

Our ref Pre-Submission LDP Representation
Your ref

11 March 2014

0051-5098-S2-LC
**MALDON DISTRICT
COUNCIL**

Princes Road
Maldon
Essex CM9 5DL



Enquiries to: Planning Policy
Email: policy@maldon.gov.uk

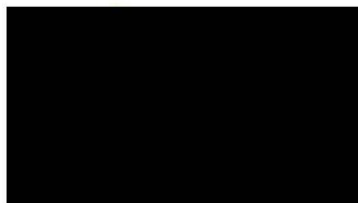
Dear Sir / Madam

Plainview Planning's Representation to the Pre-Submission Local Development Plan public consultation on behalf of Famco Estates Ltd

The information contained within the representations listed below were made by Ian Woodward-Court, Director of Plainview Planning who are representing Famco Estates Ltd and should be read in conjunction with the supporting evidence contained within representation: **0051-5098-S2-LC**.

- 0051-5098-S2-1234
- 0051-5099-S4-1234
- 0051-5100-S7-1234

Kind regards,



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Part 2 - Regulation 19 and 20 of the Town and Country Planning (Local Planning) (England) Regulations 2012 "Pre-Submission LDP" consultation

Please note that all comments on the Pre-Submission LDP consultation should be provided by completing Part 2 of this form. A separate completed Part 2 should be provided for each comment made within a representation.

2.1 To which part of the Maldon District Pre-Submission Local Development Plan (LDP) does this representation relate?

a. Paragraph number

b. Policy reference

c. Proposals map

d. Other section (please specify)

2.2 Do you consider the Maldon District Pre-Submission LDP to be ... (✓ as appropriate)

a. Legally compliant

YES ☐

NO ☐

To be legally compliant the LDP has to be prepared in accordance with the Duty to Co-operate and legal and procedural requirements. This is required by Government guidance.

b. Sound

YES ☐

NO ☐

To be 'sound' a Local Plan should be positively prepared, justified, effective and consistent with national policy. This is required by Government guidance.

If you do not consider the LDP to be sound, please complete section 2.3 below

2.3 Do you consider the Maldon District to be unsound because it is not ... (✓ as appropriate)

a. Positively prepared

☐

To be positively prepared the Plan should be prepared on a strategy which seeks to meet objectively assessed development and infrastructure requirements

b. Justified

☐

To be justified the Plan must be:

- Founded on a robust and credible evidence base
- The most appropriate strategy when considered against the reasonable alternatives

c. Effective

☐

To be effective the Plan must be:

- Deliverable;
- Flexible;
- Able to be monitored

d. Consistent with National Policy

☐

The Plan must be consistent with Government guidance as set out within the National Planning Policy Framework

On the following pages, please explain why you think the Plan is unsound or not legally compliant, and set out any changes you feel should be made to the Plan to make the Plan sound or legally compliant.

Please note: As there will not normally be a subsequent opportunity to make further representations, please include all the information, evidence and supporting information necessary to support/justify your representation and the suggested change(s) to the Plan. After this stage, further submissions will only be invited at the request of the Planning Inspector, based on the matters and issues the Inspector identifies for examination.

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2.4 If you consider the Maldon District LDP to be unsound or not legally compliant please explain why in the box below. Please be as precise as possible. Please also use this space for any comments in support of the LDP.

If the box is not big enough for your comments, please attach another page marked appropriately.

| | | | | | | | | | |
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2.5 Please explain in the box below what change(s) you consider necessary to make the Maldon District LDP legally compliant and sound.
Please be as precise as possible. Please explain why this change will make the Maldon District LDP legally compliant and sound. It will be helpful if you are able to put forward any suggested revised wording of the policies or supporting text.

If the box is not big enough for your comments, please attach another page marked appropriately.

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2.6 Do you consider it necessary to attend and give evidence at the hearing part of the examination? (✓ as appropriate)

NO, I wish to communicate through written representations

YES, I wish to speak to the Inspector at the hearing sessions

Please note: The Inspector will determine the most appropriate procedure to hear those who have indicated that they wish to participate at the hearing part of the examination

2.7 If you wish to participate at the hearing part of the examination, please outline why you consider this to be necessary

If the box is not big enough for your comments, please attach another page marked appropriately.

This is the end of Part 2 (Regulation 19 and 20) of the response form. Please complete this form for each representation you wish to make. You only need to complete Part A once. Please submit all of your response forms together.

*Maldon District Local Development
Plan:
Pre-Submission*

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

March 2014

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Executive Summary

- Our client is promoting a sustainable extension to North Fambridge that would support between 850 and 1,250 dwellings and significant social, economic and environmental infrastructure. This would represent a more suitable and sustainable development compared with the proposed spatial strategy, however this site has not been robustly considered as a reasonable alternative.
- The proposed housing land supply is not robust as it lacks sufficient evidence and justification.
- The Council's spatial strategy is primarily based on maximising development in Maldon and Heybridge within their infrastructure limits, although we consider that these limits have been exceeded. The infrastructure investment required to deliver the mitigation requirements makes this approach undeliverable within the plan period.
- Given the infrastructure constraints, the spatial strategy would prevent development in Maldon and Heybridge in the post 15 year plan period. Consequently, the Council needs to explore alternative locations now to ensure it has a continuous long-term residential land supply.
- Given the constraints it would also be appropriate for the Council to extend the plan period to beyond 15 years. This would ensure a continuous supply of housing without any breaks that may arise from plan void periods.
- North Fambridge can accommodate over 125 dwellings and commercial uses within this village's existing infrastructure limits.
- To ensure that the North Fambridge allocation is delivered in the 0-5 year time period, it should be included as a strategic allocation in the LDP.
- A mixed-use development of between 850 and 1,250 dwellings in North Fambridge would represent a 'reasonable alternative' to the spatial strategy. Such a development would deliver significant social and economic infrastructure that would benefit the wider area and meet the principles of sustainable development.



1. Introduction

- 1.1 This representation is prepared on behalf of Famco Estates Ltd in response to the Maldon District Local Development Plan Pre-Submission Consultation (2014) document.
- 1.2 Famco Estates is a privately funded land company that is promoting land at North Fambridge as a sustainable new development that could accommodate between 850 and 1,250 dwellings, a new village centre, a new primary school, increased employment provision and significant green infrastructure enhancements.
- 1.3 Not only will this land contribute to the District's housing supply over the plan period, but it will also provide an additional source of housing beyond the 15 year plan period and represents an excellent opportunity to establish a long-term housing strategy for the District.
- 1.4 Despite being promoted as a 'reasonable alternative' option since 2012, this land has not yet been fully explored by the Council.
- 1.5 We would like to appear at the Examination-in-Public.



2. Policy S2: Strategic Growth

| | | |
|---------|---|-----------|
| 2.1 | To which part of the Maldon District Pre-Submission Local Development Plan (LDP) does this representation relate? | Policy S2 |
| 2.2 (a) | Do you consider the Maldon District Pre-Submission LDP to be Legally Compliant | No |
| 2.2 (b) | Do you consider the Maldon District Pre-Submission LDP to be Sound | No |
| 2.3 (a) | Do you consider the Maldon District LDP to be unsound because it is Positively Prepared | No |
| 2.3 (b) | Do you consider the Maldon District LDP to be unsound because it is Justified | No |
| 2.3 (c) | Do you consider the Maldon District LDP to be unsound because it is Effective | No |
| 2.3 (d) | Do you consider the Maldon District LDP to be unsound because it is Consistent with National Policy | No |

- 2.1 We consider the that the LDP is not legally compliant or sound for the following reasons:

Not Legally Compliant

- 2.2 Under the Duty to Cooperate, consideration should also have to be given the housing need of the neighbouring local authority areas and sub regional areas (Paragraph 178 of the NPPF). Paragraphs 47 and 159 of the NPPF state that local plans are required to meet the full, objectively assessed needs for market and affordable housing in the housing market area.
- 2.3 It will be explained elsewhere in this representation that the Council has failed to consider the unmet housing need within its housing market area and of that of the adjoining local authority areas. The Greater Essex Demographic Forecasts Phase 4 document (January 2013), which the Council used to inform its objectively assessed housing need, identifies an unmet housing need of almost 1,000 dwellings per annum in the neighbouring local authority and housing market areas of Colchester, Braintree, Chelmsford and Brentwood.



Unsound – Not positively prepared

- 2.4 Paragraph 182 of the NPPF states that for a development plan to be positively prepared it 'should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development'.
- 2.5 We do not consider that the LDP has been positively prepared as:
- The LDP is based on a strategy that requires the most significant infrastructure investment. The proposed strategy for Maldon and Heybridge is to maximise housing development to the infrastructure limits of this wider settlement area. The evidence suggests that there is no further scope for development in Maldon and Heybridge in the post 15 year period. Given this significant long-term constraint, there is a need to plan for a longer period to acknowledge long-term growth in the post 15 year period.
 - Whilst the Council has sought to meet its objectively assessed housing need, it has ignored the unmet housing need of its neighbouring local authorities.
- 2.6 These points are considered in more detail below:

Infrastructure and the Plan Period

- 2.7 The Local Development Plan covers a period of 15 years, however given the complex issues associated with development within the District and issues relating to deliverability, the Council should plan for a longer time period. A 20 year plan period would be more appropriate.
- 2.8 Paragraph 157 of the NPPF states that whilst 15-years represents the preferable plan period duration, it is important that longer term requirements are taken account of. This would allow allocations to be made for a post 15 year period or for a longer plan duration.



2.9 The Council's spatial strategy and the evidence that supports it has demonstrated that development in Maldon and Heybridge would exceed the existing infrastructure capacity for the area and that complex mitigation is required is required just to support the proposed development. These include but are not limited to:

- The level of development being considered in Maldon and Heybridge would necessitate significant upgrades to the local highway network and, potentially, in neighbouring districts. Whilst it is possible to mitigate against the impact of the proposed developments, Essex County Council has estimated that these costs would amount to £34.3m to £38.6m for this area only¹. This amounts to a highways cost of potentially circa £15,000 per dwelling (2,610 dwellings proposed in Maldon and Heybridge). These costs have not been considered in the Local Plan and Viability Study. There is no information available to suggest how these works will be delivered, timescales for delivery or funding mechanisms.
- The Plume School is already close to capacity. There is some scope to increase capacity, although this would make the school one of the largest in the County. There would be no further scope to increase capacity in the post plan period².
- There will be a need for a significant upgrade to the foul water network in Maldon which is currently constrained. There is particular concern in respect to the networks crossing of the River Chelmer³. These costs have been estimated at £6.9m⁴.

2.10 The Council's evidence has highlighted that following completion of the proposed development, there would be little or no scope for further development beyond the plan period⁵.

¹ Further Assessment of Impact of Proposed Development Sites in Heybridge, and South Maldon on Highway Network

² Maldon District Infrastructure Delivery Plan Baseline Report

³ Maldon District Infrastructure Delivery Plan Baseline Report

⁴ Infrastructure Delivery Plan Update December 2013

⁵ Maldon District Infrastructure Delivery Plan Baseline Report



- 2.11 The highways mitigation measures alone would amount to a significant investment package and without the evidence being available it is impossible to deduce whether the strategic allocations in Maldon and Heybridge could be delivered in the 15 year plan period without severely impacting upon the highway network. It would be prudent to extend the plan period to allow for the delivery of these infrastructure projects.
- 2.12 School capacity will be a significantly limiting factor that would prevent any development beyond the 2,610 allocated for Maldon and Heybridge in the post 15-year plan period. This means the Council will have to explore strategy allocations away from these towns and within the catchment of the other school in the District, Ormiston Rivers Academy. It would be prudent and sound to plan for the District's long-term growth now, to take account of the long-term infrastructure constraints.
- 2.13 Land at North Fambridge has the potential to deliver an 850 to 1,250 development that could reasonably be planned for now and be phased so that development could begin in the latter part of the plan period and extend over to the next plan period. This would ensure a continuous supply of housing without any breaks that may arise from plan void periods.
- 2.14 If the plan period were to be extended to 20 years, then North Fambridge would make a suitable allocation with the potential to provide housing throughout the 20 year period.

Unmet Housing Need

- 2.15 The Council has not given consideration to the unmet housing need of its neighbouring local authority areas.
- 2.16 The Council has used the Greater Essex Demographic Forecasts Phase 4 document (January 2013) to inform its 'objectively assessed housing need'. The Greater Essex Demographic Forecasts Phase 4 document also sets out the housing need for the neighbouring local authority areas. The following table sets out these areas and



demonstrates that there is a significant amount of housing need, almost 1,000 dwellings per annum, that is not currently being planned for.

Figure 1: Sub-Regional Objectively Assessed Housing Need

| LPA | Housing Need Requirement per annum ⁷ | Development Plan Status | Housing Target per annum | Housing Need Shortfall per annum |
|--------------|---|--------------------------------------|--------------------------|----------------------------------|
| Braintree | 807 | Core Strategy (adopted 2011) | 273 | - 534 |
| Brentwood | 362 | LDP Preferred Options (adopted 2013) | 234 | - 128 |
| Chelmsford | 758 | Core Strategy (adopted 2009) | 808 | +50 |
| Colchester | 1,244 | Core Strategy (adopted 2008) | 863 | - 381 |
| Total | 3,171 | | 2,178 | -993 |

2.17 None of the development plans cited above were adopted after the publication of the NPPF. The Greater Essex Demographic Forecasts Phase 4 document therefore represents a more sound assessment of local housing needs rather than the adopted development plans.

2.18 In accordance with the NPPF (paragraph 47), Maldon District Council should increase its housing requirements by a reasonable amount to take account of this unmet need in the surrounding housing market area.

Unsound – Not Justified

2.19 Paragraph 182 of the NPPF states that for a development plan to be justified the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.

2.20 We do not consider that the LDP has been justified as:

⁷ Greater Essex Demographic Forecasts - Phase 4 (January 2013)



- The Council has not considered all the reasonable alternative spatial options and does not have a proportionate evidence base to justify its dismissal of these other options.
- The scale of housing distribution across the rural area has not been evidenced.
- The Council has included a windfall allowance within its 5-year supply but has not provided sufficient justification to demonstrate that double counting has not taken place.
- The proposed identification of North Fambridge for 75 dwellings does not reflect the potential capacity of this settlement. This settlement could accommodate between 850 to 1,250 dwellings with additional infrastructure provision and over 125 dwellings without any infrastructure upgrades.

North Fambridge – A 'Reasonable Alternative' for 850 to 1,250 dwellings

2.21 Our client has been promoting land at North Fambridge for strategic development mixed use development since 2012. The North Fambridge Vision document that is submitted with this representation highlights that North Fambridge can be developed into a sustainable community that provides:

- Between 850 and 1,250 dwellings;
- Approximately 2,000 sq m of commercial floorspace;
- A new village centre with local convenience retail shops;
- A new primary school;
- An Early years centre;
- Significant enhancements to the green infrastructure network such as: a new village green, sports pitches, public open space, biodiversity corridors, allotments, child play space, and informal landscaped corridors;
- Significant sewerage upgrades; and



- Improvements to the Lower Burnham Road that would increase highway safety and capacity for all the users of this road.
- 2.22 The Council has however failed to consider the potential for development at this location and the benefits that such as development could bring. A summary of concerns are set out below:
- A pre-application to discuss a scheme in excess of 850 dwellings took place in March 2013 with the Council's development control officers.
 - The Council's planning policy team declined the opportunity to meet to discuss how this proposal could be brought forward through the LDP (See Appendix A and Appendix B).
 - The Council has not produced any evidence to justify why this site has not been considered in more detail.
- 2.23 There are only two evidence base⁸ documents that cite a development of 700 dwellings. The findings of these concluded that:
- North Fambridge is a suitable location for strategic growth; and
 - The strategic infrastructure requirements at North Fambridge (£7,900 per dwelling) would be less per head than any of the proposed strategic allocations at Maldon (£11,600 to £13,114 per dwelling) and Heybridge (£15,422 to £18,073 per dwelling). The Council's viability assessment did not include the £35m to £39m highway mitigation measures required to deliver development at Maldon and Heybridge.
- 2.24 It is accepted that a development of between 850 and 1,250 dwellings at North Fambridge would require significant mitigation. Through various representations to the Council we have put forward various solutions, none of which appear to have been assessed by the Council. For example these include:
- Highways Access - The existing access from the Lower Burnham Road (B1012) into Fambridge Road is constrained. There are several possible solutions, all of which would actually assist in improving the safety of the

⁸ Maldon District Draft Local Development Plan Considerations of the Alternative Growth Scenarios' (2013) and Maldon District Council – Local Plan and CIL Viability Study August 2013



Lower Burnham Road (B1012) for all users of this road. We have consulted both Maldon and Essex councils but no assessment of these options appears to have been considered. The highways options that we put forward are set out in Appendix C, although we accept there may be other suitable options.

It is also clear from our evidence and the Council's available evidence that the site at North Fambridge has significantly fewer highways constraints than the proposed developments in Maldon and Heybridge.

- Primary Education - A development of between 850 and 1,250 dwellings would generate a significant number of primary school pupils. To accommodate the need, the proposed development includes the provision of a new primary school at its heart. This would represent an excellent opportunity to improve the sustainability of the village and develop a strong community focus.
- Secondary Education - Unlike developments in Maldon and Heybridge where there is limited scope for secondary education expansion which severely restricts long-term development in this area, there is sufficient capacity in either the Ormiston Rivers Academy and/or William de Ferrers School to accommodate the proposed development. No further mitigation would be required as the capacity at the existing schools would be utilised.
- Sewerage - A development of between 850 and 1,250 dwellings in North Fambridge falls within the Latchingdon Water Recycling Centre, however there is not sufficient capacity at the centre to accommodate the proposed flows. Anglian Water⁹ has instead suggested and recommended that the development connects to the South Woodham Ferrers Water Recycling Centre, which does have sufficient capacity to accommodate the proposal and is a reasonable alternative. This would resolve existing drainage problems that currently exist at the village.

2.25 The Sustainability Appraisal does consider growth at North Fambridge to accommodate 700 dwellings. On the whole this assessment is largely very positive, although a small number of negative issues were raised. These are not sufficient to

⁹ Joint Position Statement Anglian Water, Environment Agency and Essex County Council on Development in North Fambridge (January 2014)



justify this site's exclusion from the spatial strategy and are summarised below with our rebuttal:

- SA Objective 3: To promote healthier lifestyles, improve levels of health and well-being – the SA suggested that pressure would be placed on existing recreational facilities. The vision document in Appendix B highlights that the concerns raised can easily be mitigated against with a significant increase in the provision of local facilities and enhancements to the green infrastructure network.
- SA Objective 6: To protect and enhance the local townscape, heritage assets and their settings – The SA considers that there is potential to impact upon the existing townscape. North Fambridge does not have a historic core, as it was just a very small collection of houses until the 1970s when the village began to grow significantly through various piecemeal developments and plotland developments. Development at this location provides the opportunity to unify this village and create community cohesion.
- SA Objective 8: To protect quality and levels of local water resources – This is in contrary to the evidence supplied by Essex and Suffolk Water in the Council's Infrastructure Delivery Plan which states that development would not impact upon water resources. Furthermore Anglian Water, through our ongoing discussions with them, have highlighted that a large development has the potential to improve the drainage capacity which would benefit the village as a whole.
- SA Objective 9: To reduce emissions of greenhouse gases – The SA has suggested that development at North Fambridge would not contribute to this objective although the presence of the railway station could assist. It is important to note that 20% of North Fambridge residents travel to work by train compared with less than 8% for the rest of the District¹⁰. This development provides one of the few opportunities in the District to concentrate development around an efficient public transport node.

¹⁰ Census 2011



- 2.26 The development of between 850 and 1,250 dwellings at North Fambridge can easily be accommodated and any infrastructure constraints can easily be overcome. This alternative option would include a significant enhancement of social and employment infrastructure that would greatly improve the sustainability of not only North Fambridge but also this part of the Dengie.
- 2.27 This development option also represents an excellent long-term option that would enable the Council to have a long-term residential land supply.
- 2.28 Development at North Fambridge also represents a 'reasonable alternative' option that has not been assessed by the Council.

Rural Housing Allocations at North Fambridge

- 2.29 We support the principle of allocating a higher level of housing growth at North Fambridge.
- 2.30 However, the Infrastructure Delivery Plan highlights that the North Fambridge can accommodate up to 125 within its existing infrastructure capacity limits. The Council has not produced any evidence to justify why a 75 dwelling allocation is more appropriate than an allocation of 125 dwellings.
- 2.31 The Joint Position Statement in January 2014 highlights that a larger allocation at North Fambridge would improve viability for the identified sewerage works.
- 2.32 If a development of 850 to 1,250 dwellings was not deemed appropriate, then North Fambridge should instead be allocated for 125 dwellings.

Rural Housing Allocations – 0 – 5 Year Supply

- 2.33 The Council has identified 190 rural dwellings that will be delivered in the 0-5 year period of the plan. This allocation is not robust and is not based on any substantiated evidence. The main concerns are as follows:



- The overall 'other villages' rural allocation has been split equally between the periods of the plan. This suggests that the Council has 'plucked the numbers out of the air' without having assessed the deliverability of the rural sites. Such an assessment fails to take account of the timescales involved in development plan process, submitting planning applications, and delivering the sites.
- Policy S7 commits to the preparation of a Rural Allocations DPD. The Council's LDS expects this document to be adopted in mid 2016 however this is unrealistic given the number of sites that would need to be allocated through this document. A development plan normally takes at least 3 years to produce without any complications. In any event, if mid 2016 were to be achievable then this would leave only 3 years in which to deliver 190 dwellings in the rural area. This is unrealistic given the timescales from planning application submission to dwelling completion which itself can reasonably take a couple of years.

2.34 To ensure that North Fambridge is delivered and achievable in the 0-5 year period of the plan, it is important that the LDP includes a strategic allocation on the Proposals Map. Failure to do so would result in the need for a planning approval in advance of the Rural Allocations DPD.

2.35 Given that North Fambridge has been specially earmarked for housing growth and there are concerns over delivery in the 0-5 period as a result of the Council's planning processes, it is important that the Council includes a strategic allocation within the LDP. We have put forward a red line boundary for this allocation (Appendix D) through several representations, but the Council has ignored our concerns over delivery and the need for a strategic allocation. We request that this land be considered through the Examination-in-Public.

Windfall Allocation

2.36 The Council has included a windfall allowance within the 0–5 year period. This allowance is contrary to national planning policy and no evidence has been provided to justify its inclusion. A windfall allowance should only be made for years 6 to 15.



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

Unsound – Not Effective

- 2.41 Paragraph 182 of the NPPF states that for a development plan to be effective the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities.
- 2.42 We consider that LDP is unsound as we do not consider that the spatial strategy is deliverable over the plan period. Many of our arguments in this section overlap with comments made above. To avoid repetition these have been summarised below:
- A significant amount of infrastructure mitigation is required to deliver the housing growth in Maldon and Heybridge, however the Council has failed to produce a delivery strategy that sets out: the timescales for delivery;



development phasing to take account of infrastructure delivery; and funding mechanisms e.g. whether the infrastructure will be delivered through planning contributions or will include funding from external sources.

- Given the vast expenditure required to deliver growth in Maldon and Heybridge, there is significant doubt whether the planned development will be delivered. There is a need for additional sites with fewer infrastructure constraints that will ensure a continuous supply of housing.
- Development at Maldon and Heybridge would result in development reaching the infrastructure capacity limits of this area, even with the mitigation. There would be no scope for further housing growth following completion of the planned developments. This creates a significant long-term planning issue that should be acknowledged and resolved through this development plan. It is unreasonable to leave this fundamental issue for future generations to solve.
- The 0-5 year supply for the Maldon and Heybridge area does not take account of the required mitigation measures, for example the delivery of the new primary schools, sewerage upgrades or highways work. As a result it likely the housing growth would severely overload the infrastructure capacities of the area.
- To ensure the delivery of the planned housing growth in Maldon and Heybridge, this should be planned over a longer timeframe. A 20 or 25 year period would be more appropriate.
- Given all the concerns over the delivery of housing at Maldon and Heybridge, there is a need for additional sites with fewer constraints that can deliver housing. Development at North Fambridge provides an opportunity to deliver a sustainable community centred around an existing train station that connects to the key employment centres in the wider area. This approach would ensure a long-term and deliverable housing supply.



Unsound – Consistent with National Planning Policy

- 2.43 Paragraph 182 of the NPPF states that for a development plan to be consistent with national planning policy the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.
- 2.44 We consider that Policy S2 does not comply with national planning policy for the reasons cited above. The key paragraphs of the NPPF that it does not comply with include:
- Paragraph 17 as the Council has not explored opportunities to manage patterns of growth to make the fullest possible use of existing public transport nodes;
 - Paragraph 47 with regard to meeting the objectively assessed housing need of the wider housing market area and that the Council failed to provide a robust assessment of the 0 to 5 year housing land supply;
 - Paragraph 48 as no evidence has been provided to demonstrate windfall sites should be included in the five housing supply and that no double counting has taken place;
 - Paragraph 157 as the Council has not produced a robust deliverability strategy alongside its LDP;
 - Paragraphs 182 and 186 as there are concerns over the deliverability of the spatial strategy over the plan period and the Council has not considered the reasonable alternatives.



3. Policy S4: Maldon and Heybridge Strategic Growth

| | | |
|---------|---|-----------|
| 2.1 | To which part of the Maldon District Pre-Submission Local Development Plan (LDP) does this representation relate? | Policy S4 |
| 2.2 (b) | Do you consider the Maldon District Pre-Submission LDP to be Sound | No |
| 2.3 (a) | Do you consider the Maldon District LDP to be unsound because it is Positively Prepared | No |
| 2.3 (b) | Do you consider the Maldon District LDP to be unsound because it is Justified | No |
| 2.3 (c) | Do you consider the Maldon District LDP to be unsound because it is Effective | No |
| 2.3 (d) | Do you consider the Maldon District LDP to be unsound because it is Consistent with National Policy | No |

- 3.1 We consider that Policy S4 of the LDP is not sound. Our reasons for this conclusion overlap with the comments we have made under Policy S2 and rather than repeat these comments we have summarised them below.

Transport

- 3.2 As cited under Policy S2, there are significant transport constraints in Maldon and Heybridge that will prevent the delivery of housing within the plan period. The following table is taken from 'Further Assessment of Impact of Proposed Development Sites in Heybridge, and South Maldon on Highway Network November 2013' and sets the costs for delivery each project.



| Scheme | Cost |
|--|---|
| B1018 Langford Road / B1018 Heybridge Approach | £150,000 to £290,000 [§] |
| A414 / B1018 Heybridge Approach | £3.0 million |
| A414 / Spital Road | £2.0 million |
| A414 Maldon Road / A414 Wycke Hill / Wycke Hill Business Park Access / B1018 Limebrook Way | £900,000 |
| A414 Chelmsford Road / A414 Maldon Road / B1010 Burnham Road / B1418 Southend Road (Oak Corner Roundabout) | £900,000 |
| Heybridge Link Road | £10.35 million to £14.55 million [†] |
| A414 Bypass | £8.0 million |
| Southern Link Road | £9.65 million |
| B1010 Maldon Road / B1021 Church Road, Burnham-on-Crouch | £70,000 |
| TOTAL | £35.02 to £39.36 million |

Table 7-1: Preliminary Costs for Junction Improvements and New Schemes in Heybridge / Maldon Area (excluding wider impacts)

- 3.3 The scale of the works required to deliver this growth will undoubtedly impact upon the delivery of housing and places doubt on whether the planned development can be delivered during the plan period.
- 3.4 It would be more appropriate to direct development to locations with fewer highway constraints and where the mitigation measures required to accommodate a development of this size are significantly reduced.
- 3.5 North Fambridge would represent a more appropriate location from a transport perspective as there is sufficient network road capacity and the only mitigation required relates to access which can easily be overcome.
- 3.6 Furthermore North Fambridge contains one of the District's few train stations which also has direct links to London. The 2011 Census highlights that 20% of North Fambridge residents use the train to travel to work. This is significantly higher than



the District average of 8%. In accordance with the NPPF it is important that the Council makes the fullest possible use existing public transport nodes.

Primary Education

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

Secondary Education

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

By 2016/17 pressure at the Plume is forecast to be increased to a point where children will not be able to be accommodated. When changes to the existing population are taken into account, there will be a requirement for an additional 60 places to each year group to accommodate the proposed growth.

- 3.11 However, the Council is proposing 890 dwellings in Maldon and Heybridge within the first 5-years. Whilst the policy acknowledges the need to reconfigure the school, this would be tied to S106 contributions. The Council has not provided a



delivery programme that sets out what, when and how the works to the school will be undertaken. This will result in a significant pupil increase that will exceed the schools current capacity and force pupils into locations beyond the District.

- 3.12 Furthermore the school operates on two sites and has limited scope for expansion. Even if reconfiguration was possible to increase capacity, this would only be a short-term fix. Capacity would again be reached by the end of the plan period with no scope for any further mitigation. Thus preventing any further expansion of Maldon in the post 15 year period.
- 3.13 There is a need for the Council to consider the long-term education needs of the District. Given the limitations to expand the Plume, there is a need to consider a much longer plan period, otherwise education provision will become unplanned and ad hoc.
- 3.14 A more appropriate spatial approach would be to reduce the requirement in Maldon and increase development in the south of District where there is sufficient secondary school capacity at Ormiston Rivers Academy in Burnham-on-Crouch and William de Ferrers in South Woodham Ferrers.

Sewerage

- 3.15 The Maldon District Infrastructure Delivery Plan: Schedule Update June 2013 highlights sewerage capacity limitations in Maldon and a need to significantly enhance the network.
- 3.16 Any enhancement works must be considered against other mitigation requirements such as transport and junction improvements and education provision.
- 3.17 The required mitigation to make development in this location acceptable is likely to delay its delivery. As a result it is unlikely that it would be delivered in the plan period. The plan period should be extended to a longer time frame to take account of the delivery issues within this location.



Poor Urban Design

- 3.18 The policy seeks 300 dwellings on land defined as Wycke Hill (North). Presumably development on this land has been devised to deliver the A414 bypass. However, this development would result in an awkward residential development that will be dominated by its proximity to high speed roads. The main concerns are:
- The creation of a residential island site that would be bounded by the new bypass, the A414 and Wycke Hill. This would create a poor residential environment with little relationship to the surrounding area.
 - Development to the north of the proposed bypass would result in detached residential area, with poor connectivity to the rest of Maldon and the rest of the garden suburb area.
- 3.19 Despite the need for a bypass, this site at Wycke Hill is not suitable for residential development.
- 3.20 Furthermore the land south of Maldon comprises a number of parcels of land with poor connectivity. Specifically:
- The former railway only has one crossing through it to the north of the site. This dissects the site and would prevent connectivity between the different areas. Consequently there would be no community focus and cohesion.
 - The development at Wycke Hill would be very disjointed. Future residents would have to cross two very busy A-Roads and possibly a former railway line to reach the proposed neighbourhood centre. This does not represent good urban design.
- 3.21 The presence of the former railway line, A414 and new bypass would prevent the creation of a single neighbourhood. Consequently there would be no community focus or cohesion.
- 3.22 It would be more appropriate to plan a smaller development at this location with walkable routes to a community centre and the proposed primary school. It is important that there are no significant barriers that prevent connectivity.



Landscape Impact

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

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

Mitigation

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

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

Deliverability

- 3.25 As noted above, there is a need for significant mitigation measures to enable the delivery of development at this location such as significant transport and junction enhancements, new schools and expansion of existing ones, and an upgrade of the sewerage network.
- 3.26 There is no evidence that consideration has been given to the deliverability and cost of these mitigation measures. Indeed it is not clear whether these can be delivered at all, let alone in a timely manner.
- 3.27 The council's Viability Study 2013 claims that just £16.3m is required to deliver the necessary infrastructure works. This appears to be a significant under estimation of the transport costs, which the 'Further Assessment of Impact of Proposed Development Sites in Heybridge, and South Maldon on Highway Network' (November 2013) estimates as being between £35m and £39m.



Summary

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



4. Policy S7: Prosperous Rural Communities

| | | |
|---------|---|-----------|
| 2.1 | To which part of the Maldon District Pre-Submission Local Development Plan (LDP) does this representation relate? | Policy S4 |
| 2.2 (b) | Do you consider the Maldon District Pre-Submission LDP to be Sound | No |
| 2.3 (a) | Do you consider the Maldon District LDP to be unsound because it is Positively Prepared | No |
| 2.3 (b) | Do you consider the Maldon District LDP to be unsound because it is Justified | No |
| 2.3 (c) | Do you consider the Maldon District LDP to be unsound because it is Effective | No |
| 2.3 (d) | Do you consider the Maldon District LDP to be unsound because it is Consistent with National Policy | No |

- 4.1 We consider that Policy S7 of the LDP is not sound. Our reasons for this conclusion overlap with the comments we have made under Policy S2 and rather than repeat these comments we have summarised them below.

Unsound – Not Justified

- 4.2 Paragraph 182 of the NPPF states that for a development plan to be justified the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence. Policy S7 fails to comply with this requirement.

North Fambridge

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



- 4.4 Maldon District Infrastructure Delivery Plan: Part 1 provided an analysis of the development potential at North Fambridge and it was concluded that this village could accommodate up to 125 dwellings within the capacity of the existing infrastructure. This document specifically states that there are no highways, medical, water supply, electricity, gas or telecommunication constraints.
- 4.5 Sewerage was identified as a constraint however the discussions we have had with Anglian Water have indicated that a development of up to 300 dwellings would be delivered with infrastructure upgrades. Anglian Water and the environment Agency's 'Joint Position Statement on Development in North Fambridge' (January 2014 – see Appendix E) sets out the required mitigation measures to deliver the necessary sewerage works. This document highlights that more housing is required to ensure viability.
- 4.6 The only other constraint identified was primary school provision. It was stated that the delivery of up to 125 dwellings in North Fambridge would create a demand for 11 primary school spaces and that this level could easily be accommodated within capacities. We have had discussions with Essex County Council based on 300 dwellings. It was found that at this level a need for 90 primary school spaces would be generated and that this number could be accommodated within the existing primary school capacity. Whilst Purleigh Primary School would not have sufficient accommodation for the pupils from this development, there is sufficient capacity in Latchingdon Primary School and the South Woodham Ferrers primary schools. Essex County Council has also stated that it would accept a reasonable contribution to mitigate development. Therefore, primary school provision does not represent a constraint that cannot be overcome.
- 4.7 Given the available evidence, a development in excess of 125 dwellings could be accommodated with minimal mitigation to overcome the identified constraints. Such a scale of development would be in accordance with the detailed parameters within the proposed policy.



Rural Area Capacity

- 4.8 The Council has introduced a dispersed housing strategy for the rural areas within the District. This area has been identified for 345 dwellings however there is no evidence available to explain where this figure has come from.
- 4.9 There is sufficient evidence available to demonstrate that North Fambridge can take over 125 dwellings however this level of evidence gathering has not been undertaken for the other rural areas. This level of growth in the other rural areas cannot currently be justified.
- 4.10 The only mention of the rural area within the Council's evidence base is within a document titled 'Growth Capacity Testing Stakeholder Consultation' where a figure of 225 dwellings was cited. There is a clear inconsistency with regard to this figure.
- 4.11 The Council's Sustainability Appraisal (2013) explains that:

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

- 4.12 There is a risk that this dispersed housing growth in the rural areas at this scale could result in increased rural isolation, particularly where housing is proposed in villages that do not have access to rail and/or bus services.
- 4.13 Given the ambiguous nature of this figure and the risk of rural isolation, the Council should either develop a robust evidence base to justify the allocation or consider a reduced allocation.



- 4.14 It would be more appropriate to concentrate rural growth in locations such as north Fambridge which has an important public transport node at the train station.

Unsound – Not Effective

- 4.15 Paragraph 182 of the NPPF states that for a development plan to be effective the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities. We consider that LDP is unsound as we do not consider that Policy S7 is deliverable over the plan period.
- 4.16 A development of 75 or 125 dwellings could be delivered within the 0-5 year plan period. However to achieve development within this period it would need to be brought forward in advance of a Rural Allocations DPD, which would delay development. Such a document would take normally about 3 years to produce and if a detailed planning application were to follow it would push development beyond 5 years.
- 4.17 We request that land in North Fambridge be identified for 125 dwellings as a strategic allocation in the LDP as part of a mixed use development that incorporates commercial uses. Please see attached red line plan to indicate the most appropriate location for development within North Fambridge (Appendix D).
- 4.18 It is important to note that North Fambridge could actually accommodate a significantly larger development of between 850 and 1,250 dwellings. This could be achieved through the provision of a new primary school and enhancement to sewerage network and access enhancements.



5. Conclusion

- 5.1 Our client is promoting a sustainable extension to North Fambridge that would support between 850 and 1,250 dwellings with significant social, economic and environmental infrastructure. This would represent a more suitable and sustainable development compared with the proposed spatial strategy.
- 5.2 Our comments in respect to the proposed LDP policies can be summarised as follows.
- 5.3 The housing land supply as set out is not robust for the following reasons:
- The Council has not considered meeting any of the unmet housing need with the housing market area, which amounts to up to 1,000 dwellings per annum.
 - There are significant deliverability concerns in respect to the planned growth at Maldon and Heybridge as a result of the significant infrastructure requirements.
 - The Council has failed to consider North Fambridge as a strategic allocation that could accommodate between 850 and 1,250 dwellings. Such a development would deliver significant social and economic infrastructure that would benefit a wider area.
 - The Council has failed to consider the long-term implications of its spatial strategy and should instead consider a longer-term plan period. The Council needs to explore alternative locations now to ensure it has a continuous long-term residential land supply. It would also be appropriate for the Council to extend the plan period to beyond 15 years.
 - There is no justification for the inclusion of windfall sites in the 0-5 year housing supply.
 - There is no justification for the level of dispersed housing growth in the rural areas.



- North Fambridge can accommodate up to 125 dwellings within its existing infrastructure capacity.
- To ensure that the North Fambridge allocation is delivered in the 0-5 year time period, it should be included as a strategic allocation.



Correspondence with LPA Policy department





Ian Woodward-Court <ian@plainview.co.uk>

North Fam bridge

Ian Woodward-Court <ian@plainview.co.uk>

25 June 2013 18:05

To: david.coleman@maldon.gov.uk

Cc: Chris Purvis <chris.purvis@maldon.gov.uk>, tai.tsui@maldon.gov.uk

Dear David,

I understand that you are reviewing a possible increase in the planned housing provision at North Fambridge to enable additional services/infrastructure.

We have previously discussed the possibility of a 850+ development with Chris Purvis as part of a pre-application approach. We are currently pulling together a proposal for a new village centre incorporating:

- 325 to 500 sq m convenience store
- up to 2,000 sq m of commercial space for small and medium sized businesses
- a new 2.1 ha primary school;
- early years provision;
- community and sports hubs;
- 850+ dwellings, with 40% being affordable to meet the needs of the rural population within the Dengie.

We will be receiving details from Anglian Water imminently (they previously raised no objection to 300 dwellings) and I attach progress to date on resolving the highways issue. I note that ECC may view North Fambridge in a more positive light if the site were to be allocated by MDC.

Our technical and policy research is being compiled into a 'Vision' document for North Fambridge (<http://northfambridge.co.uk/>). We will circulate copies to you once complete. Hopefully you will find this beneficial.

Do let me know if we can provide any further details or you would like to meetup.

Kind regards,

Ian

—

Ian Woodward-Court

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MB Progress Report - June 2013 AP.docx

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North Fambridge: Strategic Vision



North Fambridge: Highway solutions



APPENDIX C

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

Client: Plainview Planning Ltd

Subject: Access Options Report

Date: October 2013

Prepared by: Adam Padmore (Associate)

1. Introduction

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

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

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

2. Potential Site Access Arrangement off Fambridge Road

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

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

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

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

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

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

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

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

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

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

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

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

Option 2 – Realignment of Lower Burnham Road

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

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

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

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

Option 3 – Alternative Access Options from Lower Burnham Road

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

4. Summary and Conclusions

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

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

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

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

Appendix A – Agreed Access Strategy off Fambridge Road

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

Client: Plainview Planning Ltd

Subject: Access Strategy

Date: January 2013

Prepared by: Helen Iorwerth (Senior Transport Planner)

Checked by: Alec Philpott (Technical Director)

1. Introduction

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



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

Figure 1: Site location

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

2. Site visit

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

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

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



3. Discussions with Essex County Council

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

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

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

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

4. Proposed access location

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

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

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

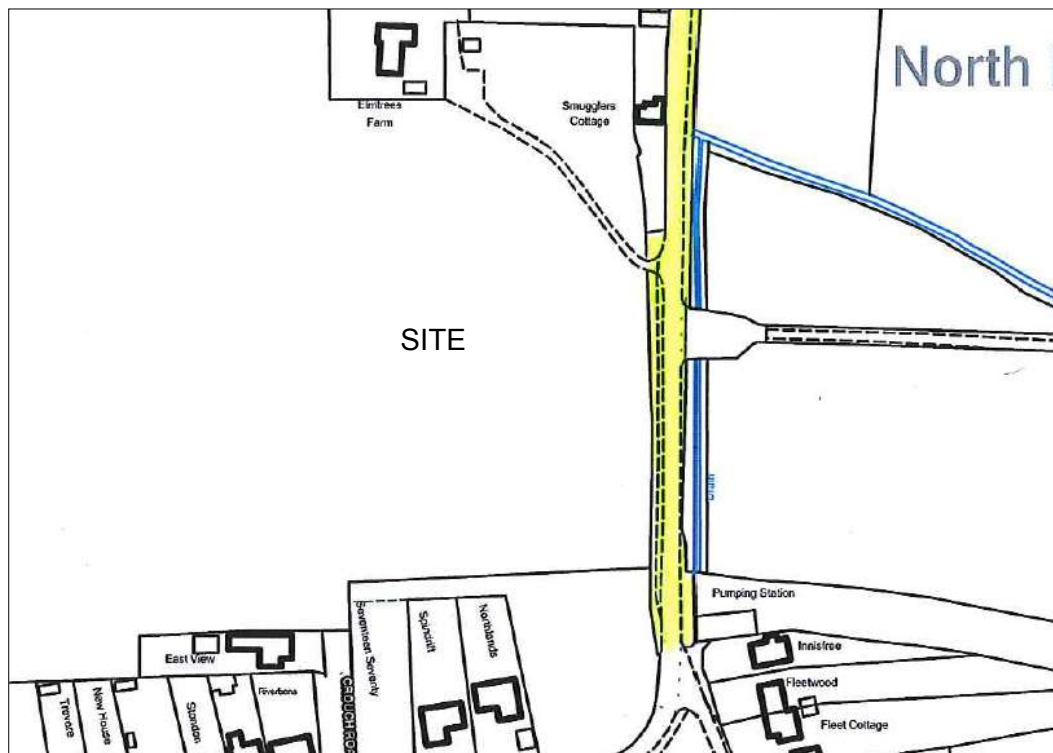


Figure 2: Highway boundary (provided by ECC)

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

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

5. Access design

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

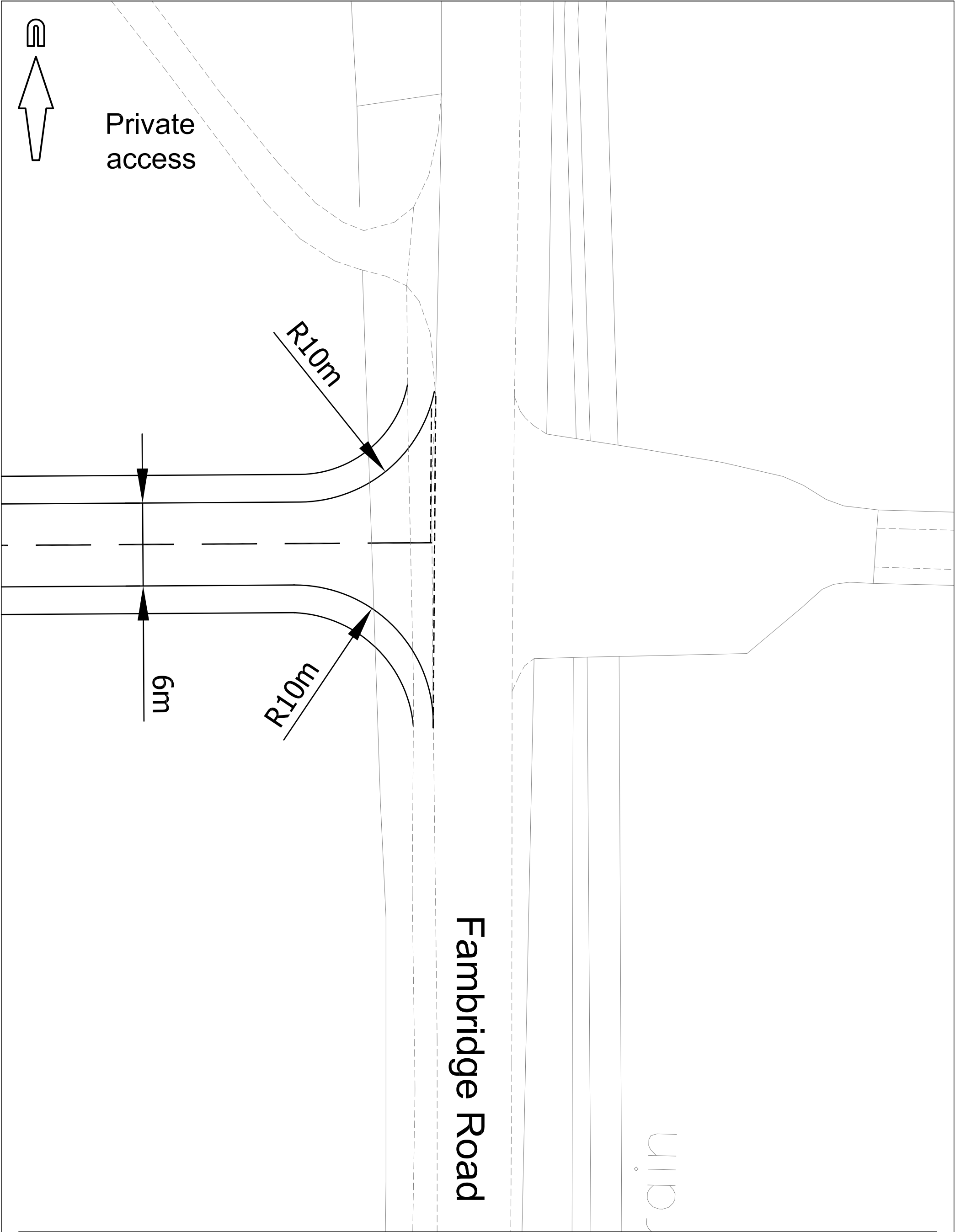
Visibility of 2.4m x 90m is achievable from the site entrance, within site land and public highway. This meets the Design Manual for Roads and Manual standards for a 30mph road, and is shown on drawing 1-02.

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

6. Next stages

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

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



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client
PLAINVIEW PLANNING
title
Proposed site access

| | | | | | |
|----------------|---------------------|----------|----------|------------|------|
| scale | 1:250 @ A3 | drawn by | HI | checked by | AP |
| date | JANUARY 2013 | cad file | 1-01.dwg | | |
| drawing number | b/PvPFambridge.1/01 | | | | rev. |



Smugglers
Cottage

2.4m x 90m visibility splay

2.4m x 90m visibility splay

Fambridge Road

Drain

Pumping Station

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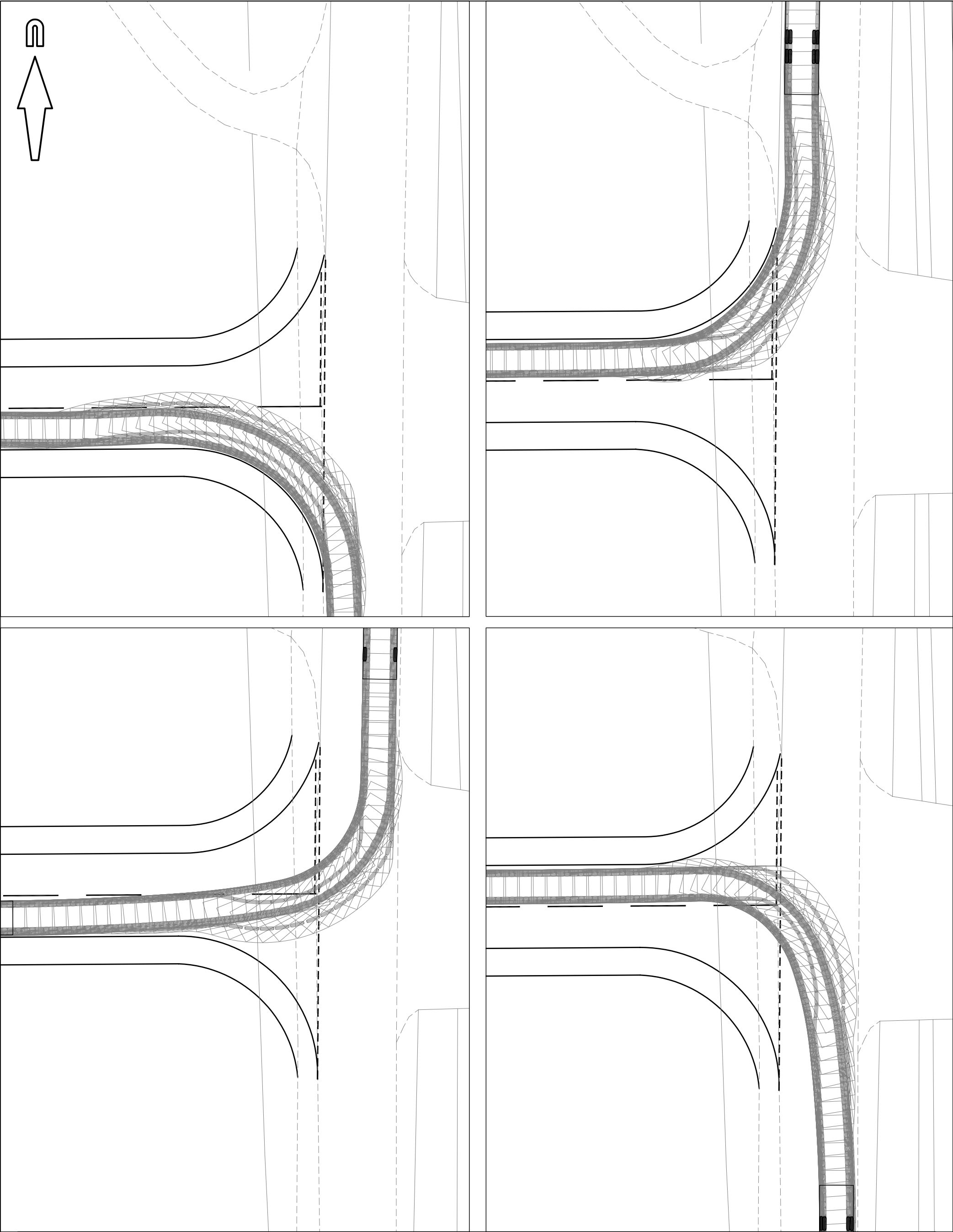


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client
PLAINVIEW PLANNING

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

| | | | | | |
|----------------|---------------------|----------|----------|------------|------|
| scale | 1:500 @ A3 | drawn by | HI | checked by | AP |
| date | JANUARY 2013 | cad file | 1-01.dwg | | |
| drawing number | b/PvPFambridge.1/02 | | | | rev. |



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client
PLAINVIEW PLANNING

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

| | | | | | |
|----------------|---------------------|----------|----------|------------|----|
| scale | 1:250 @ A3 | drawn by | HI | checked by | AP |
| date | JANUARY 2013 | cad file | 1-01.dwg | | |
| drawing number | b/PvPFambridge.1/03 | | | rev. | |

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

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NOTES

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

LEGEND

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

FOR INFORMATION
NOT FOR CONSTRUCTION

| | | |
|-------------|----|------------|
| First Issue | LF | 11/04/2013 |
|-------------|----|------------|

| rev. | amendment | checked | date |
|------|-----------|---------|------|
|------|-----------|---------|------|



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client
Plainview Planning

project
Fambridge Road

| | | | | | |
|-------|----------|----------|----|------------|----|
| scale | As shown | drawn by | NC | checked by | LF |
|-------|----------|----------|----|------------|----|

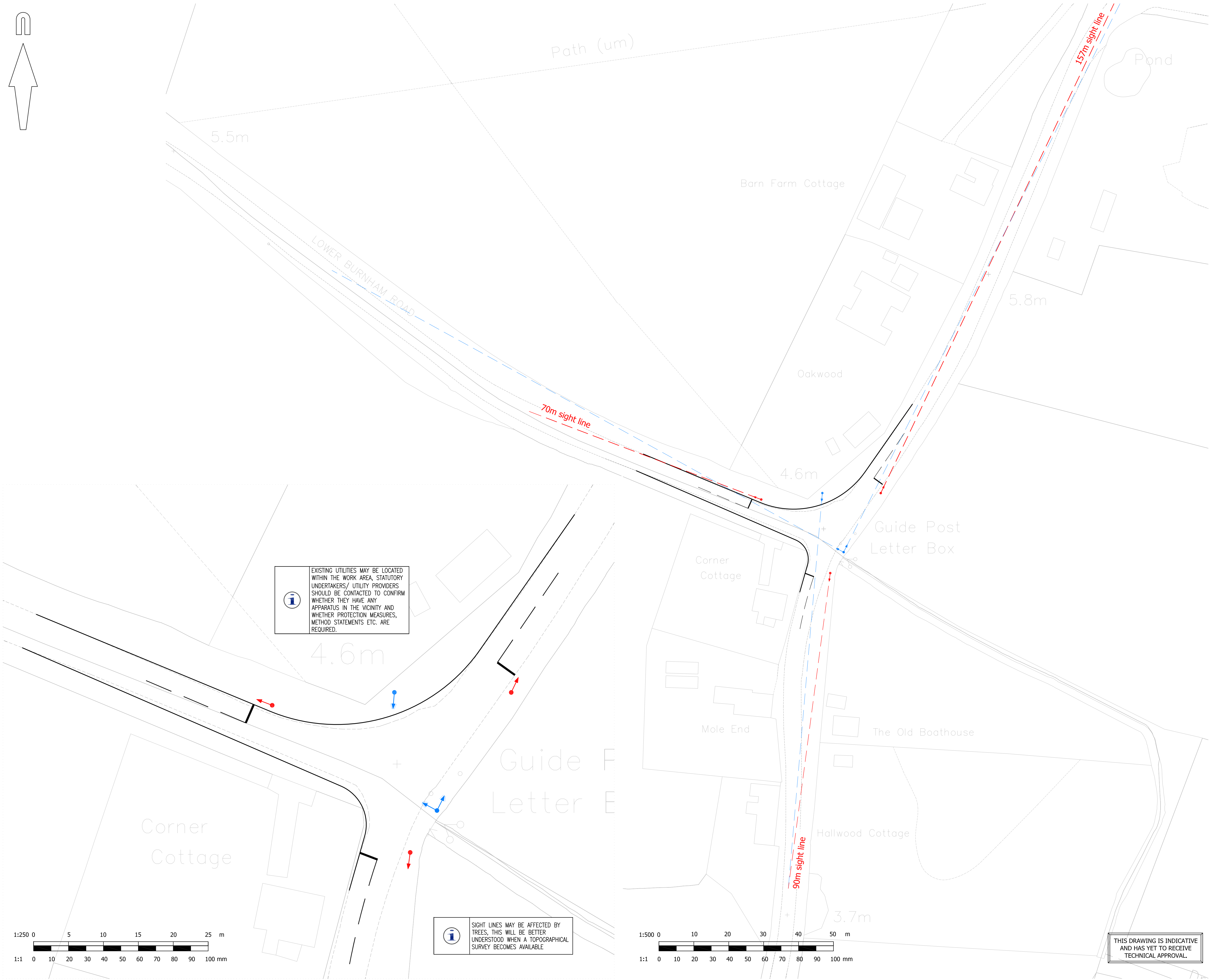
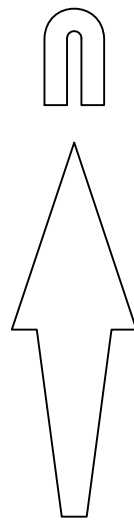
| | | | |
|------|------------|----------|------------|
| date | April 2013 | cad file | C 1000 FAM |
|------|------------|----------|------------|

title
Fambridge Road/ Lower Burnham Road Junction
General Arrangement

| | |
|----------------|------------------|
| drawing number | Fambridge C 1000 |
|----------------|------------------|

rev.

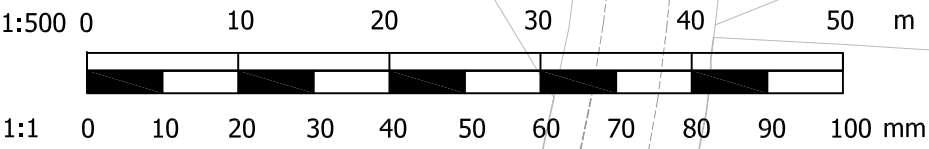
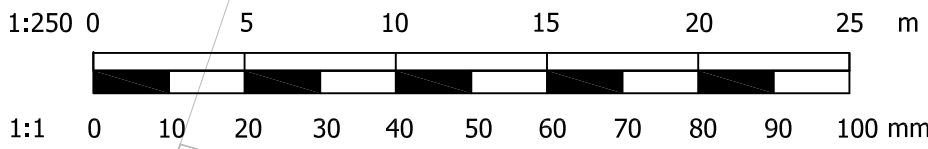
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EXISTING UTILITIES MAY BE LOCATED WITHIN THE WORK AREA, STATUTORY UNDERTAKERS/ UTILITY PROVIDERS SHOULD BE CONTACTED TO CONFIRM WHETHER THEY HAVE ANY APPARATUS IN THE VICINITY AND WHETHER PROTECTION MEASURES, METHOD STATEMENTS ETC. ARE REQUIRED.

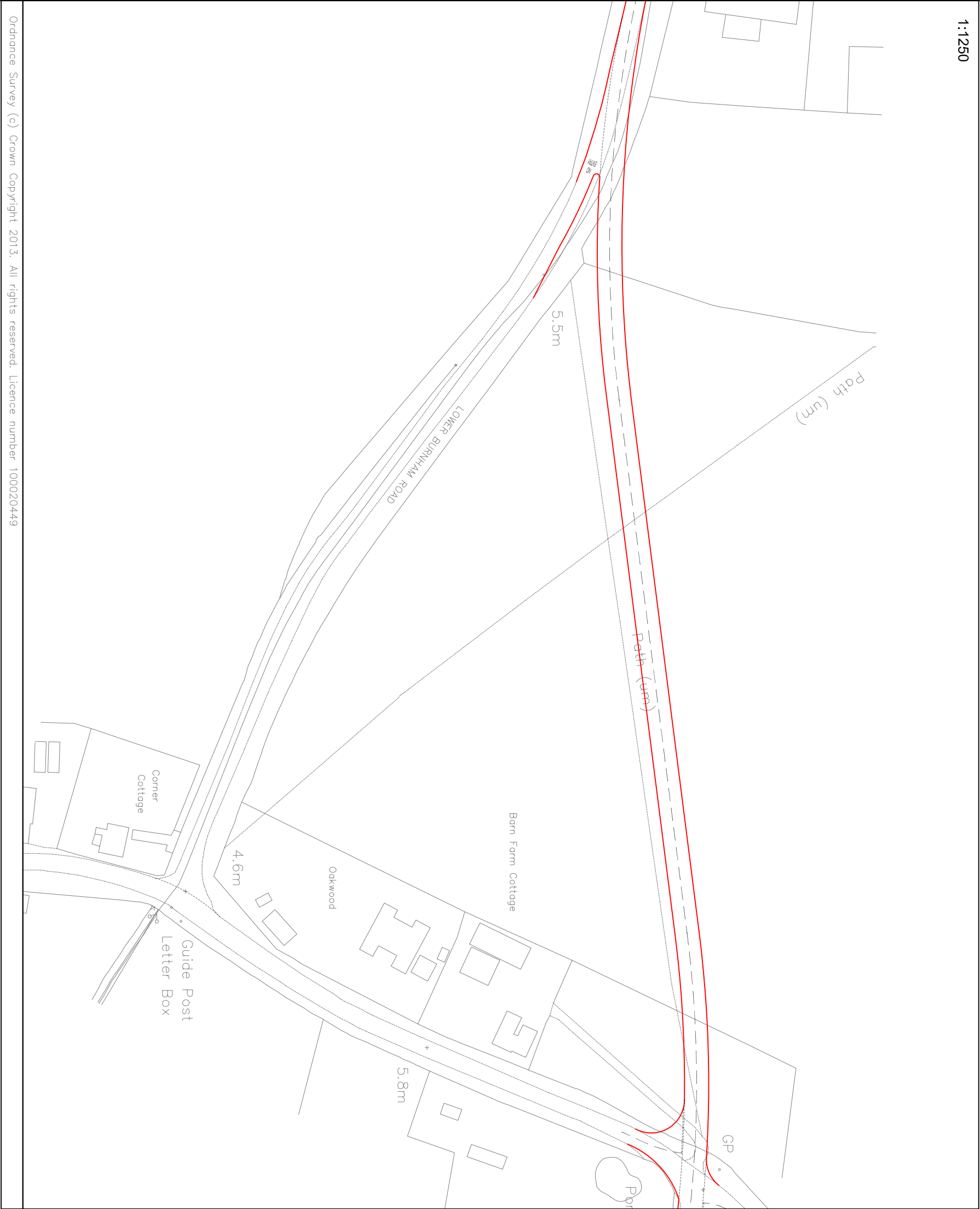
SIGHT LINES MAY BE AFFECTED BY TREES, THIS WILL BE BETTER UNDERSTOOD WHEN A TOPOGRAPHICAL SURVEY BECOMES AVAILABLE

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

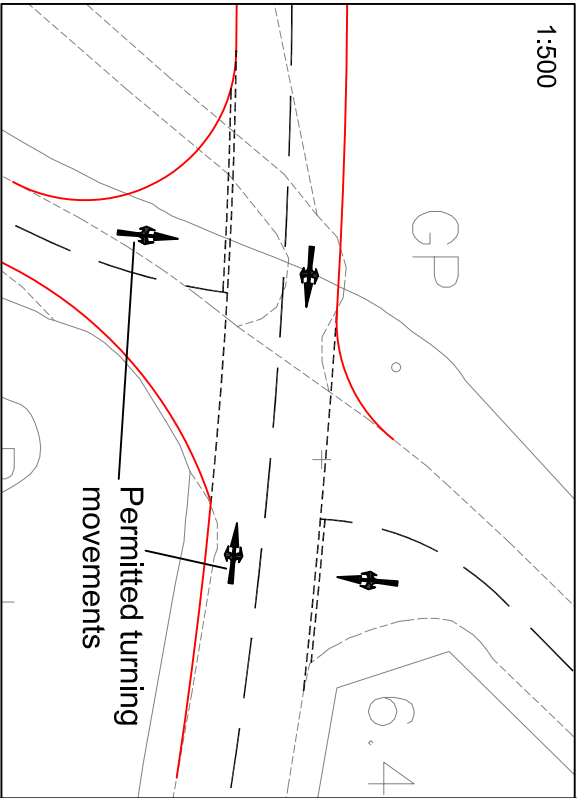


Appendix C – Proposed Realignment of Lower Burnham Road

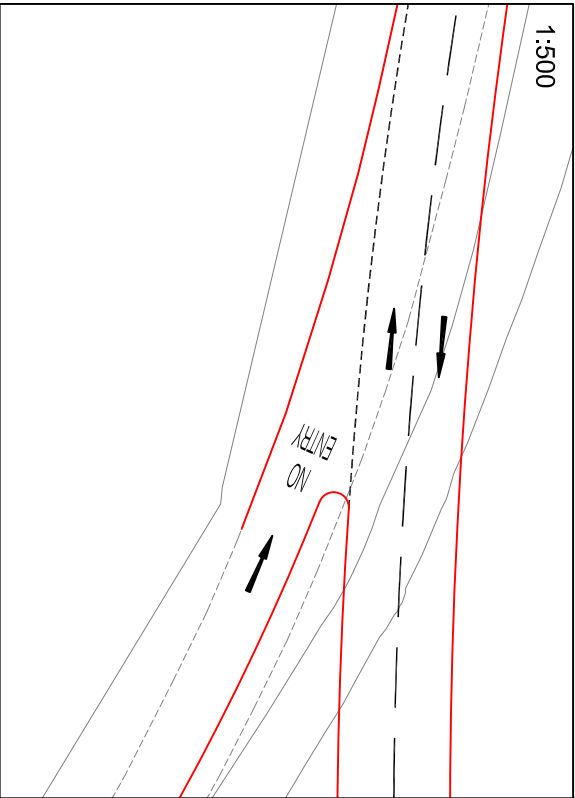
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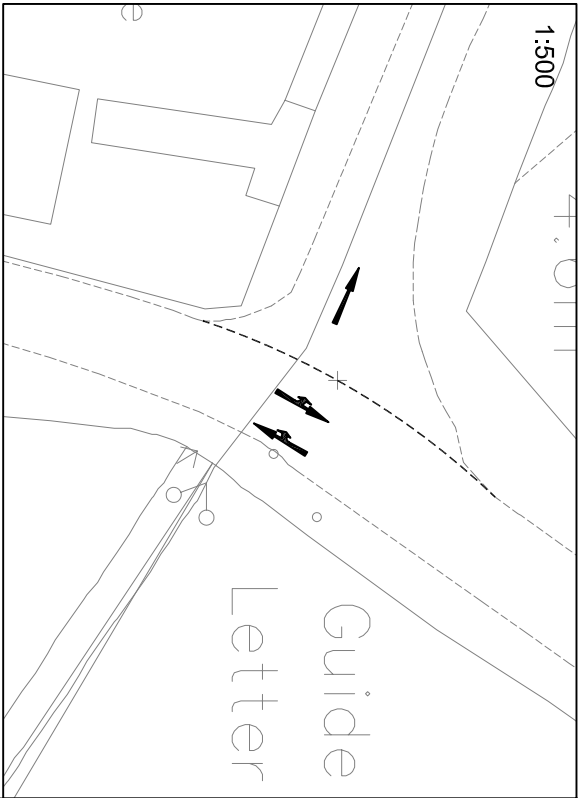
1:500



1:500



1:500



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title

Proposed realignment of B1012

project

North Fambridge



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date Sept2013 | cad file 1-04.dwg

drawing number

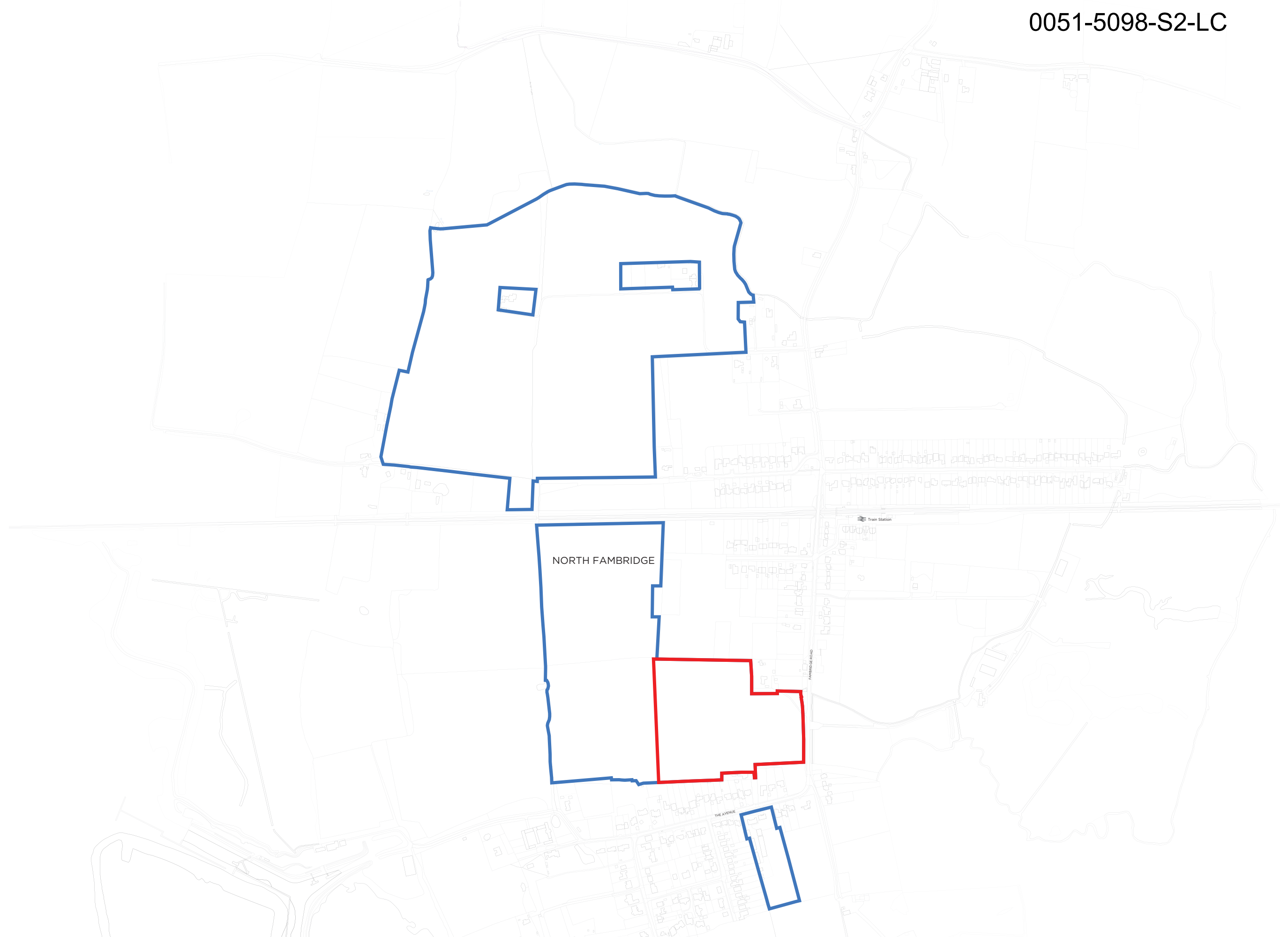
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rev.

North Fambridge: Site location plan for 75 to 125 dwellings



APPENDIX D



PLAINVIEW
PLANNING

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RED AND BLUE LINE PLAN

Land to the west of Fambridge Road
North Fambridge
CM3 6NB

1:7000 @ A3



Doc Ref: 716/AR
February 2014

www.plainview.co.uk

North Fambridge: Sewerage





Joint Position Statement on Development in North Fambridge

**Prepared by Anglian Water Services, the Environment Agency
and Essex County Council (Lead Local Flood Authority)**

January 2014.

This statement has been prepared to support Maldon District Council in their decision making on development in North Fambridge

Background

Water Recycling

North Fambridge is in the catchment of the Latchingdon Water Recycling Centre (formally referred to as Wastewater Treatment Works). Latchingdon is located approximately 6km north east of North Fambridge. This Water Recycling Centre (WRC) contributes loads to the small downstream watercourse and then the Blackwater Estuary, which is part of the Essex Estuaries Special Area of Conservation and shellfishery.

A high quality water environment is an integral part of the natural environment, providing a good habitat for plants, animals and quality of life benefits for local people. Water resources and a high quality water environment underpin economic development, by providing water for households, industries, agriculture, recreation and tourism. As a minimum, our objectives are to ensure that there is no deterioration in water quality in the water environment and that the water quality thresholds set out in the Conservation Objectives for the European protected site in the estuary and those of the shellfish water continue to be met.

Latchingdon Water Recycling Centre (WRC) has been considered to be at flow capacity by both Anglian Water (AW) and the Environment Agency (EA), as presented in Maldon District Council's Scoping Water Cycle Study (Entec, March 2010). Latchingdon WRC had been identified as needing an increased dry weather flow (DWF) consent following a flow compliance review. The proposed increase was to reflect the existing flow conditions, with any subsequent 'headroom' provided solely for seasonal variations in the flow. Any further increase in the flows treated at Latchingdon WRC is unlikely to be looked upon favourably in order to minimise nutrient loads to the Blackwater Estuary.

There is an alternative Water Recycling Centre at South Woodham Ferrers, which is located approximately 4km west of North Fambridge. The WRC lies within Chelmsford Borough Council and serves East Hanningfield, Rettendon and South Woodham Ferrers. The Chelmsford Water Cycle Study, Phase 2

Technical Report (May 2011) indicated there was sufficient capacity to serve the proposed modest growth in the Chelmsford Borough without the need for revised consent or upgrades.

Foul Network

North Fambridge is served by a foul only sewerage network including two pumping stations located at The Avenue and Franklin Road.

Surface Water

There are no public surface water sewers in the vicinity. There is on going issues relating to surface water disposal. Investigations have found that there are a significant number of surface water connections into the sewer designated for foul only flows (26 properties in Franklin Road) that on occasions of heavy rainfall are having an adverse affect on the system. Ditches that historically provided for natural run off have become blocked, inaccessible or filled in.

Current Situation

Latchingdon Water Recycling Centre

The most recent data shows that a revision to the consented DWF is necessary to accommodate further growth. Consequently, substantial process enhancements at the WRC would be needed to create capacity and to achieve the anticipated requirements of a revised consent.

South Woodham Ferrers Water Recycling Centre

The recent data indicates that South Woodham Ferrers WRC has sufficient capacity to accommodate both the growth in North Fambridge and in the Chelmsford Borough. There would be no need for a revised permit or upgrades to the works. This would therefore be the preferred and most sustainable treatment option.

Foul Network

The current network does not have the capacity to accept the further growth indicated. Options for taking additional flows from North Fambridge have been considered based on the total growth proposed, which includes the allocation in the Local Development plan of 75 units, a recent application awaiting decision of 30 units and a recently refused application for 37 houses where an appeal may be submitted.

The assessment has been based on:

- a) taking flows to Latchingdon WRC
- b) taking flows to South Woodham Ferrers WRC.

To enable option a, the network will need to be upgraded. This will require a new pumping station and approximately 6km of rising main. The anticipated capital cost is £2,573,616.

To enable option b, the network will need to be upgraded. This will require a new pumping station and a 4km of rising main. It is also expected that a storage tank maybe required. The capital cost predicted in the region of £2,088,647.

Any cost calculations provided within the report are estimated only and may be subject to change.

Surface Water

Maldon District Council, Anglian Water, North Fambridge Parish Council and Essex County Council continue to work together to resolve the existing issues. Anglian Water in partnership with Essex County Council will endeavour to carry out further work to be completed by the end of this financial year to:

- establish the effect of surface water removal from the foul system
- endeavour to establish the natural surface water flow routes in North Fambridge

A factual report will be presented to provide recommendations and guidance.

A sustainable drainage system to resolve the current issues of surface water drainage is the preferred option, however if this is found not to be feasible, the installation of a surface water sewer may be an option to consider if funding could be found. Anglian Water will advise and vet any surface water sewer design submitted to serve the existing properties in North Fambridge with a view to adoption of the sewer once it is installed.

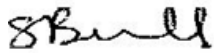
New growth- recommendations to manage flood risk:

1. No new surface water connections to combined and foul sewers.
2. Removal of existing surface water connections from combined and foul systems. Evidence that the developments had followed the surface water management hierarchy will help to ensure infiltration is considered ahead of maintaining connection to sewers.
3. Understand exceedance of existing and proposed surface water management measures and safeguard/design flow routes reinstating natural pathways, where possible. Should the rainfall extent exceed the capabilities of the surface water systems, this will help to ensure properties are protected and urban design of public open space considers the potential flows of surface water.
4. Development should seek to reduce flood risk to the site and third parties.
5. Early engagement is key to ensuring adequate surface water management measures are included.
6. Particular consideration must be given to development in areas where there is high water table.
7. Maintaining existing surface water drainage features, such as ditches, to ensure there are opportunities for surface water to be attenuated and disposed of away from sewers.

All parties are keen to ensure the water infrastructure and flood risk is adequately considered upfront without unduly blocking development, whilst continuing to safeguard Habitats Directive sites, and meet the objectives of

the Water Framework Directive.

Developers will need to engage with relevant parties in order to identify and progress solutions, indeed Anglian Water and the Environment Agency actively encourage pre-application discussions. We are committed to work with all parties to progress solutions to enable development in North Fambridge.



Susan Bull
Planning Liaison Manager
Anglian Water



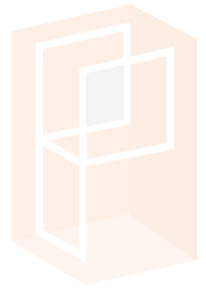
Jo Firth
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Environment Agency



Lucy Shepard
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Feedback

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Go to www.plainview.co.uk/submissions to let us know what you think about our applications or appeals.

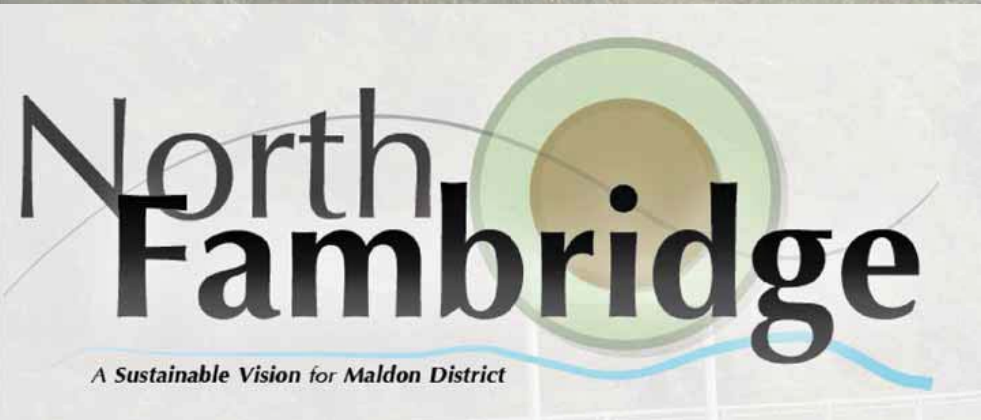
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A WORKING DOCUMENT

August 2013

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- Delivery Matrix8

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- Climate & Resources26
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VISION INTRODUCTION



In this section:

- Overview
- Strategic Development
- Delivery Matrix

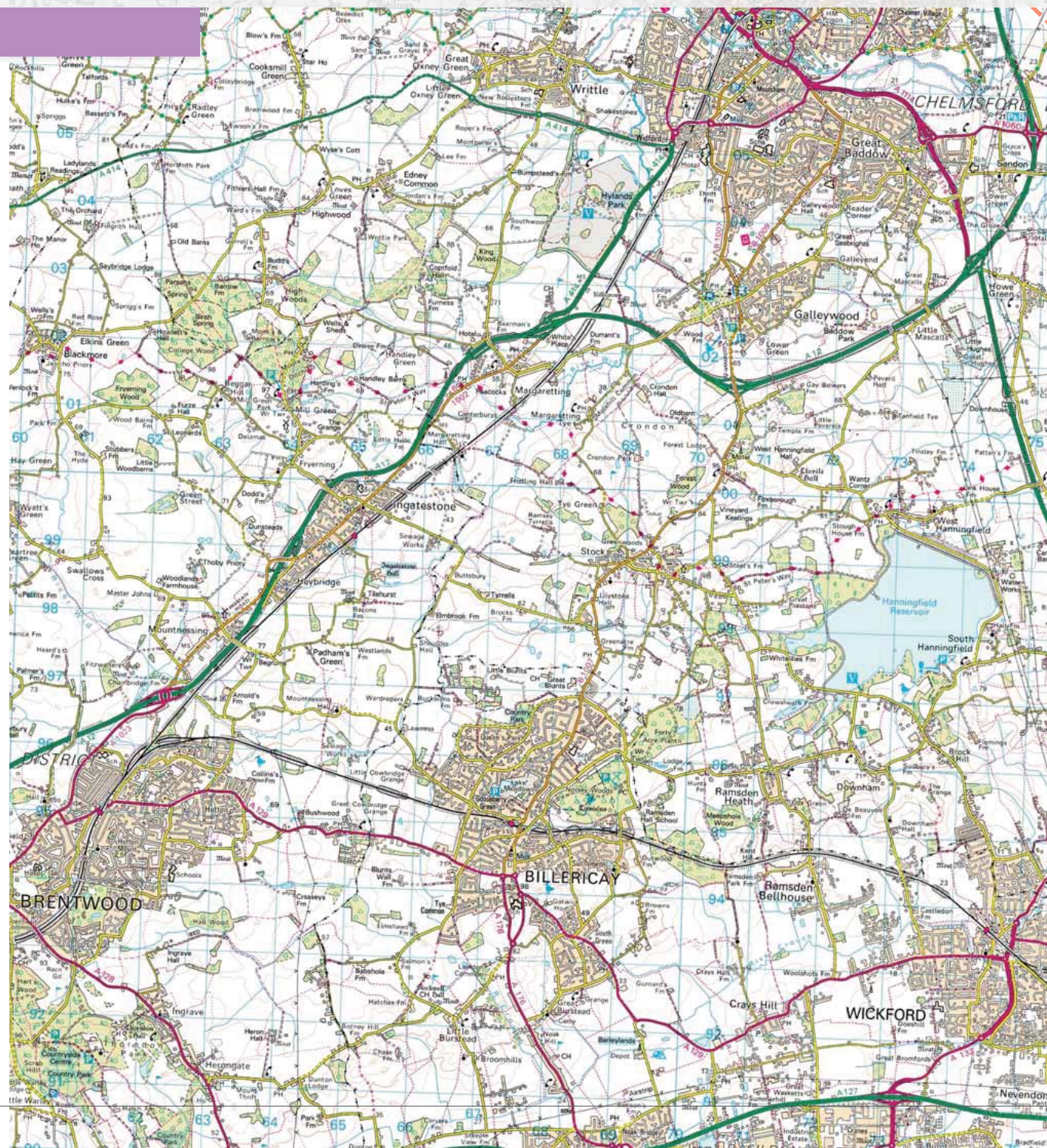
Introduction

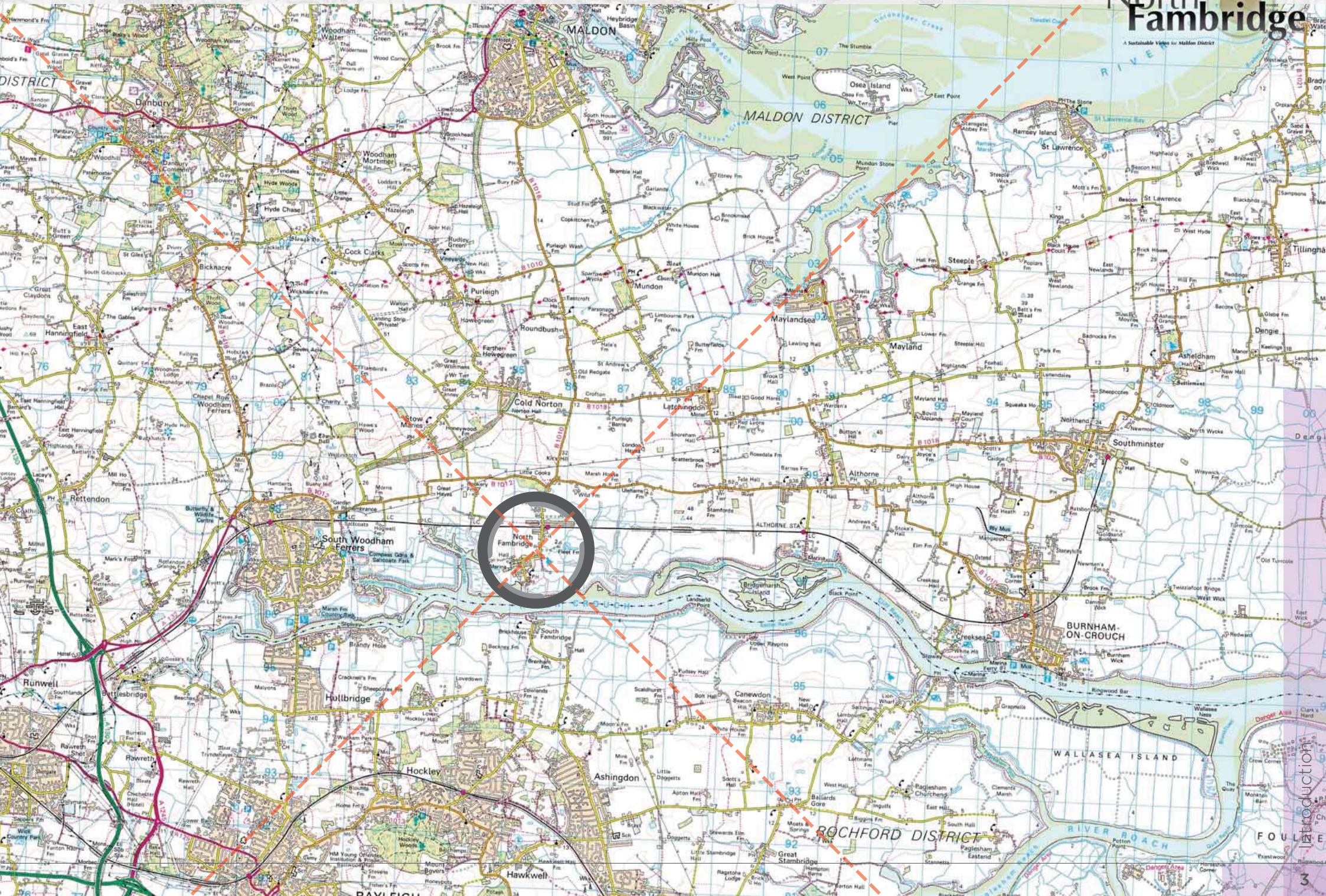
This **Development Framework and Vision** document has been prepared to inform the future strategic development of land at North Fambridge, as identified in the Local Development Plan Preferred Options for strategic growth.

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

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

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





i Introduction: Overview

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

ECONOMIC SUSTAINABILITY



Community self sufficiency

New village centre with commercial space

Jobs created via new **services and facilities**

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

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

ENVIRONMENTAL SUSTAINABILITY



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

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

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

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

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

SOCIAL SUSTAINABILITY



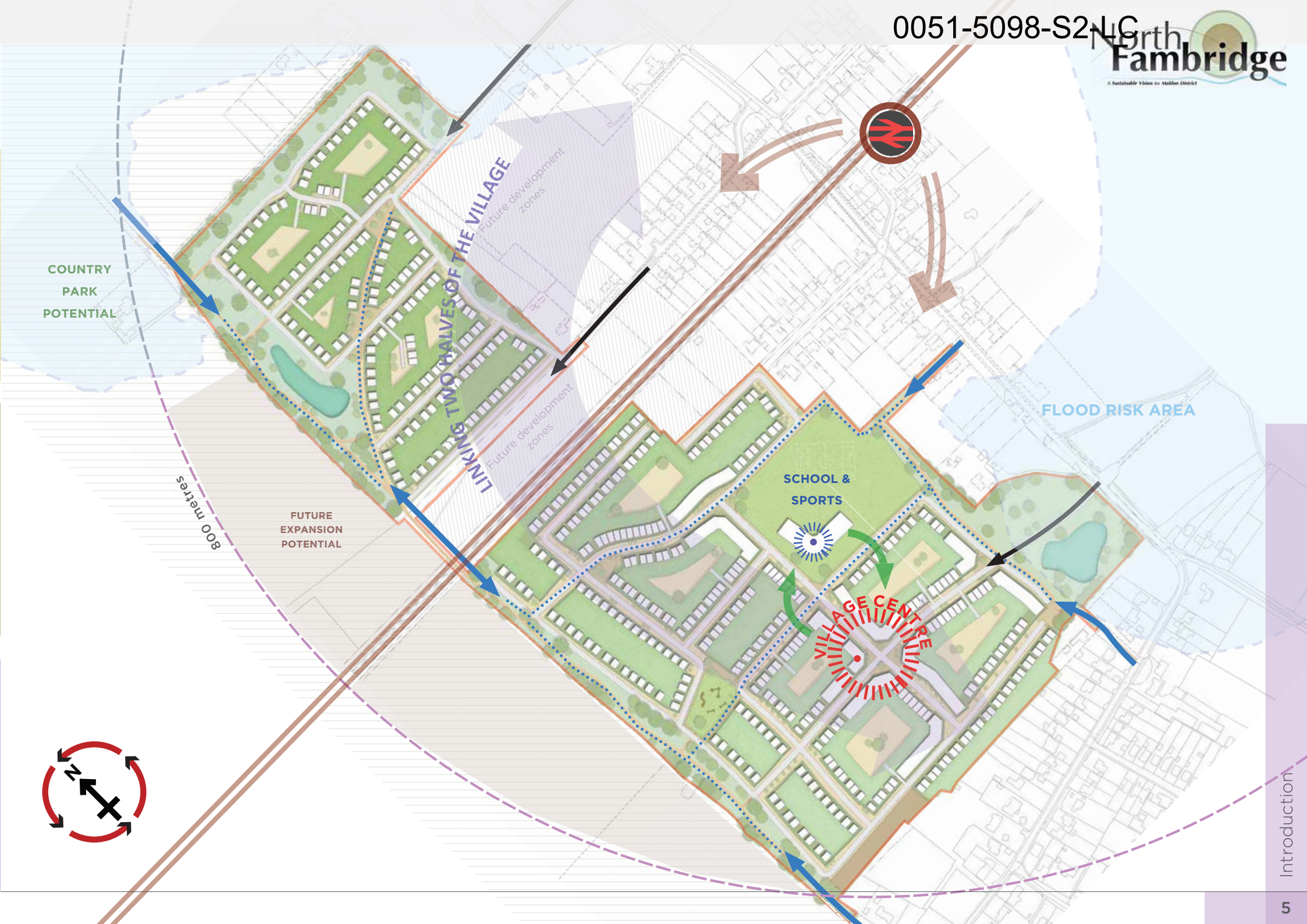
Creating a **healthy mixed use** community with **schools** and **early years provision**

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

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

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

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



Introduction: Strategic Development

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

North Fambridge as a District Node

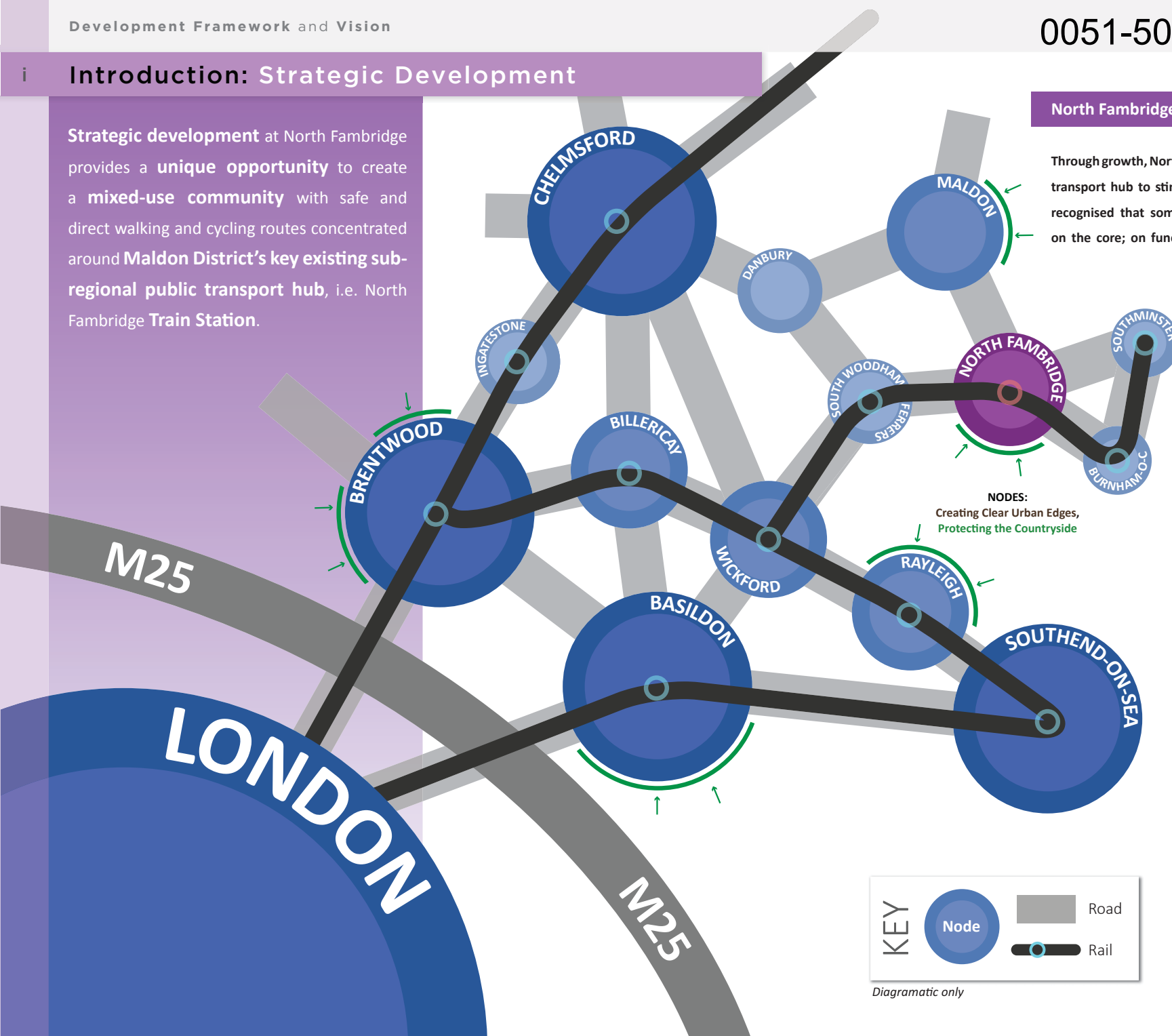
Through growth, North Fambridge Train Station will develop into an important transport hub to stimulate investment within this part of the Dengie. It is recognised that some suburban and rural areas are generally dependent on the core; on functions located elsewhere in the urban system. This of course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

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

The "Dispersed" and "Compact" Urban Areas Concept

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

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



SELF-SUFFICIENCY AND COMMUNITY COHESION:

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

**HOUSING:**

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

ACTIVE AND HEALTHY LIVING:

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

**NATURE CONSERVATION:**

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

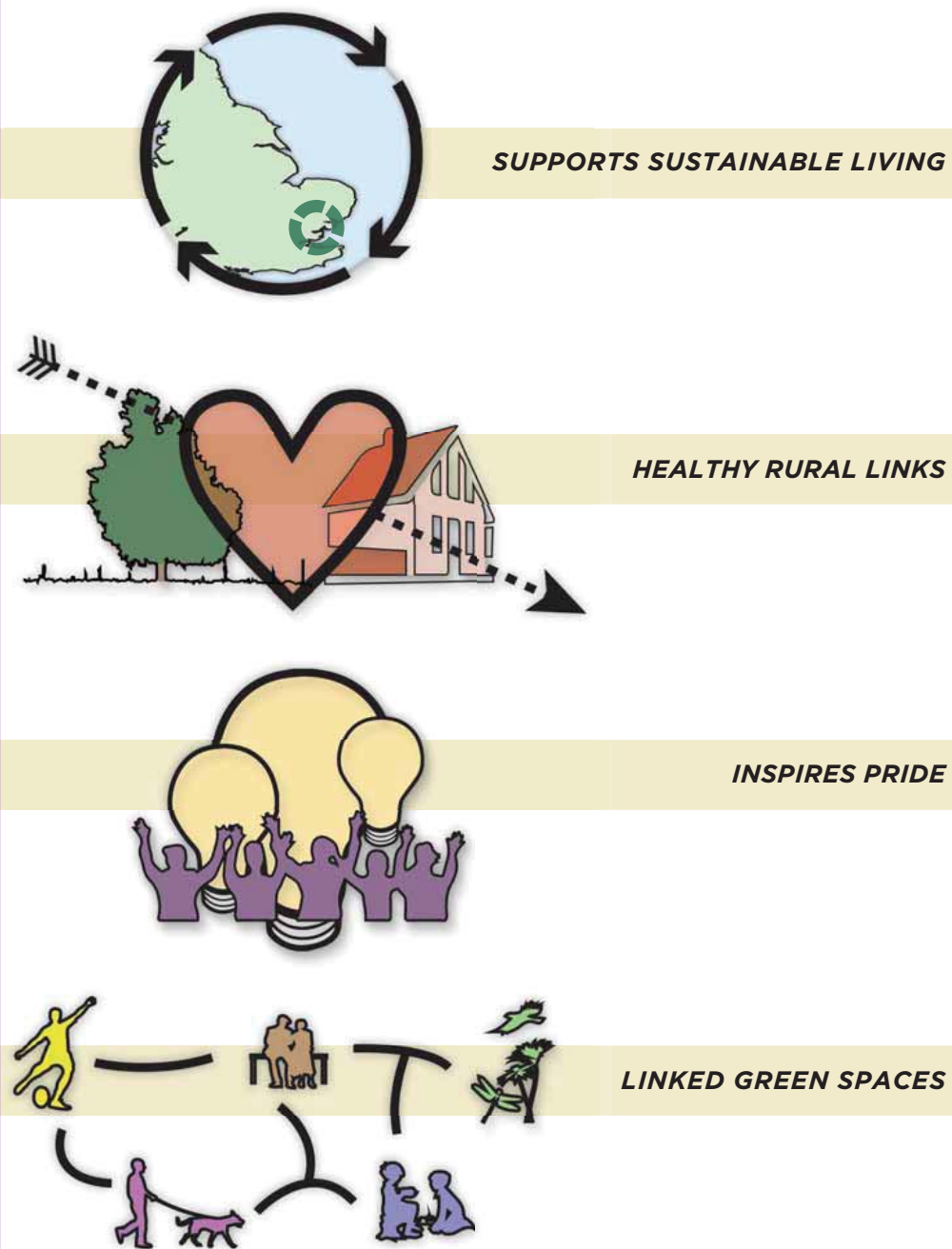
A LOW CARBON COMMUNITY:

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

**SUSTAINABLE TRANSPORT:**

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

i Introduction: Delivery Matrix



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



PLACE MAKING STRATEGY

Settlement Development

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

Character & Buildings

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

SETTLEMENT STRATEGY

Homes & Jobs

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

Facilities & Services

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

Connectivity

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

ENVIRONMENT STRATEGY

Climate & Resources

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

Ecology & Biodiversity

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

PLACE MAKING STRATEGY



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

In this section:

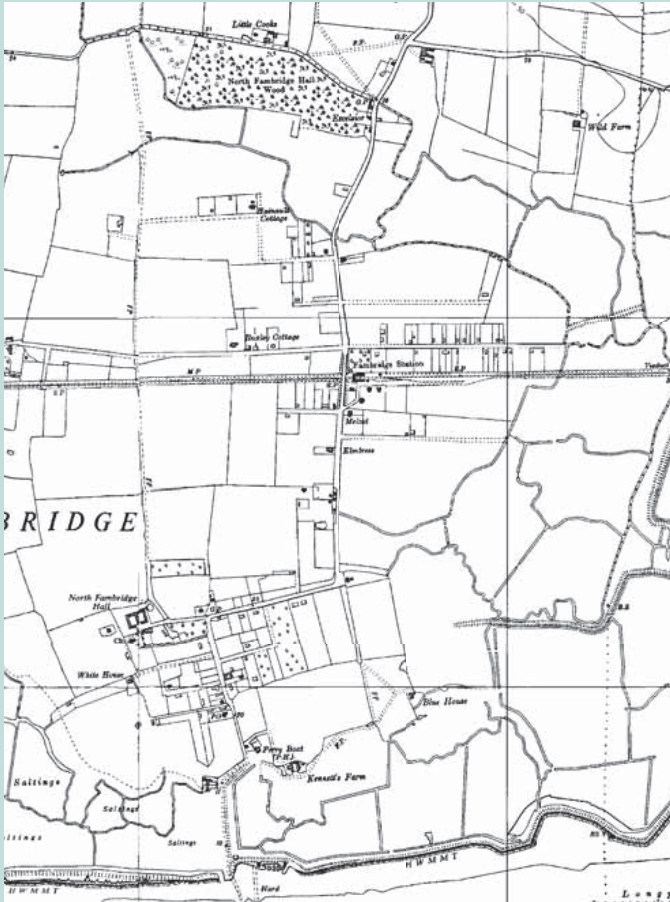
- Settlement Development
- Character & Buildings

KEY FINDINGS

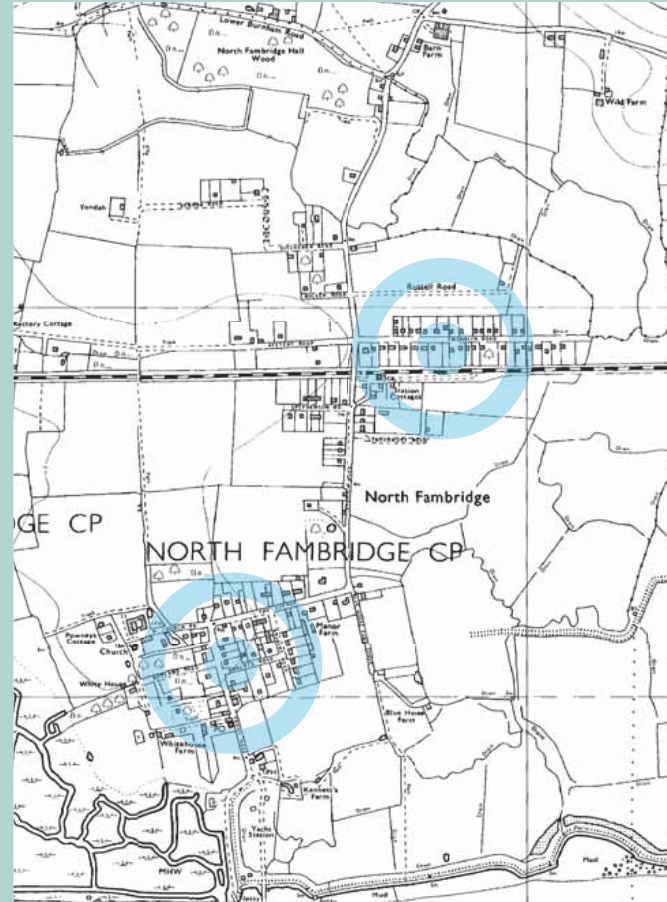
| | |
|---|--|
| 1 | <p>VILLAGE GRID PATTERN:</p> <p>North Fambridge exhibits a loose grid pattern of streets.</p> <p>VISION:</p> <p><i>Grid patterns provide for excellent permeability and legibility, however can appear urban in form. A careful balance of grid structure and rural integration should be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

S1 Place Making Strategy: Settlement Development

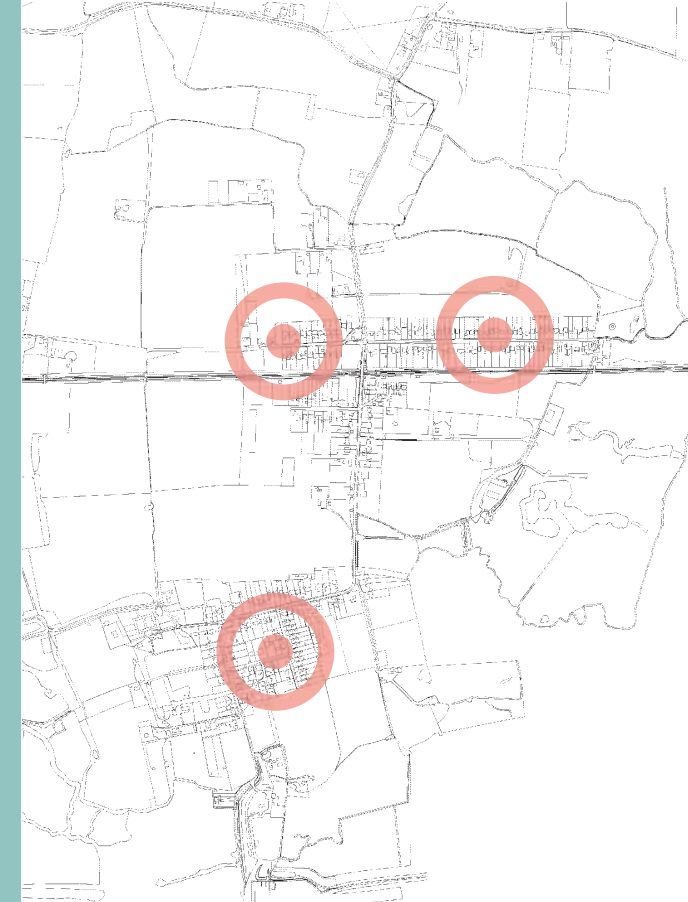
1961: Small and Sporadic...



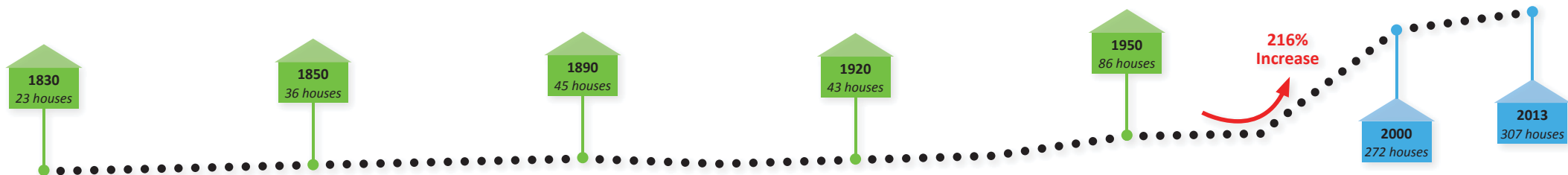
1974: Significantly Expanded...



1974 - 2013: Densified...



House Numbers in North Fambridge since the 1830s:



Pre-1960s

1970s

1990s

2000s

North Fambridge - A "new village" ?

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

S1 Place Making Strategy: Character and Buildings

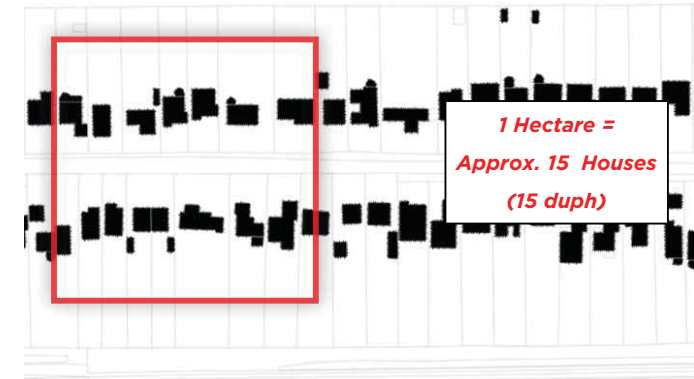
Aerial View

NORTH OF RAILWAY
LINESOUTH OF RAILWAY
LINE

THE AVENUE

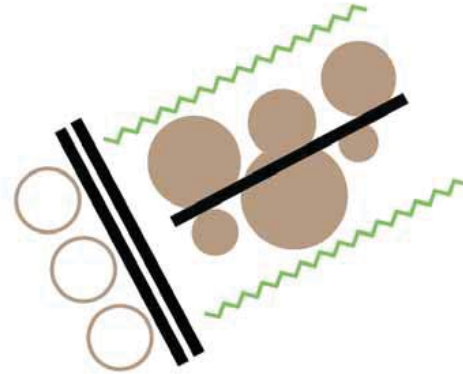


Figure Ground & Density



Urban Form and Character

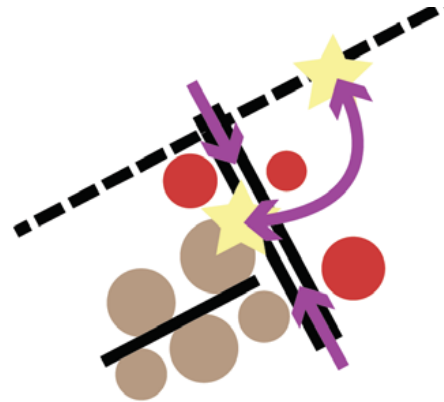
- Extremely linear – roads to nowhere
- Detached dwellings with garaging
- Gardens back onto countryside (exposed)
- Wide variation in age mass and style
- No dwellings front Fambridge Road



Contextual Photos



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



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



SETTLEMENT STRATEGY



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

In this section:

- **Homes & Jobs**
- **Facilities & Services**
- **Connectivity**

KEY FINDINGS

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

S2 Settlement Strategy: Homes and Jobs

HOUSING NUMBERS

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

HOUSING DENSITY

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

HOUSING MIX

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

HOUSING TENURE AND AFFORDABILITY

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

OFFICE

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

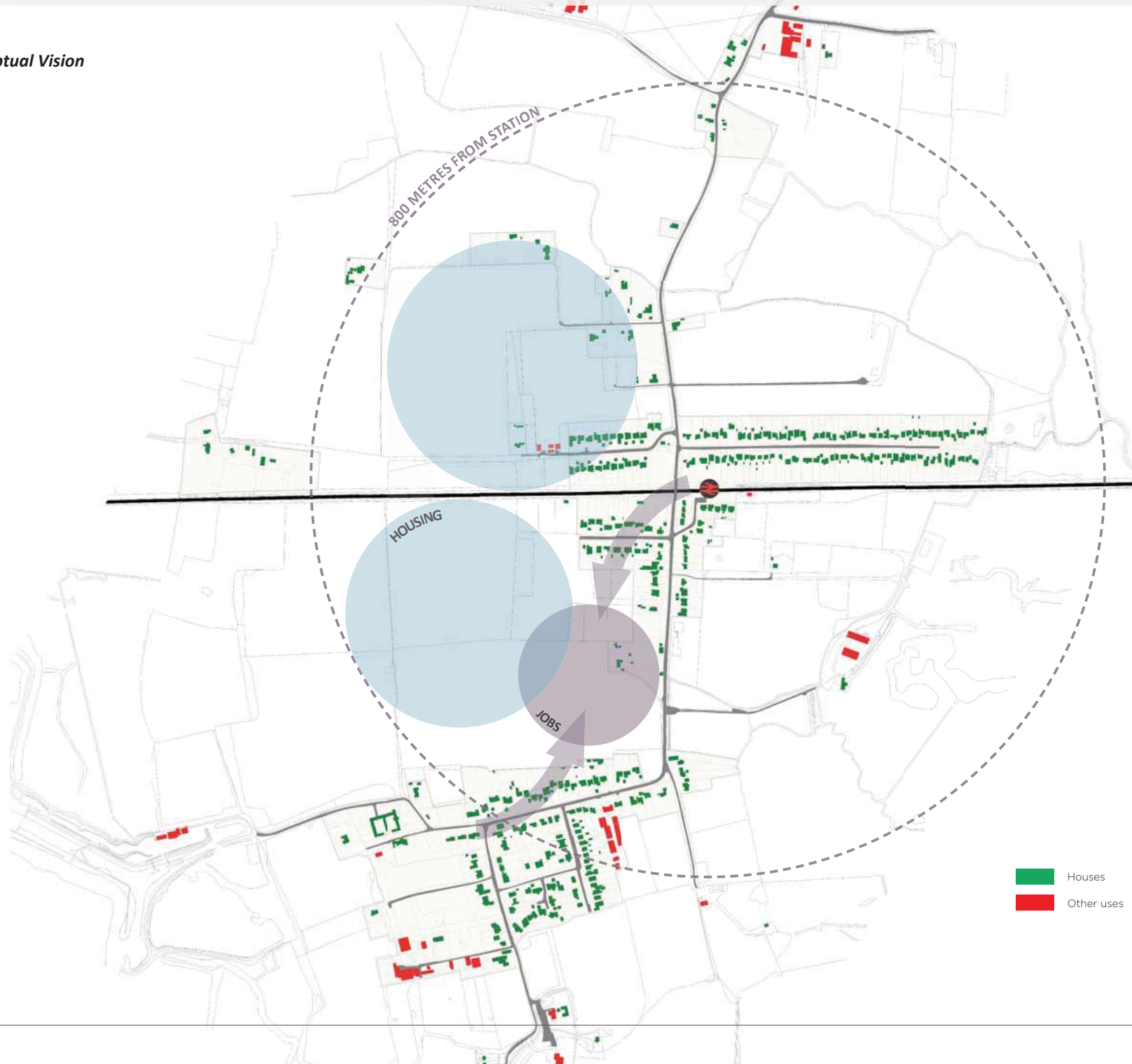
VILLAGE RELATED RETAIL

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

LIVE/WORK UNITS AND HOME WORKING

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

Conceptual Vision



■ Houses
■ Other uses

S2 Settlement Strategy: Facilities and Services

VILLAGE CENTRE

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

EARLY YEARS AND PRIMARY EDUCATION

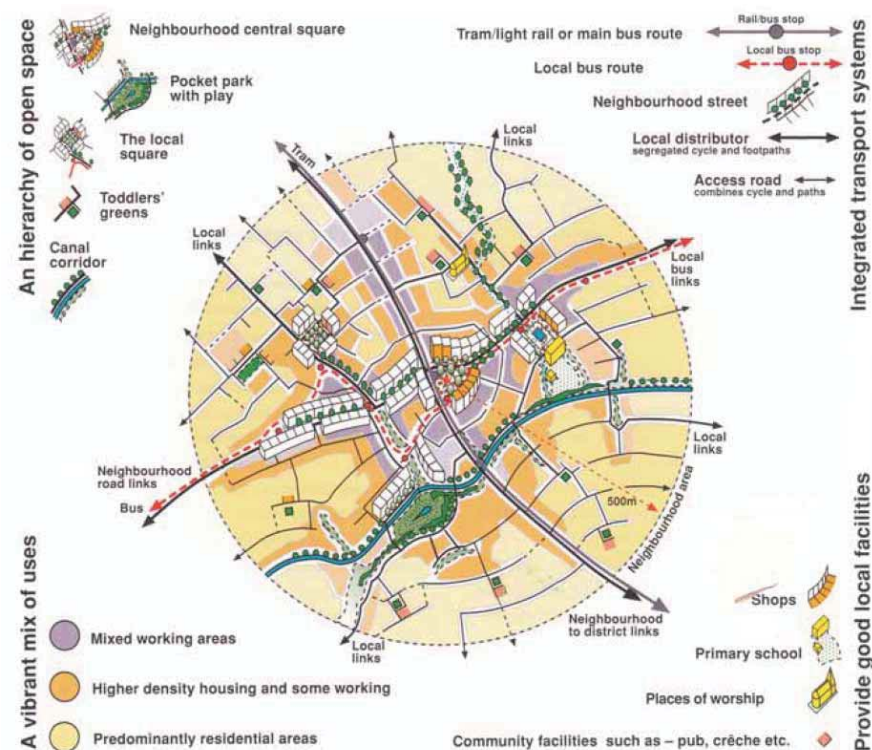
The development of early years provision and a 2.1 ha primary school in North Fambridge will play a vital role and will be a key focus of the community and their provision will prevent the need for children to go elsewhere for learning, thus reducing the need to travel and maintaining a community feel.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

SPORTS, RECREATION AND OPEN SPACE

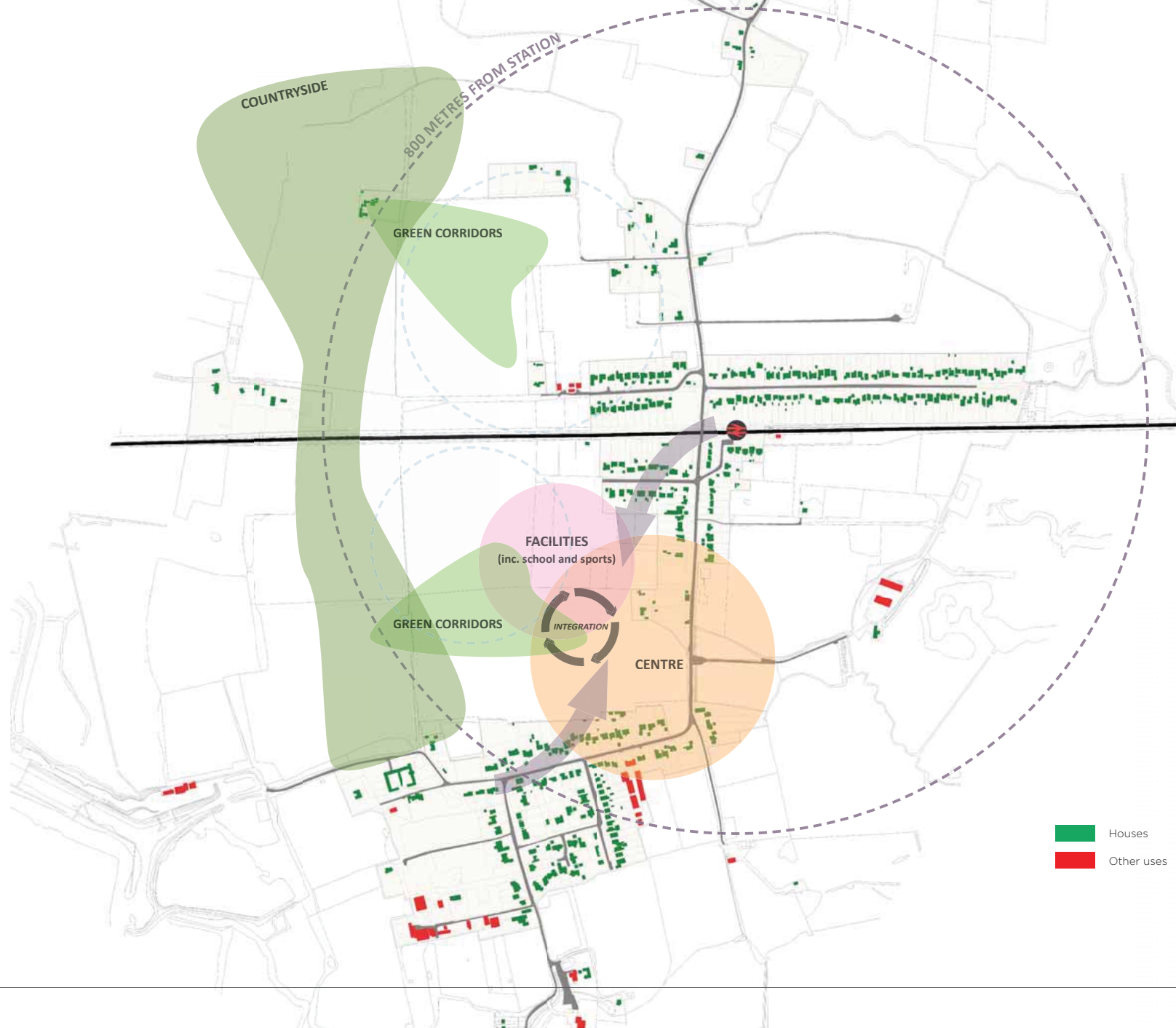
Access to different types of sports, recreation and open space is essential to any sustainable community as it promotes healthy and active lifestyles and creates opportunities for social interaction. A hierarchy of different spaces could include:

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

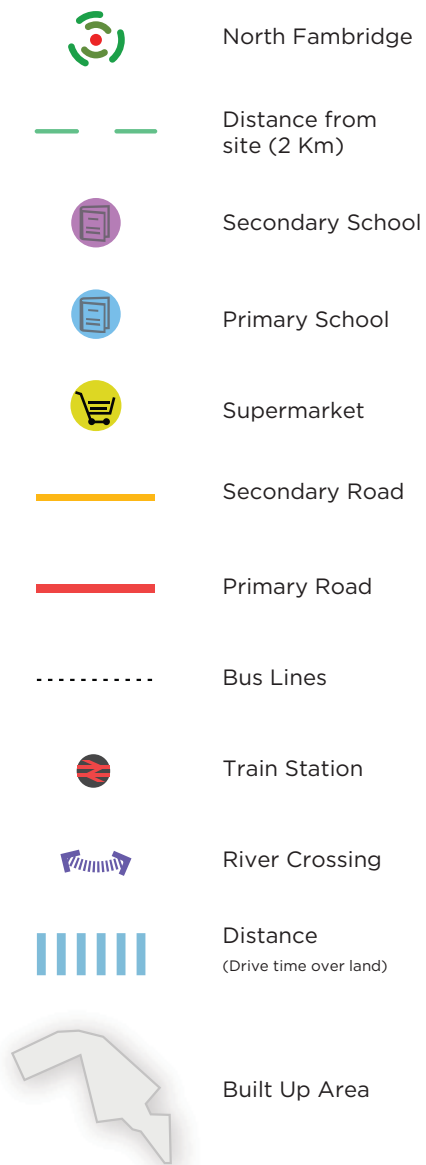
This will allow different age and cultural groups to use different spaces in different ways, at different times.



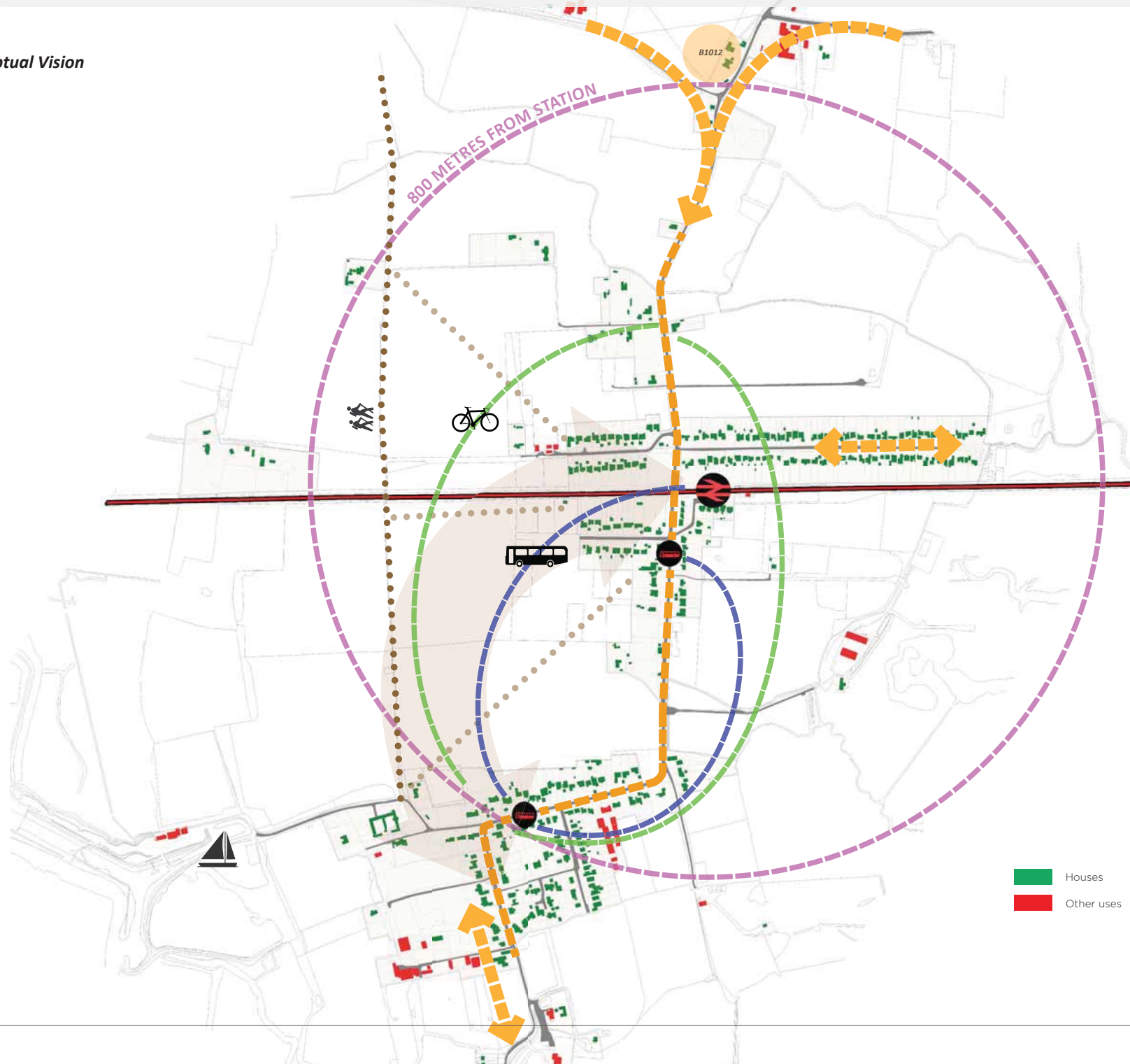
Conceptual Vision



S2 Settlement Strategy: Connectivity



Conceptual Vision



S3 Environment Strategy

ENVIRONMENT STRATEGY



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

In this section:

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

KEY FINDINGS

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

S3 Environment Strategy: Climate and Resources

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

Mitigating flood risk :

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

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

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

Resources

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

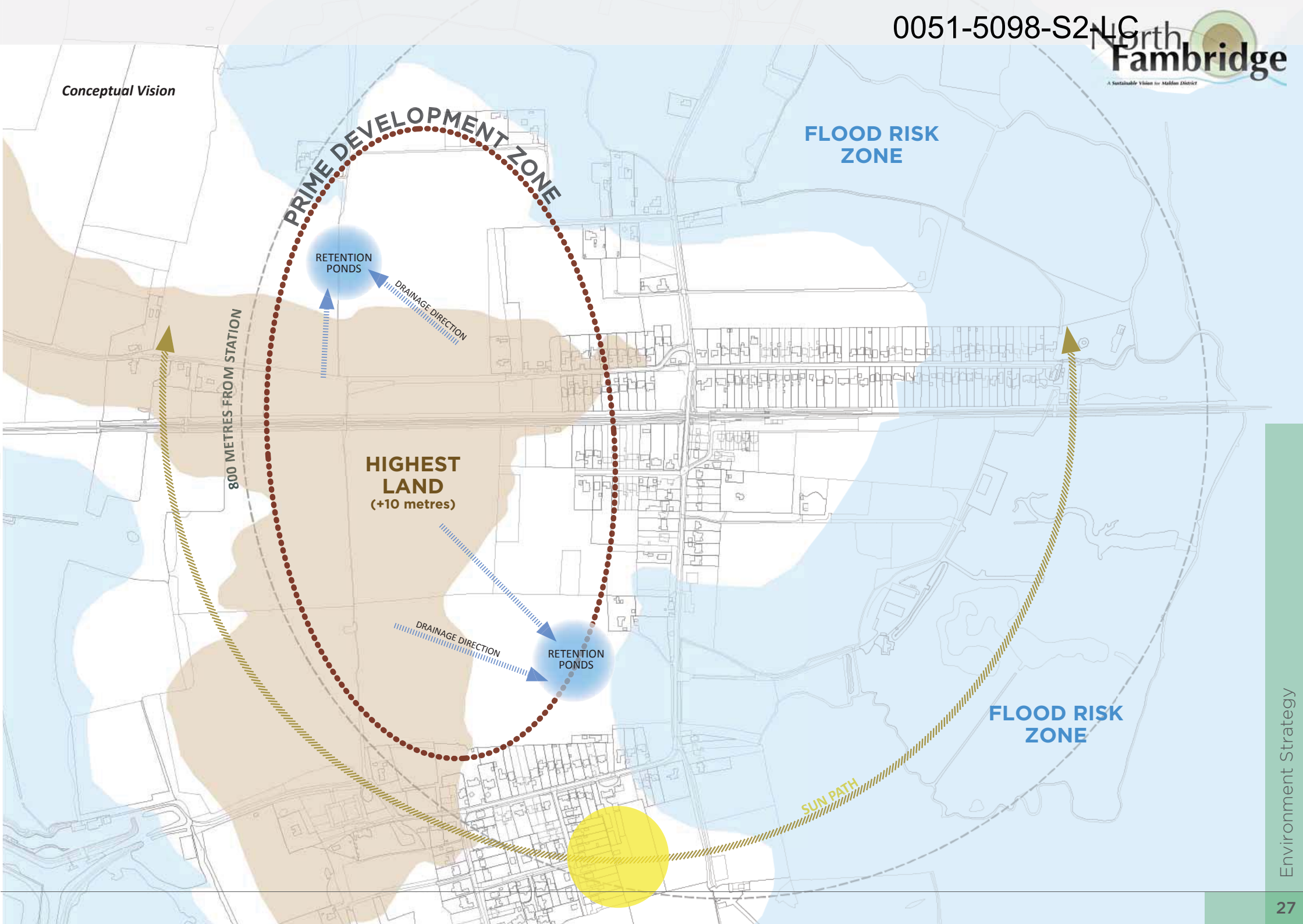
Efficient Buildings

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

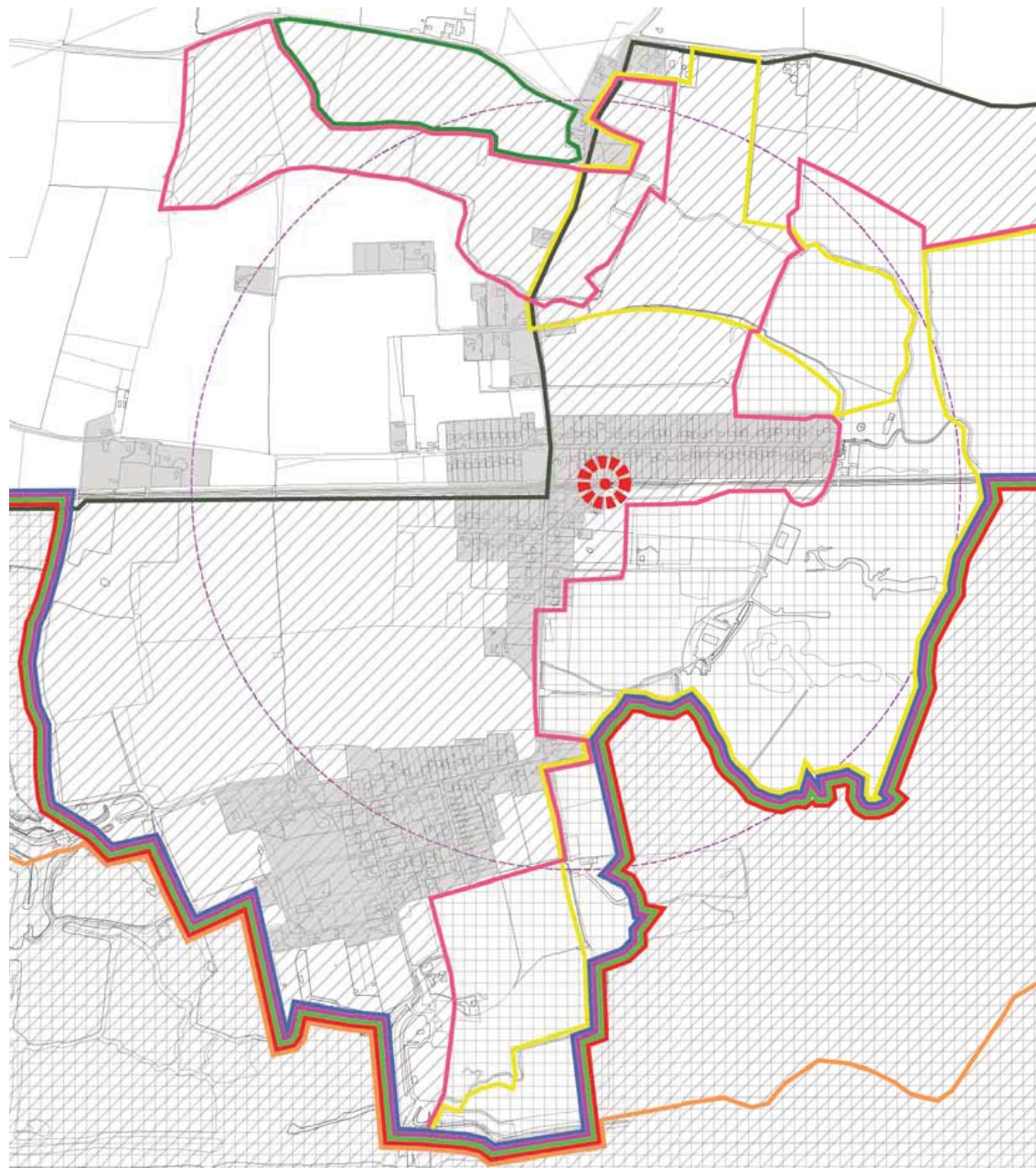
For the residential units, the key standards for measuring environmental efficiency and livability are: the Code for Sustainable Homes; Building for Life, which promotes design excellence and best practice in house building; the NHER, which provides a rating scale for the energy efficiency of housing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

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

Conceptual Vision



S3 Environment Strategy: Ecology and Biodiversity



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

800 metres
from station

Areas within designation
(based on amount of
designation)

Conceptual Vision

**POTENTIAL
 FOR PUBLIC
 PARKLAND**

CREATING A STRONG LANDSCAPE SETTING

A NETWORKED
 RANGE OF
 GREEN SPACES

CREATING A STRONG LANDSCAPE SETTING

CREATING A STRONG LANDSCAPE SETTING

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

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

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

S4 Vision Framework

VISION FRAMEWORK



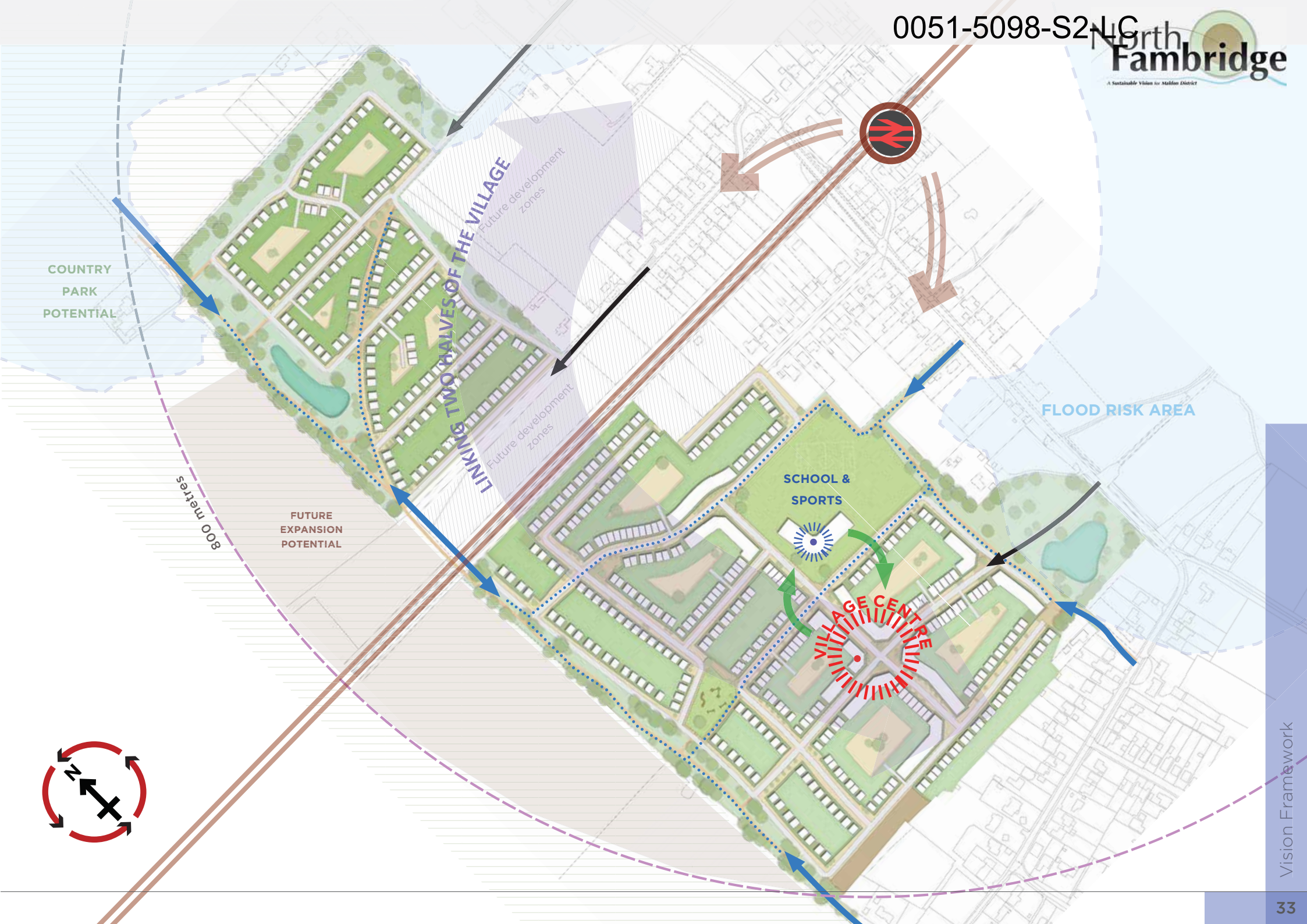
A **strategic extension** at North Fambridge provides an **excellent opportunity** to develop a **mixed-use community** that would be sufficiently large to support and sustain **essential services and infrastructure** such as transport, employment, school provision, and retail.

In this section:

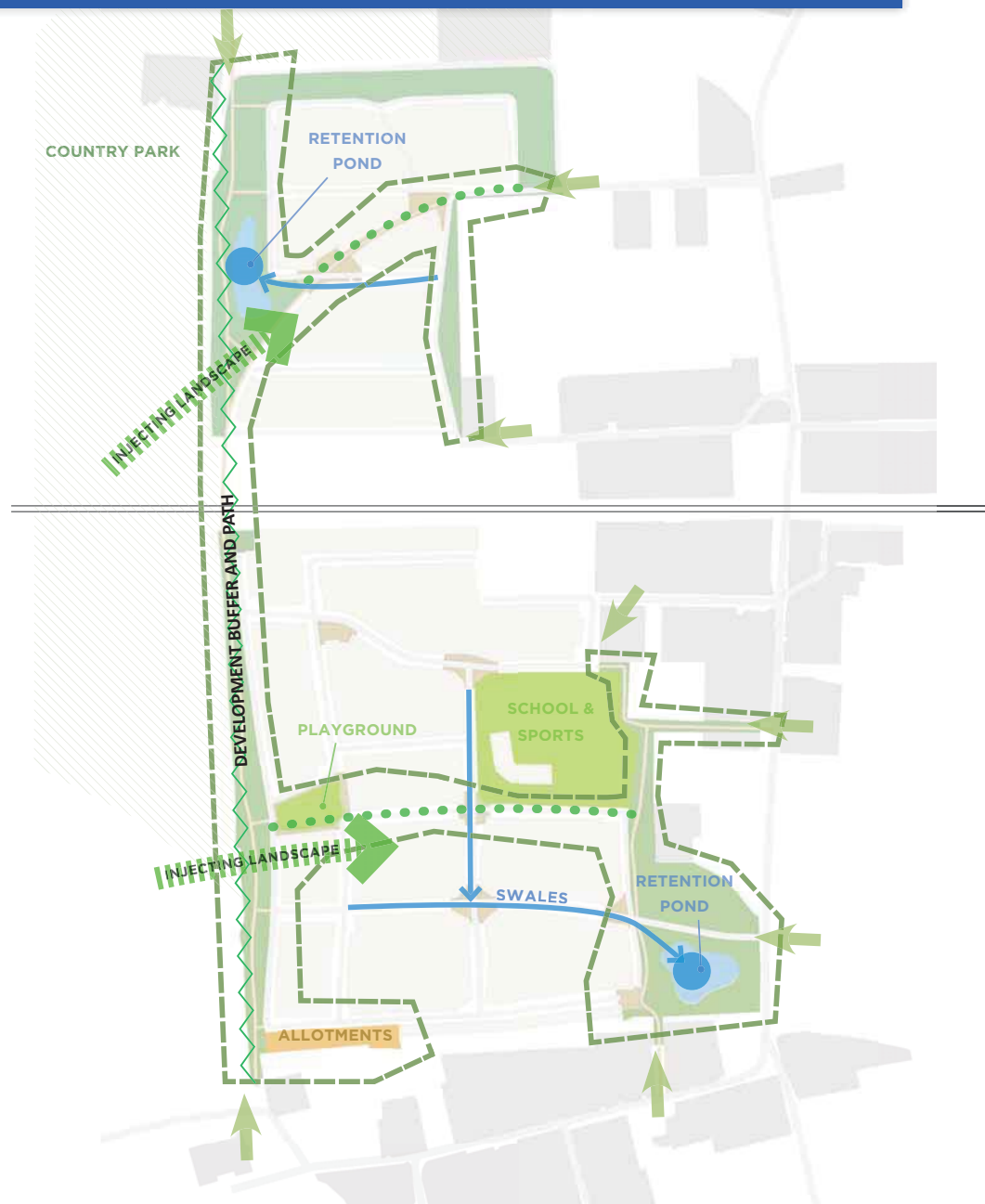
- **Indicative Plan**
- **Plan Detail**

S4 Vision Framework: Indicative Plan

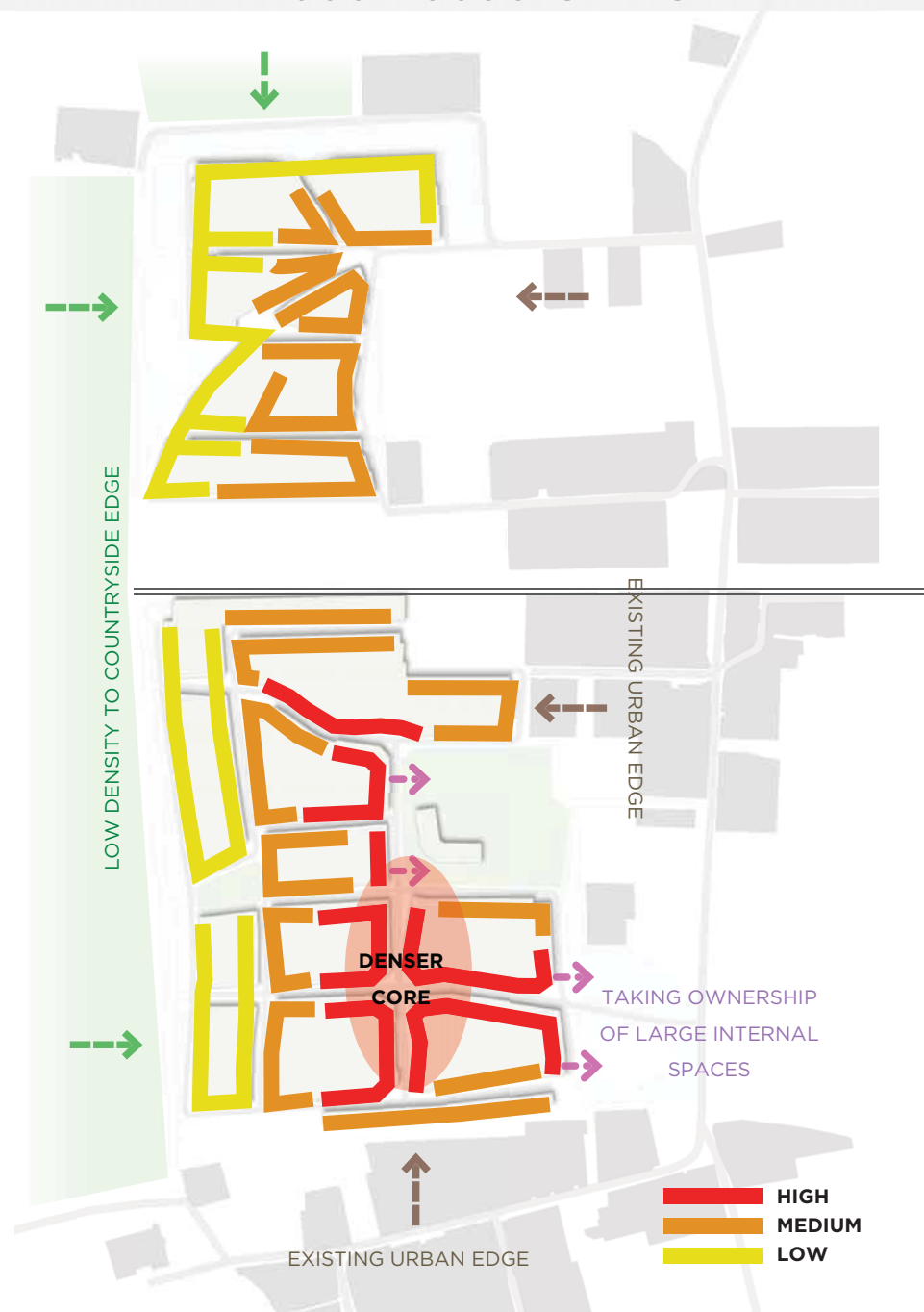




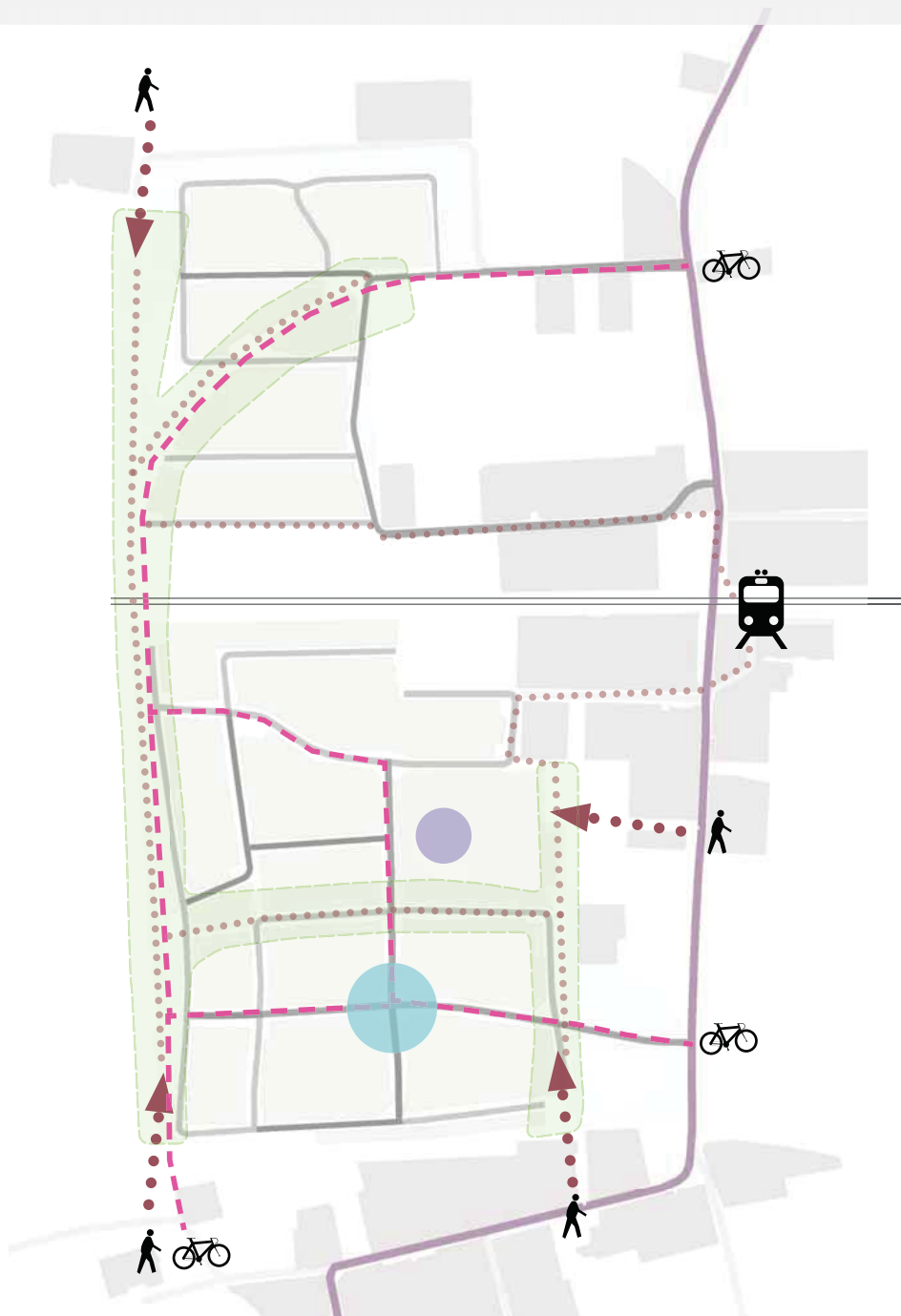
S4 Vision Framework: Plan Detail



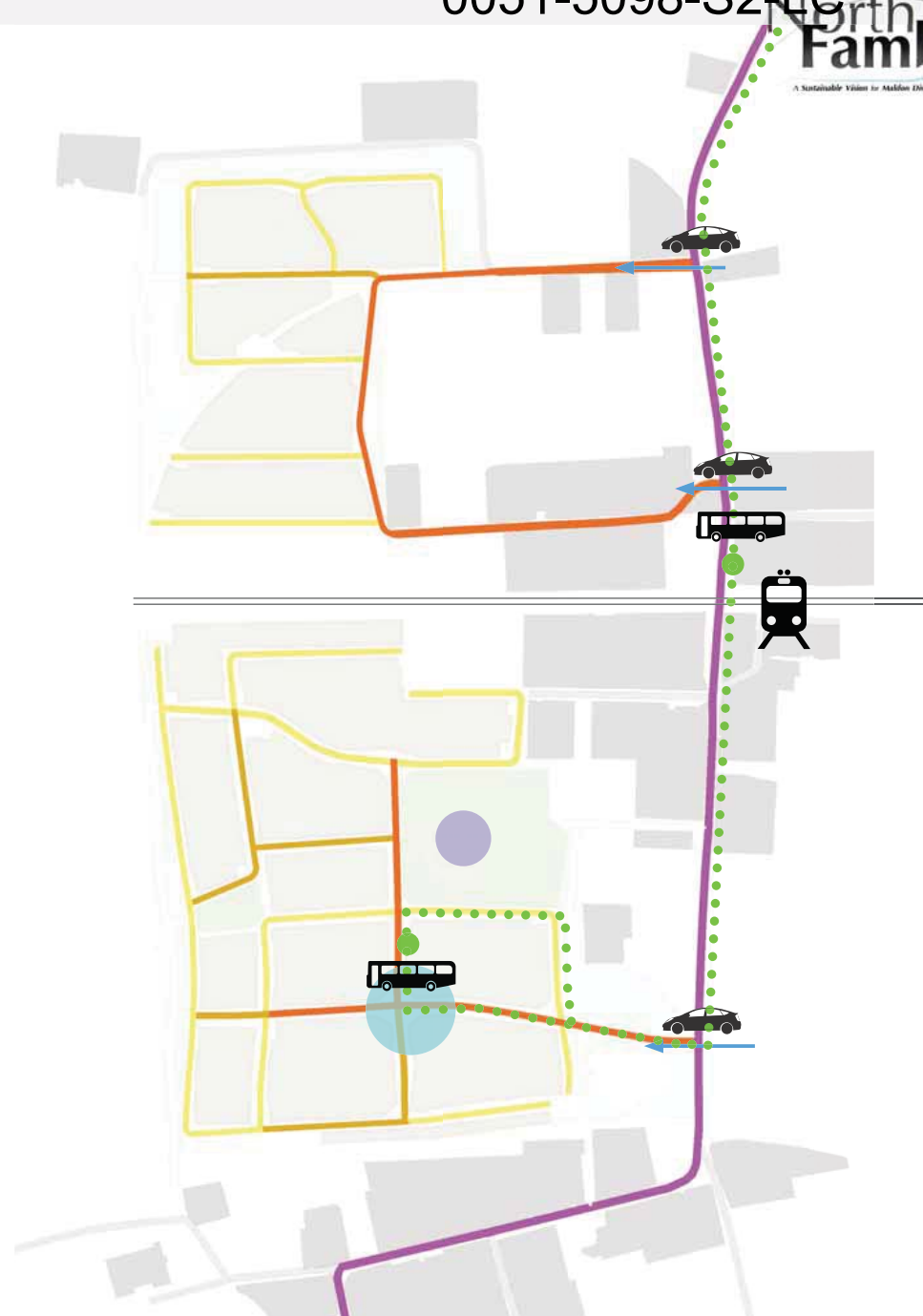
GREEN SPACES, ECOLOGY & FACILITIES



DENSITY



WALKING, CYCLING & CONNECTIVITY



ROAD HIERARCHY & PUBLIC TRANSPORT

North Fambridge

A Sustainable Vision for Maldon District

August 2013

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