

North Quay Development Brief Supplementary Planning Document

Statement of Consultation

October 2020



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Introduction

Supplementary Planning Documents (SPD) elaborate on specific policies in statutory planning documents, in this case the Maldon District Local Development Plan (2014-2029) (LDP), and national planning policy documents. SPDs can provide further detail on a topic or theme, or for specific sites or areas. The National Planning Policy Framework, 2018 (NPPF) states that SPDs can be material considerations in planning decisions.

The North Quay Development Brief SPD is a requirement of the Local Development Scheme 2019-2021 for a development and regeneration strategy for the North Quay, Fullbridge, Maldon. The North Quay Regeneration is Project 6 in the Maldon and Heybridge Central Area Masterplan SPD, November 2017 (Masterplan). The Masterplan SPD supplements Strategic Policy S5 *Maldon and Heybridge Central Area* in the adopted (LDP) with 18 Projects to deliver economic growth and environmental enhancements to 2029.

North Quay Regeneration, Project 6, Masterplan

The North Quay, Fullbridge, Maldon is within the wider Causeway Regeneration Area, one of three sub-areas within the Masterplan. The Causeway Regeneration Area is allocated employment land [E1(I)] detailed in Policy E1, *Employment*, LDP and is the largest allocated employment area in the District. The Masterplan identifies the North Quay at Fullbridge to redevelop redundant sites, support businesses that need to expand, increase employment and create new jobs.

North Quay Regeneration, Projects 7, 8, 9, 12, Masterplan

The North Quay is accessed via Station Road and The Causeway and is located at the waterside fronting the River Chelmer and Heybridge Creek. The Masterplan seeks to improve and enhance connectivity, promote sustainable transport, improve and enhance the waterside environment and protect the waterside environments from the effects of flooding.

The North Quay Development Brief considers relevant Masterplan Projects and has worked collaboratively with stakeholders and infrastructure providers to ensure a coordinated approach to redevelopment and regeneration. The Brief manages expectations but gives certainty to developers in bringing schemes forward to regenerate the North Quay at Fullbridge.

Business Engagement

Following ongoing engagement with key businesses, landlords and landowners through the Masterplanning process, further business engagement took place during September and November 2019 to gauge business aspirations and needs, constraints and/or opportunities on redundant and sites identified for redevelopment at the North Quay. The business engagement is reflected within the Brief and the representations to the public consultation.

In accordance with Regulation 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the draft SPD was subject to a six-week public consultation period between 10 February 2020 and 20 March 2020.

This statement of consultation analyses the consultation that was undertaken by the Council, provides a summary of representations received and the Council's responses to these representations.

Consultation Exercise

The formal 6-week consultation for stakeholders and the community took place between 10 February and the 20 March 2020. Letters/emails were sent to consultees, including statutory consultees, Members, parish and town councils and those with an interest in the North Quay at Fullbridge. The communication provided further information about the draft SPD and how to make representations. Neighbouring authorities were also consulted as part of the Council's Duty to Cooperate requirements. A list of consultees is attached in Appendix 1.

The draft SPD and supporting information were available to view and/or download on the Council's website www.maldon.gov.uk/SPD . A public notice was published in local newspapers inviting representations to the draft SPD and where more information could be found (Appendix 2). Copies of key documents were made available at the Council offices and at Maldon, Burnham-on-Crouch, Southminster and Wickham Bishops libraries where feedback forms were also available. This information was included on the public notice which was sent to each consultee.

Summary of Responses

In total, 17 responses were received by letter and e-mail. A full schedule of consultation responses for the SPD, with the Council's response, can be found in Appendix 3.

Adoption of SPD

Comments have been made resulting in amendments to the draft SPD. The changes provide further clarification and guidance to regenerate the North Quay, Fullbridge

Changes to Use Class Order April 2020

Since the public consultation, changes to the Use Class Order have been published. Amendments to the Brief have been made where necessary.

Appendix 1: Consultees

3 Customer Services	Brightlingsea Town Council
A & P Designs Ltd	British Energy Generation Limited
A D Kiddle Chartered Accountant	British Gas (Centrica) Plc - Head Office
A G Coot Design	Brooks Bros. Timber UK Limited
A J Norris & Son	Brynleigh Technology Ltd
Abellio Greater Anglia	Burnham And Dengie Hundred Review
Access Energy Solutions Ltd	Burnham Bakery
Adept Communications Ltd	Burnham On Crouch County Primary School & Pre School
Adshel Plc	Burnham Ramblers Football Club
Affinity Water	Burnham Residents Oppose Overdevelopment (BROOD) And Say No
Age UK	Burnham United Charity
All Saints C Of E Primary School	Burnham West Consortium
All Saints Church	Burnham-on-Crouch Chamber Of Commerce
Allen Brothers	Burnham-on-Crouch Town Council
Althorne Community Together (ACT)	Business Energy Solutions Ltd
Althorne Ladies Club	BWM Ltd
Althorne Parish Council	C.P. Gas Ltd
Ampersand Associates Ltd	Cadent Gas Ltd
Anglian Water	Calfordseaden LLP
Ann Nicholson Associates	Canewdon Parish Council
APB Design and Development	Carphone Warehouse
Aquila Estates Limited	Carr's Flour Mill, Maldon
Arbour Engineers Ltd	Carron Energy Limited
Arcady Architects Ltd	CarTel Communications
Arcus Consultancy Services Ltd	Carter Jonas LLP
Arkanum LLP	Castle Point Borough Council
Asheldam & Dengie Parish Council	Catesby Estates Ltd
Ashingdon Parish Council	CBS Cumbers MCIAT
ATP Group Partnership	CEG And Dartmouth Park Estates
B W Holland & Sons Ltd	CH Jones (Keygas) Limited
Baker Clarke Partnership Ltd	Charles F Jones and Son
Barnardos, Cancer Research UK, RSP	Charter Project Consultancy Ltd
Barton Willmore LLP	Chelmer Canal Trust Ltd
Basildon Borough Council	Chelmer Housing Partnership
Baxter And King	Chelmsford City Council
BDG Design	Chelmsford Diocesan Board of Finance
Bellway Homes	Chesterdene Ltd
Beneficial Telecom	Chevron North Sea Limited
Bentalls Shopping Centre	Church Commissioners for England
Bidwells	Churches Together in Maldon
Blackwater & Colne Sailing Protection Association	Cirrus Planning and Development Ltd
Bloor Homes Eastern	Clarion Housing Group
Bovis Homes Ltd - South East Region	Clark Partnership
BP Gas Marketing Ltd	CML Microsystems PLC
Bradwell-on-Sea Parish Council	Code Development Planners
Braintree District Council	Colchester Borough Council

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Braxted Park Estate	Cold Norton Parish Council
Brentwood Borough Council	Coldunell Limited
Commercial Estates Group	Collins & Coward Ltd
Commercial Gas Direct Limited	Colne Housing Society
Community 360	Early Years & Childcare (Chelmsford & Maldon)
Conocophillips Petroleum Company UK Limited	East Mersea Parish Council
Consortium of Charities	Ecotricity
Constellation Energy Commodities Group Inc	Edgewood Veterinary Group Ltd
Contract Natural Gas 2 Limited	Edward Gittins & Associates
Coryton Energy Company Limited	EE
Council for The Protection of Rural Essex	El Guaca Ltd
Countryside Properties	Electrabel N.v./s.a.
Courts & Co	Electricity Supply Board
Crest Nicholson And Landowners	Elmwood Equestrian Centre
Crown Oil Limited	Endurance Estates Strategic Land Ltd
Cumbria Energy Limited	Energy Plus Services Limited
Cussen Construction Consultants	Energy Supplies UK Limited
D F Clark Bionomique	Enfield Energy Centre Limited
D J Bunting & Son	English Rural Housing Association
D J Fisher (Farms) Ltd	Environment Agency
D J W Architectural Designs Ltd	Epping Forest District Council
D K Symes Associates	Equality & Human Rights Commission
D L P Luck Ltd	Essential Power Ltd
Danbury Parish Council	Essex & Suffolk Water
Dartmouth Park Estates Ltd	Essex Birdwatching Society
David Horner Planning & Development Services	Essex Boys and Girls Club
Dengie 100 Parish Councils	Essex Bridleways Association
Department for Business, Energy & Industrial Strategy	Essex Chamber of Commerce
Department for Culture, Media & Sport	Essex Community Reuse And Recycling
Department for Education	Essex Council for Voluntary Youth & Community Services
Department for Environment, Food & Rural Affairs	Essex County Council
Department for Transport	Essex County Fire & Rescue Service (South East Group)
Department for Works and Pensions	Essex Fire & Rescue Service
Department of Health	Essex Police
Design Partnership	Essex Water Company
Dev Plan	Essex Waterways Limited
Diocese of Brentwood	Essex Wildlife Trust
Diocese of Chelmsford	Essex Wildlife Trust - Maldon Local Group
Direct Rail Services Ltd	Essex Wildlife Trust Maldon/South Woodham Ferrers Local Group
Disabled Persons Transport Advisory Committee	Esso Exploration & Production UK Limited
DLP Planning Ltd	Estuary Housing Association Ltd
DPDS Consulting (PlanInfoNews)	Evolution Town Planning LLP
Drapers Farm Sports Club	Exxon Mobil Gas Marketing Europe Limited
Drivers Jonas Deloitte	F J McMorland & Sons
E & M Design Partnership	Fambridge Yacht Haven Ltd
E.ON UK Gas Ltd	Famco Estates Limited
EA Strategic Land LLP	FLAG Telecom Ltd

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Foulness Island Parish Council	Foddy Consult
Framptons Planning	Forestry Commission
Friends Families & Travellers & Traveller Law Reform Project	Forrester Park Golf and Tennis Club
Friends Of The Prom	Institute Of Directors - Essex
GL Hearn	ISS Facility Services
Gladman Developments Ltd	John Baugh Ltd
Glenny LLP	John Bishop Partnership
Goldhanger Parish Council	John Sime & Associates Ltd
Great & Little Leighs Parish Council	Joint Radio Company (JRC)
Great Braxted Parish Council	KAB Associates Ltd
Great Totham Parish Council	Kamal Saddiqui Social Welfare Educational Trust
Green Recycling	Kelvedon Parish Council
Greater Anglia Ltd	Kensington & Edinburgh Estates Ltd
Guernsey Telecoms	Kent & Essex Sea Fisheries Committee
GVA	Keyes Bros
H J Keyes & Son	KLW Ltd
H Scott & Sons	Knights Developments Ltd
Harlow Council	L A Sibley Ltd
Harry Green Gentlemans Barbers	L E Carr & Sons
Hastoe Housing Association Ltd	Lambert Smith Hampton
Hatfield Peverel Parish Council	Land Charter Homes Ltd
Haven Gateway	Lanes New Homes
Health And Safety Executive	Langford And Ulting Parish Council
Henry Cowell & Son	Lanpro Services
Henry Gilder Drake Almshouse Charity	Lansdowne Telecom
Heybridge Basin Conservation Society	Latchingdon C of E Primary School
Heybridge Parish Council	Latchingdon Parish Council
Heybridge Primary School	Layer Marney Parish Council
Heybridge Residents Association	Leelamb PM
Heybridge Parish Council	Lewis Patten Chartered Architects
Hibbs And Walsh Associates	Linden Homes
Highways England	Little Baddow Parish Council
Hill Street Holdings Ltd	Little Braxted Parish Council
Hills Building Group	Little Totham Parish Council
Hillside Playcare Centre	Lodestar Properties Ltd
Historic England	London Energy Plc
Home Builders Federation	London Southend Airport Co Ltd
Home Office	M Scott Properties
Homes & Communities Agency	MAG London Stansted
Howies & Sons LLP	Magnox Limited
Hullbridge Parish Council	Maldon & District Council for Voluntary Services
I S Ferguson & Son Ltd	Maldon Archaeological & Historical Group
Iceni Projects	Maldon Business Hub
Indigo Planning Ltd	Maldon Business Group
Inkpen Downie Architecture & Design	Maldon Cricket Club & Maldon Rugby Club
Inland Waterways Association	Maldon Crystal Salt Company
J D Mee & Sons	Maldon District Access Group
J E Atkinson & Son	Maldon Elim Church
J E Partridge & Sons	Maldon Green Party

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J R H Services	Maldon Housing Association Ltd
Januarys Consultant Surveyors	Maldon Islamic Cultural Association
JB Planning Associates Limited	Maldon Little Ship Club
Jerry Flaxman Consulting Ltd	Maldon Primary School
Maldon United Reformed Church	Maldon Riverside Association
Maldon Wick Ltd	Maldon Rugby Football Club
Maragota Properties Ltd	Maldon Society
Marble Design	Maldon Town Council
Marine Management Organisation	OFCOM
Matthews & Son LLP	OFGEM
Mayland Parish Council	OFWAT
MAZ Homes	Old Ironworks Gym Ltd
McCarthy & Stone (Retirement Lifestyles) Ltd	Ormiston Rivers Academy
Melville Dunbar Associates	Our Lady Of The Assumption
Messing Cum Inworth Parish Council	P S Planning & Design
Mid and North East Essex Mind	Park Resorts
Mid Essex Clinical Commissioning Group	Parker Dann
Mid Essex Friends of The Earth	Passenger Transport Executives
Mid Essex Hospitals Trust	Paul Bancroft Architects
Mid-Essex Historic Buildings Trust	Paul Dickinson & Associates
Midlands Gas Limited	Pemberton Farms Ltd
Mike Sibthorp Planning	Persimmon Homes (Essex) Ltd
Milford Gas Limited	Peter Brett Associates LLP
Ministry of Defence	PETGAS Trading (UK) Limited
Ministry of Justice	Petticrows Ltd and Rice & Cole Ltd
Moat Housing Group	Phase 2 Planning And Development Limited
Morris Farm	Pigeon Land Limited
Morrisons Stores Plc	Plainview Planning Ltd
Moult Walker Chartered Surveyors	Planning Potential Ltd
Munday & Cramer Property Services Ltd	Planware Ltd
Mundon Parish Council	Plume - Maldon's Community Academy
Nathaniel Lichfield & Partners	Police & Crime Commissioner for Essex
Natural England	Porta Planning
National Trust	Port of London
National Farmers Union	Powergen Retail Gas (Eastern) Limited
National Federation of Gypsy Liaison Group	Powergen Retail Gas (Northwest) Limited
National Grid DPM Consultants	Provide CIC
National Housing Federation - East of England	Purely Stairlifts
National Housing Federation London	Purleigh Parish Council
National Landlords Association	Quakers Religious Society Of Friends
National Playing Fields Association	Quilter Savill Associates
Network Rail	R W Wolton & Son
New Hall Vineyards	R A Brice & Partners
NHS Mid Essex	R & R Architects Ltd
NHS Property Services	R G + P Ltd
Nicholas Ward Design Practice	Racial Equality Council for Ethnic Minority Groups
Nigel Chapman Associates	Ramblers Association
North Fambridge Parish Council	Rapleys LLP
North Sea Gas Limited	Ratcliff Partnership

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North Wales Gas Limited	Rawreth Parish Council
Northern Gas Supplies Limited	Ray Chapman Associates
Norvic Gas Limited	Raymond Stemp Associates
Npower Renewables - East of England Office	Reane Ltd
OBS Property Services Ltd	Renewable Energy Company Limited
Road Haulage Association	RHS
Robert Mulholland & Co Ltd & Ives Property Holdings Ltd	Richard Edward Associates
Robin Levy Planning & Development Consultant	Richborough Estates
Rochford District Council	Rivenhall Parish Council
Rochford Parish Council	Strutt & Parker LLP
Rose Builders	Suffolk Wildlife Trust
Royal Mail	Sunbury Developments
Royal National Lifeboat Institute	Sustrans
RSPB	Swallows Gymnastics Club
R Procter Farms Ltd	T Mobile UK Ltd
Rural Community Council Of Essex	Tambride Ltd
Rural Solutions	Tavern Hire Ltd
RYA Eastern	Telecom Plus Plc
S Thorogood & Sons (Southminster)	Tendring District Council
St. Cedd's C of E Voluntary Aided Primary School	Terence O'Rourke Ltd
St Francis Roman Catholic Primary School	Terence Wynn Evolve Architecture & Planning Ltd
St Lawrence Parish Council	Tesni Properties Ltd
St Mary's C Of E Primary School	Tetlow King Planning
Salvation Army Housing Association	Thames Water Utilities Ltd
Saturn Gas Limited	Thatched Cottages Self Catering Holiday Lets
Savills	The Baltic Consortium
Scotland Gas Networks Limited	The Federation of Small Businesses
Scottish Hydro Electric	The Gas Transportation Company Limited
Scottish Power Plc	The Gypsy Council
Seeboard Energy Gas Limited	The Living Water Christian Centre
Sirius Planning	The New Welcome Sailor
Smart Planning	The Ratcliff Partnership
Smith Construction	The Theatres Trust
South East Local Enterprise Partnership	Thomas Bates & Son Limited
South Woodham Ferrers Town Council	Three
Southend-on-Sea Borough Council	Thurrock District Council
Southern Electric PO	Thurstable School
Southern Gas Networks Limited	Tillingham Village Council
Southminster C of E U/C Primary School	Tim Harbord Associates
Southminster Parish Council	Tiptree Parish Council
SP Gas Limited	Tolhurst Land Holdings
Spalding Energy Company Limited	Tollesbury Activity Centre
Sport England	Tollesbury Cruising Club
Springfield Eng. Consultants	Tollesbury Parish Council
Springfields Planning and Development Ltd	Tolleshunt D'Arcy Parish Council
SSA Planning Limited	Tolleshunt D'Arcy C of E Primary School
SSE Telecommunications Ltd	Tolleshunt Knights Parish Council
Stanfords Chartered Surveyors	Tolleshunt Major Parish Council
Stanley Bragg Architects Ltd	Topsail Charters Ltd

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Steeple Parish Council	Traveller Law Reform Coalition
Stephenson's Buses	Traveller Law Reform Project
Sterling Supergroup Ltd	Tricker Blackie Association
Stow Maries Parish Council	Troy Planning and Design
Strutt And Parker Farms Ltd	Tullow Oil UK Limited
Uttlesford District Council	Turley Associates
Virgin Media	TXU Europe Energy Trading Limited
Vitol Gas Limited	UK Power Networks
Vodafone And O2	Universal Telecom
Wardle Evans Ltd	Utility Grid Installations Limited
Waterman Boreham	William Fisher Medical Centre
Whirledge & Nott	WINGAS GmbH
Wentworth Primary School	Winstred Hundred Parish Council
Western Gas Limited	Witham Town Council
West Mersea Town Council	Women's National Commission
Whitacre Management Ltd	Woodham Ferrers & Bicknacre Parish Council
Wickham Bishops Parish Council	Woodham Mortimer & Hazeleigh Parish Council
Wilkin & Sons Ltd	Woodham Walter C of E Primary School
	Woodham Walter Parish Council
	Woodland Trust
	Woods Hardwick Ltd
	Wickes - Maldon
	Yorkshire Electricity Npower

All individuals on the database were also consulted.

Appendix 2: Public Notice

Public Notices



Public Notices

Planning and Compulsory Purchase Act 2004
The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)
North Quay Development Brief - Draft Supplementary Planning Document
STATEMENT OF REPRESENTATIONS

Maldon District Council has published the North Quay Development Brief Draft Supplementary Planning Document for a six-week period of consultation from 10 February to 5pm on 20 March 2020. Policy S5 of the Maldon District Local Development Plan sets out the key projects for the Maldon & Heybridge Central Area Masterplan SPD. The adopted Masterplan has 18 key projects and a project priority programme to deliver economic growth and environmental enhancements over the next 9 years to 2029, including a development and regeneration strategy for the North Quay, Fullbridge, Maldon. This North Quay Development Brief Draft SPD meets Policy S5 and Masterplan objectives to improve connectivity for walking and cycling, identify development opportunities to realise new Use Class B employment space, create new jobs and give access to and stimulate growth at the River Chelmer and Heybridge Creek frontages. The draft North Quay Development Brief has been prepared to inform landowners and developers of the identified opportunities and known constraints to regenerate the North Quay defined area. Comments should be received by 5pm on 20 March 2020.

Inspection of documents:

- www.maldon.gov.uk/northquay
- Maldon District Council Offices, Princes Road, CM9 5DL
- Libraries in Maldon District (see www.essex.gov.uk for library opening times)

Comments may be submitted to:

- Online: via the survey at www.maldon.gov.uk/northquay
- By email: policy@maldon.gov.uk
- In writing: SPC, Maldon District Council, Princes Road, Maldon, CM9 5DL

Comments received will be published online in accordance with the Data Protection Act and General Data Protection Regulations. Please note that each comment and the name of the person who made the comment will be featured on our website – comments will not be confidential.

Any comments received will be considered and changes made to the draft SPD, where appropriate.

Any comments may be accompanied by a request to be notified at a specified address of the adoption of the SPD.

Appendix 3: Representations made, officer response and changes to SPD

Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
NQDB01	Mr Tom Kelly		General	Is the Brief connected to raising fees for barges?	The barge operators are not within the defined area of the Brief. The Brief responds to the Masterplan SPD for a redevelopment and regeneration strategy for NQ.	No change to SPD required.
NQDB02	Mrs Janet Hall		General	<p>The Brief offers a wonderful opportunity for the redevelopment of this industrial and business site and I am supportive of its proposals.</p> <p>Important to keep the commercial freight usage at North Quay.</p> <p>Should reinstate commercial shipping to increase port usage</p>	This comment is noted. The Maldon Harbour Improvement Commissioners manage freight usage and are consultees to planning applications affecting NQ. The Brief promotes land-based redevelopment on identified sites (and facilitating houseboats in Heybridge Creek). The comment sits outside the Brief scope.	No change to SPD necessary
NQDB04	Julian Harrap	Riverside Association	General	North Quay opportunities should be retained for the offloading of cargo from ships and its distribution by electric vehicles to adjacent warehouses. Hasler's Mill includes a potential dock with adjoining historic warehouse.	Land ownerships (restrictive covenants 1983 on Hasler's Mill Site) provide opportunity for offloading cargo from ships and distribution by electric vehicle. Sadd's Wharf has extant planning permission for mixed use development that is not compatible with the space required for quayside cranes and wharfage. Ships can only access North Quay on high tide for 2 hours each day.	No change to SPD necessary

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
NQDB05	Andy Butcher	Strutt & Parker (Baltic Consortium)	General	Strutt & Parker clients broadly welcome the Council's initiative to be forward a Development Brief for the Area. S&P have some concerns that the NQDB simply confirms the LDP notations and lacks a coherent overall Masterplan approach to how that vision is to be achieved to encourage private sector investment in the area.	The Maldon & Heybridge Masterplan SPD imparts the masterplan approach and vision for the entire Causeway Regeneration Areas of which the NQ is an element. Detailed comments from NQDB05 are below to specific sections and/or paragraphs.	No change to SPD necessary
NQDB06	Trevor Hollinger	Aquila Developments	General	Aquila own the Blackwater Trading estate and are significant stakeholders in the area. Aquila support the enhancement of the Causeway Corridor.	Noted.	No change to SPD necessary
NQDB07	Rob Munro	Carr's Flour Mill	General	Carr's wholeheartedly support NQDB as a business within the defined boundary of the NQDB. Carr's anticipate strong growth and are looking at ways to expand production on site. This could increase jobs and offer skilled employment.	These comments are noted. Section 8 highlights the identified need based on prior engagement with the business.	No change to SPD necessary
NQDB08	Julie Stuchbery, Clerk	Maldon Harbour Improvement Commissioners	General	MHIC fully support regeneration of the NQ as an employment site. The Council should give due consideration to ensuring that undeveloped areas of wharf/quay could be used for the future handling of cargo by Short	The MHIC manage ship freight to the NQ and are consultees to planning applications affecting NQ. The Brief promotes land-based redevelopment on identified sites for employment led regeneration. Provision for sea freight handling	No change to SPD necessary

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
				<p>Sea trading ships to reduce long distance road haulage, relieve congestion and carbon emissions.</p> <p>The Council should pay special attention to the contents of Marine Management Organisations 's draft South East Inshore Marine Plan for the south east of England with regard to the contents of:- Table 1 sections 1,5,6,8 and 9; Table 2 with particular reference to SE-INF-1, SE-INF-2, SE-CO-1, SE-Ps-1, SE-PS-4, SE-HER-1, SE-EMP-1 and SE-ACC-1</p>	<p>exists at Carr’s Flour Mill and Hasler’s Mill sites. Sadd’s Wharf has an extant planning permission for residential-led mixed use development that does not include land-based infrastructure for sea freight handling.</p> <p>The South East Marine Plan is a high-level strategy that is currently in its draft stage of production, the consultation of which finished on 20 April 2020. Consultation responses are presently being considered with a view to sending the document to the Sec of State for approval. The Marine Plan states that it will enhance and protect the marine environment and achieve sustainable economic growth whilst respecting local communities both within and adjacent to the plan area. The NQDB strives to support economic uses and these could include marine uses if those types of development came forward. It also strives to improve the environmental quality of the quayside, opening the River Chelmer and Heybridge Creek</p>	<p>Reference to the Draft Marine Plan between para 3.1 and 3.2 the following; "The South East Marine Plan is currently in draft, having undergone its final consultation in March/April 2020. The plan introduces a strategic approach to planning within the inshore waters between Felixstowe in Suffolk and near Dover in Kent. The plan states that it will help enhance and protect the marine</p>

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
					<p>frontages and creating a coastal path. The improvements to the Creek and any developments coming forward could assist in bringing forward more robust flood defences. The Brief looks to the Adopted LDP which incorporates policies which protect and enhance heritage assets, supports economic growth, tourism and access. Overall it is considered that the proposed brief is in conformity with the emerging Marine Plan.</p> <p>Detailed comments from NQDB08 are below to specific sections and/or paragraphs.</p>	<p>environment and achieve sustainable economic growth, whilst respecting local communities both within and adjacent to the Marine Plan Area. Marine Plans are prepared under the policy framework provided by the Marine Policy Statement and together they provide the marine planning system for England. "</p>
NQDB09	Andrea Raiker	The Maldon and Heybridge Heritage Harbour Association	General	<p>MHHHA appreciates the fundamental structure of the NQDB incorporating the M&H Central Area Masterplan SPD Projects 6, 7, 8, 9 and 12. MHHHA have commented on the Masterplan via public consultation and Blackwater CCT work.</p>	<p>Noted.</p> <p>Detailed comments from NQDB09 are below to specific sections and/or paragraphs.</p>	<p>No change to SPD necessary</p>
NQDB11	David Smye	Maldon Society	General	<p>A very comprehensive document that directs developers to areas of land that could be developed for employment uses. Such an</p>	<p>Noted.</p> <p>Detailed comments from NQDB11 are below to specific sections</p>	<p>No change to SPD necessary</p>

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
				area is sorely needed, and we would not wish to see riverside apartments at the cost of the prospect of local employment opportunities.	and/or paragraphs.	
NQDB12	Jacqui Salt	Natural England	General	The boundary of this plan includes the Blackwater Estuary Special Protection Area (SPA), RAMSAR, Site of Special Scientific Interest (SSSI) and the Blackwater Estuaries Special Area of Conservation (SAC) which are designated sites. We therefore recommend this plan is screened under the Habitats Regulations.	HRA/SEA screening prepared by MDC and sent to Environment Agency, Historic England and Natural England.	Insert after para. 8.2: 'Given the proximity of the North Quay to SPA, SAC and Ramsar habitats, all development projects within North Quay will need at least a Habitat Regulations Assessment Screening completed, in consultation with Natural England, to rule out likely significant effects.
NQDB13	Michael Atkins	Port of London Authority	General	Reviewed submitted documents and PLA has no comments to make.	Noted.	No change to SPD necessary
NQDB14	Mark Norman	Highways England	General	We welcome the promotion of sustainable development and transport in the NQDB in the mix of land uses and in the proposed improvement of pedestrian and	Noted.	No change to SPD necessary

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
				cycle links from the NQ to Maldon Town Centre. The proposals will not impact negatively upon the strategic road network.		
NQDB16	Kevin Fraser	Essex County Council	General	The ECC response outlines where changes need to be made to ensure ECC can deliver its statutory responsibilities and recommends other changes for consideration.	Noted. Detailed comments from NQDB16 are below to specific sections and/or paragraphs.	
NQDB17	Sheila Stones	Historic England	General	NQDB includes heritage assets reflecting its industrial heritage and lies partly in the Maldon Conservation Area. Historic England welcome the Brief acknowledging it will provide a clear and coherent set of principles for all potential stakeholders, including private sector developers and owners; LPA officers and members of the public in relation to implementing the stated objective CA6 [Masterplan] and S5(7) LDP. HE consider the NQDB demonstrates an appropriate level of awareness in relation to the sensitivity of the historic environment in the immediate	CA6 states: - Take a heritage-led and environmentally sensitive approach to change which respects the area's special ecological qualities and places the landscape setting of the town as an integral part of its attraction.' S5(7) 'Preserve and enhance the quality of the historic character within the context of riverside, estuarine and rural locations'. Detailed comments from NQDB17 are below to specific sections and/or paragraphs.	No change to SPD necessary

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
				vicinity and the wider area.		
NQDB05	Andy Butcher	Strutt & Parker	Summary	<p>Include the intended status of the Brief as an adopted SPD in the Summary</p> <p>Should be clearer of promoting NQ and stimulating developer and public sector interest to ensure viable development</p> <p>Make clear in Summary that Sadd's Wharf will not be employment led development</p>	<p>Agree</p> <p>Agree</p> <p>Agree</p>	<p>Amend Summary</p> <p>Include reference to Prosperity Strategy, Corporate Plan and Employment Land Prospectus</p> <p>Amend Summary</p>
NQDB05	Andy Butcher	Strutt & Parker	Introduction 1.6	The Brief must account for flood resilience infrastructure and that the Causeway Strategic Flood Risk Review has not been made available. S&P question whether the Brief should have come forward in the absence of that information?	The Causeway Strategic Flood Risk Review is reviewing all flood risk data for the entire Causeway Area as a Masterplan Project. Policy S5, LDP states at S5(10): To minimise all forms of flood risk and ensure that flood infrastructure is effectively managed. The Environment Agency and ECC as LLFA manage current flood risk data and comment on development proposals in the Causeway Regeneration Area or NQ irrespective of the Brief.	No change to SPD necessary
NQDB02	Janet Hall		Introduction 1.8	Reference visitor connection with maritime heritage with the old trading town of Maldon as viewed looking eastwards and the proximity of the natural	Agree	Incorporate reference to maritime heritage to paragraph 1.8 as NQDB02 comment

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
				environment to the river frontage on the NQ		
NQDB16	Kevin Fraser	ECC	Introduction 1.8	Reference the Blackwater Retail Park Travel Plan and the Travel Survey [AQMA]. ECC support review of the Travel Plan on a quarterly basis. Outcomes and actions from the Travel Survey should be discussed with ECC to fit with the wider development of the area. Consider provision of a community transport hub to promote use of alternative modes (event days/cycling promotions).	Agree Agree	Add to Development Opportunities as Use Class. Integrate Brief with wider development in the area including air quality and high street recovery i.e. community transport hub on opportunity site or redundant site.
NQDB04	Julian Harrap	Riverside Association	Section 2 NQ Defined Area and context	NQDB area is inappropriate and misconceived and should be divided into 2 distinct areas: from west of Fullbridge to Sadd's promontory and from Sadd's Yard to Sadd's Dam at Bates Rd.	The NQ is an area defined by the Masterplan SPD to access River Chelmer and Heybridge Creek frontages, to connect the Causeway Regeneration Area with Maldon Central and the Leisure Quarter and encourage employment-led redevelopment of identified sites within the NQ defined area. The comment offers no reasoning why a change to the defined area should be made.	No change to SPD necessary

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
NQDB05	Andy Butcher	Strutt & Parker	Section 2, para. 2.5	Have any other key stakeholders contributed to the Brief including ECC Highways and Natural England?	Paragraph 2.5 refers to key 'flood risk' stakeholders i.e. ECC as Lead Flood Authority and Environment Agency contributing to the Brief at Section 6 Flood resilience and infrastructure.	Amend para 2.5 to make clear that the Environment Agency and ECC as Local Lead Flood Authority contributed to Section 6 only
NQDB05	Andy Butcher	Strutt & Parker	Section 3 Planning Policy Framework	Does the Brief provide sufficient level of detail for mix of uses, access arrangements, layout of development and deliverability?	<p>Section 3, para. 3.8 refers to the Maldon District Design Guide SPD. Section 4 defines mixed use for NQ within The Causeway Regeneration Area. Section 8 sets out existing site detail. Section 9, para 9.2 sets out the types of uses acceptable and para 9.3 sets out access and movement for all modes of transport and design principles.</p> <p>Agree that Section 10 requires update to assist delivery. CIL project underway jointly with ECC (IDP is the evidence base) along with Viability Guidance. Reference need for MD Planning Obligations Guide as requirement of LDS for 2021</p>	Update Section 10 re: CIL Project and MD Planning Obligations Guide for 2021.

Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
NQDB16	Kevin Fraser	ECC	Section 3	<p>Reference ECC as the Mineral and Waste Planning Authority (MWPA), the adopted Essex Minerals Local Plan 2014 (MLP) and the Essex and Southend-on-Sea Waste Local Plan 2017 (SLP). Together, with the adopted Maldon LDP, they comprise the Development Plan for the District</p> <p>Reference is made to Policy 2, WLP - Safeguarding Waste Management Sites and Infrastructure. Reference waste facilities in the NQDB area: Greens Recycling and Tavern Garage - a waste transfer facility.</p> <p>Reference should be made to Policy D2 Climate Change and Environmental Impact of New Development, LDP in NQDB to minimise impact of new development on the environment - see Criterion 3 and 4, D2, LDP.</p>	<p>Agree</p> <p>Agree</p> <p>Agree</p>	<p>Add to Section 3 to incorporate ECC documents referenced in the comment.</p> <p>Add to Section 3 as comment. Include location of waste facilities at NQ</p> <p>Add to Section 3 as comment.</p>

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
NQDB17	Sheila Stones	Historic England	Section 3	Keen to ensure Policy D1 and Policy D3 LDP form an integral, meaningful part of the stated approach to development and welcome that regard to policies will be a requirement of any proposals.	Noted.	No change necessary to LDP
NQDB10	Noel Probyn	Maldon Riverside Association	Section 4 Planning Context, para 4.2 Para 4.8 -4.10	LPA is trying to reduce the significance of mixed use in favour of residential use. To create cleverly designed places that are pleasant to live and work in and where pedestrian, cyclists and car traffic routes allow efficient and pleasant move through the area is our priority. RA fully support Pre-application advice and PPA.	Paragraph 4.3 states the NQ defined area is allocated as employment land under LDP Policy E1 and reserved for employment development within Use Classes B1 office, B2, light industrial and B8 storage and distribution. Noted. The comment is not in conflict with the NQDB. Noted. The comment is not in conflict with the NQDB.	No change to SPD necessary
NQDB16	Kevin Fraser	ECC	Section 4 4.8- 4.10	Mineral Safeguarding Area (MSA) Exclusionary criteria applies to Brief Area i.e. the NQD Brief area is allocated land in Development Plan documents. ECC require fee for Pre-app advice	Agree Noted.	Amend Section 4 to include Minerals Safeguarding Area Map and Exclusionary Criteria Add links to ECC website for

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
			4.11	ECC support the use of PPA Agreements by the District	Noted. The comment is not in conflict with the NQDB	planning fees
NQDB05	Andy Butcher	Strutt & Parker	Section 5 Existing Land Use	<p>Greater commentary on biodiversity matters, issues relating to land ownership, geotechnical or contamination that may prevent sites coming forward for regeneration</p> <p>Add commentary to drive regeneration including local market demand, the cost of infrastructure and the availability of public and private sector finance</p>	<p>Land ownership details are publicly accessible from Land Registry or from Land Agents if sites for sale. Geotechnical and Ground Contamination details should be researched at pre-application stage by developers.</p> <p>Agree</p>	<p>Add reference to SEA/HRA Screening Opinion in Section 5.</p> <p>Reference in Section 5: Prosperity Strategy, Place Strategy, Corporate Outcomes and Priority Measures, Employment Land Prospectus and Saltmarsh Enterprise Network</p>
NQDB16	Kevin Fraser	ECC	Section 5	Support the emphasis on job creation and expansion of existing businesses. Should also highlight the opportunity to create a more productive economy through the delivery of higher value and productive workspaces and new businesses. Identified need in the County.	Agree in the absence of Invest Essex.	Reference in Section 5: Prosperity Strategy, Place Strategy, Corporate Outcomes and Priority Measures, Employment Land Prospectus and Saltmarsh

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
				<p>ECC support protection of employment uses (E1, LDP) but with some degree of flexibility to accommodate the balance between development and viability.</p> <p>Digital Infrastructure will be increasingly important for employment uses. ECC recommend reference to high-quality digital infrastructure as part of any redevelopment.</p>	<p>Viability is a key requisite of plan making and has been incorporated into the Maldon Adopted Local Plan, as this development brief has to be in conformity with that Plan then it is a given fact that viability must be taken into account when making individual development decisions and it would be for the decision maker to achieve a balance between development and viability.</p> <p>Agree.</p>	<p>Enterprise Network</p> <p>No change to SPD necessary</p> <p>Add reference to Superfast Essex Broadband Rollout Programme in Section 5.</p>
NQDB03	Tony Shrimpton		Section 6 Flood Resilience	Mention is made of floods and the problem of a surge on a Spring Tide. Much of the land will be flooded if and when this happens.	Section 6 addresses the concern based on current flood data. The Causeway Strategic Flood Risk Review will mitigate flood risk through management of existing flood defences and any necessary new flood infrastructure.	No change to SPD necessary

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
NQDB04	Julian Harrup	Riverside Association	Section 6	The Public Consultation has been pursued without the completion of the Causeway Strategic Flood Risk Review.	Policy S5, LDP states at S5(10): To minimise all forms of flood risk and ensure that flood infrastructure is effectively managed. The Causeway Development and Improvement Plan, BBP Regeneration, 2015 (EB document to Policy S5) identifies the need to review all flood data maps and plans in one review document to inform the regeneration of the Causeway Area and manage existing flood infrastructure effectively for resilience. The NQDB sets out the purpose of the review of all flood risk data at paragraph 6.8 i.e. to inform developers of all flood risk data and responsibilities where existing flood infrastructure is on or close to identified development sites.	No change to SPD necessary
NQDB05	Andy Butcher	Strutt & Parker	Section 6	Premature to take Brief forward without sight of The Causeway Strategic Flood Risk Review as it is unclear whether it will contain requirements or considerations on specific sites within the North Quay area		
NQDB06	Trevor Hollinger	Aquila Developments	Section 6	Would like to review Causeway Strategic Flood Risk Review when available.	The Causeway Strategic Flood Risk Review will be available Winter 2020.	No change to SPD necessary
NQDB09	Andrea Raiker	MHHHA	Section 6	MHHHA acknowledge the necessity of critically considering the impact of flooding on the North Quay through CAMP Project 12 The Causeway Strategic Flood Risk Review, ECC 2020. MHHHA support the	Noted.	No change to SPD necessary

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
				<p>argument that climate change is happening and that it will impact on our infrastructure and transport.</p> <p>MHHHA reference Inland Waterways Freight Policy that supports the use and development of freight carriage on UK inland waterways. The MHHHA strongly urge MDC to consider retaining North Quay frontage and quay frontage from Fullbridge to Heybridge Creek with space on the North Quay for HGV access from cranes and short distance road transport.</p>	<p>The Council cannot influence individual land ownerships to handle freight from vessels that dock at the NQ. Sadd's Wharf has an extant planning approval for residential led mixed use development that is incompatible with cranes and wharfage for handling freight from ships. Carr's Flour Mill can handle freight as does Hasler's Mill Site. If proposals come forward for freight handling on sites on the NQ, the planning process will determine if the use is acceptable.</p>	
NQDB11	David Smye	Maldon Society	Section 6	<p>The likelihood of flooding of the area is, quite rightly, uppermost in any consideration of investment and a co-ordinated approach by the several authorities involved is essential to generate confidence.</p>	Noted.	No change to SPD necessary

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
NQDB15	Stewart Patience	Anglian Water	Section 6	<p>Focus is on the risk of fluvial and surface water and the technical work undertaken to date as part of the LP and currently ongoing.</p> <p>There is no reference made to draining foul flows effectively or the use of SuDs for surface water management and any planning application requirements. Text should make clear what the submission requirements are in respect of flood risk from all sources and ensuring the use of SuDs are promoted including submission of foul and surface water drainage strategies consistent with the surface water hierarchy.</p>	<p>Existing sites and proposed developments (Sadd's Wharf) have existing foul drainage or permission to link to existing foul systems.</p> <p>Agree</p> <p>The Causeway Strategic Flood Risk Review will be available Winter 2020.</p>	<p>Include reference to ECC SuDs Design Guidance which includes planning application requirements.</p>
NQDB16	Kevin Fraser	ECC	Section 6	<p>Figure 6 and 7 is considered outdated and has been updated using SW Flood Mapping 2018.</p> <p>Set out ECC responsibilities as LLFA and need for Flood Risk Assessment in CDA and for SuDs</p>	<p>Contact Environment Agency for up to date figures and replace.</p> <p>Agree</p>	<p>Update Figures 6 and 7 in Section 6.</p> <p>Amend Section 6 to set out ECC responsibilities as commented by ECC</p>

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
NQDB02	Janet Hall		Section 7 Movement and Connections	I support the idea of a walkway along the bank of Heybridge Creek.	Noted	
NQDB03	Tony Shrimpton		Section 7	Mention is made of retail development but no mention of parking. I presume the parking will be free. This will be to the detriment of the High St. You have just increased the prices using the car park fees as a cash cow to balance your budget.	Employment-led mixed-use redevelopment at the NQ can include retail. Associated parking will be required in accordance with MD Vehicle Parking Standards SPD. Whether it is free parking is not in the Council's gift.	No change to SPD necessary
NQDB05	Andy Butcher	Strutt & Parker	Section 7	Strutt and Parker generally support improving connections as set out in the Brief and note Section 8 provides clarity on where improvements would be expected as part of developer contributions to relevant opportunity sites. Strutt and Parker need clarity on the ability of public sector investment via the Local Highways Panel to improve the run-down appearance of Station Road and the public realm.	Noted. Public sector investment would be via developer contributions. The Causeway Corridor Project (from Fullbridge to The Square, Heybridge) within the Masterplan (Project 8) has an approved Landscape and Public Realm Strategy that will address the appearance of Station Road entrance.	Add reference to approved Landscape and Public Realm Strategy in Section 7 for the Causeway Corridor.
NQDB06	Trevor	Aquila	Section 7	The potential pedestrian/cycle	The approved Outline application	No change to SPD

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
	Hollinger	Development		<p>connection shown to the rear of Aldi [Figure 11] has no regard to the change in levels and relationship to the adjacent balancing pond. There is no planning mechanism to secure its delivery even if it were to be physically possible.</p> <p>Appreciate the logic of a pedestrian link between Sadd's Wharf and Bates Rd. This can only be achieved on land in public ownership beyond the BTE boundary. There is no acknowledgement of the severe practical challenges this poses or where there is a technical feasible solution other than rebuilding the tidal defence wall.</p> <p>If such a link is achieved, it would have to maintain adequate security to the rear boundary of the trading estate.</p>	<p>at the Old Engine Shed at the rear of the Aldi Store (see Paragraph 8.4 NQDB) requires Reserved Matters applications where the concern will be addressed.</p> <p>The Environment Agency has expressed in Section 6, the need to maintain and access tidal defences. The Maldon Cycle Action Plan ECC 2018 sets out the desired off-road walking and cycling route to connect Maldon and Heybridge at the rear of BTE. The approved Sadd's Wharf Scheme creates the necessary access to the waterside on the River Chelmer and Heybridge Creek frontages that the link will follow.</p> <p>Accepted and noted.</p>	<p>necessary</p> <p>Add to Section 7: MDC as landowners, will carry out actions to assess feasibility in accordance with Masterplan Priority Programme for Project 7 Heybridge Creek Connection and Project 9 Heybridge Creek Improvements.</p>

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
NQDB08	Julie Stuchbery	MHIC	Section 7	The Brief should consider the path of any proposed riverside walk so that it does not impact on any future port related use. The same applies to any proposals for residential or mixed use development in similar areas that would create a conflict with port related use of the NQ	The Riverside Route (Project 5 Masterplan) is on the South Quay and progresses across Fullbridge to Station Road where it will connect to Heybridge Creek as detailed in the extant Sadd's Wharf scheme. Existing land ownership on the NQ does not permit access to the river frontage on the NQ other than by Station Road.	No change to SPD necessary
NQDB09	Andrea Raiker	MHHHA	Section 7	MHHHA agree with the development of off-road walking and cycling opportunities to and from North Quay defined area	Noted	No change to SPD necessary
NQDB10	Noel Probyn	Maldon Riverside Association	Section 7	MRA support the analysis and plan for pedestrian, cycle and public transport and for residential houseboat moorings but highlight the busy vehicular traffic at peak times which is not mentioned in this section. Also mention the domino effect of traffic in and out of Maldon plus the air quality issues on Market Hill. Diverting traffic around the bypass should be a priority.	Noted. The vehicle highway in the NQDB defined area is Fullbridge and Station Road. ECC Highways are aware of the traffic impacts on Market Hill via the AQMA Action Plan and will be conducting a Traffic Survey shortly.	No change to SPD necessary Reference AQMA AP in Section 7

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NQDB16	Kevin Fraser	ECC	Section 7 7.2	<p>ECC acknowledge the opportunities that exist in NQ to access waterside frontage and new walking and cycling routes highlighted are key to improving connectivity. ECC support.</p> <p>ECC recommend Travel Plans for all new development in NQ area (NPPF Para 111) and set out thresholds for when TP required. ECC has published Sustainable Modes of Travel Strategy.</p> <p>ECC reference the draft Maldon Cycle Action Plan prepared by ECC Highways. The Action Plan was approved January 2018.</p>	<p>Noted</p> <p>Reference ECC Sustainable Modes of Transport Strategy</p> <p>Remove 'draft' from Maldon Cycle Action Plan, 2018</p>	<p>Add to Section 7</p> <p>Amend para. 7.2 and 10.1</p>
NQDB17	Sheila Stones	Historic England	Section 7	<p>Welcome the long-term aspiration of providing a quayside walk, flanked by commercial uses which would complement improvements to riverside connections on the south side of The Chelmer.</p>	<p>Noted</p>	<p>No changes to SPD necessary</p>
NQDB02	Janet Hall		Section 8 Development Opportunities Para 8.3 Opportunity Site c –	<p>I understand that extant planning permission exists for this site, I hope it may be feasible that a wide quay be established on the frontage to the Chelmer to facilitate the possibility for future</p>	<p>The extant permission sets back development from the quayside with public open space and for walking and cycling. The set back is not intended for commercial use related to freight handling activity</p>	<p>No changes to SPD necessary</p>

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
			Sadd's Wharf	commercial use of the quay. The scale of the development for this site as shown in the planning documents, will spoil the special character of the Maldon waterfront.	as the use is not compatible with approved residential use. The application is approved including Reserved Matter of 'scale'. The approved scheme is a material consideration. The Brief allows for a redesigned scheme.	No changes to SPD necessary
			Para 8.4 Redundant site Hasler's Mill	Provision should be made for increased road vehicle movement of goods to and from the site, from Carr's Mill for river borne freight. The quay at this site is ideal frontage for commercial loading/unloading, with space for commercial moorings from here to Fullbridge. I do not support use including a food and drink offer and visitor attractions, as I feel that it is important that this site is for industry and business use only.	The site benefits from access to the quay for river borne freight. An employment use is sought to bring the site back into active use. The Brief does not stifle use of the quay frontage for river borne freight at the site. Industry and business can be visitor attractions e.g. Tiptree Jam Factory and the Tiptree café at Heybridge Basin waterfront to compliment industrial character	No changes to SPD necessary
			8.5 Houseboats	Houseboat facility should be in a limited area with interesting historic vessels	Include reference for Design Parameters (scale, appearance, dimensions) for houseboats within planning application and Design	Add to 'Development Considerations' in paragraph 8.5

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					and Access Statement	
NQDB04	Julian Harrup		Section 8	<p>The quayside of the port is an industrial archaeological area of substantial historic significance to the town. Special consideration should be given to the defined opportunity sites beyond the scope of the short descriptions given. Individual massing diagrams and contextual planning appreciations are necessary for each site. Developers cannot be relied upon to serve the interests of a wider community, they need guidance and support.</p> <p>Welcome the inclusion of the policy (H8) for houseboats. A serious issue, needing further study and development beyond the scope of the NQDB to include social research, typology of vessels, practical studies on utilities, tidal moorings, ramps and staging.</p> <p>The diagrammatic allocation of space for houseboats in Heybridge Creek needs substantial refinement as it</p>	<p>The Development Opportunities detail the policy and planning considerations before a detailed design is proposed. The Maldon District Design Guide SPD is referenced in Section 9 that all developers should have regard to in working up a design including a thorough contextual analysis (including the historic environment). The Essex Design Guide (Review) 2019, has a themed section for commercial buildings for guidance.</p> <p>Project 9 Heybridge Creek Improvements (houseboats) has prioritised actions to realise houseboats in Heybridge Creek including feasibility and land based supporting infrastructure detailed in Policy H8, LDP.</p> <p>The Brief sets out the statutory consultee/stakeholder engagement to address sensitivity.</p>	No changes to SPD necessary

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				implies dredging and substantial works within an extremely sensitive area.		
NQDB05	Andy Butcher	Strutt & Parker	Section 8 Para. 8.2	<p>Note houseboats at Heybridge Creek as a laudable objective but the Brief falls short on providing any detail on the level of demand and how this may be implemented. Strutt & Parker recommend the Canal and River Trust provide advice to LPAs and developers on the development of new residential mooring sites.</p> <p>Acknowledge that paragraph 8.2 quite rightly highlights the need for investment and supporting infrastructure as a key priority. The Brief should acknowledge an understanding of the prevailing property market conditions to optimise development sites and deliver comprehensive regeneration and that all the uses anticipated have the prospect of being implemented through option testing or whether the uses allocated in the LDP should be reviewed to achieve regeneration of the area.</p>	<p>Heybridge Creek Improvements including houseboat provision and walking and cycling routes are included in Project 9 Masterplan and is managed by the Council's PMO with priority actions and milestones for delivery. The Chelmer & Blackwater Navigation Canal Trust are stakeholders in the delivery of the Masterplan SPD and their expertise is noted.</p> <p>The LDP, Policy S5 and Masterplan SPD evidence base (including the Economic Prosperity Strategy) detail the property market conditions and uses needed to support the regenerative process at the NQ.</p>	<p>No change to SPD necessary</p> <p>Reference in Section 5: Prosperity Strategy, Place Strategy, Corporate Outcomes and Priority Measures, Employment Land Prospectus and Saltmarsh Enterprise Network</p>

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			Para 8.3 Sadd's Wharf	<p>The Brief should recognise Opportunity Site c as the principle key site to assist the waterside regeneration of the Brief area.</p> <p>The Brief presents no overall vision on the necessary public realm improvements that might attract investment in the area to achieve the objectives set out in the Summary.</p> <p>The environment of Station Rd, neighbouring land uses, cost of development (construction of basement parking) infrastructure provision/migration (flood measures) prevent development completion due to lack of developer interest.</p> <p>The commentary indicates that a redesigned deliverable scheme be through the provision of 'both employment and residential uses'. The Brief should emphasise that opportunity site c is 'residential-led' and the words 'residential-led' are inserted after 'redesigned' in the opportunity</p>	<p>The overarching Masterplan acknowledges the importance of the Sadd's Wharf site to kick start the regeneration process.</p> <p>The Causeway Corridor Project is detailed at para 1.10 and has an approved Public Landscape and Public Realm Strategy that will address the appearance of Station Road entrance.</p> <p>The Brief supports the principle of a redesigned deliverable scheme at Sadd's Wharf. The Brief sets out in Section 4 Planning Context at 4.6 the difficulty in locating residential uses at the NQ at paragraph 4.6.</p> <p>The extant permission on Sadd's Wharf provides for a mixed-use development including office, leisure with associated food and drink use and residential uses. An existing planning permission is a material consideration in any future redesigned scheme.</p>	<p>Add comment to Section 8</p> <p>No changes to the SPD necessary</p> <p>No changes to SPD necessary</p> <p>No changes to SPD necessary</p>

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Ref	Name	Organisation	SPD Section	Summary of comments	Officer Response	Change to SPD
				<p>site c commentary.</p> <p>Suggest the addition of: In order to meet these objectives, the Council will promote the preparation of a masterplan for Sadd's Wharf to set out a new vision for the site, assess options (that include viability testing), engaging the local planning authority, key stakeholders and the local community in pre-application discussions to support future planning application(s).</p>	<p>The Appeal Decision that allowed the Sadd's Wharf scheme acknowledged the flood infrastructure needs to support the development and hence no affordable housing is included in the development. The Sadd's Wharf site has been 'viability tested' by Homes England for their Starter Homes scheme and was not taken further. A revised scheme for the site is within the Maldon & Heybridge Central Area Masterplan SPD</p>	<p>No changes to SPD necessary</p>
NQDB06	Trevor Hollinger	Aquila Developments	Section 8	<p>Question the desirability of residential moorings here given the tidal characteristics and relationship to the trading estate as a source of noise and disturbance.</p>	<p>Houseboat moorings exist in the Creek and at Chandlers Quay and Downs Road adjacent noise sources such as a working flour mill (Carr's) and working boatyard (Downs Road Boatyard).</p>	<p>No changes to SPD necessary</p>
NQDB09	Andrea Raiker	MHHHA	Section 8 Para. 8.3	<p>Support the Brief focus on employment land use and no focus on residential use. MHHHA reference the Sadd's Wharf Site and urge MDC to consider it as a recreation area or a car park until the working quayside is re-instituted. MHHHA submit a historic photograph illustrating</p>	<p>Most of the NQ is employment land as detailed in Section 5. MDC cannot influence use of the Sadd's Wharf site as 'a working quayside' because the land benefits from an extant planning permission for mixed use redevelopment. MDC has issued a commencement of development certificate to the</p>	<p>No changes to SPD necessary</p>

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			Para 8.5 Houseboats	<p>interventions to facilitate a working quayside. MHHHA support expansion of Carr's Flour Mill to increase employment. Agree with the development of Heybridge Creek to support residential houseboats. MHHHA urge MDC to consider getting from houseboat to dry land for access to Maldon and Heybridge and propose sailing yachts could have berthing, buoyage or anchorage in Heybridge Creek.</p>	<p>land owner. The illustration is historic and does not reflect current NQ features i.e. the historic docks are infilled, serve the Granaries residential area.</p> <p>The requirements for residential houseboats within the District are set out in Policy H8, LDP. The comments are noted to take the Houseboat development opportunity forward</p>	No changes to SPD necessary
NQDB10	Noel Probyn	Maldon Riverside Association	Section 8, Para 8.3 Sadd's Wharf	<p>Reference the 'redesigned deliverable scheme' and will support contemporary architectural design or appropriate quality, linked to the landscape and riverside context and to contribute positively to heritage context. Building heights limited to 3 floors and with shared vehicle spaces.</p> <p>MRA like the image on Page 1 of the NQDB and would support a scheme of this kind. MRA support plans for sites D, E, F, Old Engine Shed, Hasler's Mill and the site south of Tesco but must consider good quality design,</p>	<p>Noted.</p> <p>Reference to 3 floors cannot be limited on Sadd's Wharf via the NQDB owing to the extant planning permissions (Reserved Matter of 'scale' approved) for 4 floors that is a material consideration in a redesigned scheme.</p> <p>Noted.</p> <p>Section 9 Design Principles and use of MDC and ECC design guide documents must be paid regard to in any planning application. The Conservation Officer will also consider the historic context in any</p>	<p>No changes to SPD necessary</p> <p>No changes to SPD necessary</p>

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				particularly Hasler's Mill site would require very careful and innovative design in relation to the heritage and the port context.	design proposals in the NQ area.	
NQDB11	David Smye	Maldon Society	Section 8 Para. 8.5	The enhanced provision for the houseboats encompasses a major project in upgrading this quite extensive area, that at present does not have any supporting infrastructure (and we guess, is in several different ownerships), but would add a certain 'colour' to the area.	Noted.	No changes to SPD necessary
NQDB02	Janet Hall		Section 9 Design Principles Page 31 Image Para 9.8 Figure 14	A replacement building where Hasler's Mill now stands should be in sympathy with the existing structure, ideally it could retain the basic frame. Development of the site should ensure that the listed granary is not engulfed by surrounding buildings. Pedestrians and cyclists wishing to benefit from improved walking and cycling routes would prefer to spend as little time as possible on the busy road. Footpath access to Station Road, immediately after the Fullbridge,	Noted. Conservation Area status detailed in Section 9 will ensure the special qualities of the existing structures will be preserved or enhanced. Figure 14 shows the footpaths alongside the Blackwater Retail Park integrating with the existing Station Rd footway and potential to access Heybridge Creek frontage. Access to the waterfront can only be via the Sadd's Wharf	No changes necessary to SPD No changes to SPD necessary

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				at Fullbridge Mill or through the rear of the Lidl site would ensure that the footpath users spent only a short time away from the river frontage and regained proximity to the waterfront more quickly than by using the path delineated on the images.	site as Fullbridge Mill, Hasler's Mill, Carr's Mill, Jewson, EOL and The Granaries offer no footpath immediately adjacent the river Chelmer.	
NQDB05	Andy Butcher	Strutt & Parker	Section 9 Para 9.8	The Brief refers to the design concept for regeneration to encourage employment led development. This is not considered to be relevant or reasonable to the Sadd's Wharf site. It is acknowledged by the Council in its housing land supply data and through the allowed appeals that Sadd's Wharf is suitable for housing and this is an important element of what may be considered as a wider part of an overall mixed-use regeneration area of NQ. Recommend para. 9.8 makes specific reference to the expected residential led development of the site as a key site within the regeneration area.	Land Use is predominantly 'Employment Land' at the NQ detailed on Policies Maps to the LDP. The Brief references the extant planning permission (approved at Appeal in 2009) on Sadd's Wharf for an approved mixed-use development, including residential. The Council does not include the 93 residential units approved in the 5YHLS and refers to the site as 'stalled'. The Reserved Matters have been approved whereby the applicant has demonstrated the approved scheme is acceptable in terms of scale, appearance, access, landscape and layout. The approved scheme is a material consideration in any redesigned scheme that may come forward.	No changes to SPD necessary
			Section 9	Overall Section 9 contains a	The Brief emphasises the	No changes to SPD

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			Section 9 Figure 14	<p>description of the character of the area, but there is little guidance on expected urban forms, relationships between the sites and existing development and, what needs to be done to the public realm to encourage overall regeneration.</p> <p>Figure 14 purports to be a concept plan, but it provides little detail on the concepts for the opportunity and redundant sites other than the expected linkages beyond the Brief area. It fails to provide an overall framework to the facilitate and shape redevelopment of the Brief area to ensure its physical, economic, social and environmental regeneration. As drafted, it is questionable whether it adequately provides a strategy for a deliverable strategy to encourage private sector investment; the decision-making process for any future planning applications; or, sufficient information to guide the layout or quality of development.</p>	<p>sensitivity of the area in terms of the natural environment and the historic environment. The Brief refers developers to the Maldon District Design Guide SPD. The Causeway Corridor Project’s approved Landscape and Public Realm Strategy that will address the appearance of Station Road entrance.</p> <p>Section 3 Planning Policy Context and Section 4 Planning Context clearly set out the Council's expectations to regenerate the NQ defined area to kick start the regeneration of the entire Causeway Regeneration Area. The LDP and IDP set out the physical, economic, social and environmental needs that are supplemented in the M&H Central Area Masterplan SPD. All Masterplan Projects are included in the IDP Review. The LDP, Masterplan, additional documents to be included and the Maldon District Design Guide SPD will inform the decision-making process and the design quality expected.</p>	<p>necessary</p> <p>No changes to SPD necessary other than those mentioned in Sections above.</p>

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NQDB10	Noel Probyn	Maldon Riverside Association	Section 9	MRA support the Design Principles backed up with the MDDG SPD and Masterplan SPD.	Noted	No changes to SPD necessary
NQDB11	David Smye	Maldon Society	Section 9	Considerable hard work and research is evident in the resulting brief and the vision cannot be faulted. Its implementation would create a much-needed asset of employment opportunities for the town. The resulting buildings will be in a prime location, able to be viewed from several standpoints and we would expect that the MDC insist upon a high standard of design and execution of all new and refurbished buildings. The recent principles set out by the 'Building Better, Building Beautiful Commission' report (January 2020), which although it relates to housing, proposes that we 'Ask for Beauty', 'Refuse Ugliness' and 'Promote Stewardship'. Workplaces can be beautiful, at ease within their environment and enhancing the area for all.	Agree	Reference Essex Design Guide Theme 'Commercial Buildings' and Building Better, Building Beautiful Commission' principles in Design Principles Section 9 to accompany Maldon District Design Guide SPD guidance
NQDB15	Stewart Patience	Anglian Water	Section 9	The use of water should form part of good quality design and	Reference is made to the MDDG SPD and supporting Technical	Reference ECC SuDs Design Guide July

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				be considered at an early stage in the planning application process including the use of SuDs that can have wider community and environmental benefits.	Documents. Include reference to ECC SuDs Design Guidance.	2020 in Section 6 and Section 9 Design Principles
NQDB16	Kevin Fraser	ECC	Section 9 Para 9.3	Support principles set out in 9.3. ECC recommend reference to 1997 EDG is removed and replaced with EDG 2018. Recommend that buildings designed for employment are resilient and able to respond to future change i.e. are flexible and adaptable for climate change, technology and business needs.	MDC has adopted the 1997 EDG but not the EDG Review 2018. MDDG SPD references EDG 2018 and links. Reference EDG 2018 Commercial Buildings Theme	Reference EDG 2018 Add to Section 9
NQDB17	Sheila Stones	Historic England	Section 9 Para 9.1 and 9.5	We consider the section to be robust and clear in its wording in relation to the impact of potential development proposals on the historic environment particularly at paragraphs 9.1 and 9.5. Consider the Development Brief demonstrates an appropriate level of awareness in relation to the sensitivity of the historic environment in the immediate	Noted. Noted.	No changes to SPD necessary No changes to SPD necessary

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				vicinity and the wider area.		
NQDB10	David Smye	Maldon Society	Section 10 Developer Contributions	The imposition of the Community Infrastructure Levy would be of great benefit to the creation of public facilities for the area.	All Masterplan projects including the NQD Brief have been added in IDP (Infrastructure Delivery Plan) Review Summer 2020. This will identify funding gaps for necessary infrastructure to deliver projects that could be included in the CIL Charging Schedule.	No changes to SPD necessary
NQDB16	Kevin Fraser	ECC	Section 10 Para 10.2	Reference should be made to ECC Developers' Guide to Infrastructure Contributions - updated version Spring 2020 ECC acknowledge reference to RAMS. Replace 10.2 with suggested text to reflect up to date position.	Agree 'The RAMS Strategy has been adopted by Maldon District Council and developer contributions towards mitigation measures are being collected from development within the 'Zone of Influence'. An SPD to support the RAMS Strategy has been subject to public consultation during January/February 2020. The SPD outlines how it is possible to mitigate the increased visitor pressure associated with new housing in combination with other plans and projects, and how necessary mitigation will be funded. The current proposed tariff is £122.30 per dwelling.'	Add reference to Section 10 Amend para 10.2 as suggested by ECC

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			10.3	Acknowledge reference to CIL. Reference CIL and how it operates updated by Community Infrastructure Levy (amendment)(England)(No.2) Regulations 2019 which came into force 1 September 2019.	Further replaced and will come into force 1 September 2020	The Council intends to introduce a Community Infrastructure Levy (CIL) to further enable contributions to be made towards strategic infrastructure from new developments. CIL is a levy imposed by the local authority to raise funds from developers who are undertaking new building projects in their area. The financial contributions received through CIL charges will be used by the District Council to fund infrastructure projects that will be identified alongside a CIL Charging Schedule which will

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						identify the rates that will be payable by development. At the time of adoption of this SPD, the Council is updating its infrastructure and viability evidence to inform the introduction of a CIL in 2021. The CIL will be subject to public consultation and independent examination where its affordability to development will be subject to further scrutiny.