

Draft Local Development Plan



Public Consultation Questionnaire

Following consultation on the preferred options last summer, Maldon District Council has prepared a Draft Local Development Plan (LDP) which will help shape the future of the District over the next 15 years. The Council now wants to hear what *YOU* think about the main proposals in the Draft LDP. Information is provided in the leaflet and copies of the Draft LDP, Proposals Map and Sustainability Appraisal, are all available online at www.maldon.gov.uk and at the Council Offices. A series of exhibitions will be held throughout the District in September.

Comments should be made by completing this questionnaire and returning it to the Council in the attached stamped addressed envelope.

If you prefer, you can complete the questionnaire online on the Maldon District Council website at www.maldon.gov.uk

All responses must be received by 5pm on Monday 14th October 2013
[late responses will not be considered]

PART A - Your details (*anonymous responses cannot be considered*)

[Please print clearly in all written responses using **BLOCK CAPITALS** and **BLACK INK** else your data may be lost]

| | | | |
|----------------------------|-------------------------------------|----------|-------------------|
| Name | ASHLEY WYNN ON BEHALF ROBERT ROE | Address | ASP |
| | | Line 2 | OLD BANK CHAMBERS |
| Company (if applicable) | ASP. | Line 3 | LONDON RD |
| | | Line 4 | CROWBOURGH |
| Email address: | awynn@asplanning.co.uk | Postcode | TN6 2TT |

If you would like to be added to the Local Development Plan mailing list to receive updates on the progress of the Plan, please tick here (*please ensure your details are written clearly above*)



PART B -

Reference is made to the appropriate Policy/Appendix numbers in the Draft LDP.

Q1 The overall vision is to improve the quality of life for people living and working in the District and to provide the new homes, jobs and infrastructure required to meet identified needs and support the local economy, whilst protecting the District's heritage and environment.

| | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| | <i>Strongly Agree</i> | <i>Agree</i> | <i>No Opinion</i> | <i>Disagree</i> | <i>Strongly Disagree</i> |
| Do you support the overall vision for the District set out in the Draft LDP? <i>(please tick one box)</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q2 In order to ensure the LDP will meet the requirements set by Government, the Council has reviewed the amount of development required to meet identified housing and employment needs over the next 15 years. As a result, it has been necessary to increase the proposed number of new homes from 3,000 to 4,410 and to allocate 8.4 hectares of additional employment land.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <i>Strongly Agree</i> | <i>Agree</i> | <i>No Opinion</i> | <i>Disagree</i> | <i>Strongly Disagree</i> |
| Do you support the proposed level of growth in the District (Policy S2)? <i>(please tick one box)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q3 The main urban areas of Maldon, Heybridge and Burnham-on-Crouch are considered to be the most appropriate locations for new housing. Following consideration of alternative options which are detailed in the Draft LDP (Appendix 6), the following distribution is now proposed.

Do you support the proposed distribution of new housing (Policy S2)?

| <i>Settlement</i> | <i>Total number of dwellings</i> | <i>(please tick one box per line)</i> | | | | |
|-------------------|----------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| | | <i>Strongly Agree</i> | <i>Agree</i> | <i>No Opinion</i> | <i>Disagree</i> | <i>Strongly Disagree</i> |
| Maldon | 1,830 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Heybridge | 1,000 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Burnham-On-Crouch | 450 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

If you disagree, is there an alternative distribution of new housing which you would prefer? [Please use BLOCK CAPITALS]

SEE SUPPORTING DOCUMENT

Q4 It is proposed to develop two Garden Suburbs in Maldon and Heybridge which will be comprehensively planned to ensure the provision of a mix of housing, community and educational facilities, open space and new transport provision.

| | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <i>Strongly Agree</i> | <i>Agree</i> | <i>No Opinion</i> | <i>Disagree</i> | <i>Strongly Disagree</i> |
| Do you agree with the proposals for development in Maldon and Heybridge (Policy S4)? <i>(please tick one box)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Q5 The distribution of new housing in Burnham-on-Crouch has been reviewed in response to comments received during the last consultation. It is now proposed to distribute the new housing between three smaller sites instead of one large site.

| | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <i>Strongly Agree</i> | <i>Agree</i> | <i>No Opinion</i> | <i>Disagree</i> | <i>Strongly Disagree</i> |
| Do you support the strategy for housing development in Burnham-on-Crouch (Policy S6)? <i>(please tick one box)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q6 In response to comments made during the last consultation, the number of new dwellings to be accommodated in North Fambridge has been reduced from 300 to 75.

| | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <i>Strongly Agree</i> | <i>Agree</i> | <i>No Opinion</i> | <i>Disagree</i> | <i>Strongly Disagree</i> |
| Do you support the strategy for housing development in North Fambridge (Policy S7)? <i>(please tick one box)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Q7 In order to provide for local housing needs and support local services, it is proposed to make provision for a total of 345 new dwellings in other rural villages in the District. A Rural Allocations Development Plan Document will be produced after completion of the LDP in consultation with local communities to identify appropriate sites for development.

| | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <i>Strongly Agree</i> | <i>Agree</i> | <i>No Opinion</i> | <i>Disagree</i> | <i>Strongly Disagree</i> |
| Do you support the strategy for housing development in other rural villages (Policy S7)? <i>(please tick one box)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q8 A policy has been included in the Draft LDP to ensure that the use or display of advertisements do not have an adverse impact on amenity and public safety.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| | <i>Strongly Agree</i> | <i>Agree</i> | <i>No Opinion</i> | <i>Disagree</i> | <i>Strongly Disagree</i> |
| Do you agree with this approach (Policy D6)? <i>(please tick one box)</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q9 The Draft LDP seeks to provide adequate land to promote employment development, job creation and to allow for the expansion of existing businesses.

| | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| | Strongly Agree | Agree | No Opinion | Disagree | Strongly Disagree |
| Do you support the proposals for new employment development in Maldon and the extension to the Burnham Business Park (Policy E1)? <i>(please tick one box)</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q10 Increasing the supply of affordable housing is one of the Council's key priorities.

| | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| | Strongly Agree | Agree | No Opinion | Disagree | Strongly Disagree |
| Do you agree with the local requirements for affordable housing provision (Policy H1)? <i>(please tick one box)</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q11 The Council is committed to working with our partners to improve healthcare facilities within the District

| | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | Strongly Agree | Agree | No Opinion | Disagree | Strongly Disagree |
| Do you support development on an appropriate greenfield location at the edge of Maldon if it were to deliver a new Community Hospital or similar healthcare facilities (Policy I2)? <i>(please tick one box)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q12 Primrose Meadow is an area of green space situated off Mundon Road, Maldon

| | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | Strongly Agree | Agree | No Opinion | Disagree | Strongly Disagree |
| Do you support the production of a Primrose Meadow Planning Brief to manage the future use of the site (Policy I3)? <i>(please tick one box)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q13 The Council has produced an updated Sustainability Appraisal to support the Draft LDP which is available on the Council's website. Do you have any comments on this? [Please use BLOCK CAPITALS]

No

Q14 Do you wish to comment on the Proposals Map or any other Policies in the Draft LDP?

Please enter here which Policy Number / Paragraph number you refer to

Please enter your comments in the box below [Please use **BLOCK CAPITALS**]

SEE SUPPORTING STATEMENT

Q15 If you wish to make any other comments on the Draft LDP, enter your comments in the box below [Please use **BLOCK CAPITALS]**

SEE SUPPORTING STATEMENT

Thank you for taking the time to complete this questionnaire. Your comments are important and will be fully considered. Please see Maldon District Council's website for future information about the progress of the LDP.

If you need further assistance please contact the Planning Policy Team by email at policy@maldon.gov.uk or by telephone on 01621 876202

This document can be made available on request in larger print, braille and audio and in languages other than English. To obtain a copy in an alternative format please contact the Planning Policy Team on 01621 876202.

Representations on behalf of Mr Robert Roe

Maldon Draft Local Development Plan 2014-2029

October 2013



**Representations on behalf of Mr Robert Roe
Maldon District Council Draft Local Development Plan 2013**

INTRODUCTION

1. These comments are made on behalf of our client Mr Robert Roe in relation to the preferred strategy of Maldon District Council in the Draft Local Plan Development Plan. The comments focus upon the spatial distribution of the strategy, the rural strategy and the important role of green infrastructure and public transport as an integral part to the future development of the District. In light of these comments, we consider that it is appropriate for amendments to be made to the strategy to ensure that it maximises opportunities for social, economic and environment enhancements in line with the National Planning Policy Framework (NPPF). Suggestions are made as to how and where development that takes advantage of these opportunities could be accommodated.

SPATIAL STRATEGY

2. The National Planning Policy Framework sets out the requirements for the assessing the soundness of a Local Plan, stating that it must be positively prepared, justified, effective and consistent with national policy in order to be found sound. These requirements set the standards that Local Plans must meet in order they are able to deliver sustainable development and maximise the opportunities for enhancing places and people's lives. The NPPF refers in paragraph 9 to the benefits of pursuing sustainable development, which should result in positive improvements in the quality of the built, natural and historic environment as well as in peoples live. These benefits include
 - Making it easier for jobs to be created in cities, towns and villages;
 - Moving from a net loss of biodiversity to achieving net gains for nature
 - Replacing poor design with better design
 - Improving the conditions in which people live, work, travel and take leisure
 - Widening the choice of high quality homes.

The principle of achieving net gains in biodiversity is clarified in the government white paper 'Natures Choice' which argued that enhancements to biodiversity and the requirements of growth are not

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mutually exclusive and that opportunities should be taken to ensure they can be delivered as an integral part of development.

3. It is our view that the Council's preferred strategy in its current form fails in this regard by focussing on large urban extensions to the main settlements within the District, which will provide the greatest proportion of development. This is historically the approach undertaken in the District, but it is not considered to be the most appropriate approach in terms of properly taking account of sustainability credentials or considering the relationship between development and the natural environment. Although Burnham on Crouch (450 units) and parts of the later Rural Allocations DPD (420) can utilise some of the mainline railway stations within the District that are sustainable transport hubs, it is considered the opportunity to more fully take advantage of these relationships has not been grasped by the preferred strategy, and thus the distribution of development should be altered accordingly.
4. The 'Garden Suburbs' proposed to the southern edge of Maldon will conflict with the planned approach to the earlier extension of Maldon in the 1990's and result in expansion into open countryside with little or no account of landscape defensibility and little proper consideration of the relationship between existing and proposed development.
5. The scale and location of the allocation, directly on the main commuting route to Chelmsford, will result in out-commuting by car and little functional connection with the town and existing community, and will exacerbate the existing issues of traffic congestion which the existing by-pass previously sought to resolve in earlier years. The proposed 'suburb', which will lie over 2km from the heart of the town and the main centre, will have the same characteristics as the detached communities at the edge of the town with easy access to Chelmsford and beyond created by the previous peripheral development approach.
6. The current proposed allocation will simply continue this reliance on the use of unsustainable modes of transport and will add to the existing congestion. The Council's proposed solution to accommodating

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this significant urban extension and to mitigate the effects of the development is another 'relief road', further infrastructure that will encourage car journeys. This simple replication of the past approach that was adopted for the town is considered to be likely to be equally unsuccessful, particularly in relation to an overall planning policy regime that places significantly greater emphasis on the wider scope of sustainability, as the NPPF does. Although the Council refers to public transport improvements within the policy aims there is no adequate suggestion as to how those improvements would be satisfactory if the relationship of the new 'suburb' to the town is such that the private car will be the preferred means of travel. The Council should instead be seeking more innovative and sustainable alternatives.

7. It is therefore considered that the current proposed distribution of development in the Draft Local Plan Development Plan is inappropriate balanced and fails to grasp the opportunities offered by existing infrastructure and sustainable transport hubs which could form the basis for improving the sustainability credentials of existing settlements. The significant focus of development at Maldon and Heybridge is considered inappropriate and the spatial distribution should be altered to provide development where sustainable modes of transport can support the required levels of growth and which can deliver sustainable benefits to existing communities. Whilst a smaller scale of development would be appropriate at Maldon and Heybridge the proposed spatial set out in Policy S2 should be amended to reflect a much higher degree of development in settlements with railway stations where sustainable growth can be accommodated.

RURAL STRATEGY

8. We note that the level of growth within the Rural Areas set out in Policy S2 of the preferred strategy will, in accordance with Policy S7, be delivered in accordance with a subsequent DPD.
9. We have set out above the reasons why we consider the levels of growth at Maldon and Heybridge should be reduced and why development levels should be higher in the Rural Areas in order to ensure that a larger proportion of the housing supply is delivered in those settlements where car journeys and congestion can be reduced because of the opportunity to create and maintain sustainable transport

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hubs. Whilst at present some of these settlements may have under provision of community facilities a higher level of growth could help to enable the delivery of additional community benefits and social enhancements at the same time as creating additional benefits such as reductions in out-commuting. As an example, at North Fambridge, there is land to the SE of the village within walking distance of the mainline railway station that could deliver retail provision, community facilities and green infrastructure alongside market and affordable housing. There would thus be benefit to both existing and future residents.

10. The Council has recognised the role railway stations can play in shaping the future of the District - paragraph 2.83 of the consultation document recognises the sustainable benefits of North Fambridge, which include the railway station and proximity to South Woodham Ferrers and other local employment centres. However, whilst this supports growth within the village, the manner in which Policies S2 and S7 are currently drafted provides so little flexibility that it may not be possible to release the full potential of these benefits. The Policy currently states;

' A Rural Allocations DPD will be produced to allocate land for a minimum of 420 dwellings in and around the District's villages, comprising 75 dwellings at North Fambridge and 345 dwellings in other rural villages. The Rural Allocations DPD will also include provision for village scale employment, retail and community uses to serve an identified settlement and its rural catchment area'

11. From our discussions with the Council, it would appear the matters of foul water capacity, highways and flood risk have led to a ceiling of 75 units being applied to the village. This limit of development at North Fambridge restricts the opportunities we have identified to take advantage of the significant potential sustainability benefits resulting from the railway station, along with the other stations at Southminster and Burnham, to support sustainable growth within the District. Although it is acknowledged the village was tested for 775 units as part of the eight different scenarios in July 2013 and was originally designated 300 units in an earlier version of the plan (both of which were considered

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to exceed the capacity of the village), it is also clear a much higher number than 75 could be accommodated without exceeding the potential constraints on the village. For example, Anglian Water has confirmed there is significant capacity within the foul sewage system and the junction to the north of the village can accommodate further growth above the 75 units. Furthermore, a development in excess of 75 dwellings could realistically deliver local retail provision and community facilities which would support existing and future residents and reduce out commuting.

12. It is thus our view that the allocation at North Fambridge should be higher and at the very least the policy S7 should be amended to include sufficient flexibility that would enable additional growth to come forward at North Fambridge subject to assessment. This could be simply achieved by altering Policy S7 to read as follows;

*‘A Rural Allocations DPD will be produced to allocate land for a minimum of 420 dwellings in and around the District’s villages, comprising **at least** 75 units at North Fambridge and **up to** 345 dwellings in other villages...’*

The rural allocations set out within policy S2 should also reflect this amendment.

13. The above amendment would allow sufficient flexibility at the Rural Allocations DPD stage to take account of evidence demonstrating the ability to deliver further development at North Fambridge in a similar way to the flexibility to consider different levels of growth within the other villages within the District.

NORTH FAMBRIDGE

14. It is considered the Rural Areas strategy as presently drafted significantly detracts from the potential of North Fambridge to contribute to the future growth of the District and thus fails to embrace the opportunity to support the sustainable transport credentials of the village and the other benefits such development can bring. We consider there to be a significant opportunity for development at North

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Fambridge to deliver significant environment and social benefits to the village and create a sustainable settlement in line with the principles of the NPPF.

15. The village has regular train connections to South Woodham Ferrers and London Liverpool Street as well as local connections to Burnham and Southminster which created a sustainable transport within and adjoining the District. This provides the opportunity to reduce the number of car journeys, congestion and ensure any development within the village is commensurate with local employment opportunities. This is on the basis North Fambridge would be able to easily access local employment centres by a sustainable mode of transports via the aforementioned local sustainable transport network. The allocation of development within the village can also deliver associated community infrastructure such as small retail provision, community and sports facilities which are commensurate with the scale of the development proposed.
16. There is land available to the SE of the village which could deliver the potential growth in a balanced and sustainable manner over the plan period. This land is well located in relation to the existing built form of the village and would be enclosed by Strathmore Road to the north and Fambridge Road to the west. There is sufficient land available to provide significant structural landscaping, which could provide a logical south eastern extent to the village. This location would thus maintain the openness of the surrounding landscape and would not damage the landscape character of the area, while also taking account of the flood risk impact of the river and delivering a safe environment that will not increase flood risk elsewhere. A plan of this land is attached to this report which demonstrates the potential for delivery of sustainable development. An initial flood risk assessment will be sent to the Policy Team to collate with the SHLAA report that was previously submitted to the Council for its consideration.
17. The nature and location of this land provides the opportunity for development to embrace the principles of the NPPF by seeking positive improvements in the built and natural environments and in people's lives. The land lies adjacent to the village recreational ground and provides the link between the northern and southern parts of the village. The concept of development would seek to maintain the open character of the land and to take advantage of the opportunity to deliver enhancements to the

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existing recreational ground, community facilities and areas for education/nursery provision. As well as serving the needs of the future development, these facilities will contribute towards a reduction in the need for out-commuting and create the basis for a sustainable community.

18. The location of the land to the SE of the village also provides a unique opportunity to create significant environment improvements and biodiversity enhancements. The land lies adjacent to the Blue House Farm Nature Reserve which lies within the Essex Estuaries Special Area of Conservation/Special Protection Area (SAC/SPA) which borders the land in question and runs along the river Crouch. The SAC is a European Site subject to the requirements and responsibilities of the Habitat Regulations and is protected for the reasons the estuary habitat and overwintering birds. At present the sea wall footpath leads through the SAC and thus there is the potential for recreation disturbance from the existing population particularly during the winter months.
19. As part of the overall package of proposals relating to the development of land south east of the village there is the potential to create new habitats which will create biodiversity enhancements and new wildlife habitats either as an extension to the existing nature reserve or as buffer to the protected area. This area could include additional public rights of way in order the area can serve as a recreational buffer to the SAC/SPA in order to reduce the impact on the SAC.
20. The creation of additional habitat and suitable alternative green spaces embodies the principles of the Government White Paper 'The Natural Choice' which is referred to in the NPPF. This approach of enhancing both people's lives and the natural environment through a proactive and collaborative approach can be delivered at North Fambridge through a SE extension by locating housing in an appropriate location and providing the necessary green infrastructure that can deliver biodiversity enhancements and social wellbeing. It is considered the role of this land can contribute to the future growth of the District and maintain and enhance the integrity of the European Site.

GENERAL SUMMARY

21. The Council should reduce the level of growth at Maldon on the basis the significant growth will contribute to the existing sprawl of the town and will exacerbate use of unsustainable means of transport and existing congestion. Instead the Council should reduce the allocation at Maldon and redistribute the remaining growth to settlements where development can utilise existing sustainable transport opportunities. North Fambridge represents an example of this and there is potential to increase the sustainability of the settlement. The level of growth of the rural allocations should be increased accordingly with growth focused on those villages with a mainline railway station and which provide access to local and regional employment centres.

22. The potential role of North Fambridge in the future growth of the District is significant in terms of its sustainable transport connections and the environment and social benefits that could be delivered within the village and its surroundings. This includes the creation of new habitats, community facilities and protection of the Essex Estuaries SAC. The Council has recognised the sustainable attributes of the village by its specific allocation in the rural allocation.

23. The Council has restricted the allocation at North Fambridge to 75 units on the basis of highways, viability and foul sewage capacity. Whilst the village was tested for higher numbers of dwellings (775 and 300) previously, there is no evidence to suggest there are constraints necessitating a ceiling of 75 units and it is our view not only that a higher quantum of development can be delivered within the village but that to do so would bring very significant benefits over and above those that would result from the council's more restrictive approach. The policy should be amended as per our comments above.

24. There is land available to the south east of North Fambridge that adjoins the existing settlement which can deliver development in a truly sustainable manner that will maintain the landscape character of the area together with significant enhancements in biodiversity and provision of community facilities. This

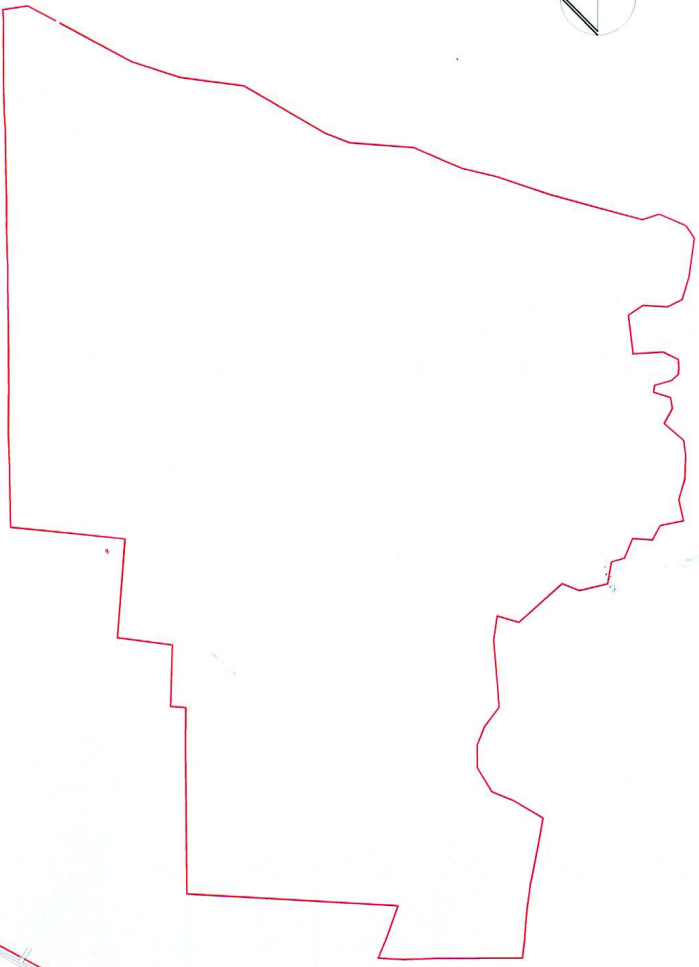
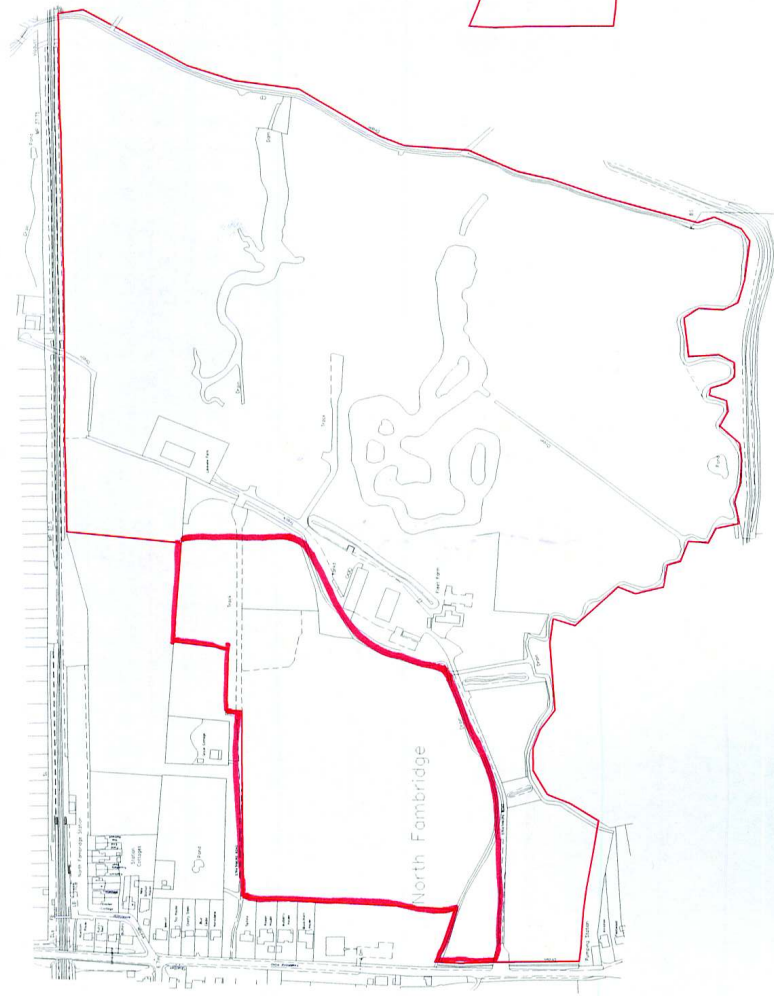
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includes the inclusion of land to create new habitats area in combination with the adjacent nature reserve area and new rights of way that can protect the integrity of the Essex Estuary SAC/SPA.

25. It is therefore requested that the Council reviews the current approach and apply a positive approach that builds upon existing sustainable transport infrastructure and which maximises opportunities for enhancements in terms of biodiversity and the quality of people's lives in a collaborative manner.
26. We understand these comments will be taken into account as part of the current consultation and will, together with the other responses, form the basis for the proposed submission document that is due for consultation early in 2014.

NOTE

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REVISIONS

NORTH FOMBRIDGE

MASTER PLAN

SHEET NUMBER

SITE PLAN 4 SITE AREA

| NO. | DATE | DESCRIPTION | BY | CHKD. |
|-----|----------|-------------------|------|-------|
| 1 | 12/12/12 | ISSUED FOR PERMIT | ENVO | ENVO |
| 2 | 01/01/13 | REVISED | ENVO | ENVO |
| 3 | 01/01/13 | REVISED | ENVO | ENVO |
| 4 | 01/01/13 | REVISED | ENVO | ENVO |
| 5 | 01/01/13 | REVISED | ENVO | ENVO |
| 6 | 01/01/13 | REVISED | ENVO | ENVO |
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| 55 | 01/01/13 | REVISED | ENVO | ENVO |
| 56 | 01/01/13 | REVISED | ENVO | ENVO |
| 57 | 01/01/13 | REVISED | ENVO | ENVO |
| 58 | 01/01/13 | REVISED | ENVO | ENVO |
| 59 | 01/01/13 | REVISED | ENVO | ENVO |
| 60 | 01/01/13 | REVISED | ENVO | ENVO |
| 61 | 01/01/13 | REVISED | ENVO | ENVO |
| 62 | 01/01/13 | REVISED | ENVO | ENVO |
| 63 | 01/01/13 | REVISED | ENVO | ENVO |
| 64 | 01/01/13 | REVISED | ENVO | ENVO |
| 65 | 01/01/13 | REVISED | ENVO | ENVO |
| 66 | 01/01/13 | REVISED | ENVO | ENVO |
| 67 | 01/01/13 | REVISED | ENVO | ENVO |
| 68 | 01/01/13 | REVISED | ENVO | ENVO |
| 69 | 01/01/13 | REVISED | ENVO | ENVO |
| 70 | 01/01/13 | REVISED | ENVO | ENVO |
| 71 | 01/01/13 | REVISED | ENVO | ENVO |
| 72 | 01/01/13 | REVISED | ENVO | ENVO |
| 73 | 01/01/13 | REVISED | ENVO | ENVO |
| 74 | 01/01/13 | REVISED | ENVO | ENVO |
| 75 | 01/01/13 | REVISED | ENVO | ENVO |
| 76 | 01/01/13 | REVISED | ENVO | ENVO |
| 77 | 01/01/13 | REVISED | ENVO | ENVO |
| 78 | 01/01/13 | REVISED | ENVO | ENVO |
| 79 | 01/01/13 | REVISED | ENVO | ENVO |
| 80 | 01/01/13 | REVISED | ENVO | ENVO |
| 81 | 01/01/13 | REVISED | ENVO | ENVO |
| 82 | 01/01/13 | REVISED | ENVO | ENVO |
| 83 | 01/01/13 | REVISED | ENVO | ENVO |
| 84 | 01/01/13 | REVISED | ENVO | ENVO |
| 85 | 01/01/13 | REVISED | ENVO | ENVO |
| 86 | 01/01/13 | REVISED | ENVO | ENVO |
| 87 | 01/01/13 | REVISED | ENVO | ENVO |
| 88 | 01/01/13 | REVISED | ENVO | ENVO |
| 89 | 01/01/13 | REVISED | ENVO | ENVO |
| 90 | 01/01/13 | REVISED | ENVO | ENVO |
| 91 | 01/01/13 | REVISED | ENVO | ENVO |
| 92 | 01/01/13 | REVISED | ENVO | ENVO |
| 93 | 01/01/13 | REVISED | ENVO | ENVO |
| 94 | 01/01/13 | REVISED | ENVO | ENVO |
| 95 | 01/01/13 | REVISED | ENVO | ENVO |
| 96 | 01/01/13 | REVISED | ENVO | ENVO |
| 97 | 01/01/13 | REVISED | ENVO | ENVO |
| 98 | 01/01/13 | REVISED | ENVO | ENVO |
| 99 | 01/01/13 | REVISED | ENVO | ENVO |
| 100 | 01/01/13 | REVISED | ENVO | ENVO |