a mix of businesses and community uses that are well served by public transport and connected to the town centre by safe walking and cycling routes;
- A network of safe and usable paths and streets for pedestrians, cyclists and vehicles which prioritises accessibility to open spaces, education and health facilities
- Fully integrated with the surrounding communities through shared community uses and a variety of transport modes including walking, cycling and public transport;
- Provide for the requirements of site service and communication infrastructure;
- Provide dwellings that meet the District's housing needs for an older population.

1.3.2 The development of the North Heybridge Garden Suburb will be required to incorporate and deliver new infrastructure to meet the needs arising from the development, as set out in Policies S4 and I1 of the LDP. It is proposed in the LDP that Green infrastructure will play a significant part in creating the character of the Garden Suburb.



1.4 How has the Strategic Masterplan Framework been prepared?

1.4.1 The Draft Strategic Masterplan Framework has been developed in partnership between Maldon District Council, developers/landowners, relevant stakeholders and the local community with advice being provided by ATLAS (Advisory Team for Large Applications – part of the Home & Communities Agency). A Strategic Masterplan Framework Brief was approved by the Planning & Licensing Committee on 14 November 2013 and has subsequently been updated to reflect LDP changes. The revised brief was endorsed by Planning & Licensing Committee on 12 June. The Brief promotes a collaborative approach between the Council and relevant landowners/developers and a project management structure was established in December 2013 to ensure effective joint working.

1.4.2 A masterplanning working group has been established with landowners/developers and key infrastructure providers including Essex County Council and the Environment Agency to progress preparation of the masterplan. A Members Briefing Group has also been established to receive regular updates on progress with development of the masterplans for the two Garden Suburbs and to act as a sounding board for emerging ideas around the masterplan concepts. Meetings have taken

place with Heybridge Parish Council and Langford & Ulting Parish Council to keep them up to date with progress on the masterplanning process. An Executive Partnership Group has been established comprising Maldon District Council, Essex County Council, the Environment Agency, Essex Waterways and the developers/landowners to secure the design, implementation and management of an appropriate strategic flood mitigation scheme that satisfies the requirements of Policy S4.

1.4.3 Consultation on key issues and options has been undertaken with stakeholders and the local community and this has informed the development of the Draft Strategic Masterplan Framework.



Stakeholder Consultation Event 7th March 2014



Public Exhibition 21st June 2014

1.5 What is the purpose of the Strategic Masterplan Framework?

1.5.1 Preparation of the Strategic Masterplan Framework will help to ensure that development of the North Heybridge Garden Suburb takes place in a coordinated way in accordance with the policies in the LDP, with the timely delivery of new housing and necessary infrastructure such as roads, drainage and schools and environmental protection measures and the creation of a high quality living environment well integrated with the wider urban area. The Strategic Masterplan Framework aims to:

- Expand on the key development principles set out in Policies S3 and S4 to enable a co-ordinated approach to delivering the proposed level of growth in a garden suburb context;
- Provide guidance to inform detailed masterplans/layouts at the planning application stage;
- Provide guidance on how the policies may be implemented.

1.6 Contents of the Document

1.6.1 The Strategic Masterplan Framework provides guidance on how the North Heybridge Garden Suburb can be delivered in accordance with the policies set out in the LDP. It addresses the spatial form of development and provides guidance on development, design and infrastructure delivery. It is arranged in two parts: -

Part 1: **Planning and Design** (Sections 2-6)

Part 2: **Infrastructure and Delivery** (Section 7)

Sections 2 - 6 provide an assessment of the site and surrounding context and sets out a Vision and set of Objectives for the North Heybridge Garden Suburb. It establishes a comprehensive approach and a set of principles which underpin the Strategic Masterplan Framework and provide guidance for future development.

- Section 2 sets out the planning policy context;
- Section 3 provides an assessment of the site and the key opportunities and constraints which have been identified in the technical studies and

assessment work which has been undertaken.

- Section 4 presents the overarching vision for the creation of a high quality garden suburb and how the vision and objectives have been evolved through collaborative working and stakeholder and community engagement. It also provides a summary of the responses received as a result of public consultation on the proposals and the manner in which the Draft Strategic Masterplan Framework seeks to address the issues raised.
- Section 5 sets out the Draft Strategic Development Framework. This will provide the framework for the development of the North Heybridge Garden Suburb.
- Section 6 provides further suggested design guidelines, to assist in the preparation of detailed design proposals in due course.

- Section 7 sets out how the vision and objectives for North Heybridge Garden Suburb will be secured in accordance with the policies set out in the LDP including the delivery of necessary infrastructure, such as improvements to the highway network, strategic flood alleviation works, education facilities and public transport. It also considers future arrangements for management and community involvement and the possible content of future planning applications.



Figure 2 –Plan Showing Maldon and Heybridge in context

2.1 National Planning Policy Framework

2.1.1 The National Planning Policy Framework (NPPF) (March 2012) sets out the key national policy guidance for development. A key focus of the NPPF is to create high quality and sustainable new developments that are deliverable.

2.1.2 The NPPF also recognises the value of garden city principles for large scale developments such as the North Heybridge Garden Suburb. This policy reference is supplemented by recent guidance on the subject produced by the Town and Country Planning Association which provides a useful set of principles and helpful design guidance that can inform the delivery of a sustainable Garden Suburb. This guidance has informed the preparation of this Strategic Masterplan Framework.

2.1.3 Paragraph 153 of the NPPF explains that Supplementary Planning Documents should be used where they can help applicants make successful applications, and fundamentally the purpose of this document is to assist future applicants, by:

- Setting out in advance the Council's aspirations for the development – where applicants come forward with planning applications that respond

positively to the contents of this document, they can have comfort that the scheme is likely to be one that the Council would wish to approve;

- Providing a Framework through which the broad strategic principles and layout of the Garden Suburb can be subject to stakeholder and public consultation in advance of the submission of any application, thereby minimising the risk for applicants that follow the broad principles set out in this document; and
- Bringing together the key technical, contextual and design issues that are likely to be pertinent to the Council's consideration of applications, with suggestions as to how these can be addressed.

2.2 Maldon District Local Development Plan (LDP)

2.2.1 Maldon District Council submitted the Maldon District Local Development Plan (LDP) to the Secretary of State for examination in April 2014. The LDP sets out how the Council proposes to meet its objectively assessed needs for housing and other development in the period up to 2029 and

includes the allocation of land to the north of Heybridge for the development of a new Garden Suburb.

2.2.2 The policies set out in this document are as currently set out in the LDP which has been submitted for examination. It will be necessary to review the Strategic Masterplan Framework and to make any necessary modifications to reflect policy changes following examination and adoption of the plan and prior to the adoption of this document as a Supplementary Planning Document (SPD).

2.2.3 Key policies of particular relevance to the proposed North Heybridge Garden Suburb are summarised below.

2.2.4 Policy S2: Strategic Growth Policy S2 states that:

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

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

	Total	Year 0-5	Year 6-10	Year 11-15
North Heybridge Garden Suburb	1,235	350	440	445
S2(d) North of Heybridge	1,035	150	440	445
S2(e) Land to the north of Holloway Road	100	100	N/A	N/A
S2(f) West of Broad Street Green Road	100	100	N/A	N/A

Table 2.1- Extract from Policy S2- Residential Phasing

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

2.2.5 Policy S3: Place Shaping

Policy S3 requires that:

“The Garden Suburbs and Strategic Allocations at Maldon, Heybridge and Burnham-on-Crouch will be planned as high

quality, vibrant and distinctive neighbourhoods that will complement and enhance the character of the District and protect and enhance the environmental qualities of the surrounding area. Development proposals for the Garden Suburbs and Strategic Allocations must incorporate the following principles:

1. *A comprehensive and well planned approach that provides homes, jobs, and community facilities;*
2. *Places where people want to live and interact through active citizenship, civic amenity and a vibrant urban life;*
3. *A strong landscaped character that incorporates well managed open space, tree-lined streets and other landscaping and natural areas for amenity and wildlife habitat and to address the effects of climate change;*
4. *The historic environment is instrumental in establishing landscape*

5. *and built character and providing a sense of place and identity, and this should be recognised through the protection, management and enhancement of heritage assets; There will be a clear and harmonious relationship between town and country;*
6. *High quality and detailed architecture that is characterful, innovative and adaptable;*
7. *The local centres will act as the community focus within the Garden Suburbs, with a mix of businesses and community uses that are well served by public transport and connected to the town centre by safe walking and cycling routes;*
8. *There will be a network of safe and usable paths and streets for pedestrians, cyclists and vehicles. This network should prioritise accessibility to open spaces, education facilities and health facilities;*

9. *Fully integrated with the surrounding communities through shared community uses, and a variety of transport modes including walking, cycling and public transport;*
10. *Provide for the requirements of site service and communication infrastructure, in particular high speed broadband, with minimal disruption and need for reconstruction and allow for future growth in service infrastructure; and*
11. *Provide dwellings which meet the District's housing needs for an older population, as identified and required by the Council.*

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”.

2.2.6 Policy S4: Maldon and Heybridge Strategic Growth

Policy S4 states that:

“Strategic developments in the North Heybridge Garden Suburb will incorporate the following key infrastructure elements;

- *A new 1 form entry primary school;*
- *Two new 56-place early year and childcare facilities;*
- *Necessary contributions toward the sufficient expansion of the Plume School;*
- *Provision for youth and children's facilities;*
- *A country park focussed to the west of Maypole Road;*
- *A new outer relief road to the north of Heybridge between Langford Road and Broad Street Green Road;*
- *A strategic flood alleviation scheme.*

Garden Suburbs and Strategic Allocations within the Maldon and Heybridge area will be comprehensively planned with the quantum of development as set out in Policy S2 and E1. Permission will be given for development

at the Garden Suburbs / Strategic Allocations provided that they are in compliance with the broad development principles set out in policy S3, and that:

- *New and / or enhanced public transport provision is incorporated within the new Garden Suburbs / Strategic Allocations;*
- *New and / or enhanced walking and cycling routes are included internally within the new Garden Suburbs and where appropriate Strategic Allocations and externally connected to the wider area especially the Maldon and Heybridge Central Area;*
- *Development can be accommodated within the capacity of the Maldon and Heybridge road network and junctions, and wider network following appropriate mitigation measures and junction improvements;*
- *Pupil demand from the development can be accommodated within existing and / or proposed new primary, secondary and early years and childcare facilities, as well as adult community learning;*
- *Adequate provision is made for*

- *enhanced medical provision in cooperation with the relevant health bodies;*
- *Community hubs and local centres of appropriate form and scale are integrated into the design and layout of development proposals;*
- *Flood risk management and surface water mitigation measures must be planned in conjunction with relevant stakeholders including the Environment Agency and Essex County Council and must be integral to the development proposals for the Strategic Growth areas as a whole;*
- *Adequate provision is made for enhanced and comprehensive sewerage infrastructure;*
- *Adequate provision is made for increased and enhanced green infrastructure including provision for youth and children’s facilities;*
- *Adequate provision is made for affordable housing;*
- *A significant proportion of the proposed dwellings for Maldon and Heybridge are of a form, tenure and dwelling mix that is appropriate for meeting the housing needs of an older population including the provision of*

- *bungalows, sheltered housing, extra care housing, private retirement homes and lifetime homes etc.;*
- *Development proposals must be accompanied by a comprehensive and detailed ecological survey; and*
- *development proposals must be accompanied by a comprehensive and detailed archaeological assessment.*

Further details on infrastructure requirements, delivery and funding mechanisms are included in the infrastructure delivery plan. Development proposals within both the South Maldon Garden Suburb and the North Heybridge Garden suburb must be in accordance with the masterplan endorsed by the council for the respective areas.

The following masterplanning principles should form the basis of the masterplan for the North Heybridge Garden Suburb or any proposed developments within the masterplan area in order to maintain a clear defensible northern boundary to Heybridge and reduce the potential for further coalescence with neighbouring villages:

- *The new relief road should form a northern boundary of the development. Only strategic flood alleviation measures and landscaping measures may be allowed to the north of the new relief road;*
- *Strategic flood alleviation measures may be permitted outside of the masterplan area where appropriate and required; and*
- *The area between the new relief road, Maypole Road, and Langford Road will be used for green infrastructure, flood alleviation and / or landscaping measures.*

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

2.2.7 Policy I1 Infrastructure and Services

Policy I1 states:

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

- 1) *Ensuring that existing infrastructure and services are protected and/or improved to meet the existing and future needs of the District;*
- 2) *Ensuring that an appropriate level and type of infrastructure is provided for new developments where required to meet community and infrastructure needs;*
- 3) *Maximising opportunities for reconfiguration, expansion and co-location of facilities to improve the infrastructure capacity, accessibility and viability;*
- 4) *Providing information on known infrastructure requirements in the District and the most appropriate methods of delivery; and*
- 5) *Requiring planning applications to take account of relevant business plans and programs produced by*

infrastructure providers to ensure development is appropriately phased and does not prejudice the planned delivery of infrastructure improvements.

In assessing infrastructure and service requirements, the Council will have regard to the cumulative impact of developments in the locality and across the District. Where appropriate, necessary infrastructure will be required to be delivered in advance of development taking place to ensure that community and environmental benefits are realised at the start of development. On a strategic level, the Council may require certain developments to be phased in order to optimise infrastructure delivery.

Developer Contributions

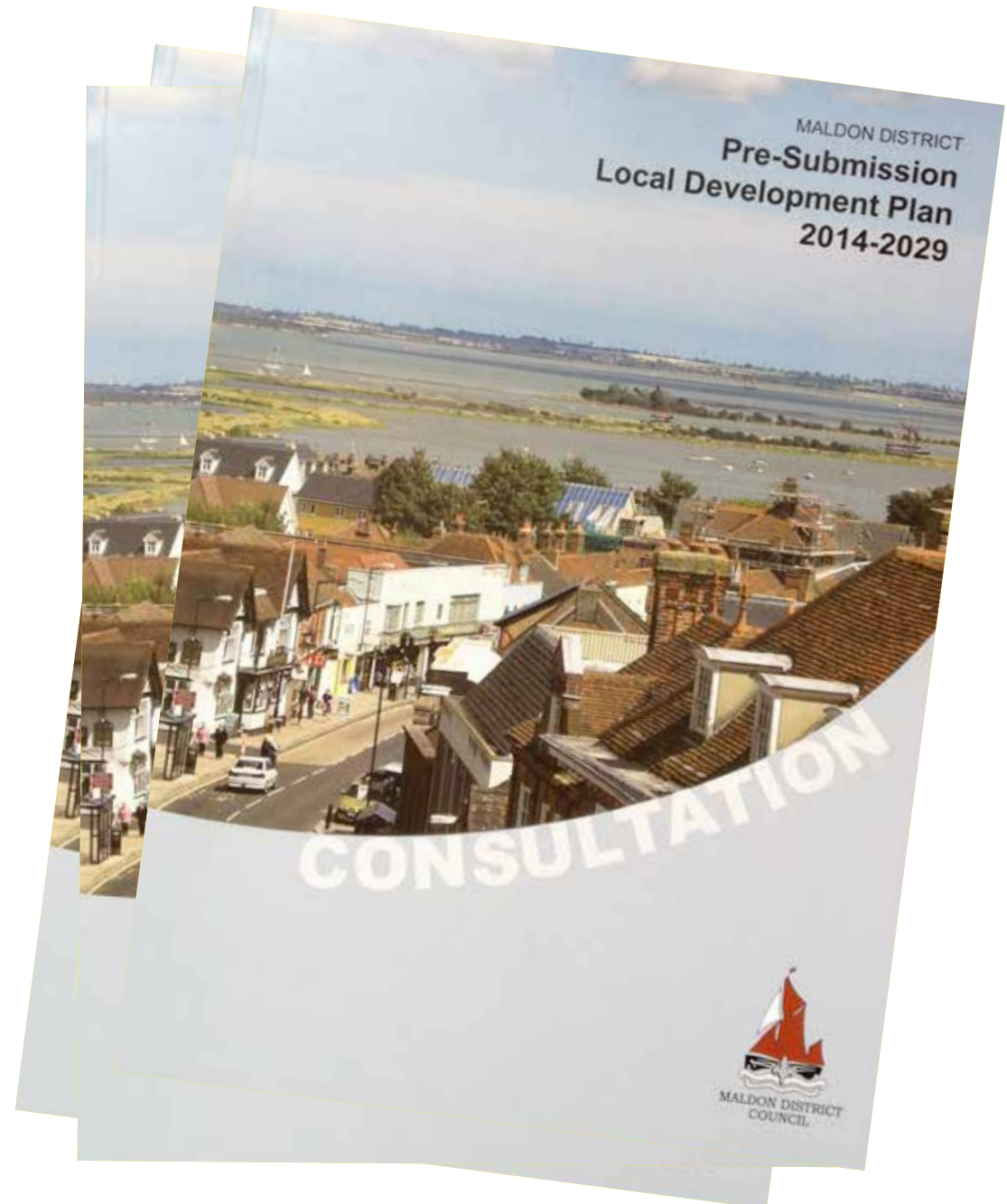
Developers will be required to contribute towards local and strategic infrastructure and services necessary to support the proposed development. Where the development may impact upon the local area, a Section 106 contribution may be agreed between the Council and the developer to mitigate those impacts.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

Highways Act 1980 between the developer and the Highways Authority for the developer to undertake or pay for works.

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

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

2.2.8 Other policies of relevance to the development of the North Heybridge Garden Suburb are listed in Appendix 1.



3.1 Heybridge in Context

3.1.1 The proposed Garden Suburb lies immediately north of the existing built-up area of Heybridge, around 1km north of The Causeway and around 2km north of Maldon Town Centre. The land lies principally between the 'arms' of Langford Road to the west, and Broad Street Green Road to the east. To the north, the land rises towards the wooded hills upon which the villages of Wickham Bishops and Great Totham stand.

3.1.2 The existing settlement of Heybridge comprises a number of different character areas:

- The historic core of the village, lying along The Street, includes the Church of St Andrew and a mix of residential, retail, and commercial uses, stretching between The Causeway and the canal bridge. Immediately east of the canal lies the Bentalls shopping centre;
- The route south to Maldon, along The Causeway, comprises a busy industrial area;
- Two existing residential quarters – to the north-east of the village, residential suburbs were created either side of Colchester Road, predominantly in the 1950s. To the north-west, the area between Holloway Road and

Heybridge Approach has been developed as a second residential suburb, predominantly in the 1990s.

3.1.3 The new Garden Suburb will form a third neighbourhood, lying between and well integrated with the other two. It will provide new housing, a new Local Centre, community uses and open space.

3.1.4 The proposed new Garden Suburb therefore forms an integral part of the continuing organic growth of Heybridge. The village has expanded in the past to provide new residential quarters, and the new North Heybridge Garden Suburb will be part of that process of evolution, designed to complement the existing character areas of Heybridge, not to compete with them.



1881



1924



1979

3.2 Parish Boundaries and Land Parcels

3.2.1 The site lies within three different parishes: Heybridge, Great Totham and Langford and Ulting. Although located immediately north of the settlement of Heybridge, only that part of the site lying to the south of Heybridge Wood actually falls within Heybridge Parish. Nevertheless, the new Garden Suburb will provide linkages to the existing settlement, and will have impacts upon Heybridge, and therefore the relationship with Heybridge itself is of course extremely important.

3.2.2 As set out in Table 2.1 in Section 2, Policy S2 of the Local Development Plan splits the allocation of housing at North Heybridge between three land parcels, referred to as sites S2(d) (North Heybridge), Site S2(e) (land to the north of Holloway Road) and site S2(f) (west of Broad Street Green Road). The accompanying plan shows the locations of the three land parcels.

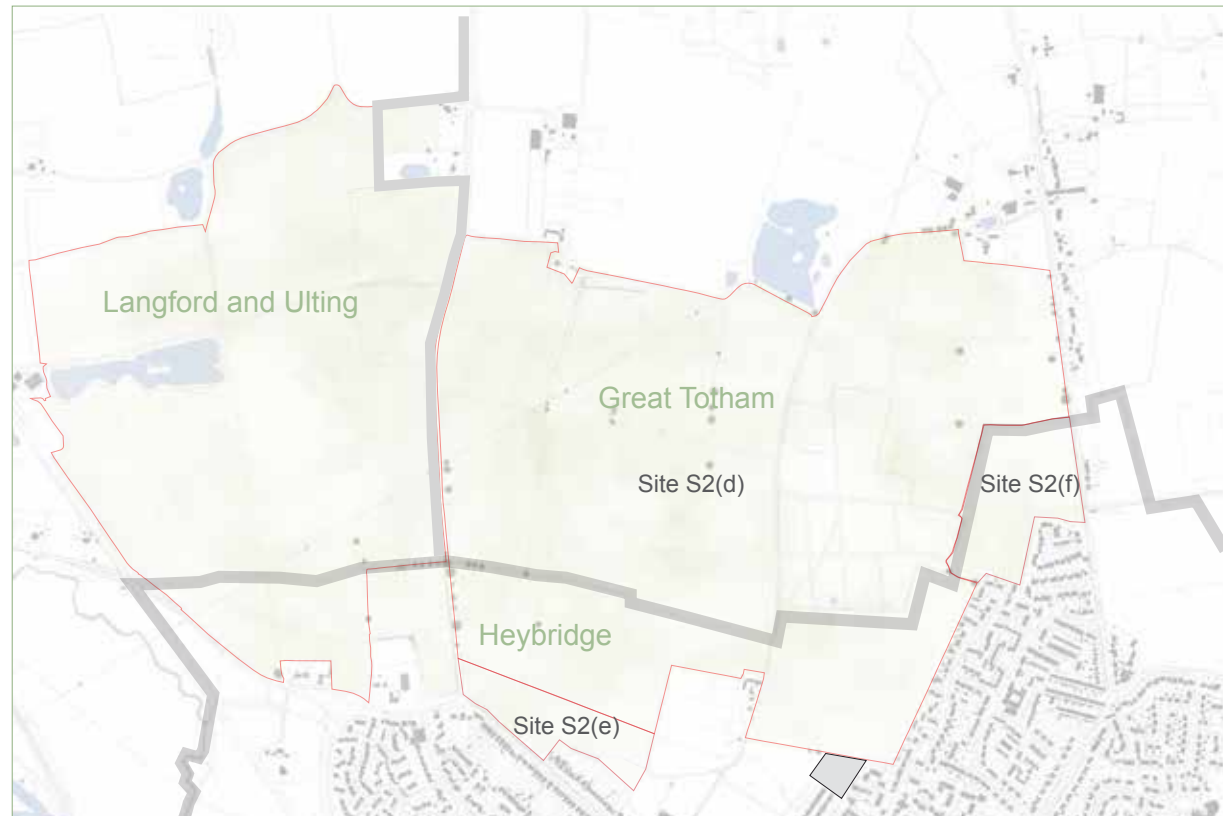


Figure 3 – Plan Showing Parish Boundaries and Land Parcels

3.3 Flood Risk

3.3.1 Heybridge is affected by localised flooding in the central area and in the broad area south of Holloway Road. The emerging Local Development Plan seeks to implement strategic flood alleviation infrastructure that can address this. It is also necessary to address the possible effects of the new development on the existing drainage system and the potential for increased flooding.

3.3.2 Heybridge occupies a low-lying position at the confluence of the rivers Blackwater and Chelmer. To the north the essentially agricultural landscape forms a wide 'catchment area' upon which rain falls and is drained via a network of ditches and waterbodies into the Blackwater and Chelmer.

3.3.3 During severe weather, these ditches can carry a high volume of water which then has to flow through a complicated series of culverts and open channels with small bridges for driveway access. Flooding has occurred in the wider Heybridge area on a number of occasions. In the vicinity of the application site, on Holloway Road, flooding occurred in 2000, 2001, 2003, 2009, 2011, 2012 and 2013.

3.3.4 It is the volume of water that currently flows from the north into Heybridge through this series of ditches into the constrained Heybridge system that is the cause of the localised flooding.

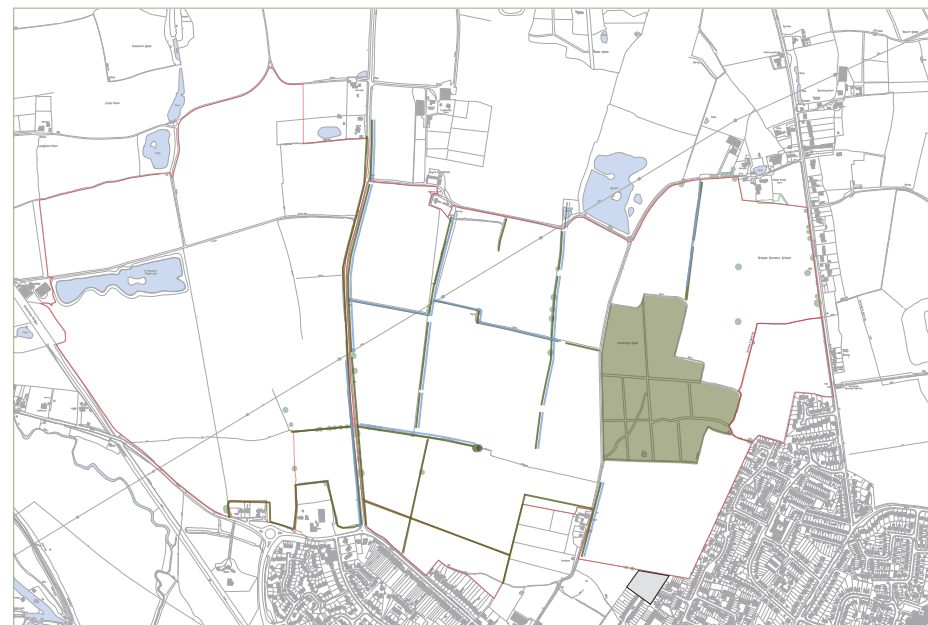
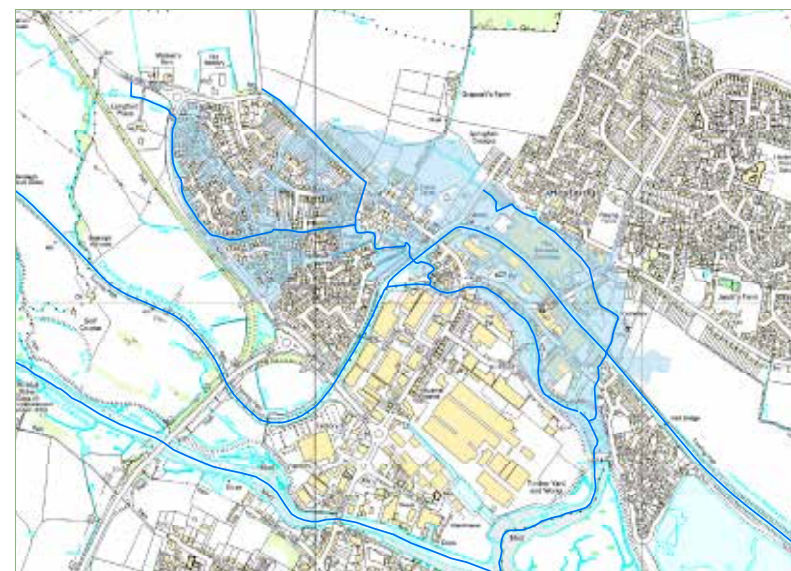


Figure 4 – Plan Showing Heybridge Wood and the network of hedges and ditches



Plan extract showing existing areas of significant risk of flooding from watercourses (Flooding event with 1 in 75 chance of occurring annually) Source: Environment Agency

3.4 Heybridge Wood

3.4.1 Heybridge Wood, a Local Wildlife Site and area of remnant Ancient Woodland, lies within the boundary of the site. The ecological value of Heybridge Wood has been affected by historical land clearance and removal of much of the original tree cover, but it retains a rim of remnant Ancient Semi-Natural Woodland that is of higher ecological value. The main part of the wood itself is a plantation on an Ancient Semi-Natural Woodland site, and a variety of Ancient Woodland vascular plants are still present despite the clearance of the original tree cover.

3.4.2 The wood is, however, of ecological importance. Initial ecological surveys have found that habitats in the immediate vicinity of the wood support populations of toad, common lizard, various farmland birds, foraging and commuting bats, and two badger setts. These habitats and interconnecting green routes for foraging will, as discussed further in Section 5, form an important component of the green infrastructure network in the Strategic Masterplan Framework.

3.5 Trees and Hedgerows

3.5.1 The land immediately north of the existing settlement of Heybridge comprises predominantly flat arable land with a large open field pattern, dissected by managed hedgerows. With few exceptions, all trees are located on field and road boundaries.

3.5.2 The tree population is very low (excluding Heybridge Wood), comprising predominantly oak, ash and field maple, with occasional willow, elm and horse chestnut. It is expected that existing trees will generally be accommodated within the development, within wider landscaped areas. The existing hedgerows run either north-south or east-west, dividing the new Garden Suburb into a series of rough squares and rectangles, and which can form the basis of a network of green routes within the new development.



3.6 Ditches

3.6.1 Lying alongside the network of hedges is a network of drainage ditches, which currently act to convey water across the site, to the south where the water reaches Holloway Road Ditch and Heybridge Hall Ditch and then eastwards through Heybridge.

3.6.2 This network of ditches is proposed to be retained, and will continue to have a function in carrying surface water across the site and also in supporting ecology. Additional surface water storage space will be incorporated within the development as part of a sustainable urban drainage system.

3.6.3 As described in Section 5, a sustainable drainage system is incorporated as part of the masterplan principles.



3.7 Archaeology and Heritage

3.7.1 Archaeological assessment work shows that the area contains no designated (protected) sites and no securely dated archaeological sites.

3.7.2 Aerial photographs and previous archaeological studies reveal the presence of archaeological remains dating from the Neolithic through to the medieval period.

3.7.3 Archaeological investigations to the south and north of the area have also revealed levels of multi-period archaeological remains. The assessment work demonstrates that there is potential for archaeological remains within the site, in particular those of Iron Age and Roman date. Remains from the Neolithic and Bronze Age periods have also been recovered from the area, but the potential for remains from these periods is lower than for later periods.

3.7.4 The majority of the area has been subject to little modern disturbance, and as such, archaeological deposits are likely to be in a good state of preservation.

3.7.5 A programme of comprehensive and detailed archaeological investigations will be required across the whole of the area prior to any development. Dependent upon the

results, a detailed mitigation strategy will be required comprising further intrusive works and excavation followed by recording, or preservation in situ where feasible and where the importance of such deposits warrants such a strategy.

3.7.6 In terms of above ground heritage assets, there are Conservation Areas at Langford and along the Chelmer and Blackwater Navigation. In the more immediate vicinity of the proposed development, however, are groups of Listed Buildings to the south west of the site (Old Rectory and and Mitchells Farm), and to the north-east of the site, at Poplar Grove Farm.

3.8 Public Rights of Way, Farm Rides, and The Rail Trail

3.8.1 There are two principal north-south public rights of way that cross the site. Footpath 17 runs northwards from Holloway Road up Wood Lane, merging into Footpath 19 past Heybridge Wood. At Poplar Grove Farm, Footpath 19 runs east-west to join Maypole Road.

3.8.2 Footpath 30 runs alongside Langford Road, and joins Footpath 3 which heads northwards towards Langford Park.

3.8.3 Joining footpaths 3 and 19 is a bridleway, which helps complete a wider circuit around and through the new Garden Suburb.

3.8.4 To the south-east of the new Garden Suburb, Footpath 16 will provide an important point of connection between the new Garden Suburb and existing properties.

3.8.5 Supplementing these public rights of way is a network of farm rides, which help to increase east-west connectivity to the north of the area.

3.8.6 In addition, the new Garden Suburb lies close to the Blackwater Rail Trail and Elms Farm Park. The Rail Trail itself follows the route of Footpaths 30 and 3, providing access to the old railway line north of Langford, and also, via Footpath 13, leads in to the Elms Farm Park itself.

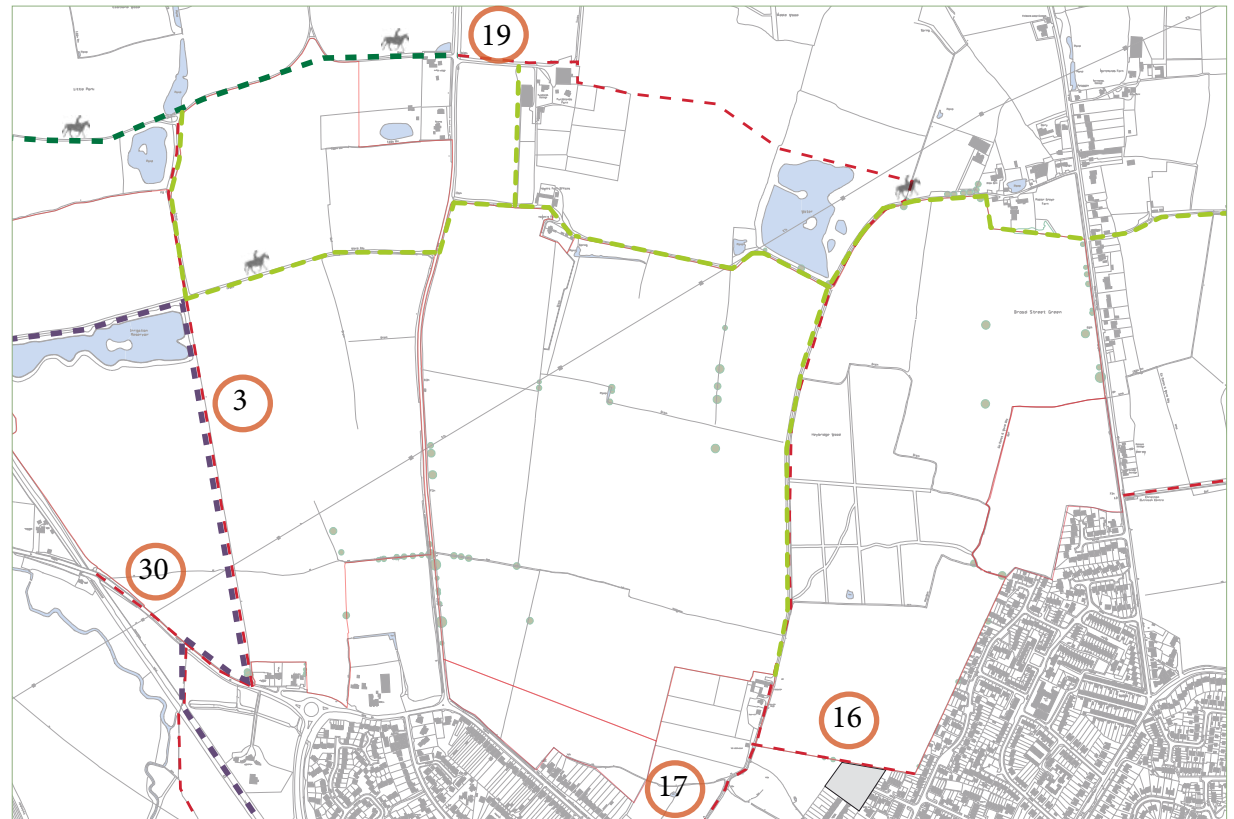


Figure 5 – Plan Showing Public Rights of Way (numbered), Farm Rides and the Rail Trail

3.9 Topography

3.9.1 The site for the North Heybridge Garden Suburb presents a gently sloping character which can assist the drainage of the area.

3.9.2 There is a change in levels across the site, with land on the northern side generally being higher than land on the southern side, closer to Heybridge itself. There is also a general fall in levels from east to west. At the northern part of the site, the land sits as roughly +15m AOD, whereas the south-eastern corner, in the vicinity of Langford Road, is around +6m AOD.

3.10 Overhead Pylons

3.10.1 The high voltage pylon lines that crosses the area from south-west to north-east is a strong feature in the landscape.









3.10.2 The recommended guidance (Stakeholder Advisory Group on ELF EMFs (SAGE) 'Power lines and Property, Wiring in Homes, and Electrical Equipment in Homes', 2007) is for all living accommodation to be sited a minimum of 30m from the outer edge of the pylons.



3.11 Key Site Features

3.11.1 The site appraisal undertaken has identified key site features as shown on Figure 6. These key features have informed and guided the preparation of the Draft Strategic Masterplan Framework.

Key to Figure 6

-  Heybridge Wood
-  Existing Hedges and Ditches
-  Contour Lines
-  Bridleways and Farm Rides
-  Public Footpaths
-  Blackwater Rail Trail
-  Listed Buildings
-  Pylon Line

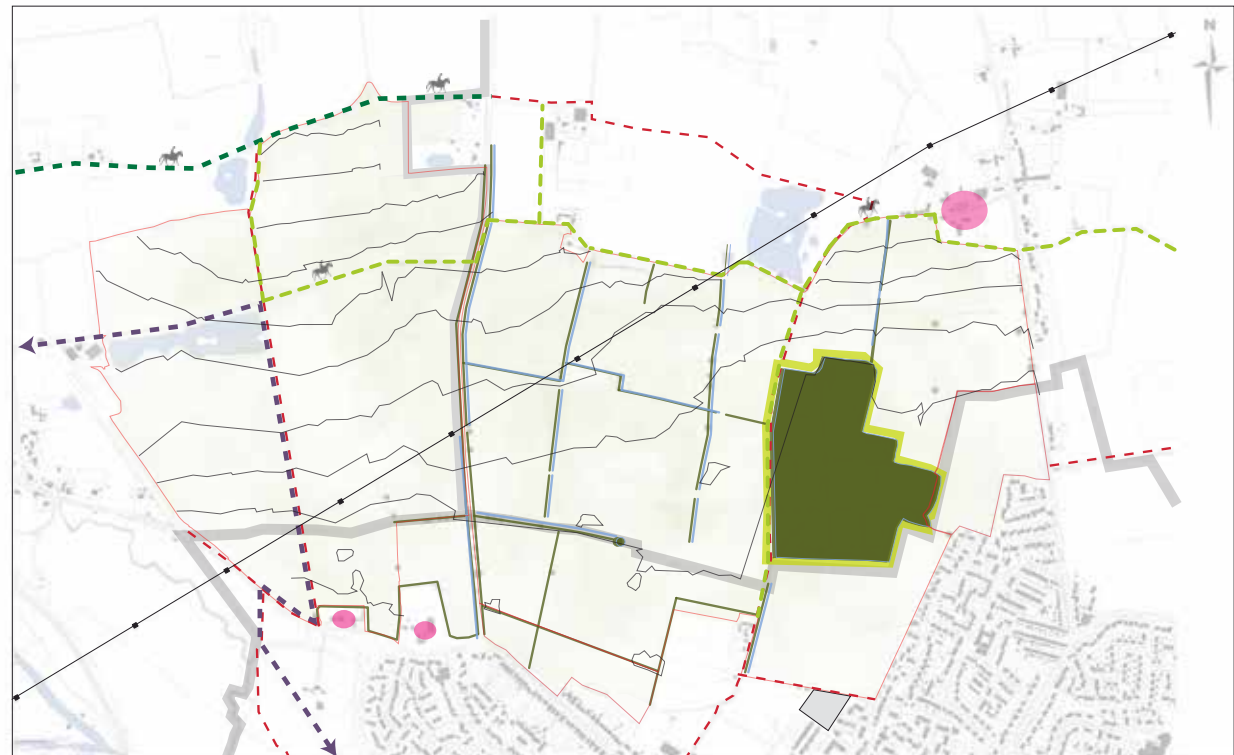


Figure 6 – Combined site features plan showing existing walking routes, topography, pylon line, Heybridge Wood and location of nearby listed buildings (pink dots)

4.1 Garden Suburbs and North Heybridge

In March 2012, The Government published the National Planning Policy Framework (NPPF) which states that

“The supply of new homes can sometimes be best achieved through the planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities.”

4.1.1 The Town and Country Planning Association’s (TCPA) 2013 publication “Creating Garden Cities and Suburbs Today” provides a guide for Councils. It includes a number of Garden City principles which are endorsed within the Submission LDP. They provide a good starting point for the vision and objectives for the North Heybridge Garden Suburb.

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

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



4.1.3 Having regard to these principles, and applying them to the specific context of a Garden Suburb at North Heybridge, the Council has identified the following key objectives:

- A characterful mix of quality homes including affordable homes and housing suitable for families, first time buyers and the elderly;
- A vibrant and active local centre with shops and community facilities;
- A new, easily accessible primary school and early years childcare facilities;
- A network of connected green spaces, including a country park west of Maypole Road, sports pitches, play areas, and allotments;
- Enhanced ecology and natural environment with habitat opportunities, and the protection of Heybridge Wood;
- Excellent access and movement with investment into public transport, public rights of way and new pedestrian/cycle routes;
- A new relief road for North Heybridge between Langford Road and Broad Street Green Road;
- New recreational and play facilities at walkable distances, encouraging a more healthy lifestyle.

4.1.4 The above key objectives have provided a strong and robust foundation in developing the Vision and Objectives for the North Heybridge Garden Suburb, which are set out on the following pages.



4.2 Developing Shared Vision and Objectives

4.2.1 The Vision and Objectives for the North Heybridge Garden Suburb have evolved and been refined through previous consultation.

4.2.2 The starting point for developing the Vision and Objectives is the Local Development Plan, and in particular Policies S2, S3, S4, and I1, which set out the requirements for the new development. The process of consultation and refinement of the Vision and Objectives has been as follows:

- Stage 1: North Heybridge Visioning Workshop - to identify and inform the key vision and objectives for South Maldon and North Heybridge
- Stage 2: North Heybridge Masterplan Working Group - initial consideration and drafting of a vision and series of objectives, drawn from the Local Development Plan Policies;
- Stage 3: Stakeholders Workshop (7th March 2014) – to consider and comment on the draft vision and objectives;
- Stage 4: North Heybridge Masterplan Working Group – refinement of the vision and objectives in the light of the Stakeholders Workshop;

- Stage 5: Public Exhibition (21st June 2014) – an exhibition setting out the background and overall draft Masterplan proposals for the site, with a view to collecting wider feedback on the proposed development;
- Stage 6: North Heybridge Masterplan Working Group – finalisation of the vision and objectives for incorporation in the Draft Strategic Masterplan Framework.

4.2.3 In addition to the above events, there has been on-going consultation between the Council, key stakeholders, and the principal statutory parties who will have a key role to play in the successful implementation of the Garden Suburb. Parties who have contributed their expertise include (but are not limited to) the following:

- Environment Agency (on flood risk and drainage);
- Essex County Council (on flood risk and drainage, since the County Council will become the adopting authority for sustainable urban drainage systems from October of this year;

- Essex Waterways (on drainage and the operation of the Chelmer and Blackwater Navigation);
- Essex County Council (as highway authority, both on the operation of the existing highway network and the design of the proposed new link road and other highway works);
- Anglian Water (as the body responsible for foul drainage infrastructure);
- Essex County Council (as the Education Authority, responsible for ensuring sufficient school places exist);
- NHS (as the body responsible for overseeing the delivery of health services);
- Representatives of the local GP practices;
- Essex Wildlife Trust;
- Representatives for the main landowners.

4.2.4 The following sections describe in more detail the outcomes of the Visioning Workshop on 7th May 2013, the Stakeholder Workshop of 7th March and the Public Consultation event on 21st June, and how the findings from these events have helped shaped the Draft Strategic Masterplan Framework.

4.3 Maldon and Heybridge Visioning Workshop

4.3.1 Maldon District Council members and officers, key stakeholders and ATLAS conducted a vision and objectives workshop to identify and inform the key vision for South Maldon and North Heybridge.

4.3.2 The workshop was held on 7th May 2013 to explore and understand the impacts and opportunities presented by potential growth in Maldon and Heybridge in the context of creating a larger urban area.

4.3.3 Participants were grouped into four themed groups and were asked to identify an overarching vision to guide the future aspirations for Maldon and Heybridge. A summary of the outputs from each group is set out below:

Social Infrastructure and Employment

- Enhance existing and provide new medical facilities to meet the needs of a growing population;
- Enhance existing schools and provide new facilities to meet demand;
- Provide diverse and flexible employment space to meet the needs of new and growing businesses and create training opportunities;

- Ensure facilities are provided in the 'heart' of the new communities to meet day to day needs. This can include local shops and community facilities.

Built Environment and Housing

- Provide contemporary architecture not a pastiche;
- Provide homes for a range of age-groups and other housing needs;
- Create community space by delivering 'heart' to new developments;
- Ensure new developments link physically and visually to Maldon, Heybridge and neighbouring developments (through signage, public art etc);
- Create new green and leafy streets with space for parking.

Transport

- Improve links and signage between the town centre, Promenade Park and other attractions;
- Ensure local facilities and jobs are accessible by foot, cycle and bus;
- Encourage more sustainable methods of out-commuting, for example by

- providing a bus to Witham Station;
- Resolve junction capacity in Heybridge
- Create walkable neighbourhoods;
- Create opportunities to link to countryside and neighbouring villages by foot, cycle and bridleway.

Environment and Green Infrastructure

- Improve the quality and accessibility to facilities at Drapers Farm;
- Enhance and expand the country park (Elms Farm);
- Create green and safe streets;
- Integrate sustainable drainage into new development;
- Integrate Local Wildlife Sites into new development.

4.4 Stakeholders Workshop

4.3.4 The following Draft Vision statement for Maldon and Heybridge was developed at the Visioning Workshop:

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

4.3.5 The relevant Heybridge key objectives and principles together with the draft vision were discussed and refined at the early North Heybridge masterplan Working Group meetings. It was agreed that the emerging draft vision and objectives should be tested with stakeholders and the community through a number of workshops and events

4.4.1 A “Stakeholder Workshop” was held on 7th March 2014 in a local venue. Local organisations and representatives of the District and Parish Council were invited and the event was facilitated by ATLAS, on behalf of Maldon District Council. The purpose of the event was threefold:

- (1) To update and consult key stakeholders in advance of wider public engagement through the publication of this document;
- (2) To identify opportunities, issues and concerns under a series of topic headings to inform and refine the draft Vision and set of strategic Objectives for the development; and
- (3) To gather and test ideas for the conceptual spatial layout of the North Heybridge Garden Suburb, to guide the preparation of this document.

4.4.2 The event produced lively discussion and a range of opinions about the key issues to be addressed. There were a number of topics around which a general sense of consensus was reached:

- The nature of the new relief road – it was generally considered that this should be set within a ‘green’ setting,

- with crossing points;
- That there should be the creation of a network of ‘green infrastructure’ and links;
- That the location of the ‘hub’ (Local Centre) should be accessible to new residents and existing communities to the south and east;
- The need to have good transport links and access to existing communities;
- New and existing housing should be integrated through good links rather than separated;
- General acceptance that the design should follow garden suburb principles;
- The need to protect Heybridge Wood, and the need for compatible edge treatment and integration with a network of green spaces.

4.4.3 For the second part of the exercise, participants were organised into four groups and asked to consider the principal components of the Strategic Masterplan Framework (as defined by the LDP) and arrange them on a blank plan of the area. The photographs overleaf show the four outcomes from the four groups. In terms of key elements of the Strategic Masterplan Framework, there were further elements of common thinking that emerged from this exercise, as follows:

- All groups recognised the desirability of protecting Heybridge Wood;
- Three out of the four groups placed the local centre in the middle of the larger part of the site, between Heybridge Wood and Maypole Road. One group placed it south of Heybridge Wood, but accepted that it might be better placed slightly further west than that;
- There was a general consensus that the local centre should be the focus for the non-residential uses
- The existing network of hedgerows and ditches provided a green framework for the new development;
- Generally lower residential densities were seen as appropriate for the outer edges of the Garden Suburb, and higher densities around the local centre.

4.4.4 Despite the level of consensus, some key areas of difference emerged from the debate. The key issues and how these have been addressed in further development of the Draft Strategic Masterplan Framework are summarised in the following table.

Issue	Draft Strategic Masterplan Framework Response
The location and nature of the country park - views were mixed both as to what the country park should be, and where it should be.	Policy S4 states that the Country Park should be west of Maypole Road, and the Strategic Masterplan Framework needs to be in accordance with the Policy. There appears to be a general consensus that the "Country Park" should not be a 'destination' designed to attract visitors, with built facilities and parking, but should be a resource for local residents. The Strategic Masterplan Framework also provides for the retention of Heybridge Wood, and the co-location of areas of other open space and playing pitches close to the Wood has created a second large area of informal open space within the development area itself, with links to the surrounding area.
How the setting of the existing ancient woodland should be addressed, including the size of any transitional space.	The Strategic Masterplan Framework allows for a buffer of green space to be created around the woodland, which provides an opportunity to retain habitat elements on the woodland fringe, provide new habitats, and provide 'breathing space' for the Wood in accordance with Natural England guidelines. Additionally, the Masterplan Framework contains guidance for development in the 'Woodland Edge' Character Area.
The location of playing fields and pitches, and relationship to existing facilities at Drapers Farm.	As discussed above, the Strategic Masterplan Framework seeks to provide new playing fields centrally and in locations along a central green route that includes the Wood, as part of a series of linked open space. The form and function of playing fields is a matter that can be considered further through the planning application stages.
The point of connection of the relief road to Langford Road.	There was consensus regarding the need and the general alignment of a new link road between Broad Street Green Road and Langford Road, north of the Wood. There was however discussion as to whether the junction with Langford Road should be west of Heybridge with a new roundabout, or connecting to the existing Heybridge Approach Roundabout. However, there are known land ownership constraints which make delivery uncertain, whilst it is considered that the most effective route for the link road in terms of minimising traffic in Heybridge is to connect west of the existing settlement.

Table 1: key issues raised at Stakeholders Workshop and draft Strategic Masterplan Framework response

4.4.5 A number of other points were raised at the Stakeholders Workshop and these have been addressed in further work on the Strategic Masterplan Framework, including:

- A desire for a secondary school in Heybridge to serve future needs – the Plume School has indicated that it will be able to provide additional capacity to accommodate secondary education requirements, and the Education Authority has no plans to provide a new secondary school;
- The importance attached to provision of new health facilities – this is recognised, and the proposals include provision for a new health facility, as discussed in the next Section;
- The importance of securing delivery and phasing of new roads and other infrastructure – this is recognised, and is discussed further in Section 6;
- The need for more detailed information about the proposed strategic flood alleviation scheme – this is discussed further in Section 5.



Stakeholder Workshop - 7th March 2014



Stakeholder Workshop - 7th March 2014



Photographs of the four concept plans produced by the four Workshop Groups on 7th March 2014

4.5 Public Consultation Event

4.5.1 A public consultation event on the evolving Masterplan and Flood Alleviation proposals for the North Heybridge Garden Suburb was held on Saturday 21st June 2014. A preview for local Councillors and Community Representatives was held between 10am and Midday. This was followed by the public session, which ran from Midday until 6pm.

4.5.2 3,702 leaflets were distributed to residents around the site, in Heybridge and beyond, advising them of the exhibition. Additionally a number of community representatives (District and Parish Councillors, local MP and Community Groups) were invited and the exhibition was covered in the local newspaper. 196 local residents and community stakeholders attended the exhibition. 43 visitors left feedback at the exhibition, and the exhibition material was also available to view on the web site established by the project team after the exhibition at www.heybridgenorth.co.uk.

4.5.3 A summary of the key issues raised by respondents, and the manner in which the further development of the Draft Strategic Masterplan Framework has sought to address these is set out in the table on the adjacent page.

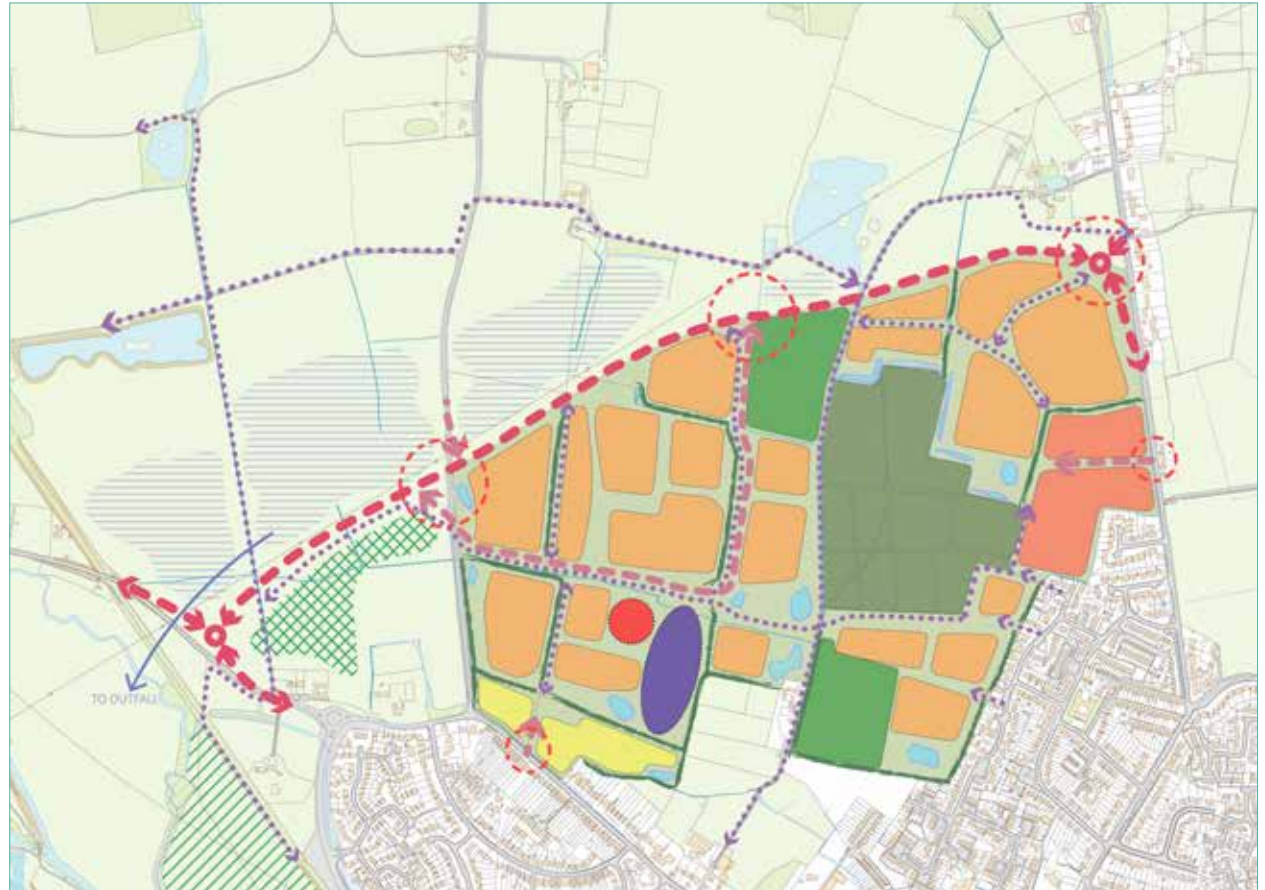


Figure 7 -Concept masterplan shown at Public Exhibition - 21st June 2014

Feedback Form Question	Issue	Response
Question One: The Garden Suburb will include an extensive network of open spaces and landscaped areas. How would you like to see the green spaces used?	The protection of Heybridge Wood was by far the greatest concern. The enhancing of natural areas and landscaped meadows-style areas was also raised, followed by new walking and cycle routes as being design features local residents wanted to see.	The protection of Heybridge Wood is identified as one of the key factors influencing the Strategic Masterplan Framework. The Framework also provides for new formal and informal open space, and incorporates routes for cycling and walking, as part of a green infrastructure network. See section 5 for further details.
Question Two: The Garden Suburb will provide a range of housing to meet local needs. What type of housing would you like to see delivered?	<p>Starter homes and family homes were the most popular, with the inclusion of bungalows for the elderly or disabled mentioned specifically by some.</p> <p>Residents did express support for affordable homes, but this issue was the least commented aspect of the feedback received.</p>	The Local Development Plan sets out the requirements for affordable housing and a mix of homes. The policies in the Local Development Plan are however reinforced in the Key Objectives section of this document at Section 4.1, and in the Vision and Objectives set out at Section 4.5.
Question Three: A new local centre will be provided to serve the needs of new and existing residents. What facilities would you like to be included in the local centre?	Health facilities were by far the most important facility flagged up by respondents, with existing problems being mentioned by several in the additional comments section later on. Second on the list was a need for school facilities as well as community spaces.	The Framework includes locations for a new primary school, early years and childcare, and new health facilities, co-located together in the local centre.
Question Four: A package of sustainable transport improvements is proposed. What do you think the priorities are?	Respondents felt a new relief road was the most crucial, with enhanced bus services coming second in exhibition feedback responses. The rolling out of pedestrian routes figured in the responses too, just as it had with the first question.	The Framework shows how the new relief road and public transport services can be provided, along with separate walking and cycle routes. See in particular the proposed Access and Movement Framework Plan.
Question Five: A flood alleviation scheme is being proposed in North Heybridge. Have you experienced any negative effects as a result of flooding in the area in the past year?	More information was requested about the form and delivery of an appropriate strategic flood mitigation scheme. More than half of those providing feedback had been negatively affected by flooding.	The Masterplan Framework recognises that flood risk is a significant concern. The Local Development Plan requires a new strategic flood alleviation scheme and on-site attenuation. Section 5 explains how these are to be incorporated in the scheme.
Question Six: What are your views on the proposed flood alleviation scheme for North Heybridge?	<p>There were several individual anecdotal experiences of recent flooding events featuring in the feedback received.</p> <p>Of those who made specific comments relating to the exhibited flood alleviation scheme most of those responding were content that it 'looked good'.</p> <p>Other comments were specific to the timing of the delivery, with some residents indicating their preference for the scheme to be delivered before the new homes and other infrastructure.</p>	Part 2 (Section 7) of this document sets out the proposed timing for the delivery of the flood alleviation works, and shows that these are programmed to be provided early on in the development.
Further comments	<p>Transport: Residents commented that they thought local traffic could be worse even with the proposed new relief road. No specific junctions or other hot spots were identified, however.</p> <p>Facilities: there were further comments relating to the need for medical facilities.</p> <p>Environment: Woodland corridors again featured, but there was largely no further commentary from respondents.</p>	<p>The Highway Authority has modelled the highway network with and without the development, and has identified a range of improvements that will be required, both in the immediate vicinity of the site, and in the wider area. Section 7 contains further details on infrastructure delivery.</p> <p>See above for comments in respect of medical facilities and green infrastructure.</p>

4.6 Establishing the Vision and Objectives for North Heybridge

4.6.1 The previous rounds of consultation, and the input from stakeholders and the local community, has assisted in clarifying the key issues that will be important both in terms of ensuring a successful Garden Suburb, and in terms of addressing the concerns of residents. Key issues raised include the timely delivery of infrastructure, the importance attached to the early implementation of a strategic flood alleviation scheme, and the need to respect and integrate development with the environment and the existing community. The Vision and Objectives reflect these key issues and the inputs of stakeholders and the local community.



Stakeholder Workshop - 7th March 2014

4.6.2 The Vision and Objectives for the North Heybridge Garden Suburb are defined as follows:

The Vision

The overall Vision for the North Heybridge Garden Suburb is as follows:

‘To provide a high quality, vibrant and distinctive new neighbourhood that:

- (a) delivers the new homes, infrastructure and facilities set out in Policies S2 and S4 of the Local Development Plan;
- (b) complements and enhances the character of the District; and
- (c) protects and enhances the environmental qualities of the area.’

The Objectives

4.6.3 The objectives for the North Heybridge Garden Suburb may be defined as follows:

Environmental –

- Multi-functional linked green spaces will be created to provide a green framework for the development;
- A clear hierarchy of green spaces will be created with existing trees, hedgerows and other natural features of value retained and incorporated;
- Green spaces will be easily accessible both to new residents of the garden suburb and to existing residents of Heybridge;
- The new country park will form part of the green infrastructure of the new garden suburb, comprising semi-natural green space. It will be locally accessible rather than a car-focussed destination;
- Existing pedestrian and cycle links to the garden suburb will be retained and enhanced where possible to ensure wider access to the network of green spaces;
- Flood alleviation measures will

address and mitigate existing strategic flooding issues, and will reflect environmental design influences, rather than have a heavily engineered appearance;

- A comprehensive sustainable drainage system will be designed and implemented that reflects the site contours and ground conditions;
- Heybridge Wood and other existing habitats of value, will be protected and integrated with the wider green infrastructure network; opportunities to enhance biodiversity should be explored;
- The importance of heritage assets (below ground and above ground) should be recognised within the development.

Community-

- The local centre will form a heart to the new garden suburb, comprising a mix of uses and co-located with the primary school which will be co-located with early years and childcare facilities;
- The primary school and local centre will be accessible to all parts of the garden suburb by safe &

- direct pedestrian and cycle routes;
- An appropriate mix of commercial/ community uses will be co-located in the local centre to secure its long term vitality, viability and sustainability, but not threaten existing commercial uses in the centre of Heybridge;
- The design of buildings in the local centre will be sufficiently flexible to accommodate a range of uses over time;
- Opportunities for community ownership within the garden suburb will be explored.

Built Environment and Housing-

- A mix of housing types and tenures will be provided;
- Garden Suburb principles and influences will be used to shape the structure and design of the North Heybridge Garden Suburb, particularly the interface between the built and green environments;
- Some of the local characteristics of the Maldon and Heybridge area will be reflected in the design of the garden suburb e.g. design of chases and pedestrian links;

- ‘Gateways’ will announce the entrances to the Garden Suburb.

Movement and integration-

- Existing rights of way and other routes into the development will be retained and improved to ensure easy access to the garden suburb;
- A safe, attractive and direct network of pedestrian and cycle routes will be created linking key parts of the garden suburb with each other and with the existing settlement of Heybridge beyond;
- Opportunities for creating new links between the development and Heybridge will be identified and explored;
- Opportunities to use the southern section of Maypole Road as a sustainable travel link for buses, cycles and pedestrians will be explored;
- The need and benefits of a direct bus route through the development will be explored and tested; and street design will take account of the need to accommodate bus movements appropriately;
- An internal hierarchy of streets will be created, designed to avoid ‘rat-running’.

This section of the Masterplan Framework examines the principal component parts of the Masterplan, on a topic by topic basis. The culmination of the analysis of each of the topics results in the North Heybridge Masterplan Framework shown in this section.

5.1 Strategic Flood Alleviation

5.1.1 The delivery of a strategic flood alleviation scheme in connection with the new Garden Suburb is a key requirement of Policies S2 and S4 of the Local Development Plan. Heybridge is affected by localised flooding in the central area and in the broad area south of Holloway Road. The emerging Local Development Plan seeks to implement strategic flood alleviation infrastructure that can address this. It is also necessary to address the possible effects of the new development on the existing drainage system and the potential for increased flooding. This section considers these important issues.

5.1.2 The strategic flood alleviation works proposed as part of this development respond to the Local Plan Policies S2 and S4 and are intended to properly manage water flows from the land to the north of the Garden Suburb (rather than from the development itself, which is covered separately in Section 5.2 below). New infrastructure is required to deal with this. However, there is a clear distinction between (i) surface water from the development being discharged into the existing ditch network; and (ii) development that enables the delivery of strategic flood alleviation measures, as explained below.

Surface Water Conveyed Through the Existing Ditch Network

5.1.3 At its simplest level, surface water coming from the development itself and from overland flows to the north could be held back and stored on the site of the new Garden Suburb, and then released at a controlled rate into the existing ditch network, through Heybridge. Whilst such an approach would fulfil the function of a 'sustainable drainage system' for the new Garden Suburb, it would not put in place flood alleviation infrastructure to benefit the wider Heybridge area, including those residents in the vicinity of Holloway Road.

5.1.4 The alternative system is one of capturing and holding water as above, but then also diverting surface water flows from the north towards an alternative outfall that avoids the existing Heybridge system. This means conveying surface water flows from the north and redirecting them westwards towards the Chelmer and Blackwater system to the south-west. During discussions with key stakeholders (including Maldon District Council, the Environment Agency, and Essex County Council), the clear preference has been for this 'capture, hold and divert' system, and it is therefore this system that is reflected in this Strategic Masterplan Framework.

Flood Alleviation: Principles and Options

1) Capturing the water

5.1.5 The process of 'capturing' the existing surface water flows would start to the north of the new Garden Suburb, by implementing a chain of interconnected water-holding areas. These would connect with the existing ditch network and intercept ('capture') water flows. These water-holding areas will not be permanently wet, but in larger rainfall events would be charged with water – water that would otherwise flow through Heybridge. For ecological reasons, it will still be beneficial for some water to drain into the existing ditch network, but the rate and volume of water that could pass southwards through the Garden Suburb would be restricted. Excess water can then be carried away from Heybridge to the west.

2) Holding the water

5.1.6 Calculations have been undertaken of the amount of water that would need to be stored in extreme conditions to ensure that excess water does not flow through Heybridge. The exact area of land take required to store the significant volumes of water involved will depend upon the area and

depth of each of the individual holding areas, and will be the subject of further detailed design in due course. The accompanying diagram shows, in illustrative form, the area of land that the Strategic Masterplan Framework proposes setting aside for the strategic flood alleviation scheme.

3) Diverting and discharging the water

5.1.7 The intended outflow at the western end of the area shown would be by pipe and/or culvert to the main river system west of Heybridge, in the vicinity of Beeleigh Weir. There are alternative routes and outfall positions, which have been discussed in detail with the Environment Agency, Essex County Council, and Essex Waterways, but the principle of an outfall direct to the River Blackwater is supported by all of these parties. The parties will continue to have an input in to the detailed scheme design, and will also have a role to play in the future management of the system once installed.

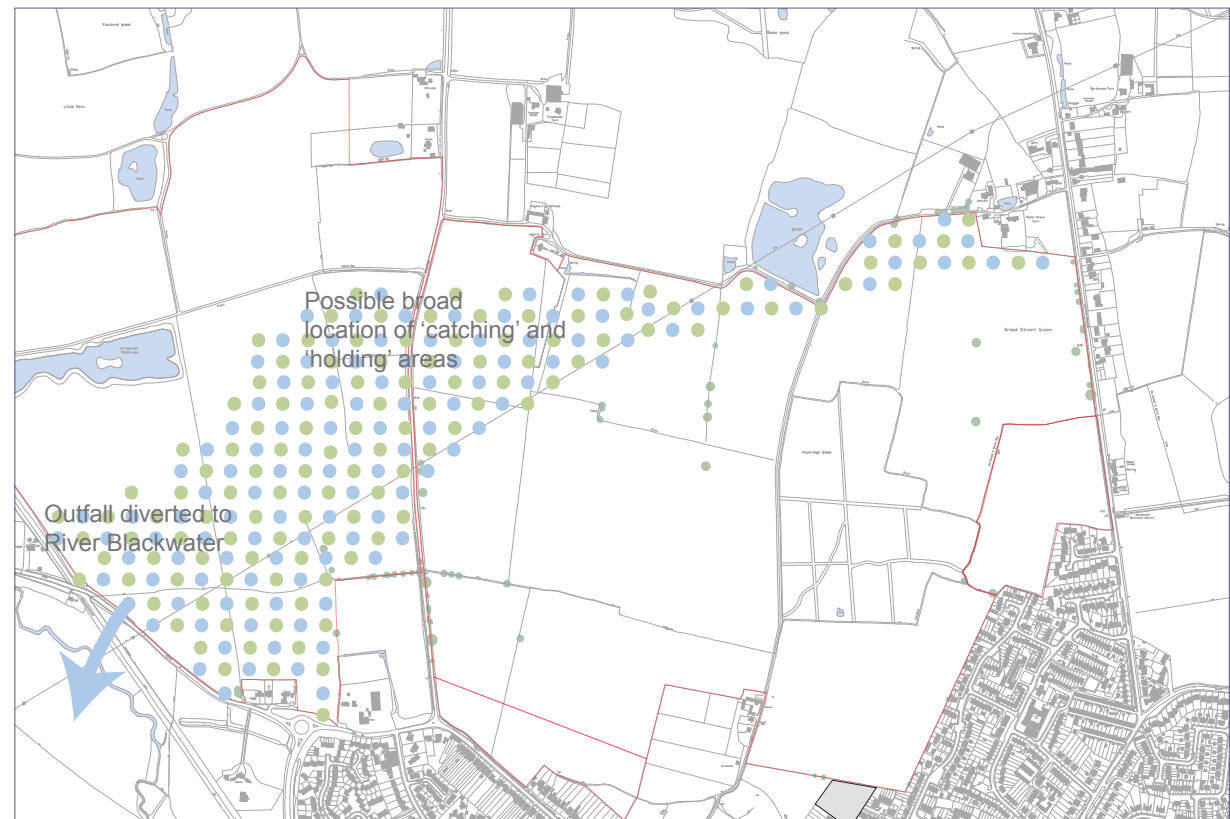


Figure 8– Plan showing potential broad location of strategic flood alleviation measures

5.1.8 It is not the purpose of this document to determine the detail of the surface water system, but it is important to establish the principles, because these have implications for the Strategic Masterplan Framework as a whole, including in respect of the location of development relative to the location of surface water systems. The potential to capture existing overland flows, hold them in the area shown on the diagram, and then release the water at a slower controlled rate to the west, will significantly reduce the future risk of flooding in Heybridge.

5.2 On-Site Surface Water Management

5.2.1 The Strategic Masterplan Framework supports the incorporation of a sustainable drainage system into the overall design of the Garden Suburb.

5.2.2 The exact size and location of water storage areas will be refined through the detailed design process. Standard practices are used to calculate the likely extent of hardsurfacing to be created, and from that the volume of water to be stored, taking in to account climate change.

5.2.3 The accompanying diagram shows

the indicative locations for the surface water storage areas necessary to regulate the rate of surface water run-off from the site. The standard practice for calculating the amount of water storage required is to calculate the amount of new impermeable surfaces created (roads, houses, garages, pavements etc), and provide sufficient attenuation to make sure that the run off from the site is no greater than it would be without the development, known as the 'greenfield' run off. In this case, however, and following discussions with the Environment Agency, it has been decided to provide attenuation for both the proposed developed areas of the site and the undeveloped areas of the site i.e. effectively providing attenuation for permeable surfaces as well as impermeable surfaces. The standard of attenuation is therefore much higher than would normally be the case for a greenfield site.

5.2.4 As with the strategic attenuation measures, the storage features could take the form of either permanently wet (i.e. ponds), semi-wet, or dry storage areas, depending upon detailed design requirements. Water may also be stored in enlarged ditches or swales, incorporated as part of the Garden Suburb design principles, particularly within green links and hedgerow corridors.

Sustainable drainage systems involve the storage of water above ground, use shallow slopes and depths for health and safety (and wildlife), and often integrate the water storage in to the street network. One of the benefits of managing water in this way is that it provides a more effective mechanism than the existing situation. The outflow from these storage areas would be to the existing ditches and drains through Heybridge, but at a controlled rate. It is important to maintain a flow of water through the existing ditch network for ecological reasons.





Example of a permanently wet pond



Example of a swale

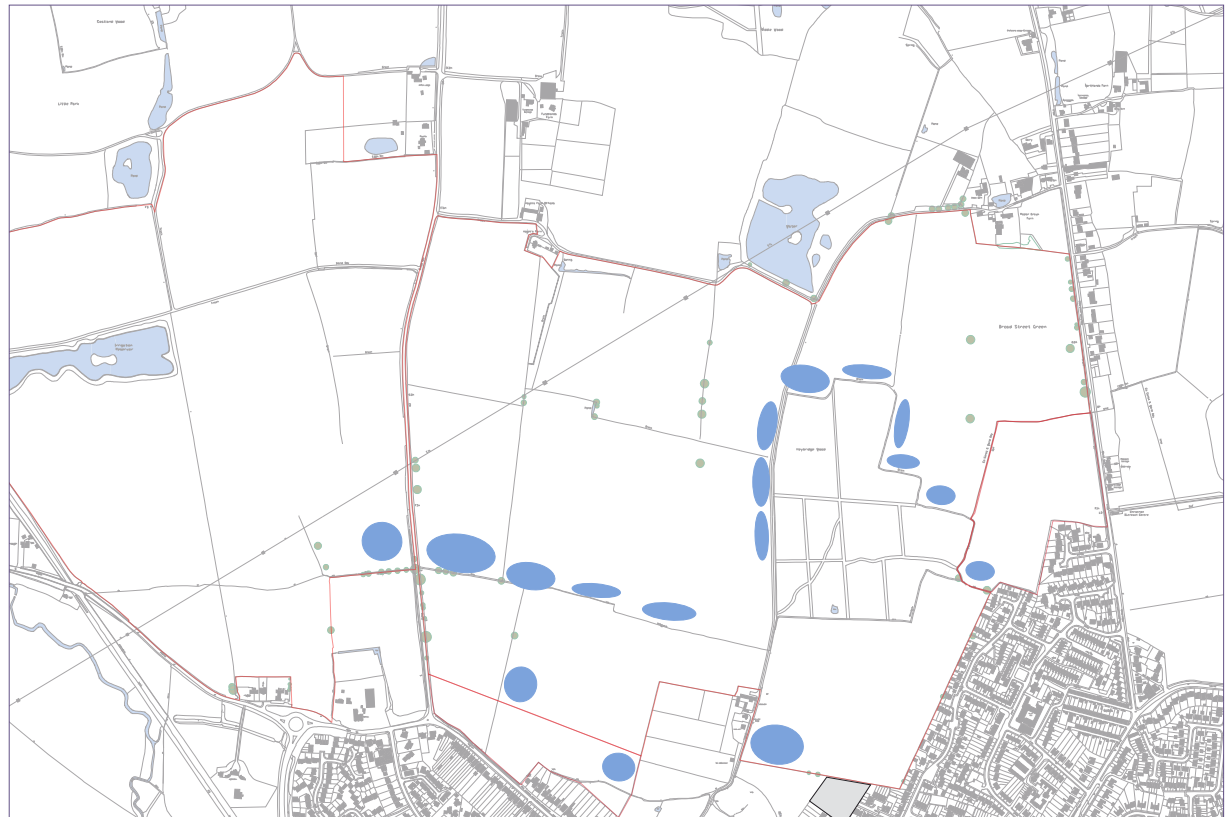


Figure 9 – Plan showing indicative locations for water storage within the development (potentially these may be permanently wet or areas that are mostly dry except in severe weather)

5.3 Link Road Between Langford Road and Broad Street Green Road

5.3.1 The LDP Policies require the construction of a new link road between Broad Street Green Road and Langford Road, north of the new Garden Suburb and south of the pylon line. This link road provides a means by which existing through-traffic can be re-directed away from existing routes. It can also provide a means of access to the new Garden Suburb.

5.3.2 Consideration has been given to the use of the existing Langford Road/Heybridge Approach roundabout in the alternative, but this requires 3rd party land, and therefore there can be no certainty that a connection here would be deliverable whilst the location is also constrained by the adjoining listed buildings.

5.3.3 The Link Road will be designed to the standards of the Highway Authority in relation to the confirmed speed of the road, but within those parameters curves have been introduced to present an 'organic' and less engineered alignment, consistent with the planned setting. The Link Road will in due course need to be subject to a road safety audit, which will help inform the detailed layout of key junctions, including Maypole Road/Link Road junction.

5.3.4 The proposed new link road is shown indicatively on the accompanying diagram and has the following features:

- Rather than follow a geometric curve or straight line, the route is shown to meander through the landscape, whilst still according with appropriate design standards;
- In order to provide more interest and character, the design of the three entrances to the development itself are treated differently. At Maypole Road, the opportunity is taken to retain access to Maypole Road, but via a staggered junction, not a roundabout, and creates the potential for the creation of a village green on the entrance to the site. At Heybridge Wood, the entrance in to the development takes the form of a T junction with a priority right turn. At Broad Street Green, the entrance will be taken directly from the roundabout. Each entrance offers the opportunity for a different landscape treatment;
- The road is set within a 'green corridor', that allows scope for a variety of different landscape

treatments, including tree and hedgerow borders, alongside the ditches, swales and ponds/surface water attenuation facilities.

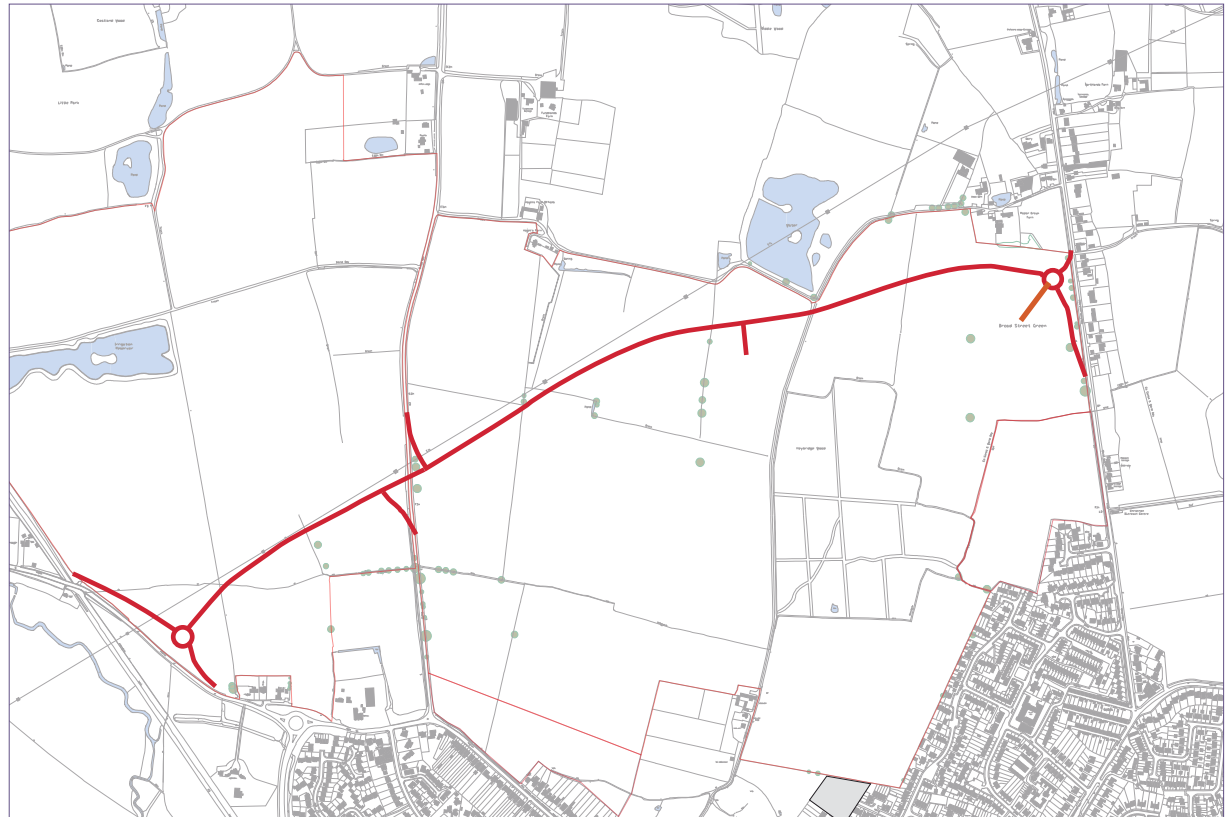


Figure 10 – Plan showing proposed link road with principle access points

5.4 Public Transport

5.4.1 There are a number of existing bus routes in the locality, including services on Broad Street Green Road and Holloway Road, which run alongside the western and southern borders of the new Garden Suburb, and which can be utilised by residents of the new Garden Suburb in those locations.

5.4.2 In parallel with the production of this Masterplan, a detailed bus strategy has been developed and has the following service objectives:

- There would be a frequent peak period service to the key destinations within Maldon and Heybridge;
- There would be a regular service connecting to the Great Eastern Mainline;
- Procurement of the services should take in to account potential extension to the South Maldon Garden Suburb as required.

5.4.3 The final details of the Bus Services to meet these objectives will be the subject of agreement between the Council, County Council, developers, and bus operators, and will be procured through the S106 Agreement for the development.

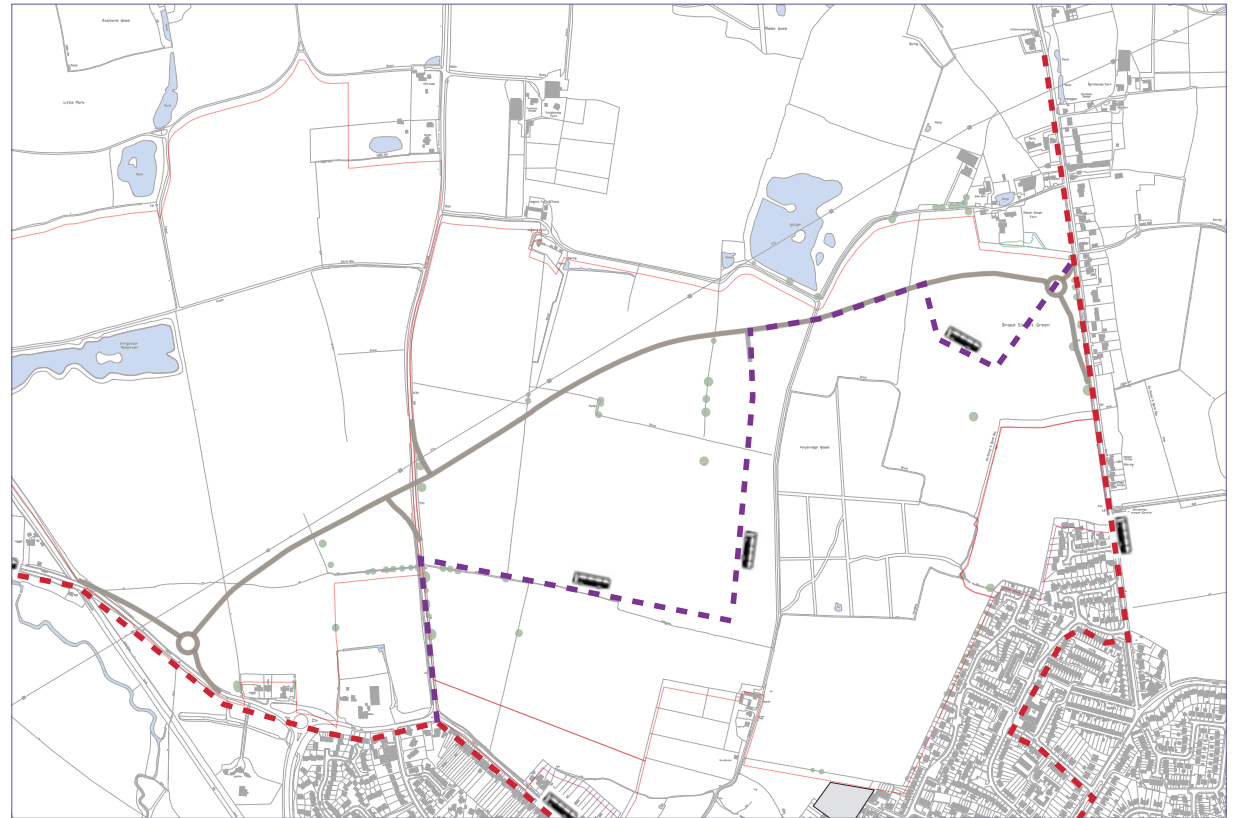


Figure 11 – Plan showing new link road, existing bus routes (red dashed line) and proposed bus route through the development (purple dashed line).

5.5 Vehicular Links Across Land Ownership/Land Control Boundaries

5.5.1 This Strategic Masterplan Framework seeks to integrate the implementation of the Garden Suburb across three parcels identified as Sites S2(d), S2(e) and S2(f) in the Local Development Plan. Although the majority of the new Garden Suburb will have vehicular access from the north via the new relief road, this Framework allows for the two parcels S2(e) (land north of Holloway Road) and S2(f) (land west of Broad Street Green Road) to have separate vehicular access, as shown on the accompanying diagram.

5.5.2 In order to avoid ‘rat running’, it is not proposed that there should be any vehicular links between these land parcels.

5.5.3 In order to facilitate connectivity, the design of all parcels of land should provide for the creation of pedestrian and cycle access to the boundary of the site. Broad locations are shown on the accompanying diagram, which at the detailed design stage can be set in matching positions on either side of the land control boundary, and which can be offered to the highway authority for adoption to the boundary of the site.

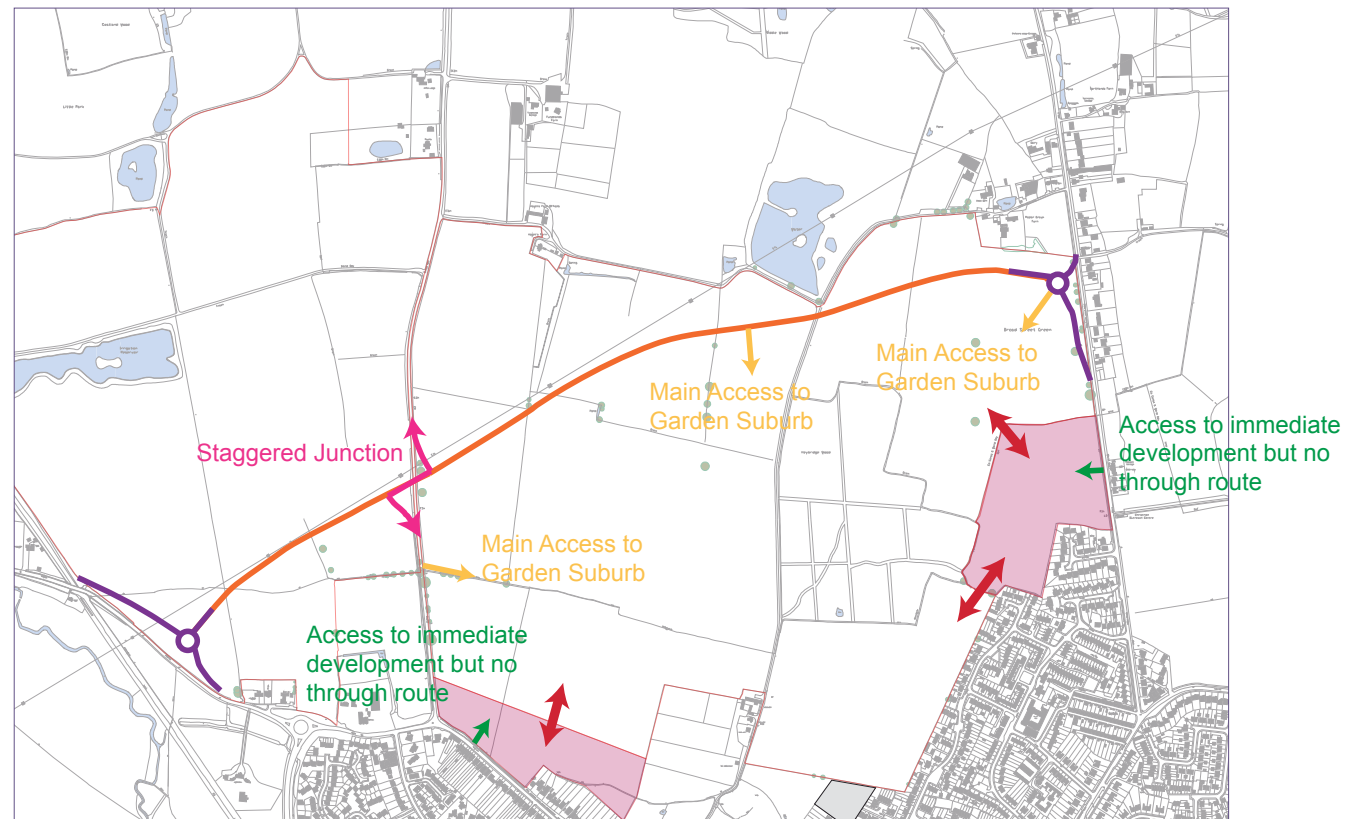


Figure 12 – Plan showing proposed locations for pedestrian and cycle links across land control boundaries (shown in Red) and main vehicular access points

5.6 Walking and Cycling within the new Garden Suburb

5.6.1 It is proposed as part of the new Garden Suburb to create a network of 'safe routes' within the development, to facilitate travel without the car.

5.6.1 It is proposed as part of the new Garden Suburb to create a network of 'safe routes' within the development, to facilitate travel without the car.

5.6.2 Key destinations within the development would include the local centre and school, Heybridge Wood, and the new areas of public open space. The diagram shows indicatively the internal route network.

5.6.3 The diagram also shows how the links between the different land parcels described previously would connect in to the internal network.

5.7 Walking and Cycling between the new Garden Suburb and Heybridge

5.7.1 One of the objectives for the development is to seek to ensure integration between the residents of the new development, and existing residents. One way of encouraging this is to create linkages between the new and existing communities, and to ensure that existing residents can access the local centre and school on the new development, and new residents can access existing facilities in Heybridge.

5.7.2 The main external destinations for residents from within the Garden Suburb would be the open countryside to the north, the Blackwater Rail Trail to the west, Maldon town centre and The Causeway to the south, the centre of Heybridge to the south-east, and Heybridge Primary School to the east.

5.7.3 The accompanying diagram shows these external links. There are a number of existing routes connecting the new Garden Suburb to Heybridge and the surrounding countryside, which are shown to be retained. The diagram also shows possible new links, which are to be subject to further investigation to assess whether or not it is feasible to create additional pedestrian routes

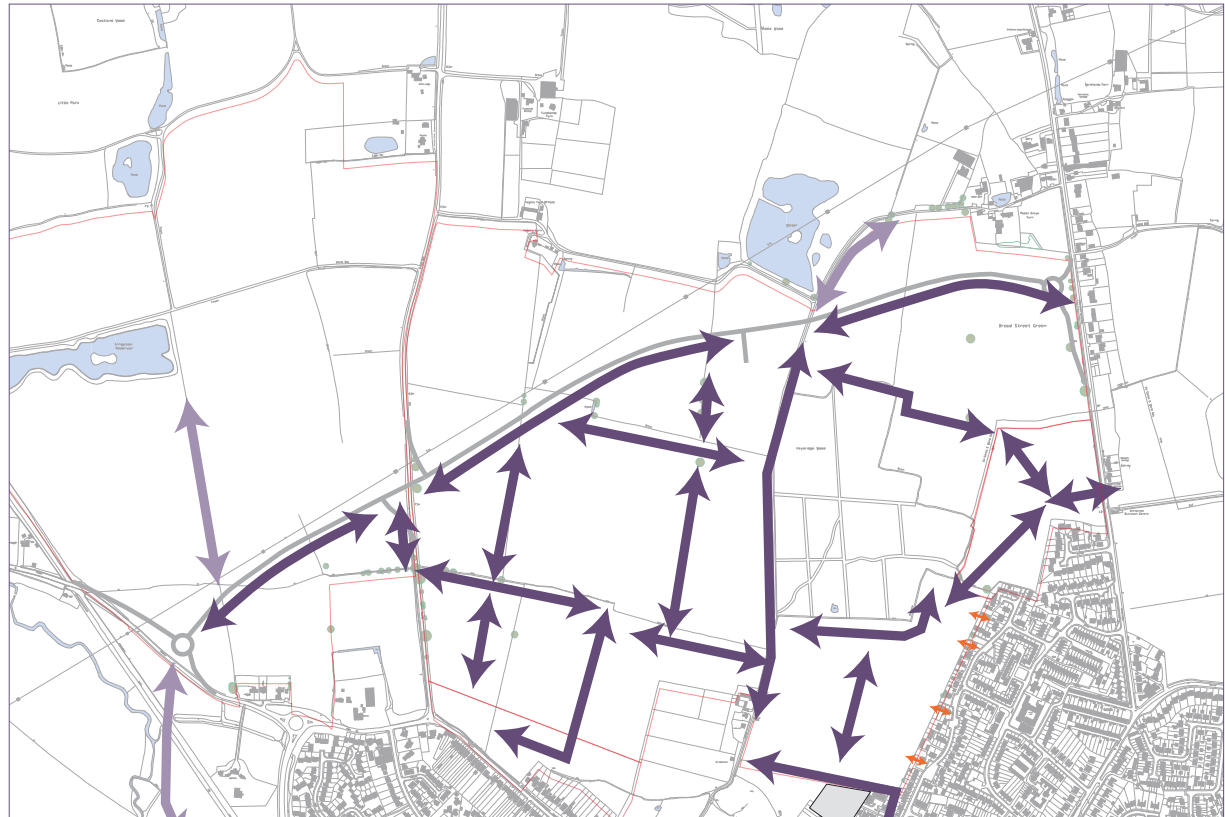


Figure 13 – Plan showing potential network of links

5.8 The Local Centre

5.8.1 Policy S4 of the LDP requires the new Garden Suburbs to have a “community hub” or “local centre” of an appropriate form and scale integrated into the design. The local centre will act as a focus for community activity, and contain a range of non-residential uses, which could include uses such as a local shop, health facility, community building, restaurant, or other small-scale commercial uses.

5.8.2 There was clear feedback from the Stakeholder Workshop that non-residential (i.e. community and commercial uses) should be co-located, to ensure that the development has a vibrant heart to it. There was also a high degree of agreement that the local centre should be located centrally within the main area for development, west of Heybridge Wood. Located centrally within the main area for development, west of Heybridge Wood and east of Maypole Road a ‘heart’ can emerge, close to the majority of new residents and accessible for nearby existing residents.

5.8.3 The new local centre will be well served by pedestrian and cycle links, so that access to it by both new and existing residents can be on foot or by bike, as well as by car and public transport.

5.9 Education

5.9.1 Essex County Council advise that the North Heybridge Garden Suburb should provide land for a 1 form-entry primary school.

5.9.2 It is proposed that the primary school should be located adjacent to the local centre in a location well connected by footpaths and cycle routes.

5.9.3 The education requirement includes two early years facilities – it is proposed that at least one of the early years/childcare facilities would be accommodated at the local centre, one as part of the primary school site. The co-location is designed to encourage activity at the local centre. The other facility may be provided at the local centre, or it may be located closer to the initial phases of the development, to facilitate early delivery, subject to further detailed consideration of the phasing of the development at the planning application stage.

5.9.4 In terms of secondary education, the Local Development Plan sets out a requirement for financial contributions towards the expansion of Plume school (see Section 6).

5.10 Health

5.10.1 It is understood that the NHS would like to consolidate and expand GP services in the Heybridge area as a result of the new development. It is also understood that the existing GP practices could occupy space within this facility.

5.10.2 A new medical facility could be located within the new Garden Suburb Local Centre as part of the concentration of services in that location.

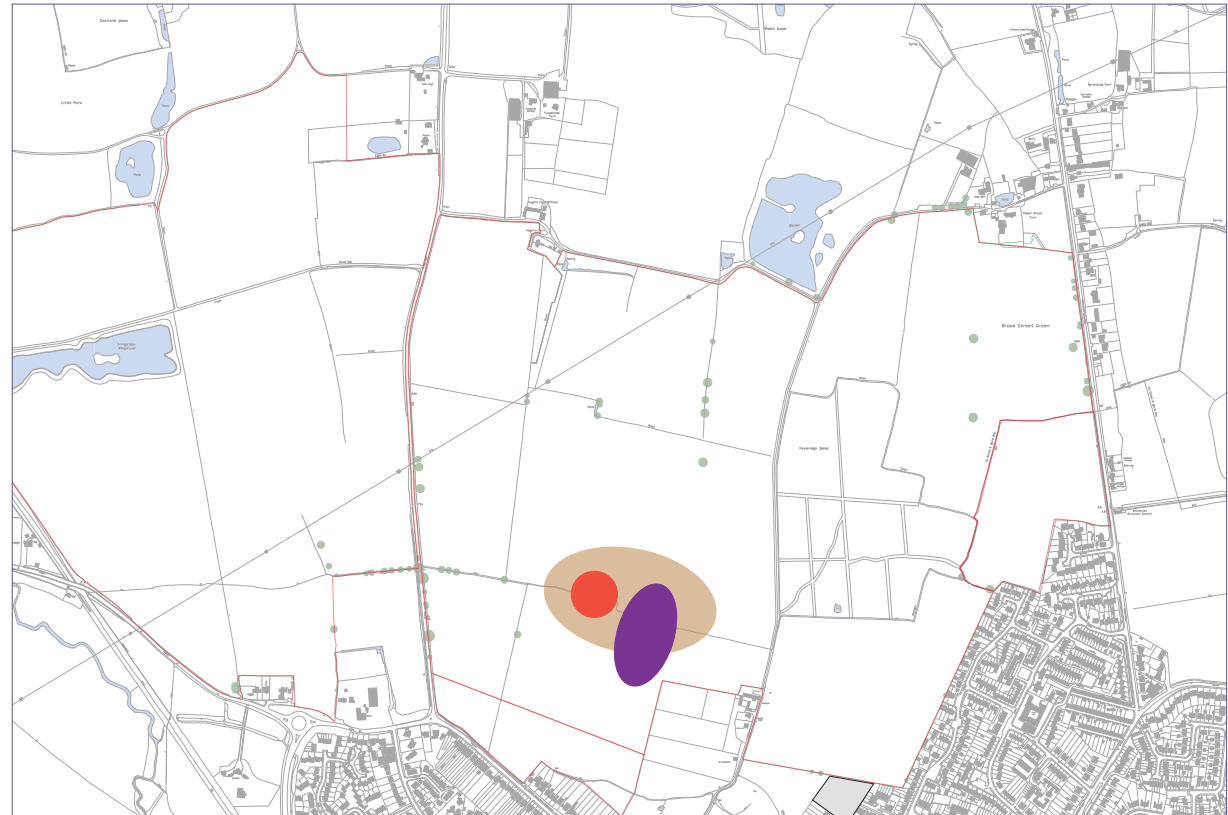


Figure 14 – Conceptual plan showing the potential location of the Local Centre, with Health facility location shown in orange and school location shown in purple.

5.11 Green and Blue Corridors

5.11.1 Based on the network of existing hedgerows (Green) and ditches (Blue) described in Section 3, and the potential for the new link road to run in a “green corridor”, the Strategic Masterplan Framework establishes a series of linked green and blue routes through the development area, which will contribute greatly to the character of the area, creating habitat and attractive routes for people and wildlife.

5.11.2 In order to encourage use by wildlife, any lighting associated with these routes will need to be carefully considered. Provision should also be made for foraging routes to be maintained for wildlife in the design of the new relief road.

5.12 Heybridge Wood and Other Areas of Ecological Value

5.12.1 Consideration of habitats and vegetation, and the potential to create a comprehensive network of ‘green infrastructure’ around existing and proposed features, has been central to the evolution of the Strategic Masterplan Framework. As described previously, the existing green infrastructure of the Garden Suburb derives principally from Heybridge Wood together with the network of hedgerows and ditches. Significant new planting and habitat creation will be incorporated within the Garden Suburb together with the extensive area of green infrastructure associated with strategic flood alleviation. The creation of additional water bodies, swales and ditches has the potential to increase the range of habitats found within the site, which is otherwise of relatively low ecological value due to the extensive arable use.

5.12.2 Heybridge Wood provides an important amenity and ecological resource and is to be retained and protected. Applications for planning permission should set out a proposed Management Plan for Heybridge Wood, to explain how proposals for public access are to be balanced against the maintenance and enhancement of the ecological value of the woodland. Through

sympathetic management and the reinstatement of low-key traditional management practices, the ecological value of the woodland can be enhanced and gradually restored, whilst allowing access for the public to enjoy the wood as well.

5.12.3 The co-location of other areas of open space around Heybridge Wood could create a large, central area of diverse character that would have benefits in terms of recreation and wildlife and habitat protection. A network of green spaces is proposed linking Heybridge Wood to the existing community and land west of Maypole Road. In order to ensure that Heybridge Wood is not subject to excessive disturbance, and in order to protect its ecological value, a buffer zone of a minimum of 15m is proposed to be provided around the entire circumference of the wood, in accordance with advice from Natural England (Standing Advice for Ancient Woodland and Veteran Trees 2014).



5.13 Open Space and Recreation

5.13.1 Open space is required alongside the new residential uses, in order to provide places for outdoor recreation and play. The main types of open space that the new Garden Suburb will provide will include the following:

- A 'country park';
- Playing fields;
- "Green" (i.e. landscape/vegetation routes) and "Blue" (i.e. drainage) corridors for movement of people, water and wildlife;
- Neighbourhood play area;
- Allotments;
- Local play areas;
- Children's play areas;
- Incidental open space to provide a setting for the development.

5.13.2 This Strategic Masterplan Framework considers the first five items above, which are the larger components in terms of their physical size, and their strategic importance.

5.13.3 Local play areas, children's play space, and incidental open space will be considered at the detailed design stage, and should be provided within each development parcel in accordance with Maldon District Council's standards applicable at the time of consideration.

Country Park

5.13.4 Policy S4 of the LDP requires the provision of a Country Park focussed to the west of Maypole Road, and more generally to this area being a location for green infrastructure, open space and/or flood alleviation measures.

5.13.5 It is not intended that the Country Park should be designed to attract visitors from far afield, and it is not intended to provide visitor facilities or car parking accordingly. Rather, the function of the Country Park would be to provide access for local residents, and to form a link between the proposed development to the east, and the Blackwater Rail Trail to the west. The proposed Country Park to the west of Maypole Road will act as a link between the Garden Suburb and rest of Heybridge and the existing Country Park at Elms Farm.

5.13.6 The boundary of the Country Park will be determined at the planning application stage.

Playing Fields

5.13.6 The provision of new playing fields and opportunities for sport will be an important component of the new Garden Suburb.

5.13.7 The locations shown on the diagram on the following page takes account of the following factors:

- The locations should be accessible to residents of the new Garden Suburb, and existing residents;
- Two locations have been proposed, one on the northern side of the Wood, for residents on the northern half of the development, and one to the south of the Wood, for residents on the southern half;
- Co-locating open space uses adjacent to the Wood helps to create a large central area of open space and amenity, which acts as focus for recreation, but which also helps to provide additional 'breathing space' for the Wood, and additional space for wildlife.

Neighbourhood Play Area

5.13.8 The Local Centre is considered to be an appropriate location for a neighbourhood equipped play area (NEAP). The rationale for locating this facility at the local centre is to ensure that it is relatively central to the development, helps to create additional activity in the centre, and provides the

benefit of co-location with the primary school and early years facilities.

Allotments

5.13.9 The accompanying open space and recreation plan shows two potential locations for allotments, sited to be accessible to new and existing residents, and in locations where they can add to the overall network of linked green spaces.



Figure 15 – Plan showing open space networks and green links

5.14 The Composite Masterplan Framework

5.1.1 The Strategic Masterplan Framework shown opposite is the culmination of the consideration of all of the preceding analysis. It takes account of the feedback received at the different stages of consultation, and the input from the technical work and input from key stakeholders. It shows an indicative overall layout for the development that will deliver the development required by the Local Development Plan, in accordance with the Vision and Objectives for the North Heybridge Garden Suburb.

KEY

-  EXISTING WOODLAND
-  PROPOSED RESIDENTIAL
-  PROPOSED EDUCATION
-  PROPOSED LOCAL CENTRE
-  PROPOSED OPEN SPACE
-  PROPOSED PLAYING FIELDS
-  PROPOSED WATER MANAGEMENT
-  PROPOSED FOOTPATH
-  PROPOSED ALLOTMENT AREA
-  PROPOSED ROADS
-  PROPOSED STRATEGIC FLOOD ALLEVIATION ZONE



Figure 16 – Masterplan Framework

5.15 Landuse Framework Plan

5.15.1 Based upon the overall Masterplan Framework, the accompanying plan shows the potential location of the principle land uses within the Garden Suburb. The purpose of this Plan is not to “allocate” the land shown for specific uses, it is only to highlight that the Masterplan Framework is able to deliver the land uses required by the Local Development Plan.

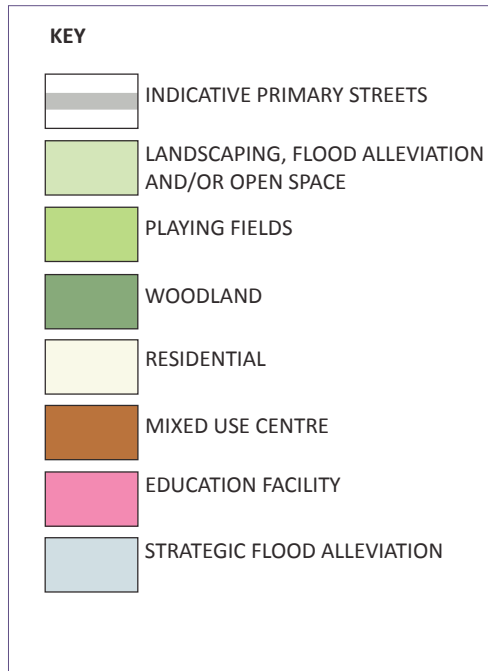


Figure 17 – Land Use Framework Plan

5.16 Access and Movement Framework Plan

5.16.1 Based upon the overall Masterplan Framework, the accompanying plan highlights the principal strategy for vehicular and non-vehicular access to the Garden Suburb, and for providing connections both within the development, and to the existing settlements of Heybridge and Maldon.

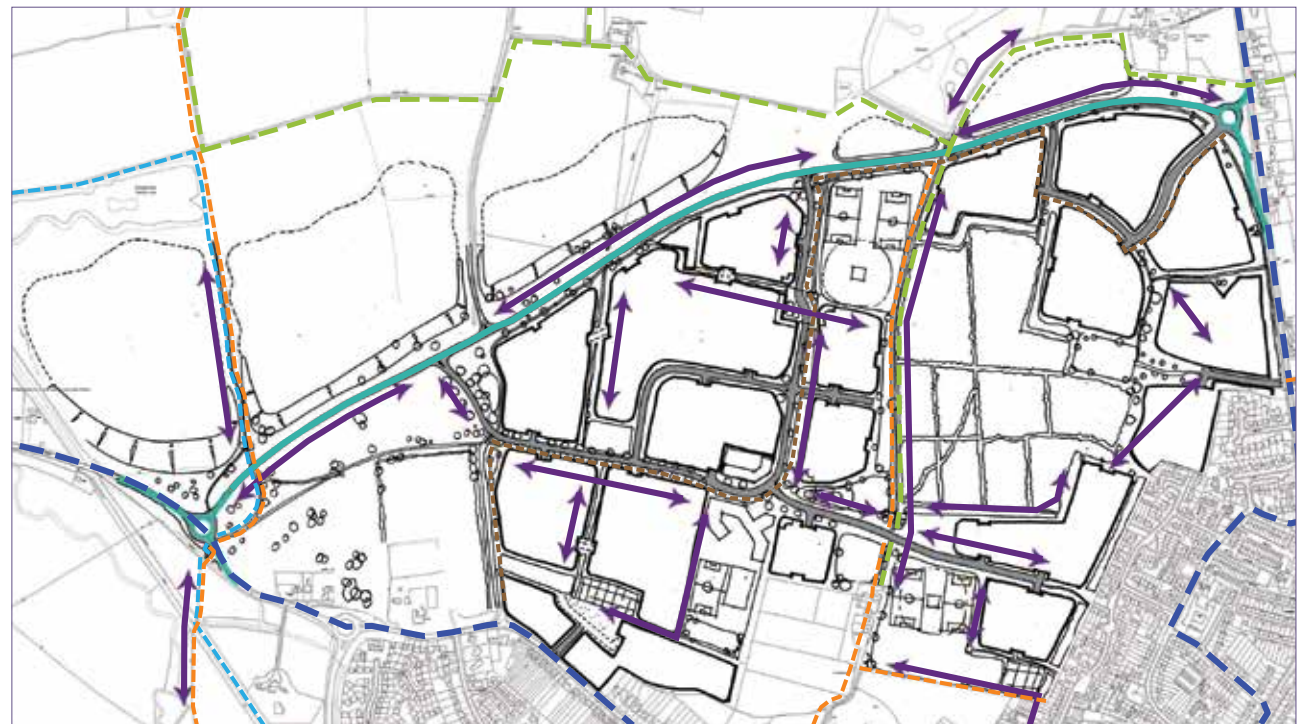
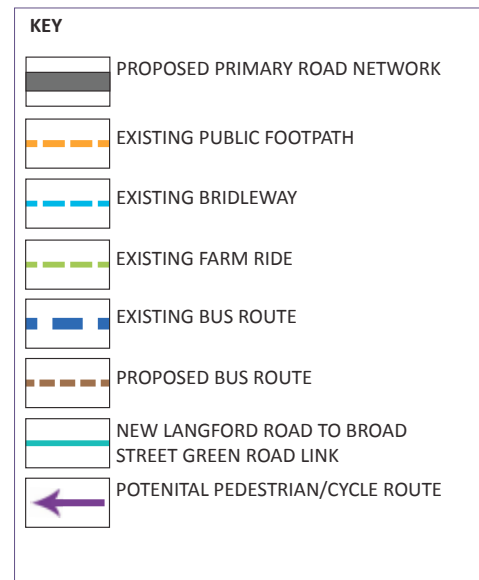


Figure 18 – Access and Movement Framework Plan

5.17 Green Infrastructure Framework Plan

5.16.1 Based upon the overall Masterplan Framework, the Green Infrastructure Framework Plan highlights the network of green spaces and corridors throughout the Garden Suburb that together combine to provide a cohesive and comprehensive structure for:

- Informal and formal recreation;
- Drainage;
- Amenity;
- Ecology; and
- Movement.






KEY	
	LANDSCAPING, FLOOD ALLEVIATION AND/OR OPEN SPACE
	NEW PLANTING
	RETAINED PLANTING
	HEYBRIDGE WOOD
	SPORTS PITCHES AND ASSOCIATED FACILITIES



Figure 19 – Green Infrastructure Framework Plan



6.1 Purpose of the Design Guidelines

6.1.1 The following pages summarise the key design aspirations for the Heybridge North Garden Suburb, and highlight some important design considerations to consider in taking forward the detailed design of the Garden Suburb in accordance with this Strategic Masterplan Framework.

6.1.2 It is important that designers are able to demonstrate their analysis and understanding of the work carried out to date as well as a more detailed appreciation of the characteristics of the site and the local area. These characteristics include landscape and townscape character as well as architecture, details and materials.

6.1.3 It is not the purpose of this document to set out detailed design requirements, or to specify design solutions. This section is intended to assist the production of designs that reflect the Vision and Objectives of this Framework and the policies set out in the LDP. It demonstrates how the vision and objectives could deliver a high quality development that reflects and responds to the local context and the specific opportunities presented by the site.

6.1.4 The objective of the design guidance is to ensure that consideration is given at each level of design and development to the achievement of a Garden Suburb character whilst maximising opportunities for local distinctiveness.

6.2 Existing Design Guidance

6.2.1 Essex County Council have published a wealth of design guidance which provides an important resource. It will also be important that reference is made to the emerging Maldon District Council Design Guide and any other relevant guidance which may be produced by Maldon District Council during the development of the North Heybridge Garden Suburb.

6.3 Design Principles

6.3.1 The list of design aspirations set out below has been derived from the analysis of the site and its surroundings, and provides a checklist which should be fully considered during the design process. The design aspirations for The Heybridge North Garden Suburb may be summarised as follows:

- a 'village' character and lower density at the edges;
- an integrated part of Heybridge;
- urban forms that are reflective of the character of Maldon and Heybridge;
- extensive landscaping which incorporates existing features;
- a relief road designed to fit in with its landscape setting;
- new areas of informal open space/ parks which are accessible to the new and existing communities;
- footpath and cycle paths connecting to the existing settlement;
- strategic and local flood alleviation and drainage solutions;
- creation of a 'heart' to the community;
- a new primary school;
- modest commercial facilities;
- a network of playing fields and amenity spaces;
- management of Heybridge Wood and other woodland and areas of ecological value;
- retention and augmentation of the characteristic field boundaries, hedges and ditches;
- characterful architecture;
- a range of dwellings to address local needs including affordable housing and housing for older people.

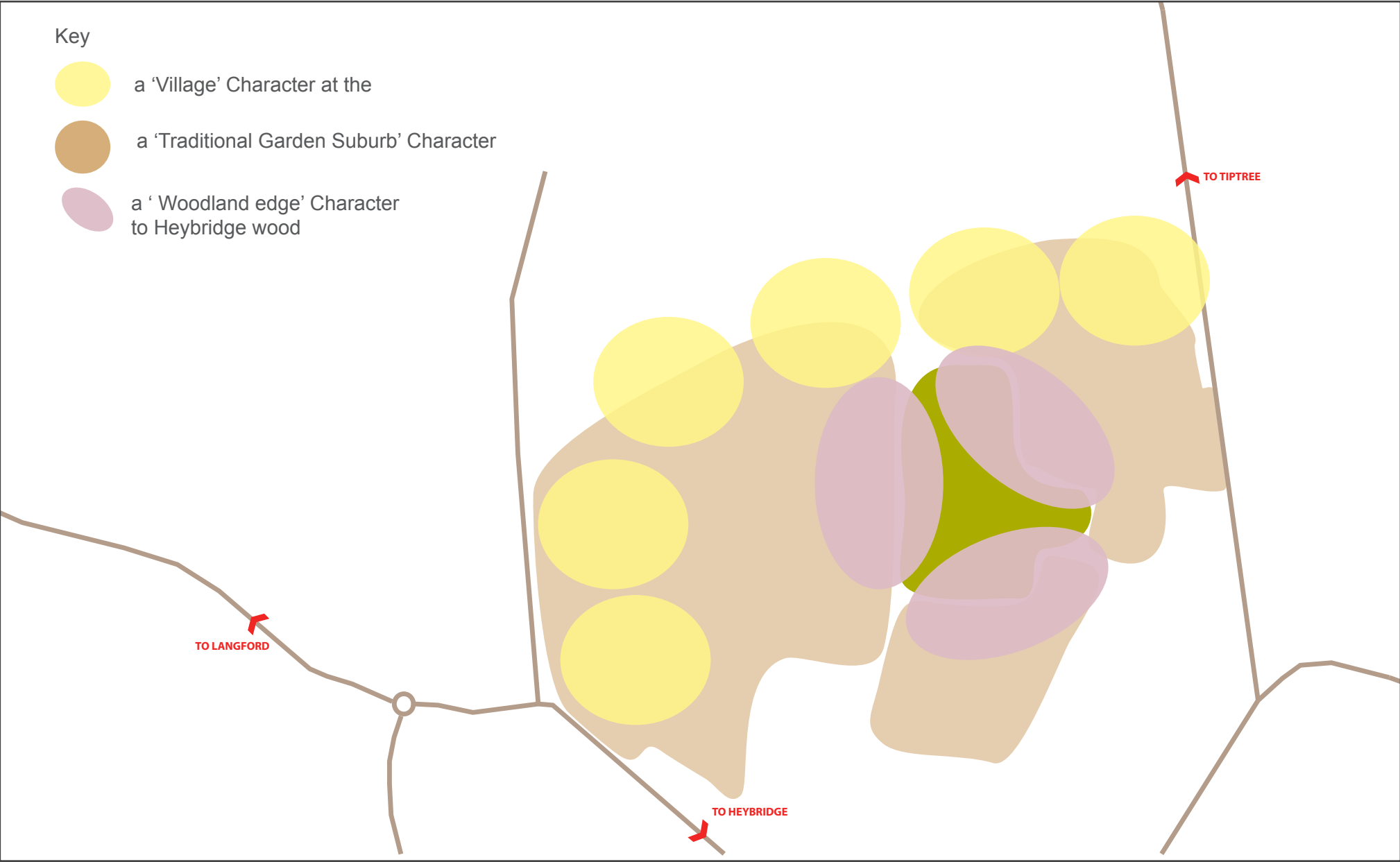


Figure 20 – Conceptual plan showing the locations of the three broad Character Areas

6.4 Character Areas

Existing Character Types in the Local Area

6.4.1 The existing towns and villages in Maldon District have been assessed with reference to Maldon District Characterisation Assessment in order to establish local character types that may appropriately be referred to in the design of the new Garden Suburb. The images adjacent illustrate some development forms which reflect local places:

1. Rural village adjacent to existing water course as seen at Langford.
2. Tight Knit Street as seen at The Street, Heybridge.
3. Arcadian as seen at Wickham Bishops.
4. Village Green as seen at Great Totham.

These images show types of development form that could be appropriate in different parts of the new Garden Suburb. They are not specific to any one character area but examples could exist in more than one Character Area.



Water course



Tight-knit Street



Arcadian



Village green

Character of Local Villages

6.4.2 Historically most of the villages in the District have developed around focal points, such as churches, cross-roads, market squares and inns. The interface with the open countryside is characterised by a sense of leaving one settlement along a historic route and entering another.

6.4.3 There may be a village green, most certainly a village core and a main street and there may also be farms and fields associated with the village or a manor house on the outskirts of the village. Most towns and villages have seen Victorian and modern extensions and resulting variety and uniformity in urban form and visual quality.

Character of Traditional Garden Suburbs

6.4.4 Unlike a traditional town or village, a garden suburb is pre-planned and the layout is designed to meet the requirements of the people of all ages who will live there in a well designed neighbourhood.

6.4.5 Streets are often straight and traditionally tree-lined. There are parks and open spaces, focal and landmark buildings and a clear hierarchy of roads ranging from grand and formal roads to tight knit and intimate streets and lanes

6.4.6 The Garden Suburb plan is designed to be efficient and the 'softness' and character of the place comes from the planting, boundary treatment and characterful architecture in both public and private spaces.

Proposed Character Areas

6.4.7 In terms of providing a variety of development form and neighbourhoods across the Garden Suburb, which respond to the site and wider context, three broad Character Areas are suggested and are shown overleaf.



Illustration of a traditional village



Illustration of a planned Garden Suburb

- **Village Edge** - Where the development adjoins open countryside it would be appropriate to create a looser-grained urban edge with similar densities to those found in the nearby local villages comprising a range of dwelling types and sizes arranged around informal and irregular shaped green spaces, as can be found at villages such as Little and Great Totham, Tolleshunt Darcy and Little and Great Braxted;



- **Traditional Garden Suburb** – Towards the centre of the site, the opportunity exists to create a more formal, planned layout that reflects the character of the traditional pre-planned Garden Suburb. Buildings may be arranged in regular, formal street patterns with key buildings to mark the ends of vistas or junctions. This area could be characterised by tree lined avenues and formally laid out open spaces. The density of dwellings may be higher in the centre of the development near the community heart- the local centre and the primary school;



- **Woodland Edge** – Heybridge Wood is a key feature of the Garden Suburb, and is to be protected and managed to ensure it continues to flourish. It will be surrounded by a protective green buffer and form part of an extensive network of green infrastructure, offering opportunities for habitat retention and the creation of new habitats, amenity space and walking and cycling routes. The opportunity exists to provide new development that faces towards the woodland rather than turn its back onto it and to create attractive intervening green spaces. Dwellings in this area could have either front or side elevations facing the edge of the woodland and overlooking the ecological buffer. The road surfaces in this area could be designed as lanes or permeable shared surface arrangements to create a 'soft' edge and create a sense of space between the built area and the woodland.



6.5 Gateways

6.5.1 The accompanying plan identifies a number of key gateways in to the Garden Suburb, which create the potential for different design treatments. The suggested approaches are as follows:

- The Gateway from Maypole Road would lead into a new traditional looking village green and could be designed to have the feel of entering a large country estate by creating an entrance between two 'gate houses' with brick wall boundaries to the front of properties.
- The Gateway from the link road could be designed to give a traditional rural feel with post and rail fencing and white painted five bar gates either side of the road as is commonly seen in the surrounding villages such as Goldhanger and Purleigh.
- The Gateway from the new Broad Street Green Road roundabout should be designed to complement and complete the village green at Broad Street Green but should be different to the Maypole Road gateway. This can be achieved, for example, by using hedges as boundaries and would be in keeping with the village entrances to Little Totham and Wickham Bishops.
- The Gateways from Broad Street Green Road and Holloway Road to the separate parcels referred to in the LDP as West of Broad Street Green Road and North Holloway Road will need to strike a balance between marking the entrances to these parcels whilst at the same time avoiding the appearance of offering through vehicular routes to the remainder of the development. Solutions could include the use of a tighter urban form or other measures that mark these entrances out as 'lesser' routes.

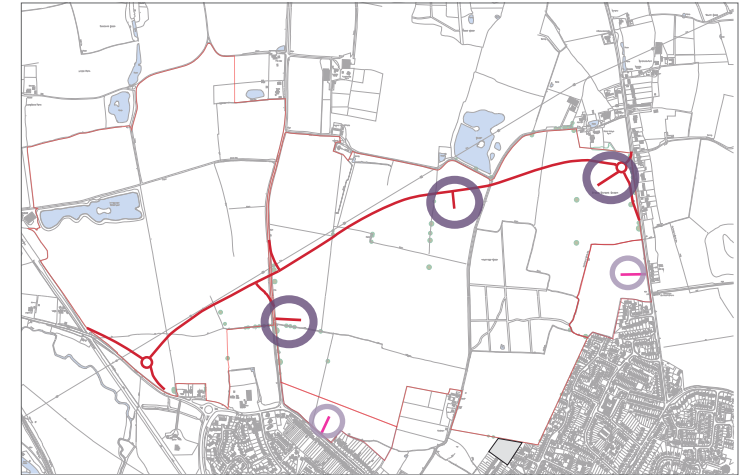
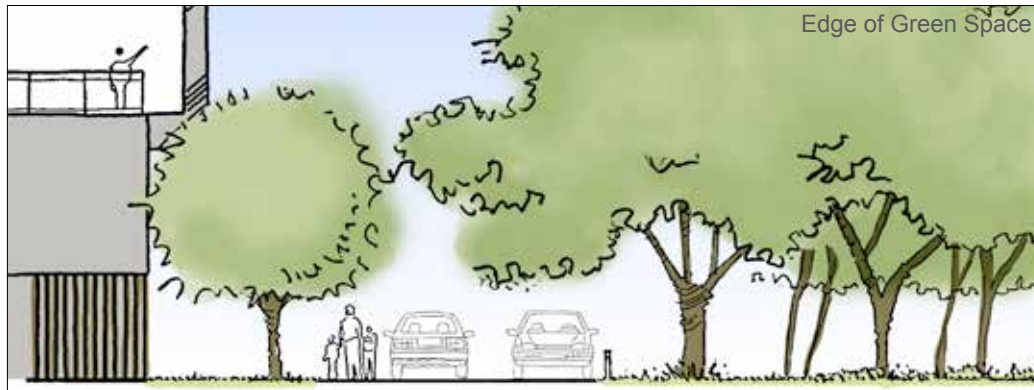


Figure 21 – Plan showing the different gateways into the Garden Suburb



Example of a Gateway at Broad Street Green



Examples of road types showing potentially different scales and treatments depending on function and location.

Although these sections are not dimensioned they are relative to each other in scale

6.6 Designing for Movement

6.6.1 The main function of the highway network is to allow movement of people and vehicular traffic. However, other functions could be incorporated into these networks and an integrated design approach will bring together the views of architects, urban designers and highway engineers. For example:

- Within built areas, the streets can be used to create places, provide for movement, access, parking, drainage and services;
- Streets could be designed to create interesting spaces that can accommodate turning movements and vehicle tracking, not be dictated by them;
- As part of the integrated process, places and movement should be considered together to achieve the correct balance for a particular location;
- Inactive spaces must be avoided and natural surveillance from adjacent properties must be maximised to increase the sense of security;
- Consultation with the planning, highways and refuse disposal authorities should be carried out at an early stage.

Streets as Social Places

6.6.2 The designers of streets should start by asking 'what will happen on this street?' The Manual for Streets advises that adherence to rigid road layout and geometry produces bland, uniform developments. In order to avoid this, the designers of streets should give priority to local context and people and the street should be designed to suit a range of appropriate activities in addition to its primary function, the passage of all modes of traffic.

The Walkable Neighbourhood

6.6.3 People are more likely to walk in a safe, attractive and well cared for public realm. The key considerations for designers are listed below:

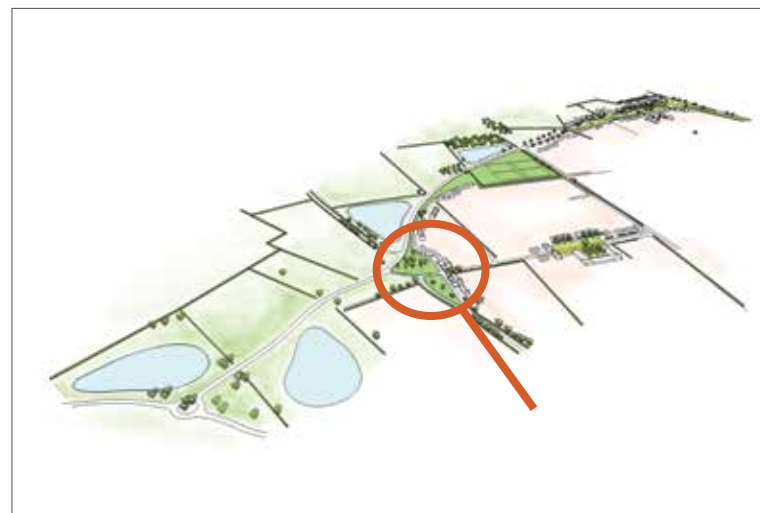
- The design speed of roads should reflect the residential nature of the area.
- Pedestrian routes should be seen by residents and drivers so that people feel safe using them.
- Segregated footpaths should be overlooked and well connected. They should follow desire lines rather than road geometry.
- Well designed, shared surfaces avoid conflicts of movement and enable other activities to take place.

The design examples given here show indicative design concepts for how development in the “Village Edge” and “Traditional Garden Suburb” Character Areas might look.

6.7 Design Examples

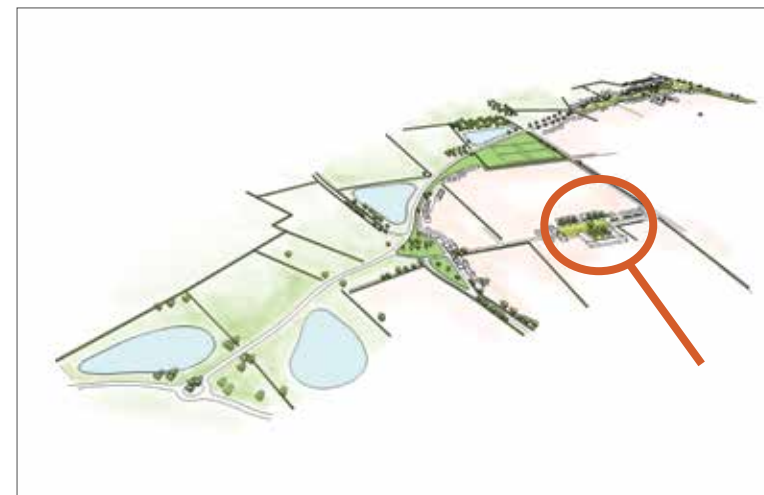
Design Example 1: Village Green Design on the edges

This shows a new village green where the new relief road crosses Maypole Road. Generally 2 storeys in height with potential for some buildings up to 2.5 storeys in height in appropriate locations.



Design Example 2: Traditional Garden Suburb

This shows how the pre-planned Garden Suburb of wide tree lined avenues and formal green spaces would be suitable in the centre. Buildings generally 2 storeys with potential for up to 3 storeys in height in appropriate locations.



7.1 Infrastructure Requirements

7.1.1 The Council is committed to working with relevant partners and infrastructure providers to maintain and improve infrastructure provision in the District and to help sustain a good quality of life for all residents. Policy I1 states that the Council will ensure that development meets the needs of new and existing residents and does not have an unreasonable detrimental impact on existing local residents and the surrounding area by seeking to ensure the provision of the necessary infrastructure, services and community facilities alongside new development. Policy I1 states that this will be achieved by:

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

infrastructure requirements in the District and the most appropriate methods of delivery; and

- Requiring planning applications to take account of relevant business plans and programs produced by infrastructure providers to ensure development is appropriately phased and does not prejudice the planned delivery of infrastructure improvements.”

7.1.2 The impact of growth will be monitored to ensure the timely provision of infrastructure to meet the future needs of the District. Policy I1 states that:

“Where appropriate, necessary infrastructure will be delivered in advance of development taking place to ensure that community and environmental benefits are realised from the start of development.”

7.1.3 Development will be phased to optimise housing and infrastructure delivery taking into account viability, and the Council will work with applicants to ensure that any planning permission issued contains clear and deliverable requirements for the phasing of infrastructure provision.

7.1.4 The Council has produced an Infrastructure Delivery Plan which provides details of the critical infrastructure required to support strategic growth in the District and where known, presents an assessment of infrastructure costs, potential phasing, funding sources and responsibilities for delivery. This will be regularly monitored and updated in partnership with infrastructure providers and other key stakeholders.

7.1.5 The Strategic Masterplan Framework provides further guidance and sets out how infrastructure will be delivered alongside housing in a comprehensive and timely way in the interests of sustainability and integration. Infrastructure encompasses a wide range of social, green and physical services and facilities that will be required alongside the development of the North Heybridge Garden Suburb. This includes the following:

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

7.1.6 Policy S4 requires the development of the North Heybridge Garden Suburb to incorporate the following key infrastructure elements:

- a new 1 form entry primary school;
- two new 56 place early year and child care facilities;
- necessary contributions towards the sufficient expansion of the Plume School
- provision for youth and children's facilities;
- a country park focused to the west of Maypole Road;
- a new outer relief road between Langford Road and Broad Street Green;
- enhanced walking, and cycling routes;
- enhanced public transport provision;
- enhanced medical provision;
- increased and enhanced green infrastructure;
- a strategic flood alleviation scheme;
- appropriate drainage & sewerage infrastructure including sustainable drainage schemes.

7.1.7 The infrastructure requirements may be subject to review to reflect any changes to relevant LDP policies following examination and adoption.

7.2 Strategic Flood Alleviation

7.2.1 In accordance with Policy S4, development of the North Heybridge Garden Suburb will be required to incorporate a strategic flood alleviation scheme which will address the existing surface water flooding in north Heybridge and development will not be permitted unless an acceptable flood alleviation scheme can be delivered. An Executive Partnership Group has been established comprising Maldon District Council, Essex County Council, The Environment Agency, Essex Waterways and the developers/landowners and is working together to secure the design, implementation and management of an appropriate scheme that achieves the requirements of Policy S4.

7.2.3 A description of the proposed strategic flood alleviation works is set out at Section 5.1.

Financial Year	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	Total	Notes	
Site S2(d) (North of Heybridge)			25	50	75	88	88	88	88	88	89	89	89	89	89	1035		
Site S2(e) (North Holloway Road)		25	25	25	25											100		
Site S2(f) West Broad Street Green Road)		25	25	25	25											100		
Total Dwelling Completions		50	75	100	125	88	88	88	88	88	89	89	89	89	89	1235		
Highways																		
North Heybridge relief road		Road to be developed in line with phasing on site S2(d)															ECC require the road to be delivered as close to the start of development as possible. Junctions in Heybridge are already at capacity.	
B1018 Langford Rd / Heybridge Approach B1018 / Heybridge Approach / A414 roundabout A414 / Spital Rd roundabout					X			X			X						ECC recommendation ECC recommendation ECC recommendation	
A414 / B1018 Limebrook Way	X																Junction is already over capacity. ECC required works to be undertaken as soon as development starts	
A414 Oak Corner Junction					X												ECC recommendation	
Eves Corner Junction, Danbury			X														Given existing problems, ECC would require this to be delivered as soon as possible - subject to the availability of CIL funding	
Passenger Transport																		
Passenger Transport improvements for North Heybridge			Improvements provided alongside new development															
Education - Early Years and Childcare																		
Stand alone 56-place EY&C facility in North Heybridge			X															
56-place EY&C facility in North Heybridge within new primary school						X												
Education - Primary																		
1 form entry primary school in North Heybridge						X												ECC recommendation
Education - Secondary																		
Expansion of Plume School - Lower			X															IDP notes that Plume will be at capacity by 2016/17, ECC therefore require works early
Expansion of Plume School - Upper / Sixth Form				X														Plume School has advised that the Lower school should be developed first.
Youth and children's facilities																		
Teen shelters, skateboard facilities and access to shared community facilities in North Heybridge			X															
NEAPs and LEAPs in North Heybridge			X															
Green Infrastructure																		
Sports facilities in North Heybridge			X															
Country park in North Heybridge			X															
Health																		
Facility in North Heybridge					X													
Flood Alleviation																		
Heybridge Strategic Flood Alleviation		Flood alleviation to be developed in line with phasing on site S2(d) and the development of the relief road																
Sewerage / Electricity / Gas / Communications																		
Upgrades to serve North Heybridge Garden Suburb		X	X															

7.3 Infrastructure Delivery

7.3.1 Infrastructure provision will be phased to ensure that the requirements arising from the development of the North Heybridge Garden Suburb will be secured in a timely fashion alongside development. The Council has produced an Infrastructure Delivery Plan (IDP) which presents an indicative framework for the phased delivery of infrastructure and the relevant extracts for North Heybridge Garden Suburb are set out in Table 7.1 opposite. The IDP phasing provisions reflect the advice of Essex County Council and other infrastructure providers. However, flexibility is required to ensure delivery takes account of unforeseen circumstances including, for example, changes in policy following the examination and adoption of the LDP, and other circumstances relating to infrastructure capacity and viability.

7.3.2 Delivery of infrastructure will take place in the context of planning applications and the Strategic Masterplan Framework will be a material planning consideration in the determination of any future planning applications. Should planning permission be granted, the District Council will seek to control and regulate the implementation of development and infrastructure provision through the use of planning conditions and planning obligations.

7.3.4 The LDP establishes that the infrastructure necessary for the delivery of the North Heybridge Garden Suburb will be delivered through a mixture of site-specific planning obligations (s106 agreements), pooled planning obligations (i.e. financial contributions via s106 agreements), and through the Community Infrastructure Levy (CIL).

7.3.5 The infrastructure for the new Garden Suburb will be delivered in stages alongside the construction of new homes, and Table 7.1 therefore also sets out the Council's current trajectory for the delivery of the proposed residential development.

7.3.6 Planning conditions will be used in relation to the provision of necessary on-site infrastructure such as green space. Planning conditions may also be used to prevent development above certain thresholds in advance of off-site highway infrastructure works, which will be secured through s278 agreements with the Highway Authority. Planning obligations will be applied under Section 106 of the Town and Country Planning Act 1990 to secure funding and delivery of key elements of infrastructure such as off-site highway and transport improvements, education contributions, and youth and children's facilities.

7.3.7 The broad approach to the pooling of infrastructure costs is summarised in Policy I1 of the LDP, with the relevant details relating to the North Heybridge Garden Suburb summarised in the table (Table 7.2) overleaf. This table will be reviewed following the LDP Examination-in-Public and adoption. MDC has commenced work on CIL rates which will introduce charges on development to fund infrastructure projects and CIL payments from other developments could also contribute to the delivery of some strategic infrastructure in North Heybridge Garden Suburb.

	Site S2(d) North Heybridge	Site S2(e) North of Holloway Road	Site S2(f) West of Broad Street Green	Site S2(a) South of Limebrook Way	Site S2(b) Wycke Hill North	Site S2(c) Wycke Hill South
Transport						
North Heybridge Relief Road	Y	Y	Y	N	N	N
Maldon and Heybridge other highway improvements	Y	Y	N	Y	Y	Y
Flood Alleviation						
Heybridge Strategic Flood Alleviation	Y	Y	Y	N	N	N
Education						
Two new 56 place Early Years & Childcare facilities to serve Heybridge	Y	Y	Y	N	N	N
New 1 FE primary school	Y	Y	Y	N	N	N
Expansion of The Plume School	Y	Y	N	Y	Y	Y
Youth and Children's facilities						
Teen shelters, skateboard facilities and access to shared community facilities to serve Heybridge	Y	Y	Y	N	N	N
Neighbourhood Equipped Areas of Play (NEAPS) and Locally Equipped Areas of Play (LEAPS) to serve Heybridge	Y	Y	Y	N	N	N

Table 7.2 Extract from Maldon District LDP Table 1: Developer Contribution Pooling Arrangements for North Heybridge Garden Suburb

7.4 Phasing

7.4.1 Policy S2 of LDP identifies a build-out period of 15 years or more to deliver the North Heybridge Garden Suburb. Assumptions regarding the phasing of development and infrastructure delivery are summarised in the accompanying table and reflect the LDP. The rate of housing delivery will be subject to on-going review.

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

7.5 Housing Mix

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

7.6 Community Development

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

7.7 Requirements for Planning Applications

7.7.1 North Heybridge Garden Suburb will be planned and delivered over a number of years and will require necessary planning approvals. Planning permission is likely to be secured by separate planning applications submitted by individual landowners/ promoters. Planning applications should be in accordance with the Strategic Masterplan Framework and the requirements for infrastructure delivery, since it will be a material consideration in the determination of planning applications once adopted by the Council.

7.7.2 Maldon District Council wishes to avoid the submission of any planning applications for development of the North Heybridge Garden Suburb which may prejudice its quality or sustainability or the provision of the infrastructure necessary to support it. Therefore in order to provide the Council with the necessary information to address such concerns, applicants will be expected to provide the following material with any planning applications:

- A detailed masterplan for the area to which the application relates that is in accordance with the Strategic Masterplan Framework;
- An Infrastructure Delivery Plan which

demonstrates how the proposal contributes to providing the necessary infrastructure for the Garden Suburb as a whole, in accordance with the LDP requirements;

- A Transport Assessment which takes into account the transport requirements, traffic impacts and associated appropriate mitigation measures for the development as a whole;
- Design codes, or such other material as may be appropriate to demonstrate that the proposed development is compatible with delivering the high quality of design required by the LDP.

7.7.3 Development proposals will be required to be accompanied by a site wide drainage strategy, and applicants will be expected to ensure that this is agreed with the Environment Agency and Essex County Council, as appropriate, prior to submission. An appropriate comprehensive and detailed ecological survey for the application site will be required in accordance with the LDP. Prior to any development a comprehensive and detailed archaeological survey should also be undertaken. Development proposals for Site

2(d) North of Heybridge will be expected to include proposals for the protection, enhancement and future management of Heybridge Wood.

7.7.4 The Council will at all times place the utmost importance on securing a high quality of design and sustainable development throughout the North Heybridge Garden Suburb and the timely delivery of necessary infrastructure. 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 completion and subsequent maintenance. The Council may establish design review panels to review and advise on planning applications as these come forward.

7.8 Implementation, Delivery and Monitoring

7.8.1 The development of the North Heybridge Garden Suburb will depend on the continued partnership working of Maldon District Council, landowners and developers and other key stakeholders to secure delivery of a high quality and sustainable Garden Suburb and strategic and supporting infrastructure in a timely way.

7.8.2 Maldon District Council will continue to work with landowners, developers, stakeholders and the community to:

- Manage and secure a coordinated approach to strategic infrastructure delivery;
- Secure delivery of a high quality and sustainable development in accordance with the principles set out in the LDP and as expanded upon in this Strategic Masterplan Framework;
- Secure agreement and delivery of long term management and governance arrangements (including management of flood alleviation works and green spaces);
- Monitor progress with delivery of the Garden Suburb and review the Strategic Masterplan Framework as necessary.

7.8.3 Development of North Heybridge Garden Suburb and the extent to which the vision and objectives set out in the Strategic Masterplan Framework will be monitored by the Council. A monitoring framework which sets out key targets and indicators to be monitored will be developed to ensure the delivery of a high quality, sustainable Garden Suburb.

A. Appendix 1

A1.1 RELEVANT POLICIES IN MALDON DISTRICT LOCAL DEVELOPMENT PLAN (AS SUBMITTED FOR EXAMINATION APRIL 2014)

Policy S1 Sustainable Development

Policy S2 Strategic Growth

Policy S3 Place Shaping

Policy S4 Maldon and Heybridge Strategic Growth

Policy D1 Design Quality and Built Environment

Policy D2 Climate Change and Environmental Impact of New Development

Policy D3 Conservation and Heritage Assets

Policy D4 Renewable and Low Carbon Energy Generation

Policy D5 Flood Risk and Coastal Management

Policy E3 Community Services and Facilities

Policy E6 Skills, Training and Education

Policy H1 Affordable Housing

Policy H2 Housing Mix

Policy H3 Accommodation for 'Specialist' Needs

Policy N1 Green Infrastructure Network

Policy N2 Natural Environment and Biodiversity

Policy N3 Open Space, Sport and Leisure

Policy T1 Sustainable Transport

Policy T2 Accessibility

