

VEHICULAR ACCESS

Transport Assessment

Fuller details of the vehicular access proposals can be found within the Transport Assessment prepared by Mayer Brown and submitted as part of this planning application.

Vehicular access into the Site

Access into the development from the existing highway network is proposed at a number of locations, either through the modification of existing junctions or the creation of new junctions. These are shown on the diagram opposite and the proposed designs are described in more detail within the Transport Assessment:

- A new roundabout junction on the B1418, approximately 450m north of the junction with Burnham Road – Reference J in the Movement Parameter Plan;
- A new left-in/left-out junction on the B1418, approximately 150m north of the junction with Burnham Road - Reference G in the Movement Parameter Plan;
- A new roundabout junction on Burnham Road, approximately 550m east of the Hullbridge Road junction - Reference C in the Movement Parameter Plan;

- A new left-in/left-out junction on Burnham Road, approximately 200m north of the Burnham Road/Woodham Road/Ferrers Road Junction - Reference E in the Movement Parameter Plan;
- A new arm on the Burnham Road/Woodham Road/Ferrers Road junction to the development - Reference F in the Movement Parameter Plan.

Within the site, a hierarchy of streets with a range of typologies will be established, providing appropriate accessibility and reinforcing placemaking, in accordance with local and county-wide guidance.

Wider highway mitigation

Analysis outlined in the Transport Assessment shows that there are three junctions which would require mitigation which the Proposed Development will facilitate, which include:

- Improvements to the B1418/Burnham Road Junction involving the signalisation of the junction;
- Increasing the extent of the taper on the A132 west of the Burnham Road/Ferrers Road/Willow Lane Junction;
- Upgrades to the A130/A132 Interchange.

In addition, works have been identified to improve the Burnham Road/Willow Grove/Ferrers Road Junction, to be implemented

subject to the findings of ongoing monitoring.

Sustainable Transport

A comprehensive strategy to encourage trips by non-car means will be implemented, including the following elements:

A comprehensive Bus Strategy is proposed to support the development. The Transport Assessment sets out the proposals to provide:

- an increase in frequency of services to Chelmsford
- Extension of services to Broomfield Hospital
- Shuttle services to Wickford and Basildon
- Demand Response Services within South Woodham Ferrers
- The provision of initial free travel for residents and employees to encourage a culture of travel by bus.

A cycle strategy is proposed involving:

- a network of pedestrian and cycle paths within the development
- provision of crossings on the Burnham Road and B1418
- implementation of measures south

of the Burnham Road and

- Cycle Training on Site

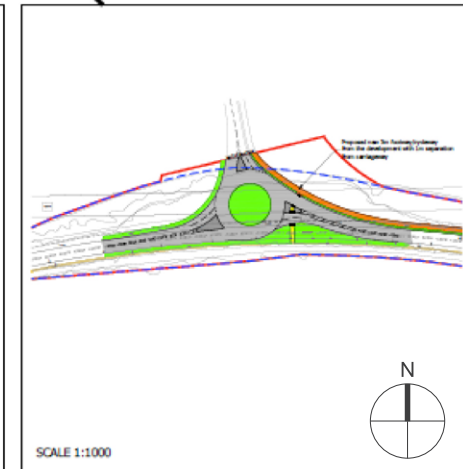
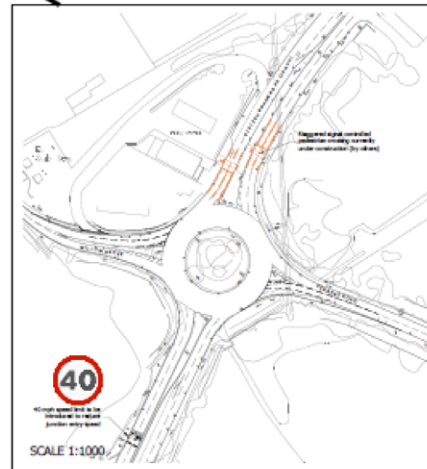
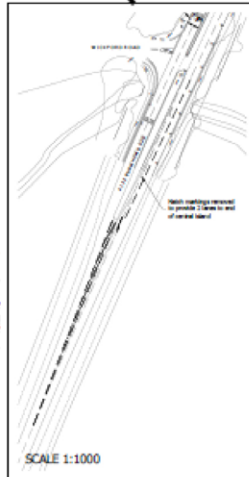
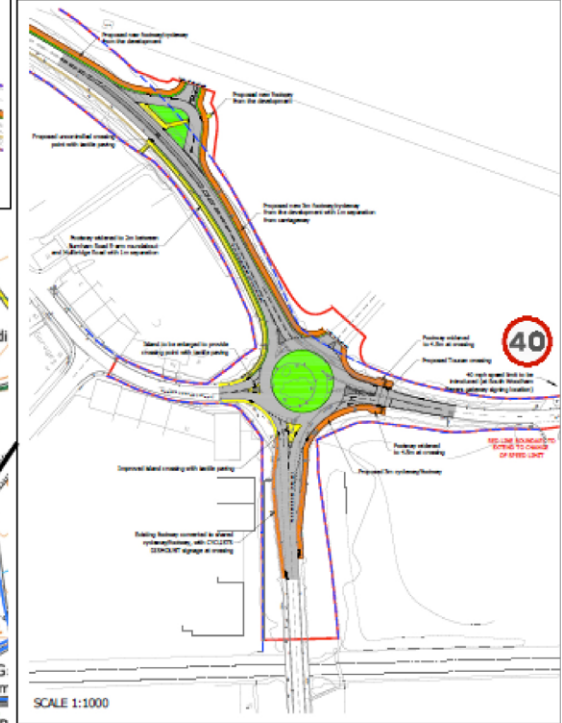
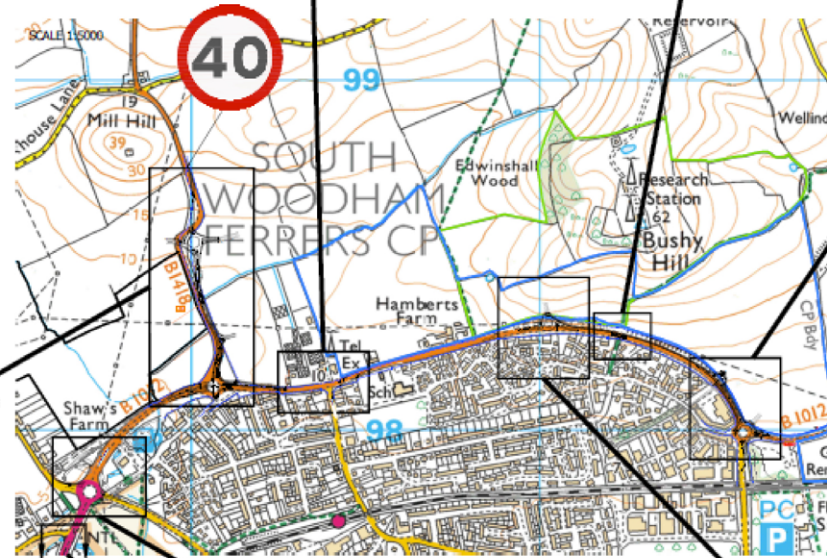
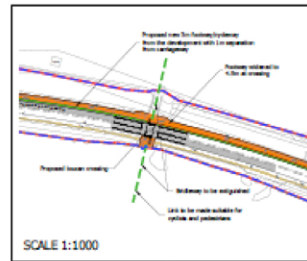
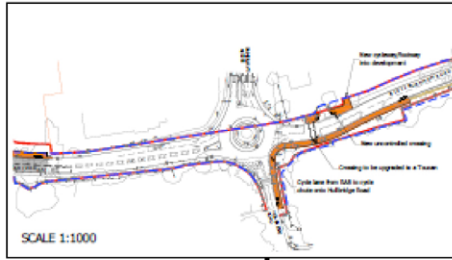
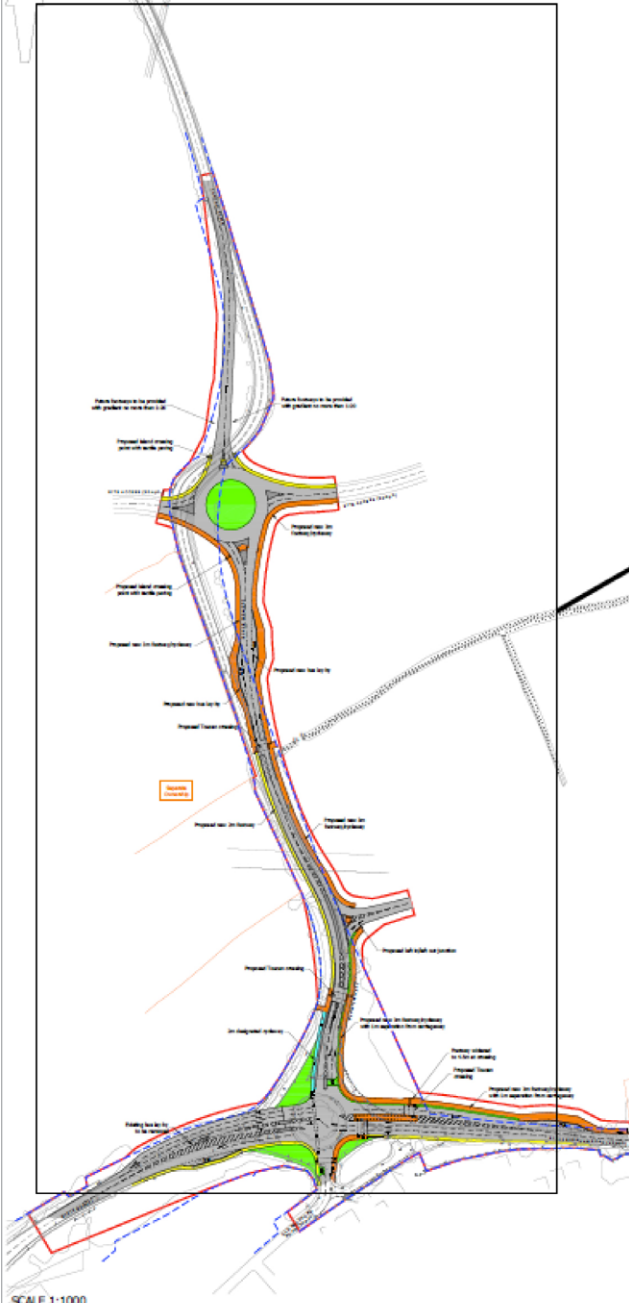
It is proposed to provide a Car Club on site, for use by residents and employees. This could initially start with one or two vehicles, which would be increased as demand grows with the development.

The implementation of Travel Plans will be implemented for the residential and commercial uses, which would include for comprehensive monitoring of ongoing movements to and from the development.

Parking

Parking will be provided in accordance with the Local Plan Parking Standards.

Proposed Vehicular Access Points



PRELIMINARY
REV FOR SUBMITTALS

NO.	DESCRIPTION	DATE	BY
01	Issue for submittal	20/12/2014	MB
02	Revise for submittal	20/12/2014	MB
03	Revise for submittal	20/12/2014	MB
04	Revise for submittal	20/12/2014	MB
05	Revise for submittal	20/12/2014	MB
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MB
MOTORWAY BUILDERS

Project Name: SOUTH WOODHAM FERRERS
 Date: 20/12/2014
 Scale: 1:1000

COUNTYSIDE PROPERTIES

ACCESS AND PEDESTRIAN AND CYCLE CONNECTIONS

OVERVIEW PLAN | P13

DESIGN

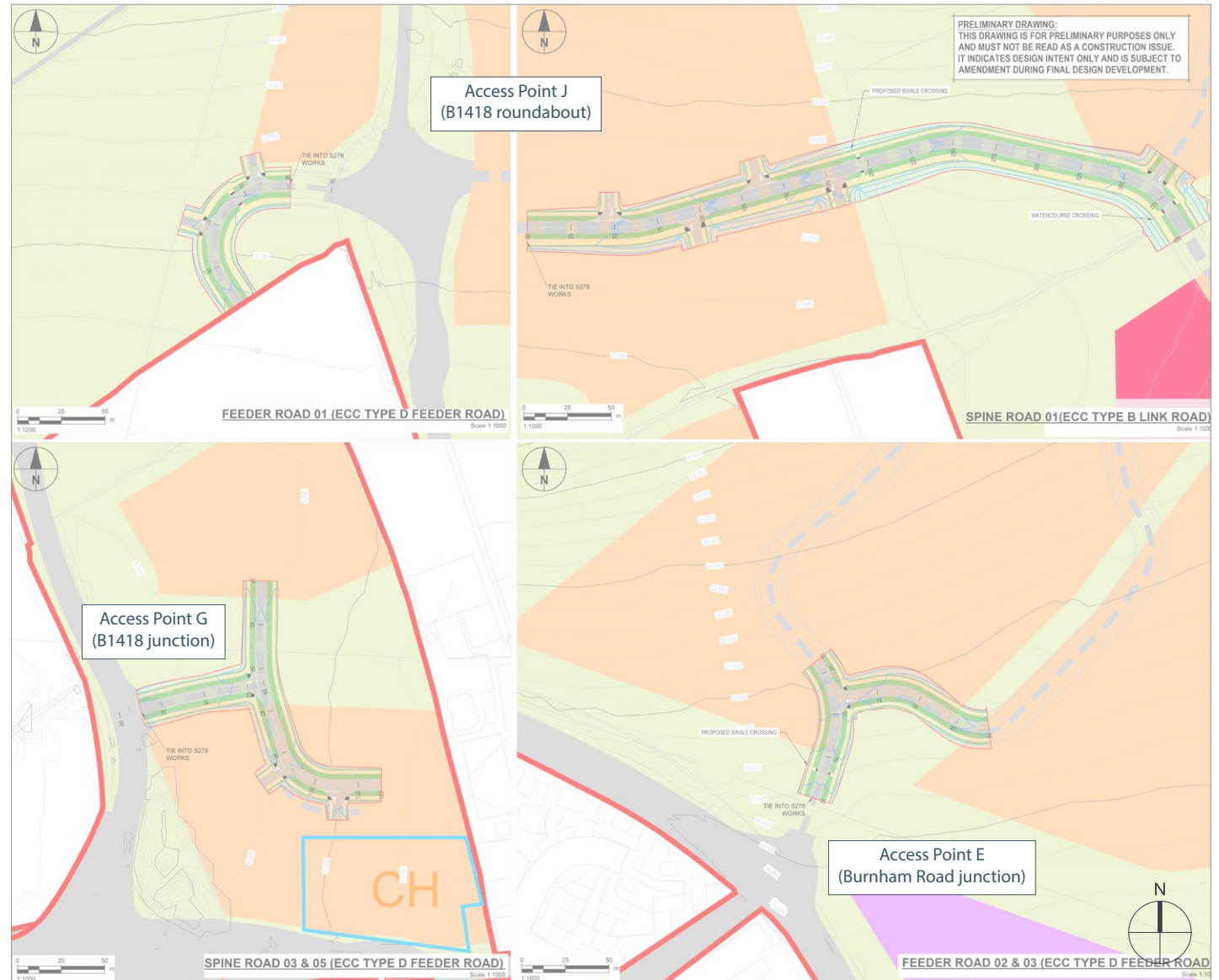
VEHICULAR ACCESS

To facilitate the delivery of the proposals, as well as the vehicular access points into the site from Burnham Road, the B1418 and Woodham Road, as part of this application permission is sought in detail for some of the key vehicular access routes within the layout.

The diagram on this page shows those streets within the layout for which detailed planning permission is being sought as part of this application.

Approval of these elements prior to reserved matters applications would mean that these initial infrastructure enabling works could be carried out in parallel with the submission of the -initial reserved matters applications for the details of proposed buildings and site layouts within the development areas and the associated landscaping. This would facilitate the timely delivery of the initial phases of the development in accordance with approved planning policy and the vision and principles within the approved Masterplan.

Further details regarding the streets for which detailed consent is being sought as part of this application can be found in the material prepared by AECOM as part of the wider suite of application documents.



STREET TYPOLOGIES

This diagram shows in illustrative format the distribution of street typologies envisaged for use across the proposed layout. These typologies have been identified and located based on design guidance including the Essex Design Guide and Manual for Streets. They are also developed from recent local precedent elsewhere within Chelmsford borough.

The typologies are described in more detail overleaf, but can be summarised as follows:

Spine Street

- Forming the main vehicular route through the site, between the B1418 and Burnham Road.

Secondary Spine Street

- Providing vehicular access to development areas where these do not directly adjoin the Spine Street.

Residential Street

- Providing vehicular access to individual parcels within development areas.

Shared Surface Lane

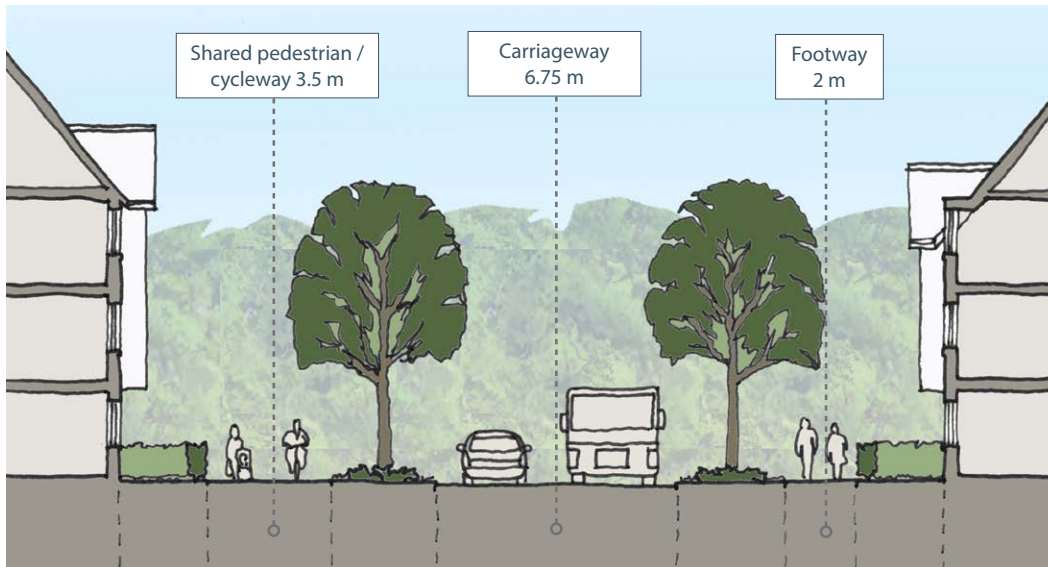
- Providing vehicular access within development areas where only a small number of homes are served.

Shared Private Drive

- Access to a very small number of homes, usually along a landscape facing frontage.

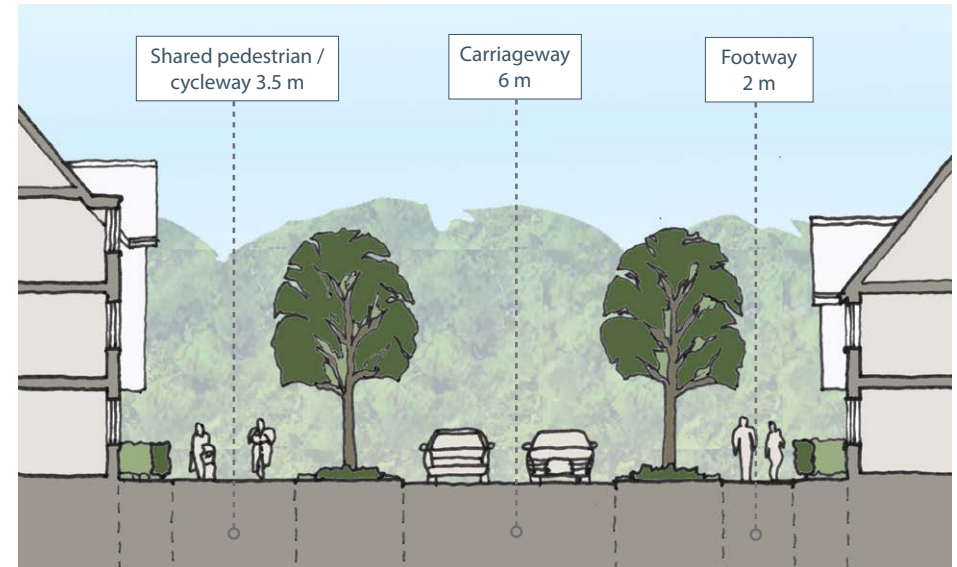


DESIGN



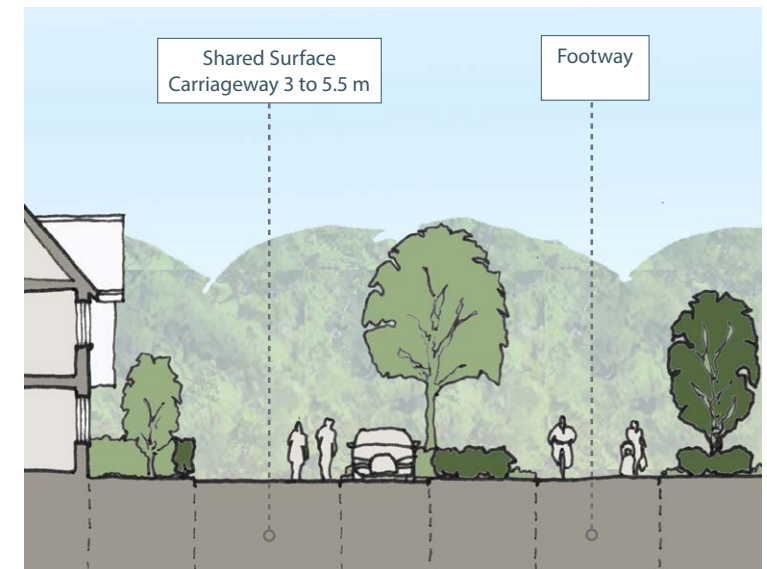
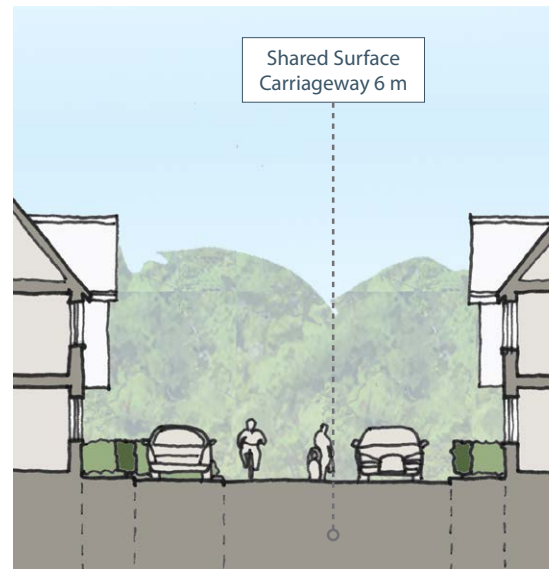
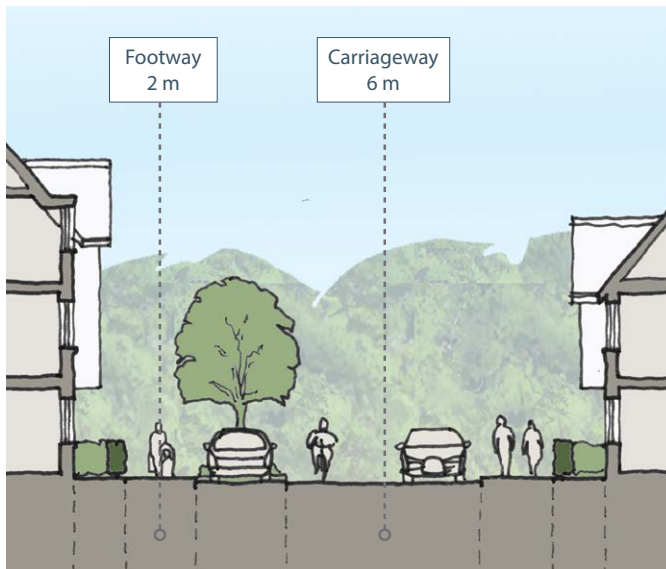
Spine Street

- Based on Essex Design Guide Type B 'Link Road';
- 6.75 m carriageway with provision for buses;
- 3 m verges on each side incorporating tree planting;
- 3.5 m shared pedestrian / cycleway on one side, 2 m wide footway on the other side;
- No frontage access within 15 m from junctions, access in forward gear only within 15 - 30 m from junctions;
- No on street car parking;
- Design speed 30 mph;
- Typical frontage to frontage distance between 21 and 24 m.



Secondary Spine Street

- Based on Essex Design Guide Type D 'Feeder Road';
- 6 m carriageway;
- 3 m verges on each side incorporating tree planting;
- 3.5 m shared pedestrian / cycleway on one side, 2 m wide footway on the other side;
- No frontage access within 15 m from junctions, access in forward gear only within 15 - 30 m from junctions;
- No on street car parking;
- Design speed 20 mph;
- Typical frontage to frontage distance between 19 and 22 m.



Residential Street

- Based on Essex Design Guide Type E 'Access Road';
- 5.5 m carriageway;
- Parallel parking on one or both sides in defined strip with occasional tree planting;
- 2 m wide footway on both sides;
- Frontage access in forward or reverse gear;
- Design speed 20 mph;
- Typical frontage to frontage distance between 15 and 19 m.

Shared Surface Lane

- Based on Essex Design Guide Type F 'Minor Access Road';
- 6 m shared surface carriageway;
- Parallel parking on one or both sides in defined strip with occasional tree planting;
- Frontage access in forward or reverse gear;
- Design speed 20 mph;
- Typical frontage to frontage distance between 10 and 15 m.

Shared Private Drive

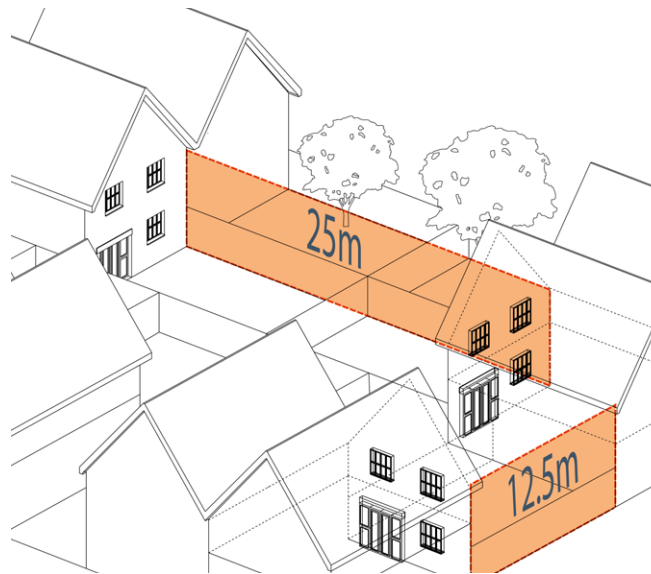
- Based on Essex Design Guide Type H 'Shared Private Drive';
- Minimum 3 m shared surface carriageway, widening at junction;
- Parallel parking on one side in defined strip with occasional tree planting;
- Frontage access in forward or reverse gear;
- Serves a maximum of 5 homes;
- Generally used at frontages facing landscape. Pedestrian and cycle routes within adjoining landscape to be provided independent of shared private drive.

BUILDING RELATIONSHIPS

The design proposals for the Site take consideration of the latest urban design guidance including The Essex Design Guide (2018) and the National Model Design Code (2021) which provide best practice design guidance from the site wide masterplan to the level of a single home. This spread focuses on the application of this thinking to housing layout and building relationships which have underpinned the design approach of the illustrative masterplan and include:

- Privacy distances
- Private green space
- Security
- Parking relationships
- Building rhythms -Meeting the sky and the ground

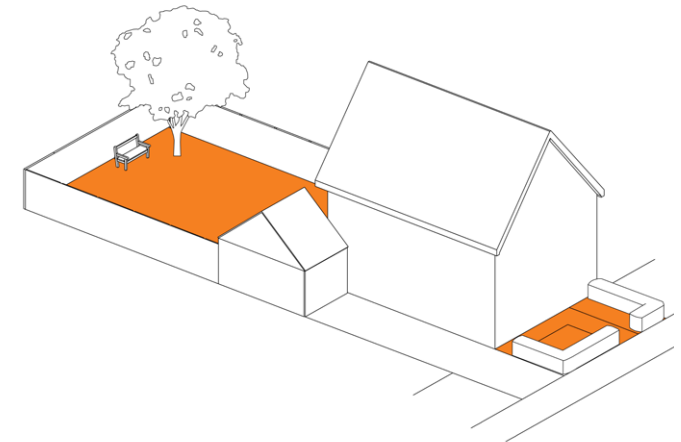
These elements have a key influence on the sense of place and identity of new developments.



Privacy distances

Homes should be oriented to avoid overlooking of habitable room and layouts. Specified separation distances will ensure a sense of privacy is maintained for all homes.

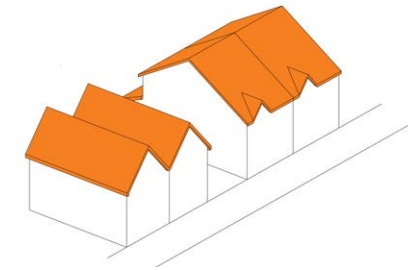
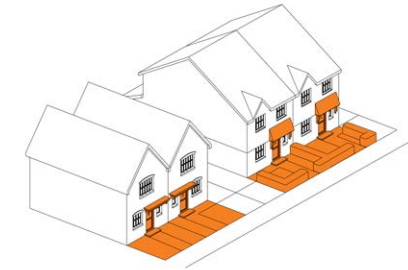
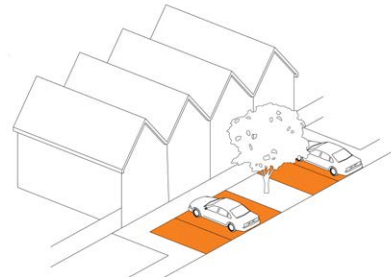
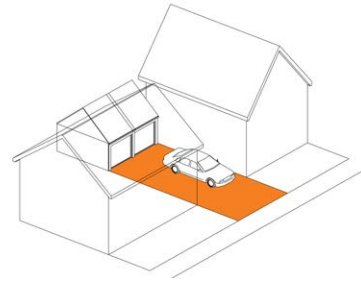
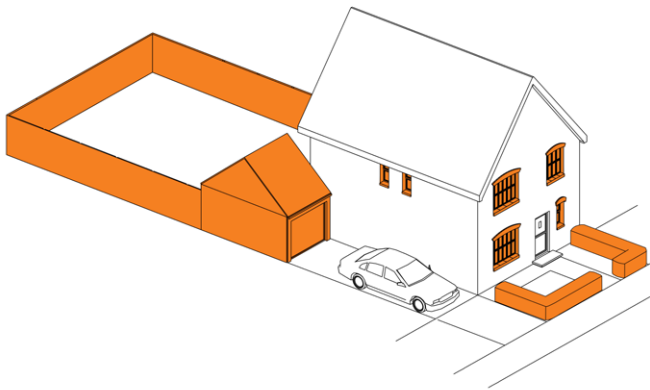
Separation distances will reflect relevant design policies. As a starting point, back to back distances between opposing habitable room windows will be at least 25 metres. Back to flank distances (between a habitable room window and a flank with no habitable room windows) will be at least 12.5 metres.



Private green space

Daily access to green space is an important factor in supporting the health and wellbeing of new residents as well as providing key habitat space for wildlife. In addition to the network of multi-functional public space within our proposals, private gardens support interaction with nature and space for exercise and play.

All houses will have access to their own private rear gardens. Front gardens will respond to the dwelling's street typology and will often be an appropriate means of softening the streetscape in this edge of settlement setting. All apartments will have an area of private amenity space or a private balcony.



Security

A clear separation between public and private realm should be created through appropriate boundary treatments (hard and soft) and the set back from the street. The orientation of windows toward the street and parking will increase levels of passive surveillance and provide a sense of safety and security.

Parking relationships

Parking provision will accord with local standards and will most commonly be within the curtilage to the side of the property (often with a private garage) to create an uncluttered streetscape which is not dominated by cars. In certain instances private parking may be also be provided on street or within parking courts to the rear of properties. Unallocated visitor parking will be provided on street. Electric vehicle charging points will be provided.

Building rhythms

The approach to meeting the street and meeting the sky can create a distinctive street character through:

- Set back – Homes will be set back with a front garden (of differing depth), boundary treatments comprising of formal hedgerows or fencing will help further define public / private realm.
- Thresholds – architectural treatment should be used to emphasise the entrance to the home through varied feature porches and recessed doorways.
- Roofscape – The directional emphasis of eaves should be varied to create a streetscape in keeping with the Essex vernacular.

DESIGN

FACING MATERIALS

The proposed buildings will be constructed with a variety of facing materials, selected to reflect locally traditional patterns of building and to be deliverable with modern sustainable construction methods.

Pitched roofing materials can include plain or multi pantiles in a range of orange, red and brown tones, plain tiles in similar tones, and slate.

Wall facing materials can include bricks, in a variety of shades from dark red through to light cream / gault. Render is also characteristic of the area, with a range of lighter and pastel tones evident (generally not the more vibrant tones characteristic of north Essex). Horizontal boarding will also be used, again with a variety of lighter tones and also black.

As a general principle, each building should be constructed with one predominant wall facing material and one roof facing material. The sense of variety characteristic of the region will be achieved through the juxtaposition of buildings each with different facing materials.

The distribution of facing materials can also be used to enhance the status of key feature buildings through facing them in contrasting tones and textures to their neighbours.

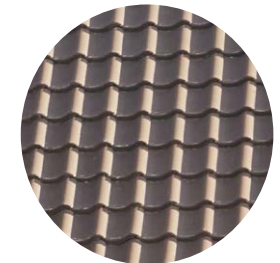
Outbuildings will generally be constructed with the same wall facing material as their 'parent' building, although roof facing materials can be different to reflect local patterns and express a subsidiary relationship. Where brick walls form the means of enclosure, the facing brick chosen will match its 'parent' building or a neighbouring building where the 'parent' building is not faced in brick.



Pantiles (plain, orange / red)



Pantiles (multi, orange / red)



Pantiles (orange / brown)



Plain tiles (orange / brown)



Plain tiles (orange)



Slates



Roofs



Brick (dark red multi)



Brick (plain red)



Brick (light red multi)



Brick (orange / brown multi)



Brick (yellow stock)



Brick (cream / gault)



Render (pastel green / blue)



Render (cream)



Render (white)



Horizontal boarding (white)



Horizontal boarding (pastel grey / blue)



Horizontal boarding (black)



Walls

DESIGN

PHASING

The diagram on the opposite page shows an indicative strategy for how the proposed development can be phased for delivery. The layout is divided into five phases, with the key elements delivered within each phase as follows:

Phase 1

- Highways works to B1418 (crossings 8 and 9, Parcel 9 junction);
- Western part of spine street;
- Vehicular access off the B1418 to other development areas;
- The Southwest Edge and Mill Hill Slopes residential development areas;
- Possible care home;
- Sustainable drainage features;
- Central play area;
- Associated pedestrian and cycle routes and landscaping.

Phase 2

- Vehicular access off Burnham Road (crossing 5 and junction works);
- The Bushy Hill Slopes residential development area;
- Sustainable drainage features;
- Eastern play area;
- Associated pedestrian and cycle routes and landscaping.

Phase 3

- Highways works to Burnham Road (crossings 2,3,4,7 and associated junction works, southern spine road junction);

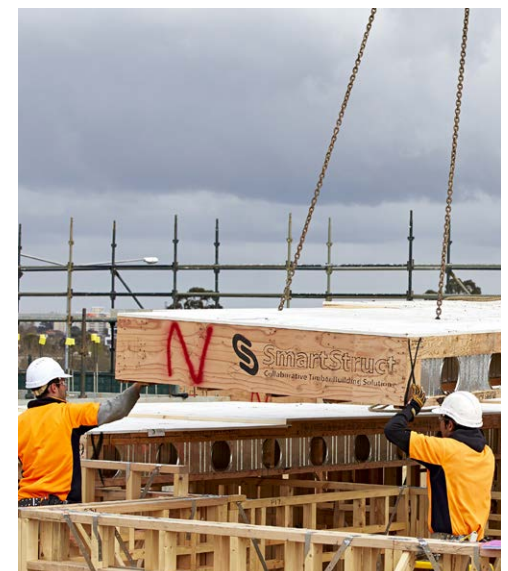
- Eastern part of spine street;
- Primary School;
- Early Years Provision 1;
- Community Facility;
- The Village Centre residential development area;
- Central Allotments;
- Eastern Allotments;
- Sustainable drainage features;
- Formal Sports area (phase 3b);
- Mill Hill landscaping (phase 3a);
- Associated pedestrian and cycle routes and landscaping.

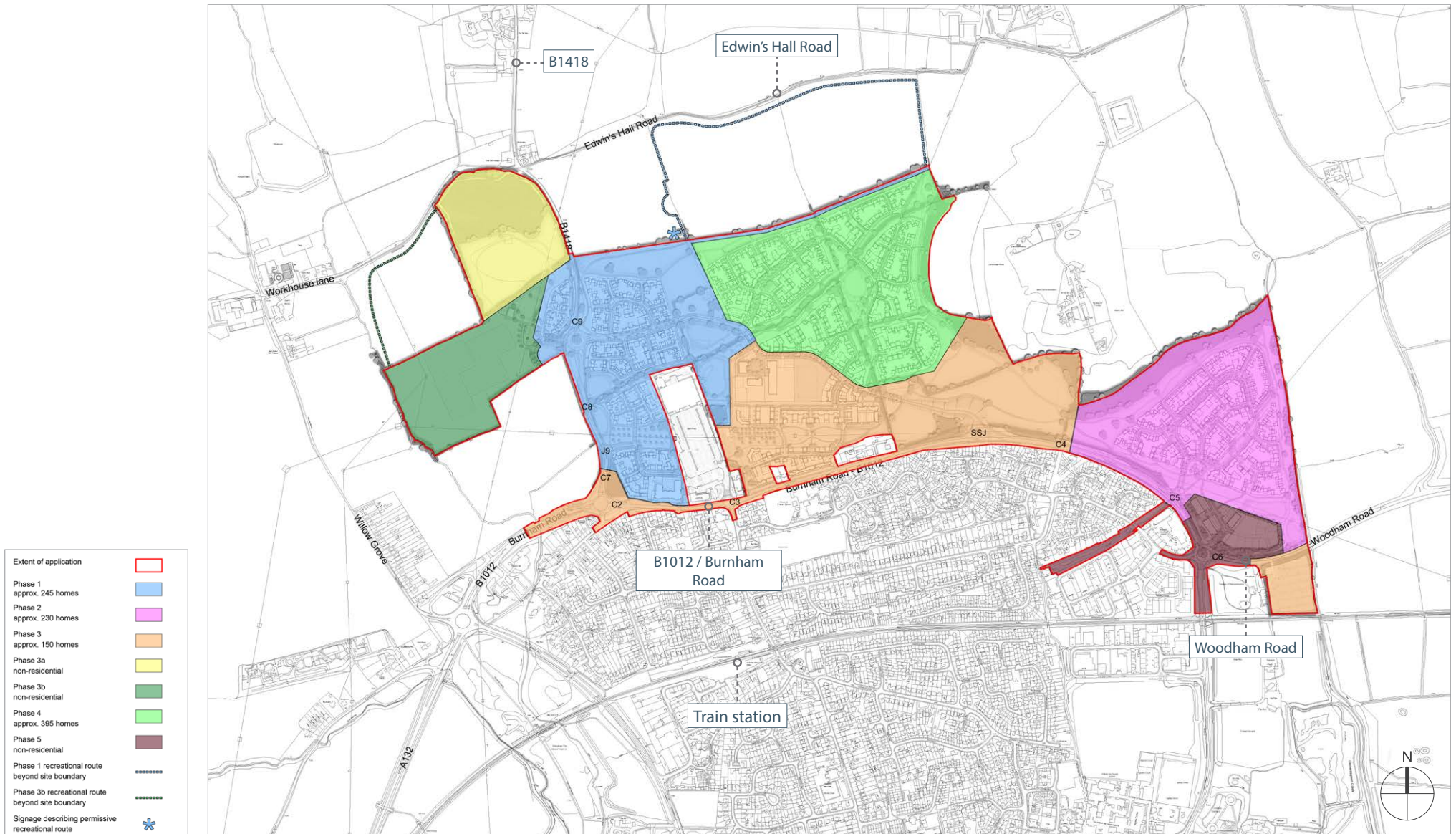
Phase 4

- Secondary spine street;
- The Edwinshall Edge residential development area;
- Northern Play Area;
- Hullbridge Hill access;
- New bridleway link to Edwin's Hall Road;
- Sustainable drainage features;
- Associated pedestrian and cycle routes and landscaping.

Phase 5

- Highways works at the Burnham Road / Woodham Road / Ferrers Road junction (crossing 6 and associated junction works);
- Mixed Use Area including employment provision;
- Travelling Showpeople provision;
- Early Years Provision 2;
- Sustainable drainage features;
- Associated pedestrian and cycle routes and landscaping.

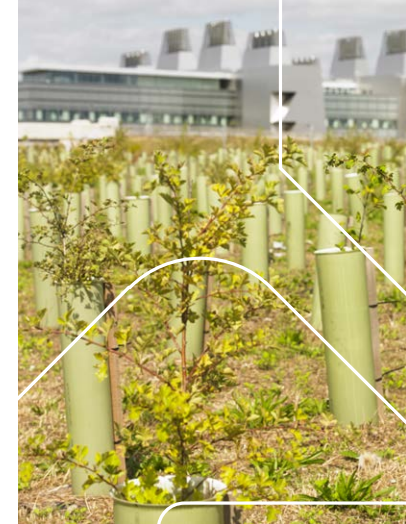




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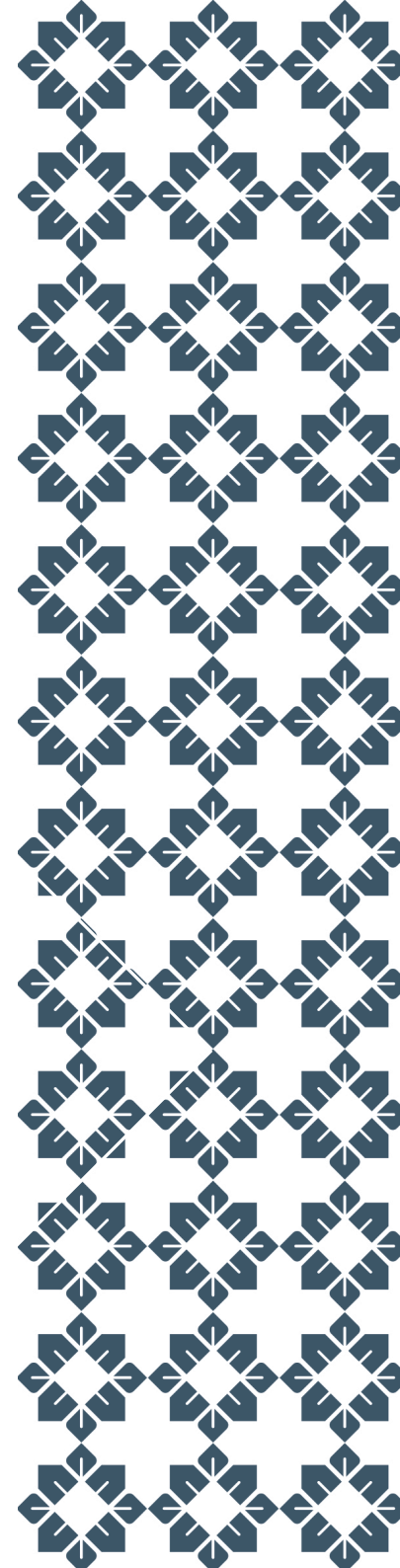
SECTION 6 SUMMARY AND NEXT STEPS

This section summarises how the proposals deliver the vision for the site, and outlines potential next steps towards implementing their delivery





OAKLANDS MEADOWS
SOUTH WOODHAM
FERRERS
ESSEX



SUMMARY AND NEXT STEPS

THE PROPOSED DEVELOPMENT WILL DELIVER THE VISION IN THE FOLLOWING WAYS:

Oaklands Meadows will sit within a high quality and varied green infrastructure framework that respects the existing landscape context:

- Retention and enhancement of key existing site features such as streams, trees and hedgerows;
- Around 45% of the site area will become public open space;
- Biodiversity net gain significantly exceeds policy target;
- Planting at least one tree for each new resident;
- New planting buffers along northern and eastern site boundaries;

Oaklands Meadows will be a healthy place that offers spaces for outdoor activity as well as quality walking and cycling routes both within the site and to the surrounding countryside:

- Around 6 hectares of land for formal recreation including sports pitches;
- Over 10 kilometres of new pedestrian and cycle routes and bridleways within the site;
- Childrens' and young peoples' play provision in four locations across the layout;
- New allotments provided in various locations including south of Woodham Road;

Oaklands Meadows will be fully integrated with the adjoining community and well connected to key services and facilities in the town:

- Existing Burnham Road crossing points enhanced;
- New crossing points provided across Burnham Road and the B1418;
- Provision for public transport to be routed through the site;
- The centre of the layout adjoins Sainsburys and the Crouch Vale Medical Centre;

Oaklands Meadows will have a strong sense of place and community, focused around a central, accessible and mixed use local hub:

- The Local Centre is likely to incorporate complementary services from the tertiary sector and community uses such as a nursery or community hall / focal building;
- Land for a new primary school, to be delivered by the local education authority, likely to be co-located with an early years and childcare nursery;
- 1,000 sqm of business floorspace, which could include a range of unit sizes and types within a range of use classes;

Oaklands Meadows will cater for a cross section of society, offering market and affordable housing as well as a location for travelling show people:

- Around 35% of the site area will become land for new homes, incorporating a range of dwelling types and residential densities;
- New homes will comprise a range of tenures including affordable, intermediate and private sale;
- Five serviced plots for Travelling Showpeople;

Oaklands Meadows will be an attractive and characterful place and a new northern gateway into the town

- The layout will be structured around a 'green grid' comprising a variety of interlinked landscaped spaces;
- New homes will be arranged around a hierarchy of streets with a range of typologies, providing appropriate accessibility and reinforcing placemaking, in accordance with local and county-wide guidance;
- Buildings and the spaces between them will be of high quality design, responding to local and regional context and creating a strong identity;



10%
biodiversity
Net Gain



6 ha
of new sports
and recreation
facilities



10 km
of new foot
and cycle
paths



Integrated
placemaking
with a strong
sense of
community
and character



New
Community
Facilities for
the benefit
of all



45%
of the site will
be public open
space



Up to
1,020
New homes
of mixed type
and tenure



1 tree
planted
for every
resident



View from the site looking south across the edge of South Woodham Ferrers towards the Crouch Estuary

NEXT STEPS

Following the approval of this outline planning application, it is anticipated that final approvals will be sought to enable the commencement of works on strategic enabling infrastructure such as new and revised road junctions, pedestrian and cycle crossing points, ground reprofiling and drainage features.

In parallel with this, the first reserved matters applications containing full details of the design of the proposed buildings within Phase 1 would be submitted. The delivery of Phase 1 would follow approval of this reserved matters application.

Further reserved matters applications would follow in due course, facilitating the delivery of the new homes, community facilities and recreational opportunities envisioned within the approved Masterplan.

SUMMARY AND NEXT STEPS



View across Oakland's Meadows looking south-east along central green



OAKLANDS MEADOWS
SOUTH WOODHAM
FERRERS
ESSEX

BroadwayMalyan^{BM}



DAVID JARVIS ASSOCIATES