

UPDATE

LAND NORTH EAST OF
ELSENHAM

B3. EIA Volume Three
Non-Technical Summary



THE FAIRFIELD PARTNERSHIP

OUTLINE PLANNING APPLICATION

September 2013

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Non-Technical Summary

OUTLINE PLANNING APPLICATIONS

prepared by

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THE FAIRFIELD PARTNERSHIP

September 2013

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1.0 INTRODUCTION

- 1.1 This document summarises the findings of an Environmental Impact Assessment (EIA) of an Outline Planning Application for residential-led mixed use development of up to 800 dwellings plus supporting uses on land to the north-east of Elsenham, in Essex. The application has been prepared on behalf of Fairfield (Elsenham) Ltd, hereafter referred to as The Fairfield Partnership.
- 1.2 The Proposed Development lies within the administrative boundary of Uttlesford District Council.
- 1.3 The purpose of an EIA is to assess the likely significant environmental effects of a development proposal. The scope of the Elsenham EIA has been informed by a Scoping Opinion issued by Uttlesford District Council in March 2013.
- 1.4 The full findings of the Elsenham EIA are reported in an Environmental Statement (ES). The Elsenham ES can be obtained free of charge on disc from:

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- 1.5 An addendum to the Environmental Statement was submitted to Uttlesford District Council on the 22nd of July 2013. Formal amendments and additions to the original Environmental Statement Non-Technical Summary made by the July 2013 addendum are shown in red. This Updated non-Technical Summary reflects changes arising from an update to the application boundary, a revised design of the Elsenham Cross Link Road and updates to the design of the Henham Road access. Amendments and additions to the text made by this document are shown in blue.

2.0 THE SITE

2.1 The Application Site comprises a total of circa 51 hectares (roughly 102 acres) of largely agricultural land. It includes land at Elsenham Cross, which is open land used as pasture and bounds Henham Road to the north and Hall Road (Elsenham) to the west. Parts of Henham Road and Old Mead Road are also included to the extent that alterations to the public highway will be required in these areas to provide access. Around 4 hectares of land west of the railway is identified for a Waste Water Treatment Works, a water attenuation feature and a maintenance access road and associated access to Bedwell Road. The remainder of the Application Site comprises land east of Elsenham station that includes land within the former sandpit area as well as part of the Farmer's Line hedgerow and footpath, and the former poultry unit. A strip of land is also included wrapping around the north of the sand pit area to provide for a construction access.

2.2 The following plan shows the key features within the Site and its immediate environs:

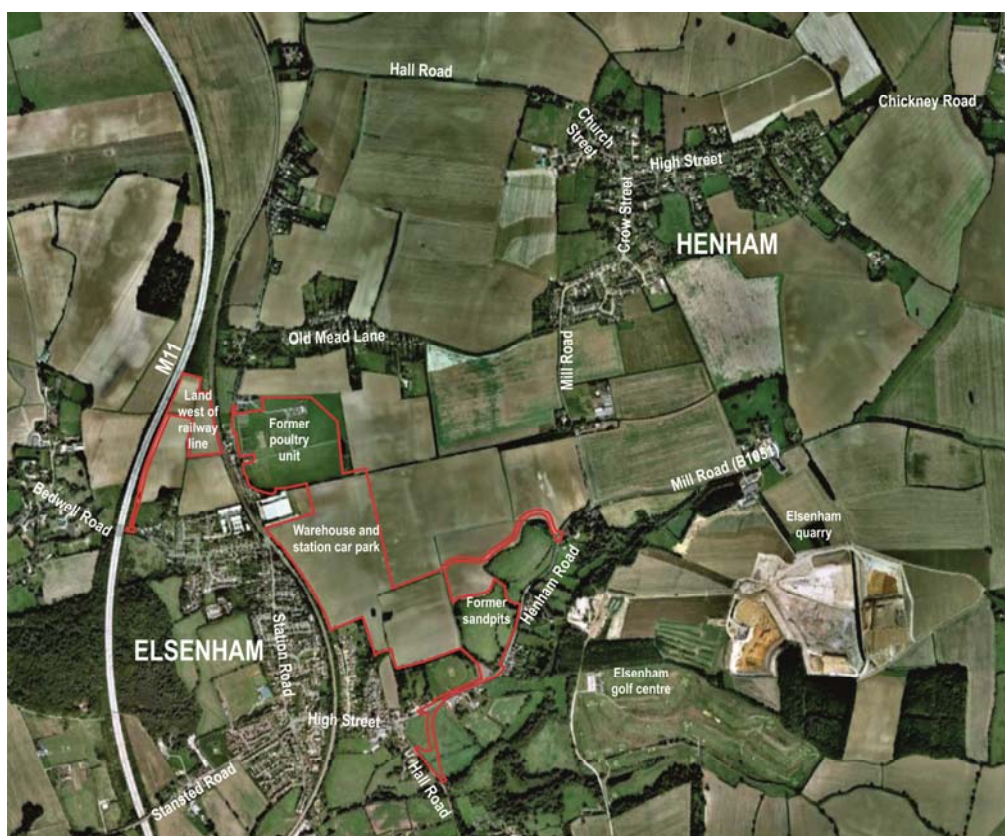


Figure 1A: Site Feature and Context

3.0 THE PROPOSED DEVELOPMENT

- 3.1 The Proposed Development comprises in summary: up to 800 dwellings; up to 0.5 ha of B class employment floorspace within use class B1a office and B1c light industry; up to 1,400 sq m gross of retail uses (Class A1/A2/A3/A5); a primary school incorporating early years provision; up to 640 sq m for a health centre; up to 600 sq m community building; ~~up to 150 sq m of~~ changing rooms; provision of rail interchange facilities; open spaces and landscaping including play areas, sports and recreation provision and wildlife habitats; new vehicular access roads including access points to B1051 Henham Road and Old Mead Road, a construction access and haul route from B1051 Henham Road, a Waste Water Treatment Works access from Bedwell Road, and provision of a link road at Elsenham Cross between the B1051 Henham Road and Hall Road; associated facilities and infrastructure, comprising utilities including gas, electricity, water, sewerage, telecommunications and other related service media, on-plot renewable energy measures, a Waste Water Treatment Works, pumping stations, substations and pressure regulators and diversion to existing utilities where necessary; drainage works; and associated demolition and groundworks.
- 3.2 Outline Planning Permission is sought. All details except for Access, (Appearance, Landscaping, Layout and Scale) are reserved for future determination.
- 3.3 The Parameter Plan overleaf has provided the basis for the EIA of the Proposed Development. As its name suggests, this plan sets the broad parameters for the Proposed Development, showing the agreed location of proposed land uses, accesses and facilities. **An updated Parameter Plan is provided.**
- 3.4 An inset plan on the Parameter Plan defines maximum building heights across the Proposed Development. A set of further plans illustrate the design of accesses and the indicative design of the proposed Elsenham Cross Link Road. The EIA takes account of this information in assessing the likely significant effects of the Proposed Development. Other off-site highway, utilities and drainage works are encouraged to be delivered under relevant highways and drainage legislation.

- 3.5 A wide range of measures to avoid, reduce or remedy potential significant adverse environmental effects has been incorporated into the Proposed Development. The EIA takes account of those mitigation measures in assessing the effects of the Proposed Development.
- 3.6 A set of principles within the Design & Access Statement (DAS) inform the layout of the Proposed Development and provide a further level of design control that forms a reference point for future Reserved Matters applications and will be controlled by planning conditions. An Illustrative Master Plan, which articulates the broad vision for the site, shows one way in which the Proposed Development might be configured consistent with the formal Parameter Plan. The DAS Principles are consistent with the Development Specification and the EIA mitigation measures.
- 3.7 The EIA assumes the development construction phase to take place between 2014 - 2018/19. Construction is assumed to be undertaken for up to 50 weeks per year; over 5 days per week, with 0.5 days at the weekend.
- 3.8 Construction activities are assumed to include the creation of lit construction compounds, a haul route, the demolition of existing buildings and the breaking up of hardstanding, the erection of site hoardings and/or security fencing where required, and the crushing and reuse of concrete on the site.
- 3.9 Construction would be regulated by a Construction Environmental Management Plan (CEMP), the approval of which by Uttlesford District Council would be a condition on any Outline planning permission for the Proposed Development.

4.0 PLANNING POLICY CONTEXT

- 4.1 The planning policy context for the Proposed Development is set by the Government's National Planning Policy Framework (2012), the statutory Development Plan and a range of other material planning considerations.
- 4.2 The statutory Development Plan for Uttlesford consists of saved policies of the Uttlesford Local Plan Adopted 2005, the Essex Minerals Local Plan (1996) and the Essex and Southend Waste Local Plan (2001).
- 4.3 As well as the NPPF, other material considerations include Uttlesford District Council's abandoned Core Strategy, its Draft Local Plan 2012 and Supplementary Planning Documents and Supplementary Planning Guidance notes, the Replacement Minerals Local Plan (RMLP): Pre-Submission Draft January 2013, and the Replacement Waste Local Plan (RWLP): Waste Development Document Preferred Approach 2011.

5.0 EIA APPROACH

- 5.1 The EIA has been rigorous, systematic, objective and iterative. The direct and indirect effects of the Proposed Development have been assessed, as have temporary and short-term effects, as well as permanent and long-term ones. Interactive and cumulative effects arising from the Proposed Development and its parallel occupation are also assessed and described in topic chapters, where such effects are considered likely to arise.
- 5.2 The cumulative effects of the Proposed Development and other nearby development proposals (The Orchards, Land at Stansted Road, Trisail, Stansted Airport G1, Elsenham Quarry) have also been assessed.
- 5.3 Effects have been assessed as adverse or beneficial and of major, moderate, minor or negligible significance, in accordance with recognised EIA methodology and applying professional judgement, taking into account the magnitude of predicted changes to baseline conditions and the sensitivity of particular receptors to those changes. For example, a change of High magnitude affecting a receptor of High

sensitivity would generally result in an effect of Major significance. Conversely, a change of Low magnitude affecting a receptor of Low sensitivity would generally result in an effect of Minor significance.

- 5.4 Alternative forms within the Site have been considered (ongoing agricultural uses and current farm businesses, a lower scale of development circa 400 dwellings plus a medical centre, locating development remote from the station and the existing village within the Fairfield Partnership land control, locating residential uses west of the railway line, use of the Sand Pit area for playing fields, an alternative access point to Henham Road further to the east passing through the Sand Pit area, the Elsenham link road at the western end of the open space, locating the Waste Water Treatment Works at Elsenham Cross and/or the north part of the Fairfield Partnership landholding).

6.0 SOCIO-ECONOMIC EFFECTS

- 6.1 The socio-economic effects of the Proposed Development would be wholly beneficial. In particular, some 203 direct jobs offering a wide range of employment opportunities are predicted to be generated, as well as around 134 jobs during construction. The provision of up to 800 new homes of all types and tenures would be a further beneficial effect of major significance.
- 6.2 The provision of a wide range of education, health, recreation and open space, community and retail facilities would also be beneficial, including for local residents around the Site. The timely provision of these facilities would be secured by conditions and legal obligations attached to any planning permission. These measures would prevent any potential significant adverse effects that might arise from the provision of facilities lagging behind the occupation of homes and would bring beneficial effects.

7.0 LANDSCAPE AND VISUAL ASSESSMENT

- 7.1 The mitigation of effects on the landscape character and representative visual receptors has been addressed from an early stage in the design of the Proposed Development. Aspects of the design, including the arrangement of green spaces and strategic green infrastructure, the spatial layout, and the building heights and massing have been developed with the aim of minimising the effects of the Proposed Development on the landscape character in the vicinity of the Application Site.
- 7.2 Effects to landscape fabric will be limited. Apart from limited losses of trees and small sections of hedgerows, local landscape features will be retained, enhanced and incorporated into areas of public open space with losses being supplemented by new tree and hedgerow planting. While the Proposed Development will result in the loss of portions of large arable fields and paddock to residential development, a large proportion of these areas will form new strategic open spaces and areas of tree and hedgerow planting.
- 7.3 Direct effects on landscape character will be limited to localised areas up to 500 metres of the Proposed Development. Effects in these localised areas will be of Moderate adverse significance during Construction Phase and at Opening Year in the Operational Phase, reducing to Moderate neutral to Minor neutral at Design Year. Effects on the overall character areas will be of Minor adverse to Neutral significance during Construction Phase and at Opening Year during Operational Phase, reducing to Neutral at Design Year.
- 7.4 The Proposed Development will result in changes to certain short and middle distance views within 1 kilometre of the Proposed Development as a consequence of the close proximity of representative visual receptors as well as factors such as existing landform, vegetation and development. During the Construction Phase and at Opening Year in the Operational Phase, **there is a Major-Moderate adverse significance of effect from Viewpoint 01, which includes only the proposed link road in the field at Elsenham Cross and no other parts of the Proposed Development. In addition, there is a Major-Moderate adverse significance of effect from Viewpoint 02, which commands elevated views over the main part of the Proposed Development from the pedestrian footbridge at Elsenham railway station.** This view is not typical of

short distance views, which generally are considered to constitute a significance of effect of Moderate adverse to Minor neutral for representative visual receptors during the Construction Phase and at Opening Year, subject to the distance of the representative visual receptor from the Proposed Development. At Design Year, the effects are considered to reduce to Moderate Neutral to Neutral for all of these viewpoints.

- 7.5 For middle and long distance views greater than 1 kilometre from the Proposed Development, effects will be less apparent. For these viewpoints, effects are considered to be Negligible magnitude and of Neutral significance.
- 7.6 Most settlements within the study area will have limited or no visibility of the Proposed Development. Elsenham will have some partial, glimpsed views to small parts of the Proposed Development, but these will be within the context of existing housing, vegetation and transport infrastructure.
- 7.7 Users of public footpaths and cycle routes within the study area would experience only localised visual effects for small parts of their lengths particularly during the Construction Phase and at Opening Year during the Operational Phase.
- 7.8 No designated landscapes will be subject to significant effects.
- 7.9 The Proposed Development will not create any significant cumulative effects with the existing or consented developments in the study area on views or landscape character.

8.0 ECOLOGY AND NATURE CONSERVATION

- 8.1 The Proposed Development would have negligible effects on sites of nature conservation interest, specifically two statutory sites Elsenham Woods SSSI and Quendon Woods SSSI. The Proposed Development will also have negligible effects on small sections of continuous scrub, Stansted Brook and existing waterbodies. The Proposed Development will also have a negligible effect on most species of farmland birds, although construction operations could have a minor adverse effect caused by disrupting the breeding of bird populations.

- 8.2 The habitat lost as a result of the Proposed Development could have adverse effects upon the population of badgers and suitable mitigation measures we identified. No bat roosts will be lost through the proposed development and key bat foraging areas within the application will be retained and enhanced. The effects of light disturbance on bat species during construction will be mitigated for by sensible location of site offices and storage compounds away from linear habitats with the potential to be used by foraging or commuting common bat species.
- 8.3 The loss of a small area of habitat within the sandpit area to create a SuDS infiltration feature may also have adverse effects on a number of invertebrates. No Great Crested Newt population was identified from waterbodies within the application area or those within 500m that were surveyed. However, the loss of suitable habitat within 250 metres from existing waterbodies may have a minor adverse effect on potential populations of Great Crested Newts. However suitable mitigation measures will be undertaken under a European Protected Species (EPS) License from Natural England.
- 8.4 Mitigation measures designed into the Proposed Development include the retention, protection and enhancement of valued habitat resources including the Old Sandpits area, existing hedgerows, continuous scrub, mature trees, agricultural drainage ditches and Stansted Brook.
- 8.5 Newly created habitats are intended to enhance the existing features and include species rich hedgerows, species rich, rough/tussock forming and ruderal grasslands, field margins and native tree planting. New species rich hedgerows will also vastly improve the local, surrounding hedgerow network. Following mitigation the likely significant effects are negligible to minor beneficial for all ecological receptors.

9.0 ARCHAEOLOGY AND CULTURAL HERITAGE

- 9.1 The Proposed Development would have likely effects on the settings of thirteen listed buildings and potential for archaeological evidence within the application site at Elsenham and in its environs. In particular Grade II Listed Buildings around Elsenham Place.

- 9.2 These effects on built heritage assets will be mitigated against harm through a series of screening, interpretation and landscaping measures and preserving the rural settings of the heritage assets within the vicinity of the site and a programme of archaeological investigation and excavation. Following mitigation, impacts will be reduced to Minor Adverse impacts and some beneficial effects.

10.0 AGRICULTURAL CIRCUMSTANCES

- 10.1 The site soils are classified as a mix of Grade 2 and Grade 3a agricultural land, consistent with the mix found across Uttlesford District. The Proposed Development focuses development on the relatively lower grade land.
- 10.2 The Proposed Development will lead to the loss of agricultural productive land, but will have minor effects on the operation of farm businesses. A Moderate Adverse effects is likely as a result of the loss of agricultural productive land as productivity gains may occur from restructuring. Likely significant effects on farm businesses and enterprise mix will be negligible.

11.0 TRANSPORT

- 11.1 Baseline conditions in the vicinity of the proposed development have been assessed for the year 2018 based on an 800 household development scenario. The assessment takes account of off-site measures along with the Proposed Development. Construction traffic would be routed via Hall Road and the construction access.
- 11.2 This chapter assesses severance; driver delay; pedestrian delay and amenity; cyclist delay and amenity; fear and intimidation; accidents and safety; and, users of public transport.
- 11.3 The likely effects on pedestrian and cycle severance, delay, amenity, fear and intimidation are assessed. During construction there is likely to be some minor adverse impact as a result of construction traffic. During operation a range of positive impacts are likely with respect to ~~pedestrian~~ and cycling amenity, and the

use of public transport. Negligible to minor adverse effects arise from driver delay in 2023 and pedestrian delay and amenity. Other impacts are assessed as being of negligible significance including driver delay in 2018.

12.0 AIR QUALITY

12.1 The Construction Environmental Management Plan (CEMP) prepared for the Proposed Development would limit adverse effects on air quality during construction - dust generation, elevated particulate matter concentrations and pollutant concentrations – to medium levels. Therefore, there is likely to be a direct, temporary, medium-term effect on nearby residential properties of negligible significance following the implementation of mitigation measures.

12.2 Once the Proposed Development begins to be occupied, the effects of emissions from road traffic upon sensitive residential and ecological receptors are assessed as being of negligible significance or a neutral effect following the implementation of mitigation measures, as are the effects of odours arising from the proposed Waste Water Treatment Works. Effects on ecological receptors are judged to be negligible to minor adverse.

12.3 The effects from odours and dust arising from the nearby Quarry and Landfill sites are also likely to be direct, permanent and of negligible significance.

13.0 NOISE AND VIBRATION

13.1 A noise and vibration assessment has been undertaken for the Proposed Development considering the effects of the following:

- Temporary noise arising from site preparation and construction activities associated with the Proposed Development;
- Noise arising from changes in road traffic attributable to the Proposed Development;
- Noise from any fixed plant associated with the Proposed Development; and
- Suitability of the site for proposed residential use and new school.

- 13.2 Noise levels arising during the construction phase have been determined based on generic construction activities and plant. These noise predictions show that negligible to minor residual effects of a temporary nature are anticipated at nearby sensitive receptors following the implementation of the recommended mitigation measures.
- 13.3 Noise emission limits have been derived for fixed plant items associated with the Proposed Development based on the background noise level. Providing that all plant are designed such that cumulatively the proposed noise emission limits are not exceeded then, at worst, negligible effects would arise.
- 13.4 With respect to noise arising from development related traffic the anticipated changes in traffic noise for all road links are such that effects of negligible to minor significance would arise, with the exception of the Elsenham Cross Link Road where residual permanent adverse effects of moderate significance are anticipated.
- 13.5 An assessment of the suitability of the site for the residential use has been undertaken. The assessment has shown that, for dwellings fronting the railway, consideration will need to be given to mitigation measures to ensure that internal and external criteria are achieved. With the incorporation of uprated windows and suitable high performing passive ventilators, or mechanical ventilation system, for habitable rooms fronting the railway, an adequate level of protection against noise will be achieved for future occupants of the proposed dwellings.
- 13.6 Gardens should not face the railway line unless an acoustic barrier is erected. Consideration should also be given to dwellings fronting the new spine road through the site to ensure that internal and external criteria can be achieved.
- 13.7 An assessment of the suitability of the site for the proposed school has also been undertaken. The predicted noise levels at the school suggest that a natural ventilation strategy should be sufficient, and that there will be outdoor space for teaching externally.

14.0 HYDROLOGY, FLOOD RISK AND DRAINAGE

- 14.1 Measures within the Construction Environmental Management Plan (CEMP) will provide methods to minimise the potential environmental effects of construction activities at the Site in terms of contamination of water resources, alterations to the drainage regime, increase in water demand and increase in foul water demand to negligible levels during construction.
- 14.2 It is not anticipated for the development to be located within floodplain and therefore no compensation measures will be required. However, the FRA and SuDS Drainage Strategy has identified that the Proposed Development represents a significant increase in the gross impermeable area. The proposed surface water drainage strategy will follow the existing drainage arrangement with surface water being divided to flow to the north or the south based on the existing topography. It will utilise a traditional drainage network supplemented by various SuDS devices to ensure that appropriate measures to minimise drainage and surface water run-off impacts are built into the scheme proposals. The risk from flooding is likely to be a negligible effect on the watercourses following the implementation of mitigation measures.
- 14.3 Effects on water quality would be negligible owing to the incorporation of SuDS (Sustainable Urban Drainage Systems), which would filter, store and treat surface water, safeguarding water quality and preventing any potential contamination of water arising from increased foul water discharges from the Site.
- 14.4 A Waste Water Treatment Works is to be constructed and is part of the committed development for the scheme located on land to the west of the railway line and north of Golds Nursery Business Park. The Proposed Development therefore has a negligible effect on foul water infrastructure. **The Waste Water Treatment Works will operate within the agreed environmental permit standards in line with Water Framework Directive predicted target water quality levels and will have a negligible effect on water quality in the receiving watercourse (River Cam) and on the potential for contamination of water resources.**

14.5 The Proposed Development would place an additional demand on the water supply network, however based on the supporting evidence there is not a problem with supplying the Proposed Development with potable water. Additional measures to reduce overall water demand are consistent with best practice. A negligible effect of the supply of potable water to the proposed development is therefore likely.

15.0 GROUND CONDITIONS

15.1 All site works will be undertaken in accordance with the Environment Agency's Pollution Prevention Guidelines and a Construction Environmental Management Plan (CEMP), which sets out a series of health and safety guidelines to mitigate risks during construction. These guidelines set out measures for construction and maintenance workers to avoid exposure to possible contaminated soils and harm from unstable ground conditions during the construction activities. It is therefore anticipated that following these measures the effects on construction and maintenance workers are to be of low / negligible significance. Effects on third party occupants and properties from potentially contaminated dust are also anticipated to be of low / negligible significance following the implementation of CEMP mitigation measure such as wheel washing and water/surfactant will be sprayed onto material being worked to damp down any potentially contaminated dust and prevent it from becoming airborne.

15.2 To prevent effects on the underlying soils and controlled waters by construction plant, operations and materials, all fuels, oils and chemicals must be stored in appropriate containers within a bunded compound. This will mitigate the potential risk of sediment and contaminated water entering local watercourses, such as Stansted Brook. The risk to groundwater / surface water contamination from construction would be of Low / Negligible significance.

15.3 Any localised contamination on the Application Site will be removed and / or mitigated with a clean soil layer or hard cover in the course of development, any remaining effects on Application Site end users would be Negligible due to a receptor sensitivity reducing to low as a result of mitigation measures and a low magnitude of change.

15.4 To prevent effect to the groundwater it is recommended that interceptors are provided for all areas prior to any drainage discharge and controlled waters including groundwater and the underlying soils will undergo sampling and chemical analysis to determine any contaminants that may be present. Assuming any identified groundwater contamination is remediated and monitored any remaining risks would be considered to be minor / negligible as a result of the receptor sensitivity reducing to low as a result of the mitigation measures.

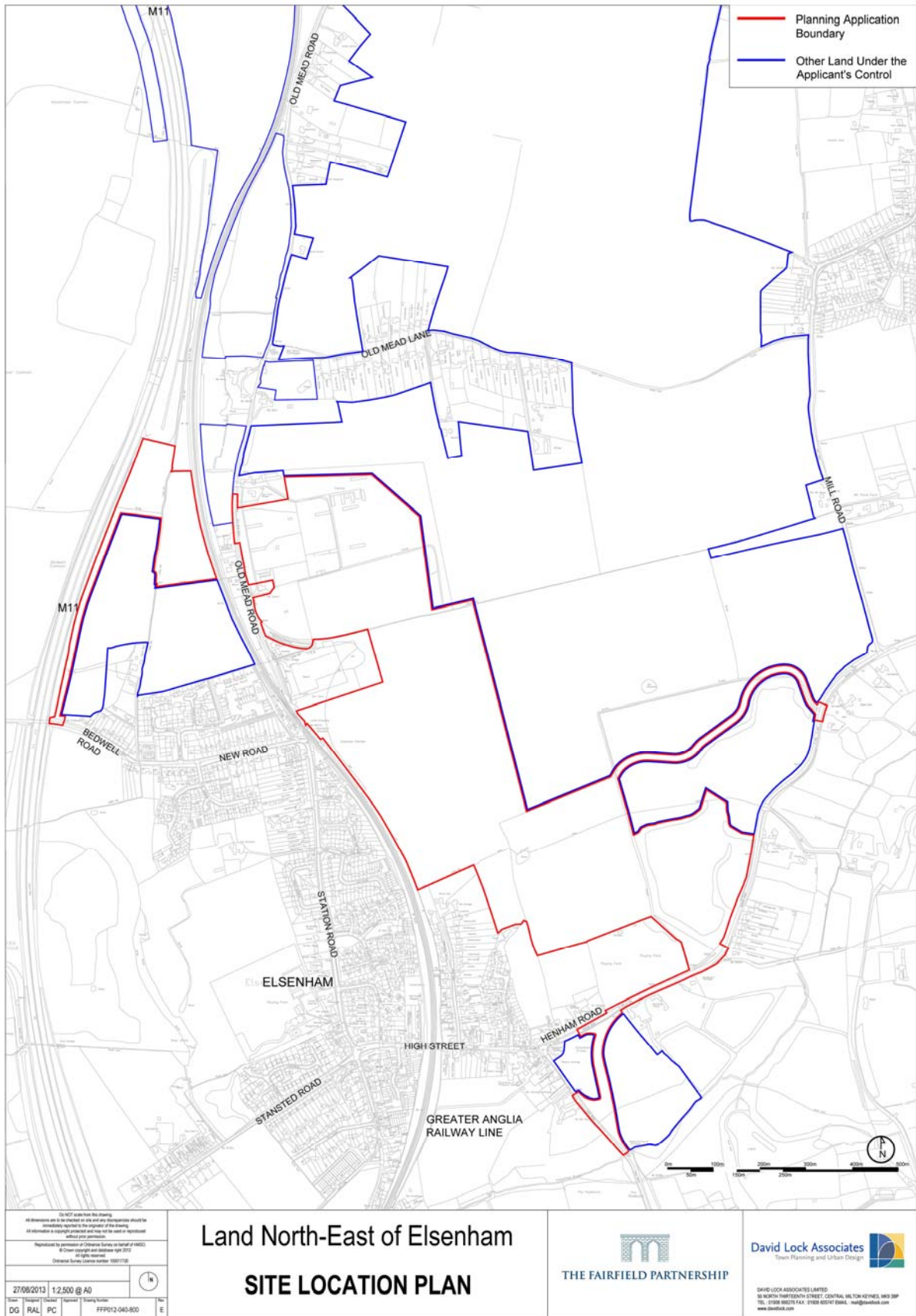
16.0 CONCLUSION

16.1 Four effects of the Proposed Development (population increase, job generation, housing provision, health centre provision) would be of major beneficial significance. A further four effects (construction jobs, education provision, community facility provision, interpretation of the Thaxted to Elsenham light railway) would be of moderate beneficial significance. No residual effects would be of major adverse significance. Only six effects (landscape character impacts during construction (x2), temporary visual impacts during construction (x2), loss of agricultural land, noise associated with Elsenham Cross link road) would be of moderate adverse significance. All other effects are of either minor (whether beneficial or adverse) or negligible significance.

16.2 The beneficial effects of the Proposed Development therefore considerably outweigh its adverse effects. As a further assessment of the appropriateness of the Proposed Development, it has been evaluated against each of the 21 sustainability objectives being used by the District Council in its Sustainability Appraisal of its emerging Local Plan. This demonstrates that as well as the beneficial effects, the Proposed Development contributes positively to Sustainability Objectives.

UPDATED APPENDICES

APPENDIX 1: UPDATED APPLICATION BOUNDARY



**Land North-East of Elsenham
SITE LOCATION PLAN**

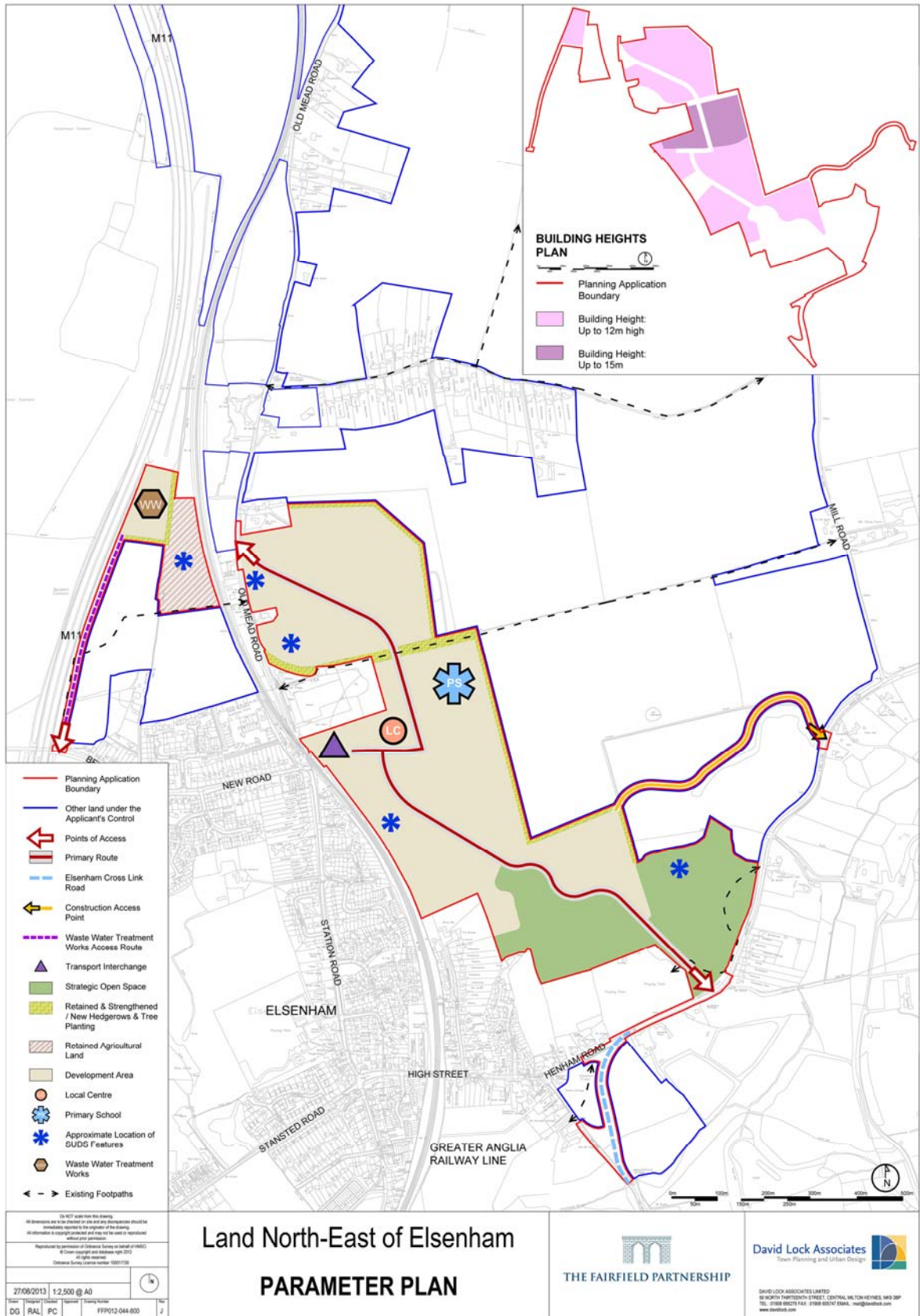


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APPENDIX 2: UPDATED PARAMETER PLAN



**Land North-East of Elsenham
PARAMETER PLAN**

THE FAIRFIELD PARTNERSHIP

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Town Planning and Urban Design

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Date	27/08/2013	Scale	1:2,500 @ A0	Sheet	1 of 1
Drawn	DG	Checked	PC	Project No.	FFP012-044-800
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