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Chief Planning Officer
Local Development Plan Preferred Options Consultation
Maldon District Council
Princes Road
Maldon CM9 5DL

4 October 2013

Dear Sir/Madam

Maldon District Council Draft Local Development Plan

Having recently attending one of the consultation events, I still have arguments against the draft proposals for North Fambridge.

- Housing density: although the consultation discusses a diversity of housing the focus is on 1-2 bedroom dwellings, 40% being affordable. The density is 30-50 per hectare. At 30 hectare this would provide terraced houses or flats and some other smaller houses. At 50 per hectare this could only allow for flats. This is totally out of keeping with the rest of the village and does not comply with the stated objective to "retain the identity of our villages".
- Lighting: any new development would be required to install street lighting.
- Sewerage and surface water: since 1974 the Parish Council and residents have been in dialogue with MP/MDC/Anglian Water/OFWAT regarding the inadequate sewage system in North Fambridge. Flooding and/or backing up have occurred because of the inadequate infrastructure. Any more housing will increase pressure on an already overloaded system and will make it "not fit for purpose". Surface water issues cause backing up of the sewer system and flooding of gardens in Franklin Road causing a health hazard and damage to property.
- Flood risk: much of North Fambridge is within the flood zone. An additional 75 houses would increase the risk of surface water flooding even if the Sustainable Drainage Systems (SUDS) approach is used.
- Environmental issues: North Fambridge has extensive SSSI sites, a Ramsar site and an Essex Wildlife Trust reserve. The building of 75 houses must impact on the wildlife in the area with the loss of agricultural land. The draft Local Development Plan does not mention specifically the environmental significance of these areas in North Fambridge.
- Lack of amenities: parks, open space, footpaths, cycle paths, bridle ways, etc.
- There is no reference to the Village Plan and Village Design Statement.

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- Highways: the B1012 is already a dangerous road with several recent accidents including a fatality in the last month, and the turning into North Fambridge is recognised as an accident reduction zone. The turning is incapable of improvement. The combination of 75 houses in North Fambridge and 450 in Burnham would seriously increase road usage and accidents. Any upgrades would be at the expense of the developer.
 - Transport and sustainability: despite a train service, transport links are poor. Shift workers cannot use the train as the last train from Liverpool Street departs at 22.00 hours. Many workers from the village who go to London drive to Wickford to catch the train. Links of work places in Chelmsford and Basildon require a car as do those in the further reaches of the county. The cost of an annual ticket to Liverpool Street is approximately £3,500 and rising, and requires employment in a relatively well paid occupation.
 - Employment: there is little employment in North Fambridge apart from some positions in Deerlands Nursery, the Yacht Haven, the Ferry Boat Inn, Roe's jetting services and some related to farming. There is very little opportunity for the unskilled and they would have to seek positions outside the village involving difficult and expensive travel. There is no provision in the draft Local Development Plan for the expansion of employment opportunities.
 - GP services: the Local Development Plan admits GP services in the Maldon District Council area are oversubscribed, including the surgeries at Burnham and Maldon – despite this it states that in relation to North Fambridge “there appears to be existing capacity to accommodate the demand for medical provision”. This is clearly not the case for the extra 75 dwellings. This is an insufficient number for an additional GP but too much pressure for existing medical practices. It is difficult to envisage the nature of the enhanced medical provision stated in the Consultation document.
 - Hospital links: transport links to Broomfield Hospital are very poor and even with the provision of an on demand bus/taxi service, long journeys by bus with at least two changes are required. Most villagers rely on transport by car. It is also difficult to access St. Peter's Hospital in Maldon, again requiring the on demand service and then a change in Althorne for the bus.
 - Proximity: the reason for the allocation of 75 houses is stated to be because of its proximity to a higher level of services in South Woodham Ferrers, North Fambridge's railway station and access to employment in South Essex. Many of these additional facilities are only accessible by car or a long walk from South Woodham Ferrers railway station.

I believe the above are all valid points that need to be taken into account.

Thank you.

Yours faithfully

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