



**REPORT of
DIRECTOR OF PLACE, PLANNING AND GROWTH**

to
**DISTRICT PLANNING COMMITTEE
2 SEPTEMBER 2026**

Application Number	26/00018/FULM
Location	Land West of Edmond Street and Newman Drive and Benson Close, Burnham-on-Crouch, Essex
Proposal	Hybrid planning application for a residential-led development comprising full planning permission for the construction of 170 dwellings (including market and affordable homes) (Use Class C3), vehicular access points, public open space, sustainable urban drainage systems (SuDS), and associated infrastructure; and outline planning permission (with all matters reserved, apart from access) for the construction of up to 190 dwellings (Use Class C3), public open space, and associated infrastructure; and retention of the employment land within Use Classes E(g), B2, and B8.
Applicant	BDW Trading Limited and Burwest LLP
Agent	Miss Guoda Vaitkeviciute – Lanpro
Target Decision Date	4 September 2026 (with EoT agreed to 14 December 2026 to allow for S106 completion in the event of resolution to grant permission)
Case Officer	Matt Bailey
Parish	Burnham-on-Crouch North
Reason for Referral to the Committee / Council	Major Application

1. RECOMMENDATION

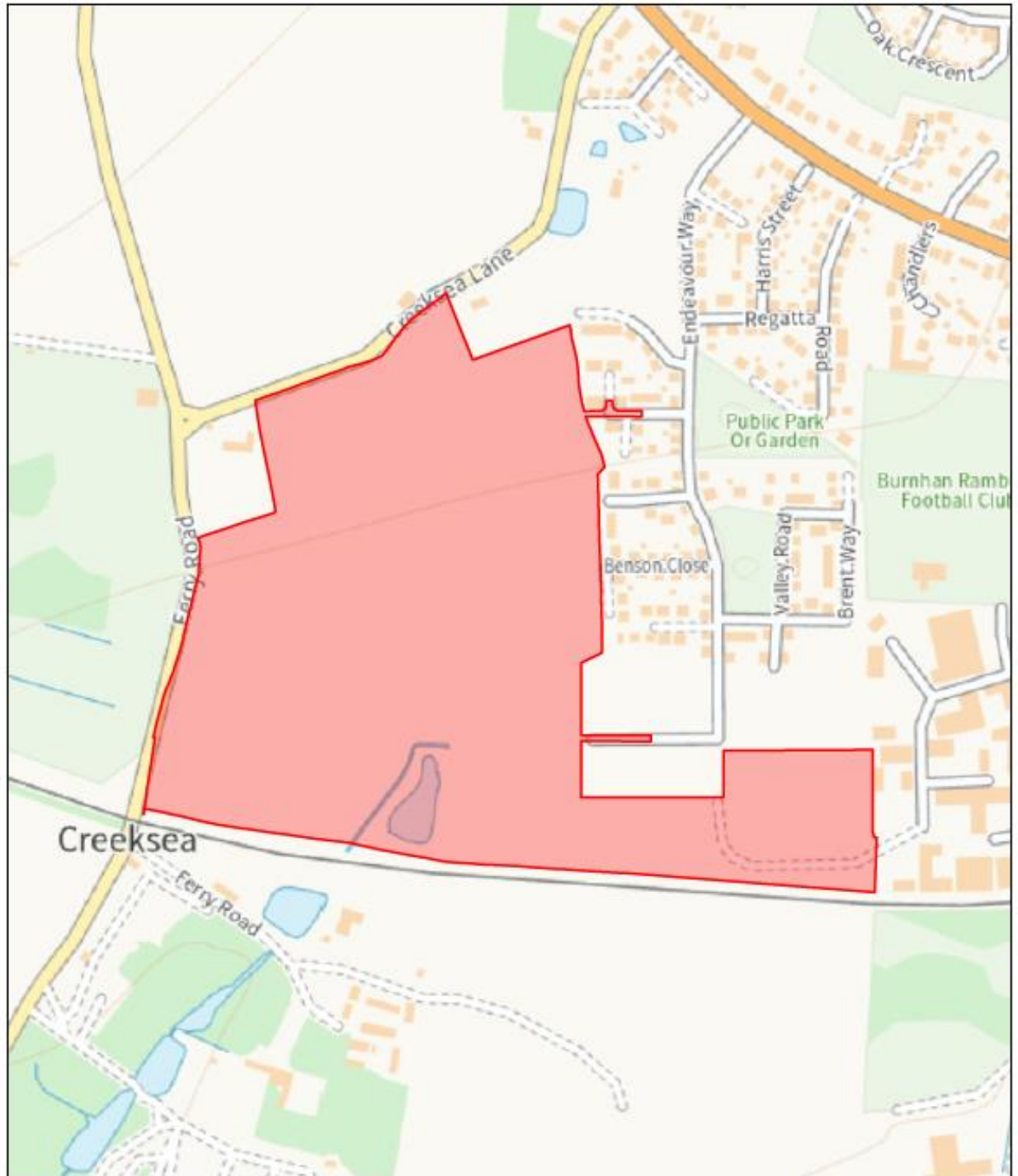
APPROVE and delegate authority to the Director of Place, Planning and Growth to grant planning permission subject to the applicant entering into a legal agreement pursuant to Section 106 of the Town and Country Planning Act 1990 (as amended) to secure the planning obligations; subject to receipt of final confirmation of technical highways drawings, ecology consultee responses and agreement of railway crossing contribution; and subject to conditions as detailed in Section 8;

If the Section 106 legal agreement is not completed within three months of the date of this District Planning Committee, or an extended time period as agreed between the applicant and the Council, then delegate authority to the Director of Place, Planning and Growth to **REFUSE** the planning application, subject to the referral of the case to the Secretary of State for a period of at least 21 days, who may opt to call-in the decision as per the Town and Country Planning (Consultation) (England).

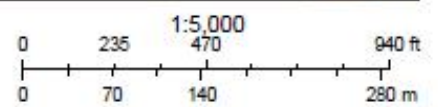
2. SITE MAP

Please see below.

26/00018/FULM



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3. SUMMARY

3.1 Proposal / Brief Overview, Including Relevant Background Information

Site and Surroundings

- 3.1.1 The application site comprises an area of open farmland extending to approximately 23.44 hectares in area, located to the western edge of the settlement of Burnham-on-Crouch. This site is accessed via an existing residential development at Corinthian Place (under construction and nearing completion) which lies to the east of the site and provides vehicular access to Maldon Road via Endeavour Way.
- 3.1.2 The site is bound by Creeksea Lane to the north and west, which links to Ferry Road running along the western site boundary, Burnham-on-Crouch Golf Club and open countryside lay beyond Ferry Road further to the west. The south-eastern corner of the site lies adjacent to an existing industrial area of Springfield Road to the east. To the south, the site boundary is defined by the Crouch Valley railway and vineyards beyond.
- 3.1.3 The main portion of the site consists of two arable fields, divided by hedgerows, trees and drainage features, including a large existing attenuation basin located to the south of the site. A Public Right of Way (PRoW) (Footpath 3) crosses the site north to south, connecting the site and surrounding neighbourhoods to a pedestrian railway crossing and the riverside path network to the south.
- 3.1.4 The area of the site upon which residential development is proposed lies outside of the defined settlement boundary of Burnham-on-Crouch but immediately abuts Strategic Growth Area Allocation S2(i) "Burnham on Crouch West", as defined by the Maldon Local Development Plan (LDP). The south-eastern part of the site is retained as employment land for Use Classes E(g), B2 and B8, as defined by LDP Policy E1(p).
- 3.1.5 The site does not lie within or adjacent to a conservation area and no listed buildings are present either on site or nearby; however archaeological evidence identifies some potential for prehistoric and Roman remains.

The Proposed Development

- 3.1.6 The application proposals consist of two distinct phases. Full planning permission (Phase 1) is sought for the development of 170 dwellings, including 68 affordable homes, with vehicular access, internal streets, parking, public open space, play space, sustainable drainage, landscaping and associated infrastructure. Outline permission (Phase 2) is sought for up to 190 further dwellings with all matters reserved apart from access, together with public open space and infrastructure. Combined, the two phases would therefore provide a maximum of 360 new dwellings. The employment parcel would remain available for E(g), B2 and B8 uses.
- 3.1.7 The current parameter plans are the P11 concept plan, P08 movement and access plan, P07 land use plan, P06 building height plan and P06 density plan. The outline residential parcels are generally shown at 25–35 dwellings per hectare and predominantly up to two storeys, with landscape buffers, SuDS, pedestrian and cycle connections and a retained employment interface.
- 3.1.8 Phase 1 comprises 102 market and 68 affordable homes. The market element contains 36 two-bedroom homes, 35 three-bedroom homes, 26 four-bedroom homes and five five-bedroom homes. The affordable element contains 18 one-bedroom, 29 two-bedroom, 19 three-bedroom and two four-bedroom homes, including six one-bedroom bungalows. The applicant offers 40% affordable housing across the full and outline elements, with a 75%

rented and 25% shared ownership tenure split. Detailed plans submitted for Phase 1 provide details of tenure, height, parking, refuse, materials and housing mix plans, house type portfolios with floorplans and elevations of each type, street scenes and a detailed landscaping scheme.

- 3.1.9 Phase 2 would comprise up to 190 dwellings, to be defined as part of reserved matters. The outline residential parcels as shown on the parameters plans provided are generally shown at a density of 25–35 dwellings per hectare, predominantly up to two storeys in height, with landscape buffers, a new bridleway to the western edge of the site, SuDS, pedestrian and cycle connections.
- 3.1.10 Approximately 5.12 hectares of public open space and green infrastructure are proposed, which include retained and strengthened hedgerows, structural planting, play areas, sustainable drainage, walking and cycling routes and a circular recreational route linked to Riverside Park. The submitted statutory metric predicts a 14.39% area-habitat gain and a 20.74% hedgerow gain.

Conclusion

- 3.1.11 Although the site lies outside the defined settlement boundary, it adjoins and is accessed through the allocated Burnham-on-Crouch West development that is under construction at Corinthian Way. National policy S3 applies the presumption in favour of sustainable development through the decision policies in Chapter 4. For development outside settlements, policy S5 is engaged. The proposal relates directly to the existing strategic allocation and addresses an evidenced housing-supply shortfall in a location physically well related to Burnham-on-Crouch and capable of being supported by the necessary infrastructure.
- 3.1.12 The scheme would deliver a significant number of market homes (and 40% affordable housing within Phase 1) at a time when the Council can demonstrate only 4.1 years of housing land supply. Furthermore, due to the ongoing nature of their development at Corinthian Way, the applicant has confirmed that subject to the grant of permission they propose to advance with construction of Phase 1 in April 2027, thereby ensuring that this housing would be delivered within the 5-Year Housing Land Supply (5YHLS) period, with Phase 2 also to follow in Summer 2028.
- 3.1.13 Due to the application site's location within the open countryside, detailed consideration has been given to the potential impact of development on the character and appearance of the area, including appointment of an independent consultant to assess the applicant's submitted Landscape and Visual Impact Assessment (LVIA). In short, it is concluded that, due to the enclosed nature of the site to the north and west, and the existing development ongoing to the east, the proposal would not result in an unacceptable degree of harm to the local landscape, taking into account the layout of the scheme (full and indicative outline layouts) and associated landscaping proposals and green buffer to the west which includes a new bridleway route.
- 3.1.14 Concerns relating to highways matters have been addressed through the course of the application both in terms of the technical access details at the Endeavour Way junction with Maldon Road, and also a commitment to junction improvements to the affected junction further afield at the junction between Lower Burnham Road and Fambridge Road (by way of a S278 agreement).
- 3.1.15 In addition to the proposed new bridleway and footpath improvements across the site, pedestrian safety improvements are also proposed in the form of a financial contribution towards the installation of miniature stop light system at the railway crossing to the south of the site.

- 3.1.16 Other relevant matters relating to archaeology, site drainage, ecology and infrastructure contributions have all been addressed during the course of the application.
- 3.1.17 Officers have assessed the benefits and adverse effects in the Planning Balance and Conclusion section. Applying policies S3 and S5 of the August 2026 National Planning Policy Framework (NPPF), the proposal should be approved unless its benefits are substantially outweighed by adverse effects assessed against the national decision policies. The identified adverse effects do not substantially outweigh the significant housing and affordable-housing benefits. Approval is therefore recommended subject to the conditions and planning obligations in this report.

4. MAIN RELEVANT POLICIES

4.1 National Planning Policy Framework (August 2026), including:

- Paragraph 17 Achieving sustainable development

Chapter 3 - Decision-making policies

- DM1 Preparing development proposals
- DM2 Information requirements
- DM3 Determining development proposals
- DM5 Development viability
- DM6 Use of planning conditions and obligations
- DM7 Relationship with other regulatory regimes

Chapter 4 - Achieving sustainable development

- S3 Presumption in favour of sustainable development
- S5 Principle of development outside settlements

Chapter 5 - Meeting the challenge of climate change

- CC2 Mitigation of climate change
- CC3 Adaption to climate change

Chapter 6 - Delivering a sufficient supply of homes

- HO7 Meeting the need for homes
- HO8 Providing affordable homes
- HO9 Specialist forms of accommodation
- HO10 Exception sites
- HO11 Isolated homes in the countryside
- HO12 Traveller sites

Chapter 12 - Making effective use of land

- L3 Achieving appropriate densities

Chapter 14 - Achieving well-designed places

- DP3 Key principles for well-designed places
- DP4 The design process

Chapter 15 - Promoting sustainable transport

- TR3 Locating development in sustainable locations
- TR4 Street design, access and parking
- TR6 Assessing transport impacts

- TR8 Public rights of way

Chapter 16 - Promoting health communities

- HC3 Community facilities and public service infrastructure serving new development
- HC4 Proposals for new and improved community facilities, public service infrastructure and development providing public health benefits
- HC5 Hot food takeaways
- HC8 Development affecting Local Green Space

Chapter 17 - Pollution, public protection and security

- P2 Ground conditions
- P3 Living conditions and pollution
- P4 Impact of development on existing activities

Chapter 18 - Managing flood risk and coastal change

- F4 Assessing flood risk for decision-making
- F7 Ensuring development is safe from flooding
- F8 Sustainable drainage systems and watercourses

Chapter 19 - Conserving and enhancing the natural environment

- N2 Improving the natural environment
- N3 Trees in new development
- N5 Maintaining the character of the coast
- N6 Areas of particular importance for biodiversity and geodiversity

Chapter 20 - Conserving and enhancing the historic environment

- HE4 Securing the conservation of heritage assets
- HE5 Assessing effects on heritage assets
- HE6 Proposals affecting designated heritage assets
- HE7 Decisions on non-designated heritage assets
- HE9 Conservation areas
- HE10 Loss or removal of heritage assets

4.2 Maldon District Local Development Plan (LDP) 2014–2029

- S1 – Sustainable Development
- S2 – Strategic Growth
- S6 – Burnham-on-Crouch Strategic Growth
- S8 – Settlement Boundaries and the Countryside
- D1 – Design Quality and Built Environment
- D2 – Climate Change and Environmental Impact of New Development
- D4 – Renewable and Low Carbon Energy Generation
- D5 – Flood Risk and Coastal Management
- E1 – Employment
- E3 – Community Services and Facilities
- E6 – Skills, Training and Education
- H1 – Affordable Housing
- H2 – Housing Mix
- H3 – Accommodation for Specialist Needs
- H4 – Effective Use of Land
- N1 – Green Infrastructure Network

- N2 – Natural Environment, Geodiversity and Biodiversity
- N3 – Open Space, Sport and Leisure
- T1 – Sustainable Transport
- T2 – Accessibility
- I1 – Infrastructure and Services
- I2 – Health and Wellbeing

4.3 Adopted Burnham-on-Crouch Neighbourhood Plan (BOCNP)

- S1 – Strategic Housing Growth
- EN.2 – New Development and Flood Risk
- HO.2 – Range and Type of New Residential Development
- HO.3 – Housing for Retired and Elderly Persons
- HO.4 – Affordable Market Housing
- HO.8 – Housing Design Principles

4.4 Other Material Guidance and Evidence

- National Planning Practice Guidance
- Maldon District Local Housing Needs Assessment (LHNA) 2025
- Technical Advice Note (TAN) – Housing Mix Position November 2025
- Maldon District Design Guide 2017
- Essex Design Guide
- Maldon District Vehicle Parking Standards
- Maldon District Green Infrastructure Strategy
- Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS)
- Essex County Council (ECC) Sustainable Drainage Systems (SuDS) Design Guide
- Maldon District Five-Year Housing Land Supply (5YHLS) Position 2025

5. MAIN CONSIDERATIONS

5.1 Principle of Development

- 5.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires decisions to be made in accordance with the development plan unless material considerations indicate otherwise. Policies S1 and S2 seeks to achieve strategic growth be way of sustainable extensions to the settlements of Maldon, Heybridge and Burnham-on-Crouch, in the form of Garden Suburbs or Strategic Allocations. Policy S6 allocates growth at Burnham-on-Crouch and expects coordinated delivery of housing, employment, transport, green infrastructure and services. Policy E1 supports the retention and provision of employment land, while Policies I1 and I2 require the infrastructure needed to support healthy communities.
- 5.1.2 The application site lies outside of the defined settlement boundary of Burnham-on-Crouch, with the majority of the site outside of any defined allocated housing site. The site falls within the open countryside, where LDP Policy S8 supports development which complies with one of the sub-criteria (a) to (m) within the policy and where the “intrinsic character and beauty of the countryside is not adversely impacted upon”. Since the development does not meet any of these sub-criteria, the development is technically contrary to the spatial strategy and settlement hierarchy of the LDP, in particular failing to accord with Policies S2 and S8 of the Local Plan.
- 5.1.3 Notwithstanding this, the site lies immediately adjacent to the residential development currently underway as part of Strategic Growth Area S2(i) “Burnham-on-Crouch West”, as allocated within the LDP. The vehicular access for the proposed development is achieved

via the Corinthian Way development, effectively rendering it as an extension of the approved allocated scheme. Given the proximity of the application site and its strong integration with the existing development (and the shared access routes linking the area to local services and amenities to the east), the site is considered to be in a sustainable location. The broader principles of Policy S2 encourage strategic growth by way of sustainable extensions to the three main settlements – it is considered that the proposed scheme in this case represents an appropriate sustainable extension of the existing allocation.

Five-year Housing Land Supply (5YHLS)

- 5.1.4 NPPF Policy HO1 and Annex D detail how housing calculations should be undertaken and considered. Paragraph 8 of Annex D states that *“local planning authorities should identify and update annually a supply of specific deliverable sites. This should be sufficient to provide a minimum of five years’ worth of housing, assessed against their housing requirement in the development plan, or against their local housing need (calculated using the standard method) where the development plan housing requirement is more than five years old”*.
- 5.1.5 It was established in a report to the Council on 12 February 2026 that the Maldon District Council 5YHLS stands at 4.1 years. This figure has been further disputed in recent planning appeals, including the Spratts Farm appeal (ref 6005664, decided on 18/08/2026) where the figure was disputed between the Appellant and Council, who respectively stated that it stands at 3.6 and 4.04 years. While an updated official figure has not been reached, it is acknowledged that it would fall below five years.

Presumption in Favour of Sustainable Development

- 5.1.6 Maldon Local Plan Policy S1 states that *“where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise. Account will be taken if any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or specific policies in the NPPF indicate that development should be restricted”*.
- 5.1.7 NPPF Policy S3 applies the presumption in favour of sustainable through an approach which separates development within settlements and development outside settlements. Since the application site lies outside of any defined settlement boundary, the proposal falls to be considered under policy S5 together with the statutory development-plan duty.
- 5.1.8 Policy S5(1) supports specified forms of development outside settlements and requires approval unless the benefits are substantially outweighed by adverse effects assessed against the national decision policies. The policy also supports development meeting an evidenced unmet need, including where the authority cannot demonstrate 5YHLS, where the site is physically well related to an existing settlement and the scale of development can be accommodated by infrastructure.
- 5.1.9 As noted above, the majority of the site lies to the west of an existing LDP allocation and retains the allocated employment parcel while completing the coordinated housing and infrastructure framework. The site is considered to be well-related to Burnham-on-Crouch and connects through the existing strategic development and can be accommodated within the settlement subject to appropriate mitigation and contributions to local infrastructure as set out at section 8 of this report.

- 5.1.10 The final planning balance at section 5.21 of this report applies the policy S5 test, taking account of the development plan, the site's relationship to the strategic allocation, the housing-supply evidence, the national decision policies and all other material considerations.

Sustainable Transport and Infrastructure

- 5.1.11 The application proposes additional housing development which would give rise to a significant number of additional people living in the area. Therefore, NPPF Policy HC3 requires the development to *"provide for new or improved community facilities and public service infrastructure which are necessary for the development to be acceptable in planning terms, whether by direct provision or a contribution to off-site improvements (which may be through Community Infrastructure Levy payments, where applicable)"*.
- 5.1.12 NPPF Policy L3 seeks to make efficient use of land, through increasing density of development. The policy states that in achieving this, development proposals should take into account *"the identified need for different types of housing and other development, local market conditions, the availability of infrastructure (including that supporting sustainable transport modes) and its scope for improvement, a site's connectivity and the importance of securing well-designed, attractive and healthy places"*.
- 5.1.13 Maldon District Council has not adopted the Community Infrastructure Levy (CIL). Where financial contributions are necessary to mitigate the impacts of a development, these are secured through individual financial contributions which are calculated to mitigate the relevant cost and secured as contributions to ECC where they operate the relevant services. Local Plan Policy I1 further states in this regard that *"developers will be required to contribute towards local and strategic infrastructure and services necessary to support the proposed development. Where the development may impact upon the local area, a Section 106 contribution may be agreed between the Council and the developer to mitigate those impacts. Where the impact may be on the public highway network, then an agreement may be made under Section 278 of the Highways Act 1980 between the developer and the Highways Authority for the developer to undertake or pay for works"*.
- 5.1.14 The proposal would link directly to the western section of the allocated residential development S2(i) "Burnham-on-Crouch West" as defined by the LDP. Whilst this development is already well connected in terms of links to the centre of Burnham-on-Crouch, the new development would provide five further pedestrian and cycle connections to the adjoining development, with links towards Ferry Road and Creeksea Lane, improvements to PRoW route 3 (retained as part of the scheme), and installation of a zebra crossing on Maldon Road to the north. These measures, together with the retained PRoW, provide the basis for walking, cycling and public transport use across the site and would be secured by way of appropriately worded, the section 278 works and the Section 106 agreement.
- 5.1.15 Burnham-on-Crouch is defined as a Main Settlement under Policy S8 and provides a range of shops, schools, health, leisure and employment facilities. A number of services including the former Co-Op food store (under refurbishment and to be re-opened as Sainsburys in October 2026), medical centre, pharmacy lie approximately 1.5 km to the east of the site at Foundry Lane/Station Road, with schools at Ormiston Rivers Academy and St Mary's Primary School at approximately 1.6km and 1.83 km respectively. It is noted that routes to these amenities are capable of being cycled and some are walkable, although several are towards the upper end of a convenient walking journey.
- 5.1.16 Burnham-on-Crouch railway station lies approximately 1.6 km from the site (around a 20 minute walk or five minute cycle) and provides services towards Southminster and Wickford with onward connections. Bus stops are available on Maldon Road

approximately 500 metres away, though it is noted that these stops are not presently served by a regular route. Other active bus stops at Marsh Road are approximately 1.5 km from the site.

- 5.1.17 The detailed movement network proposed by the full application scheme and the outline application parameters indicate good internal permeability, and together with pedestrian safety improvements and links to the existing development to the west, would ensure appropriate routes are available to access day to day services. Highway improvements are proposed to both the main site entrance at Maldon Road, and also off-site works at North Fambridge (discussed at section 5.11 below).
- 5.1.18 Taking into account the relationship with Burnham-on-Crouch, the links to services and facilities and the station via the existing development, and the proposed walking and cycling network improvements, officers consider that the site lies in a broadly sustainable location.
- 5.1.19 The identified infrastructure impacts and the mitigation comprise of planning obligations to mitigate the impact in terms of financial contributions towards education, healthcare and public transport, plus on the site provision of a policy compliant level of affordable housing.

Loss of Agricultural Land

- 5.1.20 Local Plan Policy D2(11) states that “development must take into account the economic and other benefits of preserving the best and most versatile land. Where possible poor-quality land should be prioritised over higher quality land”.
- 5.1.21 NPPF Policy N2(b) requires development to “take into account the quality of agricultural land (including that classified as best and most versatile agricultural land, and its grade), and if significant development of agricultural land is necessary, use areas of poorer quality land where possible”.
- 5.1.22 Natural England’s Provisional Agricultural Land Classification (ALC) places the Site within an area of Grade 3 agricultural land. The vast majority of Maldon District falls within this grade on the map. Grade 3 is split into two sub-categories; 3a (good) and 3b (moderate). 3a falls within the Best and Most Versatile (BMV) category.
- 5.1.23 Officers have noted the Inspector’s stance in the recent appeal decision 24/01004/OUTM where the loss of 14.2ha Grade 3 agricultural land was given limited weight, and the recent appeal decision for application ref 25/00578/OUTM, where 18.4ha of Grade 3a BMV land was noted as being abundant in Maldon by the Inspector, who concluded that wherever new development takes place it would likely need to use land of similar quality, stating (appeal decision Paragraph 58) that “*given the size of the site in relation to the area of land in the district under cultivation, I do not consider that it would materially reduce the productivity of the wider area*”.
- 5.1.24 Given this assessment it is considered that the proposal would not result in the loss of the ‘best and most versatile agricultural land’ given its grading to be contrary to the requirements of LP policy D2(11) nor NPPF policy N2 (b).

Housing Deliverability

- 5.1.25 As noted above, the complete proposal would provide up to 360 homes, of which 170 would be provided as part of Phase 1, which has been identified by the applicant as a priority for delivery given the existing construction underway at Corinthian Way. The applicant has indicated that subject to permission being granted, the intention is to

commence work on Phase 1 by April 2027, and Phase 2 by Summer 2028. Both Phases 1 and 2 would therefore make a significant contribution to the Council's 5YHLS. The delivery of 68 affordable homes in the full phase and up to 144 overall is likewise considered to represent a substantial benefit.

Principle of Development Summary

- 5.1.26 The proposal conflicts with the settlement-boundary element of LDP Policy S8 and would result in the loss of agricultural land. However, the housing-supply shortfall, the site's physical relationship to Burnham-on-Crouch and its role in completing the strategic growth area engage NPPG policy S5(1)(i) and (j) so the presumption in favour of sustainable development as required by NPPF Policy S3 is applied. Therefore, this means that the principle of development is acceptable. The final planning balance is assessed following the assessment of the following material planning considerations.

5.2 Affordable Housing

- 5.2.1 LDP Policy H1 requires 30% affordable housing on qualifying sites in the Rural South-East Higher value area. The LHNA identifies acute affordability pressure and a strong need for rented accommodation. Policy H2 requires affordable housing to form part of a mixed and balanced community, with appropriate size, tenure and distribution.
- 5.2.2 The proposal offers 40% affordable housing: 68 of the 170 full-phase homes and up to 144 across the maximum 360-home development. The intended tenure split is 75% rented and 25% shared ownership. The full phase provides 18 one-bedroom, 29 two-bedroom, 19 three-bedroom and two four-bedroom affordable dwellings, including six one-bedroom bungalows. Affordable homes are distributed through the detailed layout rather than isolated in a single enclave.
- 5.2.3 The Council's Housing Team has been consulted through the application correspondence. The team accepts the full-phase affordable mix on balance because the phase materially overprovides units against the 30% policy requirement. Its advice supports the bungalows, on-site provision and overall offer, subject to final tenure, standards, registered-provider and delivery arrangements.
- 5.2.4 Public comments refer to housing affordability and the need to match local requirements. The provision exceeds the policy percentage and includes smaller affordable units and bungalows. The Section 106 agreement will prevent the benefit being lost through later tenure or phasing changes.
- 5.2.5 The affordable-housing package is acceptable and attracts substantial positive weight. It must be secured through the agreement with definitions for tenure, social rent, shared ownership, standards, nomination, transfer, clustering and occupation triggers. Subject to those controls, the proposal accords with Policies H1, H2, S1 and I1.

Housing Mix

- 5.2.6 Policy H2 of the LDP requires new residential development to provide a suitable mix and range of housing in size, type and tenure to reflect local need. The November 2025 TAN applies the latest LHNA evidence, and states that for major schemes the preferred market mix is 10% one-bedroom, 35% two-bedroom, 35% three-bedroom and 20% four-or-more bedrooms. Affordable-owned and affordable-rented ranges give greater emphasis to one, two- and three-bedroom homes. The evidence is not to be applied mechanistically, but strategic sites should match it more closely than small sites.

- 5.2.7 The Phase 1 proposal contains no one-bedroom market dwelling and a greater proportion of larger market homes than the preferred range but its affordable mix is stronger, with 18 one-bedroom homes, 29 two-bedroom homes and 19 three-bedroom homes.

PHASE 1 MIX	% Mix Tenure	% Mix Total	Required	Proposed
Market	70.0%	70.0%	119	102
1b	5.0%	3.5%	6	0
2b	30.0%	21.0%	36	36
3b	35.0%	24.5%	42	35
4+b	20.0%	14.0%	24	31
Affordable	30.0%	30.0%	51	68
Affordable Rented	80.0%	24.0%	41	51
1b	25.0%	6.0%	10	18
2b	30.0%	7.2%	12	21
3b	25.0%	6.0%	10	12
4+b	10.0%	2.4%	4	0
Shared Ownership	20.0%	6.0%	10	17
1b	15.0%	0.9%	2	0
2b	40.0%	2.4%	4	8
3b	30.0%	1.8%	3	7
4+b	5.0%	0.3%	1	2

- 5.2.8 Strategic Housing has advised that the Phase 1 affordable mix is considered acceptable on balance because of the over-provision and hence Internal correspondence supports an overarching scheme-wide condition which takes the 170 fixed dwellings into account and requires the aggregate 360 home development to meet the Council's current market and affordable mix, as set out within the TAN.
- 5.2.9 Likewise, whilst the initial tenure split between affordable rented housing and shared ownership housing does not fully comply with the TAN (75%-25% as opposed to 80%-20%), an acceptable split can be secured at Reserved Matters stage by way of the overarching condition proposed.
- 5.2.10 In terms of market housing, the scheme fails to provide any 1 bed dwellings, contrary to the mix set out by table 1 of the TAN. It is noted that Policy HO8 of the NPPF allows flexibility in the application of requirements relating to the bedroom mix of market housing where a proposal meets or exceeds current development plan requirements for affordable housing and tenure. Nevertheless, the over-arching condition is required in any event to ensure that the combined market and affordable housing mix across all 360 dwellings responds appropriately to the TAN, taking account of the 170 dwellings fixed as part of Phase 1.
- 5.2.11 The condition will therefore require the housing submitted at reserved matters stage to provide the balance of dwelling sizes and affordable housing tenures necessary to achieve an acceptable mix across the development as a whole. This approach allows the detailed Phase 1 layout to proceed while ensuring that subsequent phases address the

identified differences from the TAN, including the provision of one bedroom homes and the appropriate balance between affordable rented and shared ownership housing.

- 5.2.12 Subject to the whole scheme housing mix condition, the development would provide an acceptable range of market and affordable homes and would accord with the TAN, the LHNA and Policy H2 of the LDP.

5.3 Design, Layout and Quality of Accommodation

- 5.3.1 Policies D1, H4 and S1 of the LDP and Policies DP3, DP4 and L3 of the NPPF seek to ensure that new development is well designed, responds positively to its surroundings and creates safe, inclusive and attractive places. Development should make efficient use of land while providing a coherent arrangement of buildings, streets, open spaces, landscaping and pedestrian routes. It should also safeguard the living conditions of existing and future occupiers and provide an appropriate standard of private and communal amenity space. The Maldon District Design Guide and Essex Design Guide provide further guidance on layout, movement, built form, landscape structure, parking and the relationship between public and private space. LDP Policy H3 additionally supports the provision of accessible and adaptable accommodation capable of meeting specialised housing needs.

Phase 1

- 5.3.2 The proposed layout of the full permission phase is structured around a connected hierarchy of streets and pedestrian routes, effectively as an extrusion of the existing Corinthian Way scheme to the east. The principal routes provide clear and legible movement through the development, with shared surfaces and private drives creating lower-speed, more informal residential environments. Pedestrian connections are incorporated throughout the layout and link the residential areas with the proposed open spaces and wider green infrastructure.
- 5.3.3 The proposed dwellings are principally arranged as outward facing perimeter blocks. As with Corinthian Way, this approach defines the street edges, establishes a clear distinction between public and private space and allows the principal elevations of dwellings to address streets, pedestrian routes and areas of open space. The arrangement would provide natural surveillance of the public realm and avoid extensive areas of exposed rear boundaries adjoining important routes and open spaces. The predominantly two storey scale would establish a coherent residential character, consistent with the existing development to the east.
- 5.3.4 The layout incorporates areas of open space and landscaping as integral components of the scheme rather than as residual areas around the housing. The greenway provides an important landscape and movement corridor through the development. Where this route crosses internal streets, its design should maintain pedestrian priority and provide a clear, safe and legible continuation of the green infrastructure. The detailed design of these crossing points can be secured through the relevant highway, landscape and public realm conditions.
- 5.3.5 Parking and servicing arrangements are distributed across the development in a manner that supports the proposed street hierarchy. Refuse and cycle storage provision, boundary treatments and landscaping are carefully integrated so that they remain convenient for occupiers without becoming visually dominant within streets or areas of public realm.
- 5.3.6 The proposed layout provides an acceptable relationship between dwellings, including appropriate separation, outlook and private amenity space. The detailed phase would

therefore provide a suitable living environment for future occupiers. Conditions relating to finished floor and ground levels, facing materials, boundary treatments, external lighting, refuse and cycle storage, parking, landscaping and accessible and adaptable housing would ensure that the design quality shown in the submitted material is carried through to construction and occupation.

- 5.3.7 Essex Police Designing Out Crime has been consulted on the proposed scheme and has requested continued engagement during its detailed development and implementation. Its advice emphasises the importance of natural surveillance, secure cycle and refuse storage and the creation of safe and well-overlooked public spaces. These principles are reflected in the general arrangement of the detailed layout, and no final objection has been raised on urban-design or crime-prevention grounds. Continued engagement and appropriately worded conditions would allow the relevant security measures to be incorporated without undermining the appearance or accessibility of the scheme.

Phase 2

- 5.3.8 The outline element does not seek approval for the detailed layout, scale, appearance or landscaping of the future development parcels. Its acceptability must therefore be considered by reference to the submitted parameter plans and the controls that would apply to subsequent reserved matters applications.
- 5.3.9 The land use, movement, density and building height parameters plans submitted with the application establish a framework within which the outline phase would be developed. Together, these plans identify the broad distribution of development, intended connections between different parts of the site, the range of residential densities and the limits on building heights. They also provide the basis for retaining a coherent landscape and movement structure as individual parcels are brought forward.
- 5.3.10 The parameters plans are sufficiently clear to demonstrate that the outline phase could accommodate residential development without prejudicing the delivery of connected streets, pedestrian routes, open space and green infrastructure – including the creation of a new bridleway to the western boundary of the site. The proposed density range would allow different parts of the site to respond to their position within the wider masterplan, including the character of principal routes, residential streets and edges adjoining open space. The height parameters would similarly allow appropriate variation while ensuring compatibility with the predominantly low-rise character established by the detailed phase.
- 5.3.11 The final acceptability of the outline phase layout and the living conditions of future occupiers would be assessed through the reserved matters process. This would include detailed consideration of dwelling orientation, separation distances, privacy, outlook, daylight, private amenity space, accessible and adaptable accommodation, parking and the relationship between buildings and public open space. Compliance with the approved parameters and design code would provide a robust basis for those subsequent assessments.

Summary

- 5.3.12 The full phase would result in a well connected residential layout, consistent with the existing Corinthian Way development, with outward facing perimeter blocks, well-overlooked streets and open spaces, a clear movement hierarchy and an integrated landscape structure. The detailed plans demonstrate that the proposed density can be accommodated while providing appropriate parking, private amenity space and relationships between dwellings. Detailed information relating to materials, levels, boundaries, lighting, refuse and cycle storage, parking, accessibility and detailed landscaping can be adequately controlled by condition.

- 5.3.13 The outline phase is supported by land-use, movement, density and height parameters that provide a sufficiently robust framework for future development. Subject to compliance with those parameters, the approval of a comprehensive design code and the detailed assessment of each reserved-matters submission, the outline phase is capable of delivering a coherent and high-quality extension to the detailed scheme.
- 5.3.14 The proposal would therefore provide an acceptable design framework and a satisfactory standard of accommodation. Subject to the identified conditions and subsequent reserved-matters controls, it accords with Policies D1, H3, H4 and S1 of the LDP and the relevant national and local design guidance.

5.4 Landscape and Visual Impact

- 5.4.1 LDP Policies D1, S1, S6, N1 and N3 require development to respond to landscape character, create an integrated settlement edge and provide multifunctional green infrastructure. NPPF policies N2 and DP3 require development to protect and enhance landscape character and establish a strong, context-responsive landscape framework. The site has no national or local landscape designation, but its open arable character and views from rights of way are material considerations.
- 5.4.2 The combined development would permanently replace agricultural fields with housing, roads and open space. The scheme retains most boundary vegetation and the central hedgerow, provides northern and western buffers, a green corridor along Footpath 3-242, SuDS planting and a northern entrance green. Phase 1 of the scheme provides detailed hard and soft landscape proposals reflective of the existing development at Corinthian Way. The parameter plans associated with the outline Phase 2 propose a broad landscape buffer with bridleway to the western side of the site along with an indication of green links into Phase 1 and existing footpath infrastructure.
- 5.4.3 A Landscape and Visual Assessment prepared by Liz Lake Associates, dated December 2025, accompanies the application. It describes the site as three arable fields with well-vegetated boundaries and a central north-south hedgerow followed by Footpath 3-242. The site is not subject to a landscape designation; the applicant assesses it as a landscape of medium value.
- 5.4.4 The applicant's assessment considers the detailed and outline phases together. Its embedded mitigation retains the principal boundary and central vegetation, provides a wide native-planted western buffer and recreational route, introduces street trees, green spaces, a community orchard and planted SuDS basins, and reduces density towards the western edge. It predicts an overall slight adverse landscape effect on completion, reducing to negligible in the long term as planting establishes. Visual effects are greatest for close receptors, including users of the PRow and the railway crossing, where substantial-to-moderate effects are predicted and may remain at year 15; effects from more distant viewpoints are predicted to reduce to slight, negligible or no change.
- 5.4.5 The Council commissioned Open Spaces Landscape and Arboricultural Consultants Ltd to undertake an independent review of the Landscape and Visual Assessment. The review was informed by a site inspection undertaken with Council officers and considered the combined effects of the detailed and outline phases.
- 5.4.6 The review accepts that the retained boundary and central hedgerows, buffers and new planting reduce wider effects and that the new residential character can become commensurate with the adjoining urban area as planting matures. In their response, Open Spaces suggest that an uninterrupted greenway should be provided with pedestrian priority, and that the green circular route proposed by the outline scheme is delivered early during the overall development process. Suggestions were also made in relation to

the careful design of landscaping near the railway crossing/viewpoint 2, and provision of photomontages from viewpoints 2 and 16 to assist officers and members in their decision making.

- 5.4.7 Public representations have been received raising concerns over the potential urbanisation of the settlement edge, the loss of rural views and the effect on walkers using the PRow across the site. It is accepted that some effects in this regard cannot be eliminated, since there will be substantial change within the site and some adverse views during construction and before planting matures. However, it is considered that the proposed scheme incorporates sufficient mitigation through landscaping and detailed design (along with retained vegetation, substantial open space and additional planting throughout) to reduce any effect to an acceptable level. The introduction of a green corridor and bridleway around the western edge of the site would provide an additional walking route for residents over and above the existing PRow that traverses the site.
- 5.4.8 Officers therefore concur with the external landscape consultant's assessment and consider the proposed development to be acceptable in landscape terms, subject to appropriate conditions requiring submission of additional landscaping details to secure the creation of a "greenway", the railway-edge transition, replacement of and long-term management controls. The scheme would therefore accord with Policies D1, S6, N1 and N3 of the LDP.

5.5 Layout and Design

Full Permission Phase

- 5.5.1 The detailed first phase comprises 170 dwellings on the eastern part of the site, adjoining Corinthian Place. Its primary and secondary streets, perimeter blocks, private drives and shared surfaces continue the established movement and built-form pattern to the east while creating new pedestrian and cycle connections. Buff and red brick, render and slate-grey or terracotta roof materials reflect the adjoining development without requiring exact replication.
- 5.5.2 The dwellings are predominantly two storeys, with one and one-and-a-half-storey development at the northern edge where the scheme is closest to existing homes. The layout retains the PRow and the principal north-south hedgerow and vegetation line as a green corridor, integrates SuDS and play space, and uses streets and open space to provide surveillance and legibility. The central and eastern density of approximately 30-35 dwellings per hectare provides an efficient but appropriately suburban form.

Outline Permission Phase

- 5.5.3 The outline phase allows up to 190 dwellings on the western part of the site and retains the south-eastern employment land. Its land-use, movement, density and height parameter plans continue the connections established by the detailed phase, retain important hedgerows and provide further links towards Ferry Road and Creeksea Lane. The lower density of approximately 25-30 dwellings per hectare and substantial native landscape buffer, bridleway and recreational route along the western edge provide a transition to the open countryside.
- 5.5.4 Detailed layout, appearance, scale and landscaping will be determined through a design code and reserved matters. Those controls must secure the western buffer early, maintain the PRow and uninterrupted north-south greenway, coordinate the phase boundary and provide a compatible building-height, street and landscape hierarchy.

Layout and Design Summary

- 5.5.5 The detailed layout provides an acceptable continuation of Corinthian Place, and the outline parameters establish a coherent framework for the later phase. Subject to the design code, reserved matters, materials, levels, boundary, landscape and phasing conditions, the two phases would function as a single well-designed extension while providing an appropriate transition to the countryside.

5.6 Heritage and Archaeology

- 5.6.1 Policy D1 of the LDP and policies HE4, HE5, HE6, HE7, HE9 and HE10 of the NPPF require heritage significance to be understood and conserved in a manner proportionate to its importance. Where a site may contain archaeological interest, a programme of investigation, recording, analysis, publication and archive deposition may be required. The level of control must reflect the potential significance and ground disturbance.
- 5.6.2 The site contains no designated heritage assets, and the built heritage statement identifies no unacceptable setting effect. The archaeological desk-based assessment identifies high potential in some areas for Palaeolithic remains and moderate-to-high potential for Bronze Age, Iron Age and Roman activity, consistent with nearby evidence of settlement, field systems and salt working.
- 5.6.3 Place Services Archaeology has been consulted and generally concurs with the assessment. It requests a five-part phased programme: an approved Written Scheme of Investigation (WSI), completion of trial trench evaluation, a mitigation WSI, completion of fieldwork in areas containing remains, and a post-excavation assessment/updated project design leading to analysis, archive and publication.
- 5.6.4 Public comments in relation to heritage refer broadly to the historic rural character of the area rather than identifying a specific designated asset effect. The landscape section of the report addresses this aspect of character change.
- 5.6.5 The proposal would not harm the significance or setting of a designated heritage asset. The archaeological potential of the site can be investigated, recorded and, where necessary, mitigated through the phased programme requested by the Council's archaeological adviser. Subject to those pre-commencement conditions applying to both phases, heritage and archaeological interests would be conserved proportionately and the proposal would accord with Policy D1 and NPPF policies HE4, HE5, HE6, HE7, HE9 and HE10.

5.7 Open Space, Play and Green Infrastructure

- 5.7.1 Policies N1 and N3 of the LDP seek a connected green-infrastructure network and adequate accessible open space, sport and play. Policy S6 expects green infrastructure to form an integral part of the strategic allocation. NPPF policies HC3, HC4, DP3 and N2 support healthy places, safe walking routes and multifunctional land providing recreation, habitat, drainage, cooling and landscape benefits.
- 5.7.2 Approximately 5.12 hectares of green space is identified across the development, including play areas, green corridors, SuDS, retained hedgerows, landscape buffers and a circular recreational route linked to Riverside Park. The full phase has detailed landscape and play proposals; the outline phase will deliver the western buffer, bridleway and further open space through reserved matters and phasing controls.
- 5.7.3 The external landscape review considers that the retained and proposed green infrastructure would provide landscape mitigation, while recommending an uninterrupted greenway, early delivery of structural planting and further refinement around the railway crossing and western buffer. The Ramblers Association has no objection in principle but

seeks safe, dry and uninterrupted rights of way during and after construction. The HRA evidence also relies on the quality, accessibility and long-term management of the recreational network.

- 5.7.4 Public objections contend that the green space is insufficient or could be eroded by later phases. Officers note that the approved parameters plans, Section 106 provisions and conditions would require defined areas and facilities to be delivered before occupation thresholds and retained.
- 5.7.5 Overall, it is considered that the quantity of open space provision across the site, and the framework through which it is delivered in the proposed phasing, is acceptable. Early structural planting, the greenway, play provision, public access, management and HRA features will be secured across both phases via appropriate conditions and planning obligations. Subject to those controls, the proposal accords with Policies N1, N3, S6 and I2.

5.8 Amenity Impacts

- 5.8.1 Policy D1(4) of the LDP requires development to protect the amenity of surrounding areas, having regard to privacy, overlooking, outlook, noise, smell, light, visual impact, pollution, daylight and sunlight. This is supported by section C07 of the Maldon District Design Guide. Policy H4 requires density to be considered alongside neighbouring amenity, while NPPF policies P3 and P4 require acceptable living conditions and apply the agent-of-change principle.

Daylight, Sunlight, Outlook and Privacy/Overlooking

- 5.8.2 The detailed first-phase layout uses streets, private gardens, landscape areas and the retained north-south vegetation corridor to separate new dwellings from existing homes and from one another. The scale is predominantly two storeys, reducing to one and one-and-a-half storeys near existing development at the northern edge. The submitted layout provides conventional relationships and does not indicate material loss of daylight, sunlight, outlook or privacy to existing or future occupiers.
- 5.8.3 Layout, scale, appearance and landscaping for the outline phase remain reserved. The parameter plans, density range and landscape buffers provide sufficient scope to achieve acceptable relationships, with detailed separation, window positions, levels and boundary treatment to be tested at reserved matters stage.

Noise

- 5.8.4 The Noise and Vibration Assessment submitted with the application finds that external amenity areas generally meet BS 8233:2014 guideline values and that acceptable internal conditions can be achieved through standard glazing and appropriate ventilation. Measured vibration from the railway is below the “low probability of adverse comment” threshold. The assessment also defines facade noise limits so that future operations on the retained employment land remain compatible with new homes.
- 5.8.5 Environmental Health has been consulted and raises no objection subject to construction working hours, construction noise and vibration controls and compliance by future employment-land plant with the specified facade limits. Public comments describe prolonged noise, vibration and HGV disturbance during construction. Those effects are material but temporary and can be controlled through the Construction Environmental Management Plan, routing, working-hour and monitoring conditions.

Smell and Pollution

- 5.8.6 The Air Quality Assessment predicts concentrations of nitrogen dioxide and particulates below national objectives and no significant operational effect from development traffic. It identifies a medium-to-high construction dust risk, requiring Institute of Air Quality Management mitigation. The geo-environmental assessment, based on intrusive investigation and chemical testing, identifies negligible contamination, groundwater and ground-gas risk; an unexpected-contamination condition remains appropriate.
- 5.8.7 Environmental Health's requested Construction Environmental Management Plan includes dust suppression and monitoring, wheel washing and mud prevention, pollution controls for fuels and chemicals, delivery and HGV routing, compound arrangements and temporary lighting. No evidence identifies an unavoidable odour or pollution effect from the development, while any future employment use must remain compatible with the neighbouring housing.

Impact on Amenity Summary

- 5.8.8 Subject to the Environmental Health conditions, the detailed layout would provide acceptable permanent living conditions, and the outline phase can do likewise through its reserved matters. The proposal would not expose existing or future occupiers to unacceptable amenity or pollution effects and would therefore accord with LDP Policies D1, D2 and H4.

5.9 Transport, Access and Highway Safety

- 5.9.1 Policies T1 and T2 of the LDP and NPPF policies TR3, TR4 and TR6 require development to be focused in sustainable locations and to provide safe and suitable access for all users. Refusal on transport grounds is appropriate only where there would be an unacceptable impact on highway safety or a severe residual cumulative impact on the road network. Policy S6 requires the strategic growth area to provide transport improvements, while parking and street design must support accessible and safe movement.
- 5.9.2 ECC Highways had originally objected to the proposals – in terms of technical details at the main junction with Maldon Road, and the potential impact of the development taking into account other development and cumulative impacts along Lower Burnham Road to the west of Burnham-on-Crouch. Following a number of meetings and discussions between the applicant and ECC Highways, an additional technical note has been submitted seeking to address the technical details, and to propose junction improvements at Lower Burnham Road/Fambridge Road. At the time of writing this report, ECC Highways have confirmed that the proposed improvements at Maldon Road are acceptable in principle but have asked for some final information in relation to the North Fambridge junction improvement scheme, which can be agreed through planning condition if necessary, or outside of Planning legislation through a s278 agreement under the Highways Act.

Access

- 5.9.3 Vehicular access would be taken through the adjoining Corinthian Place street network to Maldon Road, with pedestrian and cycle connections to the surrounding development and rights of way. The updated modelling treats the Endeavour Way/Maldon Road approach as a single lane and indicates that the site-access junction would remain within capacity in the 2030 development scenario. A new zebra crossing on Maldon Road, the Stage 1 road-safety audit and the detailed access works would be secured through a Section 278 agreement and associated planning conditions.

Highway Capacity

- 5.9.4 The amended transport information corrects the Endeavour Way model coding to a single lane, recalibrates Maldon Road/Church Road, proposes priority junction mitigation and identifies a two lane approach/widening solution at the B1010/B1012/Fambridge Road junction. The additional information also includes a Stage 1 road safety audit and designer responses, a new Maldon Road zebra crossing, internal parking and turning changes and delivery through Section 278 Works.
- 5.9.5 The North Fambridge junction is approximately six miles west of the site, but it lies on the B1010/B1012 corridor used by a significant proportion of westbound traffic generated by the development. ECC's initial response requested that the applicant consider the junction's capacity and safety impacts. The applicant's additional information identifies existing and future capacity pressure and proposes widening the Fambridge Road northern arm to provide two approach lanes and additional storage. Updated modelling indicates that the junction would remain over capacity in the 2030 morning peak, but that the works would offset the development's additional effect and produce a position better than the unmitigated future baseline. Because the works are remote from the application site but within the public highway, their detailed design, land requirements, safety audit, funding and occupation trigger must be secured as mitigation through an off-site section 278 agreement under the Highways Act.

Parking

- 5.9.6 The amended detailed layout provides car parking, cycle parking, turning and refuse access for the 170-home first phase. The parking and street arrangement is internally coordinated and can comply with the adopted standards, subject to implementation of the approved plans and provision before occupation. Parking and internal street details for the outline phase will be determined through the design code and reserved matters, with equivalent standards and accessible provision required.

Transport Summary

- 5.9.7 Based upon the technical evidence submitted as part of the application (and updated following discussions), officers are satisfied that the development can be accessed safely and would not result in a severe residual cumulative impact. Detailed parking and internal access arrangements are also acceptable. Subject to formal final confirmation from ECC Highways in relation to the technical design of both junctions, and the provision of a condition requiring completion of a section 278/Section 106 delivery and the conditions, the proposal accords with LDP Policies T1, T2 and S6.

5.10 Active Travel, Public Rights of Way and Railway Safety

- 5.10.1 LDP Policies T1, T2, S6 and D1 require inclusive walking and cycling connections, protection and enhancement of rights of way and safe interaction between movement modes. Railway operational safety is a material consideration. Mitigation on third-party land must be demonstrably deliverable; financial contributions must meet the statutory planning obligation tests.
- 5.10.2 The movement strategy provides five eastern permeability connections, north-western and south-western links towards Ferry Road and Creeksea Lane, improvements to Route 3, the Maldon Road zebra crossing and a detailed residential travel plan. Footpath 4 is retained through the site and the north-south greenway ensures pedestrians priority over internal traffic across the site.

- 5.10.3 Active Travel England was consulted and initially deferred its position pending stronger accessibility, route and mode-shift evidence. The amendments and Technical Note respond to the points, and at the time of writing it is understood that an updated response confirming acceptability of the scheme will be issued imminently. Officers therefore consider that this objection is capable of being resolved concurrent with the S106 agreement being finalised (and prior to issue of any planning permission). It is noted also that the Ramblers Association have no objection in principle subject to safe routes.

Railway Crossing

- 5.10.4 Network Rail have objected to the proposal, on the basis that its preferred course of action for the existing crossing would be to divert the PRow westwards to link to Ferry Road at the railway bridge, pass beneath, and then return eastwards back to the original route. This would remove any potential risk to life at the site. In the event the diversion of the PRow and closure of the crossing were not achievable, Network Rail have acknowledged that the installation of a miniature stop light system (similar to that at Foundry Lane) would improve pedestrian safety at the site to an acceptable level.
- 5.10.5 It is understood from Network Rail that the crossing has been identified as requiring safety improvements or closure for some time, but any progress in relation to the site is not anticipated during the current work cycle (up to 2029). Network Rail maintains that it would prefer closure/diversion because that alone removes risk entirely – however correspondence does confirm that a miniature stop light system would be a fall back position should diversion not be achievable, and that such a system would require a contribution for a developed capital and operating/renewal cost basis. ,
- 5.10.6 Public comments have expressed concerns about increased crossing use and the safety of cycling/walking on rural routes. Officers agree that the crossing effect requires mitigation. Closure, as proposed by Network Rail, would depend on land, gradients, surfacing, drainage, return-route arrangements, support from interested parties and third-party land owner agreements and is considered unlikely to be achieved. A miniature stop light system is therefore the best proportionate and deliverable approach, although it reduces rather than eliminates risk.
- 5.10.7 The applicant has proposed a financial contribution to cover the cost of installing miniature stop lights of £325,500 – this is based upon the previously requested contribution in 2023 (plus indexation). The final cost, indexation, recipient, operating/renewal element, payment trigger and delivery mechanism must be agreed with Network Rail and secured before permission issue is issued. Subject to agreement on the final amount, together with the active-travel improvements and route conditions, officers consider the proposal acceptable under Policies T1, T2, S6 and D1.

5.11 Drainage and Flood Risk

- 5.11.1 LDP Policy D5 and NPPF policies F4, F7 and F8 require development to be safe for its lifetime without increasing flood risk elsewhere, to give priority to sustainable drainage and to make suitable maintenance arrangements. Policies D2 and I1 and NPPF policy CC3 require utility and environmental infrastructure to support climate-resilient development without unacceptable pollution or service effects.

Tidal and Fluvial Flood Risk

- 5.11.2 The Flood Risk Assessment submitted with the application identifies that the site lies within Flood Zone 1, where the annual probability of river or sea flooding is less than 0.1%. Most of the developable area is also at very low surface-water flood risk, with mapped areas of greater risk following the existing ditch network. The proposed

residential use is therefore appropriate in sequential terms, with finished floor levels raised near the ditch network as part of the detailed design.

Surface Water Drainage

- 5.11.3 Infiltration testing carried out as part of the technical studies for the development has confirmed that soakaway drainage is not feasible across the site. The Flood Risk Assessment (as updated by a supplementary technical note), proposed the use of lined permeable paving, tree pits, attenuation tanks and planted basins to collect, treat and store runoff before controlled discharge. The proposed system would be designed for one-in-100-year events with a 45% climate-change allowance. Hydraulic modelling submitted as part of the scheme records a maximum 2.1 litres per second discharge from Basin 1 during the critical event, below the 2.2 litres per second allowable rate.
- 5.11.4 The Lead Local Flood Authority has considered the revised evidence and raises no objection subject to appropriate conditions requiring the implementation of the approved strategy, details of construction run-off and pollution controls, and submission of a maintenance plan and annual maintenance records.

Foul Drainage

- 5.11.5 Foul drainage would connect to the public sewerage network. Anglian Water's consultation identifies capacity at the receiving water recycling centre and requires the connection, and any network works to proceed through the separate statutory sewerage regime. Phase specific foul drainage details would be subject to the submission of details by way of condition (to be secured for prior to occupation of each dwelling).

Drainage Infrastructure

- 5.11.6 Anglian Water initially raised concerns regarding the relationship between the proposed basin near plot 145 and its 1050 mm surface-water sewer. The submitted survey shows 7.18 metres between the basin and the sewer centreline. Following provision of further information, Anglian Water's drainage engineer confirmed that the clearance is acceptable, raised no objection and advised that an Asset Protection Enquiry is not required. Essex & Suffolk Water has separately issued a bulk-supply offer for whole site provision.

Drainage Summary

- 5.11.7 The development is acceptable in flood-risk and drainage terms subject to the LLFA wording and the phase-specific foul/water controls. It accords with Policies D2, D5 and I1.

5.12 Ecology and Habitats Regulations

- 5.12.1 Policies N1 and N2 protect designated sites, priority habitats and species and require ecological enhancement. Under the Conservation of Habitats and Species Regulations 2017, the Council must ascertain through Appropriate Assessment that the proposal would not adversely affect the integrity of the Crouch and Roach Estuaries SPA and Ramsar site, alone or in combination.
- 5.12.2 The applicant has provided detailed information in relation to ecology and habitats, including a winter-bird survey and shadow HRA. The survey records local importance for snipe, lapwing, corn bunting, skylark and yellowhammer and proposes retained/strengthened hedgerows, winter seed-crop measures, bird-sensitive SuDS habitat, nesting-bird controls and species safeguards. The HRA identifies approximately 5.1 hectares of high-quality greenspace, a 2.7 km Riverside Park loop, information/signage, dog-management features and the Essex Coast RAMS tariff.

- 5.12.3 Place Ecology's March holding objection concerned functionally linked land, winter birds, skylark and mitigation. Natural England's April response also sought winter-bird and HRA evidence and questioned the recreational mitigation. The later documents respond substantively and record engagement on high-quality greenspace with SANG characteristics. It is understood from both consultees that the additional information has addressed initial concerns and that confirmation of withdrawal of these objections will be submitted in due course. Officers consider that this matter is capable of being resolved under delegated powers concurrent with the S106 agreement being finalised (and prior to issue of any planning permission).
- 5.12.4 Officers consider that the evidence is sufficient for the Council to complete an Appropriate Assessment concluding no adverse effect on integrity, provided the on-site measures and RAMS contribution are secured. Subject to the ecological conditions and S106 obligations it is considered that the proposal accords with Policies N1 and N2 and the Habitats Regulations.

5.13 Biodiversity Net Gain (BNG)

- 5.13.1 Schedule 7A to the Town and Country Planning Act 1990 applies a statutory biodiversity gain condition requiring at least a 10% gain. Because the permission allows phased development, an Overall Biodiversity Gain Plan must be approved before any development begins and a Phase Biodiversity Gain Plan before each phase. Significant on-site gains must be maintained for at least 30 years. Policy N2 supports measurable enhancement in addition to protected-site mitigation.
- 5.13.2 The submitted statutory metric has a 20.87-hectare baseline and predicts 52.52 post-development area-habitat units against 45.91 baseline units: a gain of 6.61 units or 14.39%. Hedgerow units increase from 14.83 to 17.91: a gain of 3.08 units or 20.74%. Trading rules are satisfied, and no off-site units are currently required. The principal significant habitats include other neutral grassland, species-rich native hedgerows with trees, mixed scrub and urban trees.
- 5.13.3 Place Ecology has reviewed the metric and confirms that it contains sufficient application-stage information. An Overall and Phase Biodiversity Gain Plan and a Habitat Management and Monitoring Plan have been requested, with monitoring in years 1, 3, 5, 10, 15, 20, 25 and 30 and remedial or adaptive management where required.
- 5.13.4 The submitted BNG strategy exceeds the statutory objective and is considered acceptable subject to the phased statutory condition, HMMP and associated obligations. The proposal therefore accords with Policy N2 and the statutory BNG legislation requirements.

5.14 Trees and Arboriculture

- 5.14.1 Policies D1 and N2 require development to retain important trees and hedgerows where practicable and provide replacement planting where loss is justified. BS 5837 provides the recognised framework for construction near retained trees.
- 5.14.2 Three individual category-C trees and parts of five category-C groups would be removed. Category-A tree T6, category-B group G19 and several other retained specimens have root-protection-area interfaces requiring precautionary or engineered methods. The landscape package provides substantial replacement tree and hedgerow planting across the development in both phases.
- 5.14.3 Place Services Arboriculture has been consulted and raises no objection, subject to a condition requiring a final Arboricultural Method Statement, including drainage/service

routes and hard surfaces, together with tree protection retained until construction equipment and surplus materials are removed.

- 5.14.4 Public representations have raised concerns regarding the loss of established vegetation and screening at the site. Officers note that the removed specimens/groups are of low quality, and that important vegetation to the centre of the site and to the boundaries is retained, along with substantial replacement planting which will increase long-term canopy cover. The landscaping conditions proposed and HMMP would also address failure during the establishment period.
- 5.14.5 Subject to the above conditions it is considered that the arboricultural effects of the development are acceptable and therefore the proposal accord with Policies D1 and N2 in this regard.

5.15 Education, Health and Community Infrastructure

- 5.15.1 The proposed development would increase demand for education, health, waste and community services. Policies I1, I2, E3 and E6 of the LDP require development to provide or fund the infrastructure necessary to support the population it generates. Any obligation must meet the statutory tests of necessity, direct relationship and fair and reasonable scale and kind.

Education

- 5.15.2 ECC has been consulted and estimates that the development would generate 40.9 early-years and childcare places, 102.3 primary places, 68.2 secondary places and 6.4 SEND places. Local early-years provision has limited capacity, and the two Burnham primary schools were recorded as full or above capacity. ECC therefore seeks £836,814 for early years, £2,092,035 for primary education and £665,374 for SEND, each indexed from Q1 2025 and adjusted through formulae for the final dwelling mix. Sufficient secondary capacity is forecast, so no secondary or school-transport contribution is sought.

Health

- 5.15.3 The East of England Ambulance Service NHS Trust has been consulted and seeks a capital contribution towards works at Chelmsford Ambulance Hub, together with public-access defibrillator provision. Its requested £127,445 is calculated using 359 dwellings at £355 per dwelling and must therefore be reconciled with the permission's maximum of 360 dwellings. The number and location of defibrillators, ownership, maintenance and the indicated cost of approximately £10,500 per device must also be agreed.
- 5.15.4 Confirmation is being sought from the NHS Trust in relation to the required contribution towards existing care services in the local area – this is understood to be approximately £252,400. The final amount will be report to members prior to committee.

Community Infrastructure

- 5.15.5 ECC also seeks £39,594.11 for library services, calculated at £110.29 per dwelling and indexed from November 2025, to improve facilities and extend mobile and outreach provision. A Construction Employment and Skills Plan is requested to maximise local labour, apprenticeship and skills opportunities. ECC's monitoring charge is £750 per obligation, or a bespoke charge for a large development, and must be structured so that monitoring is proportionate and not duplicated.

Infrastructure Summary

- 5.15.6 Public objections refer to pressure on schools, the GP surgery, hospitals, ambulance response, waste and community facilities. The quantified requests above address the development-specific effects evidenced by the relevant service providers. A general contribution cannot be imposed simply to address an existing deficit unrelated to the development. Subject to final Regulation 122 and legal sign-off, the infrastructure package is capable of making the development acceptable and accords with Policies I1, I2, E3 and E6.

5.16 Climate Change, Energy and Resource Efficiency

- 5.16.1 Policies D2 and D4 of the LDP and NPPF Policies CC2, CC3, DP3, TR3, TR4 and F8 seek to ensure that development responds appropriately to climate change. New development should reduce energy and water consumption, make efficient use of resources and be capable of adapting to changing climatic conditions. It should also support sustainable forms of travel, provide green infrastructure and incorporate sustainable drainage measures. Planning conditions should address matters that are relevant to land use planning without unnecessarily duplicating the requirements of the Building Regulations.
- 5.16.2 The proposal would form a relatively compact urban extension adjoining the settlement of Burnham-on-Crouch. Its location and layout provide opportunities for journeys to be made on foot and by bicycle, supported by connections through the site and the measures contained within the Travel Plan. The proposed landscaping layouts, tree planting, open spaces and sustainable drainage systems would also assist with climate adaptation by managing surface water, providing shade and supporting biodiversity.
- 5.16.3 The submitted energy strategy applies the energy hierarchy, beginning with measures intended to reduce energy demand through the design of the buildings. The detailed phase incorporates approved house types and construction standards intended to limit heat loss and make efficient use of energy and water.
- 5.16.4 Supporting information submitted with the application explains that passive design measures have informed the treatment of glazing. The proposed glazing specifications and solar control values would respond to the orientation of the dwellings, allowing useful solar gain during colder periods while limiting excessive heat gain during the summer. The dwellings would also be required to comply with Part O of the Building Regulations, which addresses the risk of overheating and seeks to reduce reliance on mechanical cooling.
- 5.16.5 Equivalent principles should inform the future design of the outline phase 2 and be demonstrated through the relevant reserved matters submissions and any design controls secured by condition. This should include consideration of building orientation, passive design, overheating, energy demand, water consumption, landscaping and the relationship between buildings, streets and open spaces.
- 5.16.6 The Council's Environmental Health team has been consulted on the proposed development and has advised that dust, noise, vibration and other sources of pollution arising during construction should be controlled through a Construction Environmental Management Plan. Such a plan would establish the measures required to limit the effects of construction on neighbouring occupiers and the wider environment. This is a conventional and proportionate means of controlling the temporary environmental effects of a development of this scale.
- 5.16.7 Public representations have raised concerns regarding carbon emissions during construction, the loss of agricultural land, the ability of the development to respond to climate change and the potential for future residents to remain reliant on private cars. A

development of this nature would inevitably result in embodied carbon from construction and operational emissions from the occupation of the dwellings. The loss of agricultural land is considered as part of the wider principle of development and planning balance. In climate terms, the allocated location of the site, together with the proposed green infrastructure, walking and cycling routes, sustainable drainage measures, energy controls and Travel Plan, would provide proportionate mitigation.

- 5.16.8 The proposal therefore incorporates appropriate measures to reduce energy and resource use lower carbon travel and improve resilience to future climatic conditions. Subject to the identified conditions and transport obligations, the development would provide an acceptable response to climate change and resource efficiency and would accord with Policies D2 and D4 of the LDP.

5.17 Other Matters

- 5.17.1 The Town and Country Planning (Environmental Impact Assessment) Regulations require screening where a project may be EIA development. The Council screened a materially equivalent project of up to 360 dwellings under reference 25/00746/SCR and concluded on 3 September 2025 that EIA was not required. The current hybrid proposal remains within that scale, and no new characteristic or effect has been identified that would alter the conclusion.

5.18 Planning Obligations

- 5.18.1 The applicant has confirmed a willingness to enter into a Section 106 agreement in order to secure appropriate planning obligations required as part of the proposed development. The agreement must satisfy Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) and be completed before the decision is issued. The required heads of terms comprise:
- Affordable housing, including 40% on-site provision, 68 of the 170 detailed-phase homes and up to 144 homes overall, with the agreed tenure, transfer, nomination, clustering and occupation controls.
 - Education contributions, subject to the final dwelling mix and indexation:
 - £836,814 for early years and childcare, indexed from Q1 2025.
 - £2,092,035 for primary education, indexed from Q1 2025.
 - £665,374 for SEND provision, indexed from Q1 2025.
 - A library contribution of £39,594.11, indexed from November 2025, subject to final legal and Regulation 122 confirmation.
 - The agreed highway and active-travel package, including the necessary section 278 works, the Maldon Road crossing, North Fambridge junction improvements, Route 3 and permeability improvements, Travel Plan obligations and monitoring, subject to the final ECC Highways and Active Travel England positions.
 - Contribution towards installation of a miniature stop light package at Creeksea Place level crossing, including design, installation, operation, renewal and maintenance. The applicant's proposed £325,500 sum remains to be confirmed with Network Rail.
 - The Essex Coast RAMS tariff and the on-site recreational, information, signage, dog-management and long-term management measures relied upon in the Appropriate Assessment.
 - Provision, public access, phasing and long-term management of open space, play areas, structural planting, the greenway and other landscape features across both phases.

- Any legal security required for significant on-site biodiversity gains, together with the 30-year Habitat Management and Monitoring Plan, without double counting HRA or ordinary landscape mitigation.
- A Construction Employment and Skills Plan and proportionate monitoring arrangements, avoiding duplicate charges.

5.19 Planning Balance

Presumption in Favour of Sustainable Development

- 5.19.1 The application site lies outside the defined settlement boundary of Burnham on Crouch and is not allocated for development within the LDP. The proposal therefore conflicts with Policy S8. However, at this location the site is well connected and physically well related to the settlement. It adjoins the existing Corinthian Way development and would connect with the surrounding road, walking and cycling networks, providing links to the wider settlement. Therefore the presumption in favour of sustainable development applies here in accordance with the requirements NPPF policy S3 and LDP policy S1.
- 5.19.2 The Council cannot demonstrate a 5YHLS. NPPF Policy S5(1)(j) supports development outside settlements where it would address an evidenced unmet need, is physically well related to an existing settlement and is of a scale that can be accommodated by existing or proposed infrastructure. Given the site's relationship with Burnham on Crouch and the highway, drainage and other infrastructure measures proposed, it is considered that the development meets these requirements.
- 5.19.3 The proposal therefore falls within the category of development supported by Policy S5(1)(j). It should be approved unless its benefits would be substantially outweighed by adverse effects when assessed against the national decision-making policies in the NPPF. The conflict with Policy S8 and the effects of extending development into the countryside must be weighed against the delivery of market and affordable housing and the other benefits of the scheme in the overall planning balance.

Benefits of the Proposal

- 5.19.4 The following are treated as benefits of the development. Measures required only to mitigate the scheme's own effects, including infrastructure contributions, are not counted as separate benefits.
- **Social Benefits**
 - The delivery of up to 360 dwellings, including a detailed first phase capable of contributing to supply in the short term, attracts substantial positive weight in a district without a five-year housing land supply.
 - The provision of 40% affordable housing - 68 homes in the detailed phase and up to 144 homes overall - exceeds the adopted 30% requirement and attracts significant positive weight.
 - Approximately 5.12 hectares of publicly accessible green space, play areas and recreational routes would benefit future occupiers and the wider community. This attracts moderate positive weight.
 - **Economic Benefits**
 - Construction would support direct and supply-chain employment and the Employment and Skills Plan would improve access to those opportunities. Because much of this benefit is temporary, it attracts moderate positive weight.
 - Additional household expenditure would support services and businesses in Burnham-on-Crouch, while retention of the employment parcel

preserves the opportunity for future local employment. These benefits attract moderate positive weight.

- **Environmental Benefits**

- The statutory metric predicts a 14.39% gain in habitat units and a 20.74% gain in hedgerow units. The gains above the mandatory minimum, secured for at least 30 years, attract moderate positive weight.
- New pedestrian and cycle connections, the retained PRow and the western recreational route would improve local permeability. These improvements attract limited positive weight.
- The passive-design, overheating, water-efficiency and green-infrastructure measures would improve the development's climate resilience. As many of the energy measures are also required by Building Regulations, this attracts limited positive weight.

Adverse Impacts of the Proposal

- Part of the site lies outside the defined settlement boundary and therefore conflicts with Policy S8. In view of the site-specific strategic allocation, its relationship to the existing urban edge and the out-of-date housing policy context, this harm attracts limited adverse weight.
- The permanent loss of agricultural land, whose detailed classification has not been established, attracts limited adverse weight on a precautionary basis.
- The development would cause a marked change from open arable land to an urban extension and would have adverse effects on close landscape and visual receptors, particularly before planting matures. Taking account of the allocation, retained vegetation, buffers and long-term planting, this attracts moderate adverse weight.
- The lengthy construction period would cause temporary noise, dust, traffic and visual disturbance. Subject to the Construction Environmental Management Plan and working-hour controls, this attracts limited adverse weight.

Planning Balance Summary

- 5.19.5 The proposed development results in a number of important benefits – most notably the substantial contribution to market and affordable housing, together with moderate social, economic and environmental benefits. The harms are limited to the loss of agricultural land and the landscape and visual change, with more limited policy and temporary construction effects.
- 5.19.6 Overall, it is considered that subject to compliance with the conditions set out in section 8 and completion of the necessary legal agreement securing appropriate mitigation, the benefits are not substantially outweighed by the adverse effects when assessed against the national decision policies. The proposal therefore accords with the LDP when read as a whole and represents sustainable development under NPPF policies S3 and S5.

6. RELEVANT BACKGROUND AND PLANNING HISTORY

6.1 The property-history record identifies the following relevant applications:

Reference	Description	Decision
23/00411/OUTM	Outline planning permission for up to 50 homes (including affordable, bungalows and custom/self-build), employment development, community sport/leisure, green/blue infrastructure, access and associated infrastructure, with all matters reserved.	Application Withdrawn
25/00746/SCR	EIA screening request for development of up to 360 dwellings, community-use land, public open space, pedestrian connections, SuDS, access and associated infrastructure.	EIA Not Required

7. CONSULTATIONS AND REPRESENTATIONS RECEIVED

7.1 Representations received from Parish / Town Councils

Name of Parish / Town Council	Comment	Officer Response
Burnham-on-Crouch Town Council	Objection withdrawn following discussions – previous objection citing Policies S1, S2, S6 and T2, neighbourhood-plan policy NHD24 and cumulative effects, and seeking clarity on the Phase 1 requirements.	Cumulative transport, infrastructure, landscape, ecology and service effects are addressed in the relevant Main Considerations subsections and secured through conditions and the Section 106 agreement.

7.2 Statutory Consultees and Other Organisations (*summarised*)

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Essex County Council Highways	Initial objection to junction design and improvements at North Fambridge overcome – awaiting final confirmation	Technical Note 2507-022/TN03 Issue V2 corrects and recalibrates the modelling and provides mitigation as set out within the report. Final confirmation required prior to issue of decision
Active Travel England	Initial request for stronger accessibility, permeability, route-quality, level-crossing and measurable mode-shift evidence responded to – updated confirmation of position expected.	The amended movement/access plan, Route 3 works, five eastern links, western links, crossing and Travel Plan respond to the matters. Final confirmation required prior to issue of decision
Network Rail	Maintains that closure/diversion is preferable because it removes risk. Its 7 August correspondence seeks a cost basis and capitalised operating/renewal sum for a miniature stop light system.	Closure is unlikely to be deliverable - a miniature stop light system was proposed previously for Corinthian Way and was considered an appropriate solution at the time. Applicant has proposed a contribution of £325,500 (previous request plus indexation) through the Section 106 agreement.

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
ECC Lead Local Flood Authority	Letter dated 11 August 2026: no objection subject to four conditions covering strategy implementation, construction runoff/pollution, maintenance arrangements and annual maintenance records.	Noted – proposed conditions added accordingly.
Anglian Water	Originally raised conflict with a 1050 mm sewer. The drainage engineer confirmed on 31 July that the 7.18 m clearance is acceptable, there is no objection and no Asset Protection Enquiry is required.	The asset protection concern is resolved. Foul water and statutory connection requirements are addressed by condition and separate undertaker approvals.
Essex and Suffolk Water	Requested a pre-planning enquiry, construction-supply details, water efficiency and drought-resilient planting. A bulk-supply offer has since been submitted.	The development is capable of being served. Conditions address water efficiency, construction supply and landscape resilience without duplicating the undertaker's statutory role.
Natural England	Earlier response requested winter-bird/HRA evidence and questioned the scale of recreational mitigation – updated response confirming new survey acceptable.	Noted - Final confirmation required prior to issue of decision.
Place Services Ecology	March holding objection on functionally linked land, wintering birds, skylark and mitigation. Supports the application-stage BNG metric and specifies phased BNG/HMMP requirements.	The later survey and HRA evidence resolve the information gap in officer terms. Ecology, BNG and monitoring conditions apply. Final confirmation required prior to issue of decision
Place Services Arboriculture	No objection subject to a final Arboricultural Method Statement and Tree Protection Plan using its G2 wording.	Noted and appropriate conditions added.
Place Services Archaeology	Requests a five-stage phased programme of WSI, trial trenching, mitigation, fieldwork and post-excavation/archive/publication.	Noted and appropriate conditions added.
ECC Education / Infrastructure	Seeks early-years, primary and SEND contributions, waste infrastructure, monitoring and an Employment and Skills Plan.	Proposed S106 contributions
East of England Ambulance Service	Seeks £127,445 towards Chelmsford Ambulance Hub capital infrastructure and indicative public-access defibrillator provision.	This doesn't meet the CIL tests for planning obligations

Name of Statutory Consultee / Other Organisation	Comment	Officer Response
Essex Police Strategic Planning	Supports a wider B1010 corridor assessment and mitigation.	The amended transport note addresses the wider corridor and proposed junction mitigation; see Highway Safety and Capacity.
Essex Police Designing Out Crime	Requests continued engagement on surveillance, public space, movement and secure storage.	The full layout is acceptable and the outline design code/reserved matters controls incorporate crime prevention principles.
Ramblers Association	No objection in principle, subject to safe, dry and uninterrupted rights of way during and after construction.	Accepted. The CEMP, greenway, route and landscape conditions secure the necessary standards.

7.3 Internal Consultees (*summarised*)

Name of Internal Consultee	Response	Officer Response
Strategic Housing	Accepts the Phase 1 affordable housing mix on balance because of the 40% overprovision and supports a whole scheme approach, subject to final tenure, standards and mix control by way of condition.	The affordable offer as set out for Phase 1 is acceptable subject to over-arching condition requiring compliance with LHNA across the entire scheme.
Environmental Health	No objection subject to unexpected contamination, CEMP including IAQM dust controls, construction hours, lighting and plant/noise controls.	Noted and appropriate conditions added.
MDC Public Health	Neutral Comment – suggested further clarification from NHS re: contribution sought. Support for proposed open space and green infrastructure and mitigation for education (contributions). Suggested further work be undertaken re: food environment	Noted – further clarifications sought from NHS (to be reported).
Open Spaces / Landscape	Accepts findings of LVIA. The retained vegetation and buffers reduce wider effects, and the new character can assimilate as planting matures. Requests greenway priority, early buffer delivery, careful railway-edge treatment and photomontages.	The overall landscape effect is acceptable. The requested controls are incorporated into the landscape, phasing and reserved matters conditions and the Section 106 management package.

7.4 Site Notice / Advertisement

- 7.4.1 A press notice was published in the Maldon and Burnham Standard on 26 February 2026. Site notices were placed in numerous locations surrounding the site (Endeavour Way, Benson Close, Ferry Road, Creeksea Lane, Newman Drive) on 5 March 2026, with comments due by 27 March.

7.1 Representations received from Interested Parties (*summarised*)

- 7.1.1 A total of ten objections have been received in relation to the proposals. The material topics and officer responses are summarised below:

Objection Comment	Officer Response
Cumulative development and infrastructure. Existing and committed growth is said to have outpaced roads, schools, healthcare, utilities, employment and community facilities.	See Principle of Development and Education, Health, Waste and Community Infrastructure. The allocated scheme must secure its own necessary mitigation; the Section 106 heads identify the evidence-based requirements.
Highway safety and capacity Concerns include the B1010 corridor, constrained junctions, collisions, road condition, construction traffic and routing through residential streets.	See Highway Safety, Capacity, Access and Parking. The amended modelling and safety audit provide mitigation; formal ECC confirmation remains a pre-issue requirement.
Railway and pedestrian safety Increased use of Creeksea Place crossing and routes towards the estuary is considered unsafe.	See Active Travel, Public Rights of Way and Railway Safety. Closure is unlikely to be deliverable; the miniature stop light package and confirmed contribution are required before any permission is issued.
Public transport and active travel The accessibility of bus/rail services, walking distances and safety of cycling on rural lanes are challenged.	See Active Travel, Public Rights of Way and Railway Safety. The amended links, Route 3 works, zebra crossing and monitored Travel Plan are acceptable subject to formal confirmation.
Schools, healthcare and emergency services Residents report full schools, pressure on GP/hospital services and concern about ambulance capacity.	See Education, Health, Waste and Community Infrastructure. ECC and EEAST requests are included where they can meet Regulation 122; existing unrelated deficits cannot be charged to the scheme.
Drainage, sewerage and water Concerns include local flooding, sewer capacity and potable-water supply.	See Flood Risk, Surface Water, Foul Drainage and Water Supply. The LLFA now has no objection and Anglian Water accepts the sewer clearance; phase-specific controls remain.
Ecology and designated sites Objectors cite loss of habitat and arable land, winter birds, protected species and recreational pressure on the estuary.	See Ecology and Habitats Regulations and Biodiversity Net Gain. The later surveys, HRA mitigation, RAMS and 30-year BNG controls address the effects, subject to the outstanding specialist replies.

Objection Comment	Officer Response
Landscape, character and density The development is described as overdevelopment that would urbanise the western edge and harm walkers' views.	See Design, Layout and Quality of Accommodation and Landscape and Visual Impact. Density is considered appropriate and effects are acceptable with the structural landscape and greenway controls.
Residential amenity and construction Residents anticipate prolonged dust, noise, vibration, mud, lighting and HGV disturbance.	See Residential Amenity, Noise, Air Quality and Contamination. Environmental Health's CEMP, IAQM dust, hours, routing and pollution conditions provide enforceable mitigation.
Delivery of earlier facilities and housing type Objectors refer to earlier anticipated employment/community facilities and question whether the new homes meet local need.	See Principle of Development, Affordable Housing and Housing Mix. The employment parcel is retained, affordable housing is secured and the outline mix must balance the full phase to meet the TAN/LHNA overall.

8. PROPOSED CONDITIONS, INCLUDING HEADS OF TERMS OF ANY SECTION 106 AGREEMENT

8.1 SECTION 106 HEADS OF TERMS

Head	Provision / Purpose
Affordable housing	40% on-site provision: 68 of 170 full-phase homes and up to 144 across 360 homes; 80% rented/20% shared ownership (overall scheme wide); social-rent, standards, transfer, nomination, clustering and occupation controls.
Early years and childcare	£836,814, indexed from Q1 2025, subject to the final mix and ECC formula.
Primary education	£2,092,035, indexed from Q1 2025, subject to the final mix and ECC formula.
Healthcare	Awaiting confirmation from NHS (to be confirmed at committee) – anticipated £252,400.
SEND	£665,374, indexed from Q1 2025, subject to the final mix and ECC formula.
Essex Coast RAMS / HRA	Current per-dwelling RAMS tariff plus the on-site greenspace, Riverside Park loop, information/signage, dog facilities and long-term management relied upon in the Appropriate Assessment.
Highway and active travel	Section 278 works and/or proportionate contributions for the agreed junction works, zebra crossing, PRoW route 3, permeability and Travel Plan package. Bus Service Improvements (figure to be confirmed)
Railway crossing improvements	Miniature stop light design, installation, operation, renewal and maintenance package at Creeksea Place crossing. Contribution of £325,500 (to be confirmed during S106 drafting)
Open space, play and landscape	Provision, public access, transfer/management, early structural planting, greenway, play, SuDS amenity and HRA landscape features across both phases.
Biodiversity net gain / ecology	Legal security for significant on-site habitats or off-site units not adequately secured by condition/conservation covenant; 30-year HMMP and monitoring.

Head	Provision / Purpose
Employment and skills	Construction Employment and Skills Plan with agreed targets, reporting and monitoring.
Monitoring	Maldon and ECC Monitoring fees

8.2 PROPOSED CONDITIONS

Conditions Applying to the Full Permission Phase (170 Dwellings)

1 Time Limit (Phase 1)

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

2. Compliance with Plans (Phase 1)

The Full Planning Permission Phase 1 hereby permitted shall be carried out in accordance with the approved Phase 1 plans as shown on the decision notice.

REASON: For certainty and proper planning and to ensure that the detailed phase is implemented as assessed in accordance with Policy D1 of the Maldon District Local Development Plan.

3. Hard and Soft Landscaping (Phase 1)

All hard and soft landscape works for Phase 1 shall be carried out in accordance with the approved landscape drawings as shown on the decision notice. Soft landscape works shall be completed in the first planting season following occupation of the relevant dwelling or completion of the relevant part, whichever occurs first. Hard landscape, play, greenway and public-open-space works shall be completed before the occupation threshold approved for them. Any tree, hedge, shrub or grass area which within five years of planting is removed, dies, becomes seriously damaged or diseased or fails to establish shall be replaced in the next planting season with a specimen of the same species and size unless an alternative is approved in writing by the Local Planning Authority.

REASON: To secure the approved landscape, play and green-infrastructure quality and assimilate the development into the settlement edge in accordance with Policies D1, S6, N1 and N3 of the Maldon District Local Development Plan.

4. Refuse and Recycling Storage

Refuse and recycling storage, collection points and vehicle access for Phase 1 shall be completed before occupation of the relevant dwelling in accordance with the approved Refuse Plan and shall thereafter be maintained, retained and kept available for use. No collection point shall obstruct a footway, cycleway or visibility splay.

REASON: To secure satisfactory waste collection, highway safety and residential amenity in accordance with Policies D1, D2 and T2 of the Maldon District Local Development Plan.

5. Flood Risk Compliance (Phase 1)

All works within Phase 1 shall be carried out in accordance with the approved Flood Risk Assessment and Drainage Strategy Report by TPA reference 2507-022/FRA/01A dated December 2025, as updated by Technical Note 2507-022/TN/02. The mitigation measures as identified in the Flood Risk Assessment and Drainage Strategy Report shall be fully implemented before occupation and thereafter in accordance with the timing and phasing arrangements embodied within the approved scheme, or within any other period subsequently approved in writing by the Local Planning Authority.

REASON: To prevent flooding by ensuring satisfactory storage and disposal of surface water and effective treatment of runoff, in accordance with Policy D5 of the Maldon District Local Development Plan and NPPF policies F4, F7 and F8.

Conditions Applying to the Outline Permission Phase 2 (Up to 190 Dwellings)

6. Reserved Matters (Phase 2)

No development shall commence within the Outline Permission Phase until details of the layout, scale, appearance and landscaping of the relevant phase or sub-phase (the Reserved Matters) have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved Reserved Matters.

REASON: To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 and define the matters reserved for later approval.

7. Time Limit (Phase 2)

Applications for approval of the Reserved Matters for the Outline Permission Phase shall be made no later than three years from the date of this permission. Development of each phase or sub-phase shall begin no later than two years from the date of approval of the last Reserved Matter for that phase or sub-phase.

REASON: To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 and secure timely delivery.

8. Compliance with Plans (Phase 2)

The Outline Permission Phase 2 hereby permitted shall provide no more than 190 dwellings and shall be carried out in accordance with the approved Phase 2 plans as shown on the decision notice and associated plans approved as part of the Reserved Matters and associated planning conditions.

REASON: To define the maximum scale and spatial parameters assessed by the Local Planning Authority in accordance with Policies S6 and D1 of the Maldon District Local Development Plan.

9. Surface Water Drainage (Phase 2)

Prior to or concurrently with the Reserved Matters submission for Phase 2 a detailed surface-water drainage scheme shall be submitted which accords with the approved Flood Risk Assessment and Drainage Strategy as listed on the decision notice. The scheme shall identify storage, treatment, discharge rates and volumes, climate-change and urban-creep allowances, exceedance routes, finished levels, connections between phases, adoption/maintenance and delivery triggers. No development of Phase 2 shall commence until the scheme has been approved in writing by the Local Planning Authority, and no dwelling shall be occupied until the drainage serving it has been completed.

REASON: To prevent flooding and pollution and ensure that each outline phase forms part of a coherent sustainable drainage system in accordance with Policy D5 of the Maldon District Local Development Plan and NPPF policies CC3, F4, F7 and F8.

Conditions Applying to the Development as a Whole

10. Total Number of Units

The development hereby permitted shall comprise no more than 360 dwellings in total, of which 170 dwellings shall form the Full Permission Phase 1 and no more than 190 dwellings shall form the Outline Permission Phase 2. The land identified for employment use on the approved drawings as shown on the decision notice

shall be retained and safeguarded for uses within Classes E(g), B2 and B8 pursuant to this permission.

REASON: For the avoidance of doubt, to define the scope of the hybrid permission and to retain the employment component of the Burnham-on-Crouch Strategic Growth Area in accordance with Policies S2, S6, E1 and D1 of the Maldon District Local Development Plan.

11. Housing Unit Size Mix

Notwithstanding the approved Phase 1 housing mix, no application for the reserved matters of the outline permission phase shall be submitted until a housing unit mix schedule, that accords with Maldon District Technical Advice Note - Housing Mix Position (November 2025), Local Housing Needs Assessment (2025) or any subsequent update, and the policy requirements within Policy H08 of the National Planning Policy Framework, has been submitted to and approved in writing by the local planning authority. The housing unit size schedule for the market and affordable residential units shall then inform the reserved matters application for Phase 2.

REASON: In order to ensure that an appropriate housing mix is provided for the proposed development taking into account the objective of creating a sustainable, mixed community contained in Policy H2 of the approved Maldon District Development Local Plan and the guidance contained in the National Planning Policy Framework.

12. Materials

No development above slab level within each phase shall take place until a schedule and samples or sample panels of all external facing and roofing materials, including brick, render, cladding, roof coverings, windows, doors, rainwater goods, porches, canopies, garage doors, hard surfacing and street furniture, have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed and retained in accordance with the approved details.

REASON: To ensure a high-quality and coherent appearance in accordance with Policy D1 of the Maldon District Local Development Plan and the Maldon District Design Guide.

13. Topographical Details

No development above slab level within each phase shall take place until existing and proposed ground levels, finished floor levels, road levels, retaining structures and the finished relationship to neighbouring land, retained vegetation, public open space and drainage features have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved levels.

REASON: To protect landscape character, drainage, accessibility and the amenity of neighbouring and future occupiers in accordance with Policies D1, D2 and D5 of the Maldon District Local Development Plan.

14. Boundary Treatments

No dwelling shall be occupied until the boundary treatments, gates, walls, fences, railings, hedges and privacy screens serving that dwelling are completed in accordance with a detailed schedule and plan, to be submitted to and approved in writing by the Local Planning Authority. Boundary treatments adjoining public open space, SuDS, retained hedgerows and pedestrian/cycle routes shall be visually open where necessary to provide surveillance while preventing unauthorised vehicle access. The approved treatments shall thereafter be retained and maintained in accordance with the approved details.

REASON: To protect character, residential amenity, biodiversity and public safety in accordance with Policies D1, N1 and N2 of the Maldon District Local Development Plan.

15. Parking Provision

No dwelling shall be occupied until its vehicle parking, garage, cycle parking, electric-vehicle charging provision, turning space and pedestrian access have been completed in accordance with the approved plans. Those facilities shall thereafter be kept available for their intended purposes.

REASON: To ensure adequate and inclusive parking, reduce reliance on the private car and protect highway safety in accordance with Policies T1, T2 and D1 of the Maldon District Local Development Plan and the adopted parking standards.

16. Access to Dwellings

No dwelling shall be occupied until the carriageway, footway, cycleway, crossing, lighting, drainage and visibility-splay works necessary to provide safe access to that dwelling and a continuous connection to the existing network have been completed in accordance with details submitted to and approved in writing by the Local Planning Authority. No obstruction exceeding 600 mm in height shall be placed within an approved visibility splay. The approved routes and splays shall thereafter be retained.

REASON: To secure safe and suitable access for all users in accordance with Policies T1, T2 and D1 of the Maldon District Local Development Plan and NPPF policies TR3, TR4 and TR6.

17. Off-Site Highways Improvements

No dwelling within Phase 1 shall be occupied until the following highway works have been completed:

- a) improvements to the B1010 Maldon Road and B1021 Church Road junction in accordance with Transport Planning Associates drawing 2507-022 PL04 Rev B; and
- b) the B1010 Maldon Road pedestrian crossing in accordance with drawing 2507-022 PL05 Rev A, including high PSV surfacing to the crossing approaches.

No dwelling within Phase 2 shall be occupied until the B1010, B1012 and Fambridge Road junction improvements as shown in Transport Planning Associates drawing 2507-022 PL03 Rev B have been completed.

The works shall be completed in accordance with the approved details.

REASON: To provide safe and suitable access, mitigate the phased effects of the development on the highway network and support sustainable travel, in accordance with Policies S1, S6, D1, T1, T2 and I1 of the Maldon District Local Development Plan and Policies TR3, TR4 and TR6 of the National Planning Policy Framework.

18. Construction Stage Drainage Scheme

No development shall take place within each phase until a scheme to minimise the risk of off-site flooding caused by surface-water runoff and groundwater during construction and to prevent pollution has been submitted to and approved in writing by the Local Planning Authority. The scheme shall address temporary storage, discharge, dewatering, topsoil stripping, silt, concrete washout, fuels, chemicals and inspection/response measures and shall be implemented as approved throughout construction.

REASON: To prevent construction-stage flooding and water pollution in accordance with Policies D2 and D5 of the Maldon District Local Development Plan and NPPF policies CC3, F7 and F8.

19. SUDS Maintenance Plan

Prior to first occupation of each phase, a maintenance plan shall be submitted to and approved in writing by the Local Planning Authority detailing the maintenance arrangements for every element of the surface-water drainage system, the responsible bodies, activities and frequencies and, where any element is to be maintained by a management company, the long-term funding arrangements. The system shall thereafter be maintained in accordance with the approved plan.

The applicant and every successor in title shall maintain yearly logs of maintenance carried out in accordance with the approved surface water Maintenance Plan(s). The logs shall be retained for the lifetime of the development and made available to the Local Planning Authority within 20 working days of a written request.

REASON: To ensure that the surface-water drainage system functions as intended for the lifetime of the development in accordance with Policy D5 of the Maldon District Local Development Plan.

20. Foul Water Drainage

No dwelling shall be occupied until the foul water drainage serving it has been completed in accordance with a phase drainage scheme submitted to and approved in writing by the Local Planning Authority. The scheme shall identify the connection point, capacity and programme and shall maintain the accepted 7.18 m clearance from the surveyed centreline of the 1050 mm Anglian Water sewer unless an alternative arrangement is approved in writing following consultation with the sewerage undertaker.

REASON: To ensure satisfactory foul drainage and protect existing utility infrastructure in accordance with Policies D2 and I1 of the Maldon District Local Development Plan.

21. Noise Attenuation

The acoustic design, glazing, ventilation and external-amenity measures identified in the approved Noise and Vibration Impact Assessment shall be installed before occupation of the relevant dwelling and retained thereafter. No dwelling shall rely on opening windows as the sole means of achieving the approved internal noise standard where the assessment requires alternative ventilation.

REASON: To secure acceptable living conditions for future occupiers in accordance with Policies D1 and D2 of the Maldon District Local Development Plan and NPPF policies P3 and P4.

22. Residential Travel Plans

Prior to first occupation of each phase, a Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. It shall include baseline and target mode shares, measures and incentives, travel information, public-transport and active-travel promotion, personalised travel planning, monitoring for at least five years, annual reporting, review triggers, remedial measures, responsibilities and funding. The approved Travel Plan shall be implemented from first occupation and monitored in accordance with its programme.

REASON: To promote sustainable travel and reduce single-occupancy car trips in accordance with Policies T1, T2 and S6 of the Maldon District Local Development Plan.

23. Construction Environmental Management Plan (CEMP)

No development shall take place within each phase, including any ground works or demolition, until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The Plan shall include the following details:

- safe access to the site
- vehicle routing
- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- wheel and underbody washing facilities
- Construction Dust Management Plan
- Risk assessment of potentially damaging construction activities.
- Identification of “biodiversity protection zones”.
- Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) including impacts from noise or vibration
- The location and timing of sensitive works to avoid harm to
- biodiversity features
- The times during construction when specialist ecologists need to be present on site to oversee works
- Responsible persons and lines of communication in the event of a complaint and subsequent investigation
- The role and responsibilities on site of an ecological clerk of works (ECow) or similarly competent person
- Use of protective fences, exclusion barriers and warning signs

The construction of the development shall be carried out in accordance with the Construction Management Plan as approved and shall be adhered to at all times thereafter.

REASON: To prevent on-road parking of construction vehicles, mud and loose material on the highway, use of unsuitable roads and harm to priority species or designated habitat sites, in the interests of highway safety and biodiversity and in accordance with Policies D1, D2, D5, N1 and N2 of the Maldon District Local Development Plan and NPPF policies TR4, TR6, N2 and N6.

24. Construction Time Restrictions

No construction activity that is audible at the boundary of the application site shall take place outside 07:30 to 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays, with no such work on Sundays or Bank or Public Holidays. Piling or other exceptionally noisy operations shall take place only during the hours specifically approved within the relevant Construction Environmental Management Plan.

REASON: To protect the amenity of neighbouring occupiers in accordance with Policies D1 and D2 of the Maldon District Local Development Plan.

25. Archaeology

- (1) No development or preliminary groundworks of any kind shall take place within each phase until a programme of archaeological investigation has been secured in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.
- (2) No development or preliminary groundworks of any kind shall take place within that phase until the programme of archaeological evaluation identified in the approved Written Scheme of Investigation has been completed and

confirmed as satisfactory by the archaeological adviser to the Local Planning Authority.

- (3) Where the evaluation identifies archaeological deposits, no development or preliminary groundworks shall take place within the affected area until a mitigation Written Scheme of Investigation detailing the excavation and/or preservation strategy has been submitted to and approved in writing by the Local Planning Authority.
- (4) No development or preliminary groundworks shall commence in an area containing archaeological deposits until the fieldwork specified in the approved mitigation Written Scheme of Investigation has been completed to the satisfaction of the Local Planning Authority.
- (5) A Post-Excavation Assessment and, where required, Updated Project Design shall be submitted to the Local Planning Authority within six months of completion of the archaeological fieldwork unless an alternative period is approved in writing. The approved programme shall provide for post-excavation analysis, completion and deposition of the site archive and report at an appropriate local repository, and publication and dissemination of the results, and shall be carried out in full.

REASON: To preserve by record and, where appropriate, in situ archaeological remains of potential significance in accordance with Policy D1 of the Maldon District Local Development Plan and NPPF policies HE4, HE9 and HE10.

26. Contamination

If unexpected contamination is encountered at any time during development, works in the affected area shall cease and the Local Planning Authority shall be notified. A site investigation and risk assessment, and where necessary a remediation method statement and verification plan, shall be submitted to and approved in writing by the Local Planning Authority. The approved remediation shall be completed and a verification report submitted to and approved in writing before development resumes in the affected area or the relevant dwelling is occupied, whichever is earlier.

REASON: To ensure that the site is suitable for residential use and does not present an unacceptable risk to human health, controlled waters or the environment in accordance with Policy D2 of the Maldon District Local Development Plan and NPPF policies P2 and P3.

27. Arboricultural Reports

No development shall commence within each phase until a final Arboricultural Method Statement and Tree Protection Plan, prepared in accordance with BS 5837:2012 and including drainage and service runs and the construction of hard surfaces within or adjacent to root protection areas, has been submitted to and approved in writing by the Local Planning Authority. The approved protective fencing and ground protection shall be installed before any site clearance or construction and retained until all equipment, machinery and surplus materials have been removed. No excavation, level change, storage, mixing, fire, vehicle movement or service installation shall occur within protected areas except in accordance with the approved method statement. If within five years of completion an existing retained tree is removed, destroyed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, a replacement tree of the species, size and planting time specified in writing by the Local Planning Authority shall be planted. The tree-protection measures shall be implemented as approved.

REASON: To protect retained trees and secure replacement planting in accordance with Policies D1 and N2 of the Maldon District Local Development Plan.

28. Ecological Mitigation

The development shall be carried out in accordance with the mitigation, avoidance and enhancement measures in the Ecological Impact Assessment, Winter Bird Survey Report and confidential badger information, except where a later measure is approved pursuant to another condition. Before commencement of each phase, a phase-specific Ecological Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. It shall include protected-species checks and licensing, nesting-bird controls, farmland-bird/skylark mitigation, hedgerow and root-zone protection, amphibian/reptile precautionary methods, badger safeguards, timing of works, ecological watching briefs, responsibilities and corrective action. The approved measures shall be implemented in full.

REASON: To avoid harm to protected and priority species and habitats and provide ecological enhancement in accordance with Policies N1 and N2 of the Maldon District Local Development Plan and NPPF policies N2, N3 and N6.

29. External Lighting

No external lighting shall be installed within each phase until a Lighting Design Strategy for biodiversity and residential amenity has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall identify sensitive receptors, including retained hedgerows, trees, SuDS, public open space, railway and residential boundaries; specify horizontal and vertical illuminance, spectrum, shielding, mounting height, operating hours and controls; and demonstrate dark corridors for bats and other wildlife. Lighting shall be installed, operated and retained only in accordance with the approved Strategy.

REASON: To protect biodiversity, landscape character and residential amenity in accordance with Policies D1, D2, N1 and N2 of the Maldon District Local Development Plan.

30. Biodiversity Net Gain Plans

No development shall commence until a Site Wide Biodiversity Gain Plan has been submitted to and approved in writing by the planning authority, in accordance with Schedule 7A to the Town and Country Planning Act 1990. No development within each stage shall commence until a Biodiversity Gain Plan for that phase has been submitted to and approved in writing by the planning authority. Each Phase Biodiversity Gain Plan shall set out that phase's contribution to the biodiversity gain objective and shall demonstrate cumulative progress towards achieving at least the biodiversity values in the approved Site Wide Biodiversity Gain Plan and statutory metric for the development as a whole.

REASON: To give effect to the statutory biodiversity gain condition for phased development, secure at least 10% biodiversity net gain across the whole permission and accord with Policy N2 of the Maldon District Local Development Plan.

31. Habitat Management and Monitoring Plan (HMMP)

No habitat creation or enhancement identified as significant on-site enhancement in an approved Site Wide or Phase Biodiversity Gain Plan shall commence until a Habitat Management and Monitoring Plan for that habitat has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include: a non-technical summary; roles and responsibilities; baseline and target condition; detailed creation and enhancement works; management necessary to achieve and maintain the target; a programme and funding mechanism for at least 30 years from completion of the relevant habitat works; monitoring methodology and success criteria; submission of monitoring reports in years 1, 3, 5, 10, 15, 20, 25 and 30; and remedial and adaptive management where targets are not met. The

approved Plan shall be implemented in full and the reports shall be submitted in accordance with the approved programme.

REASON: To secure and monitor significant on-site biodiversity gains for at least 30 years in accordance with Schedule 7A to the Town and Country Planning Act 1990 and Policy N2 of the Maldon District Local Development Plan.