

# Land North of Maldon Road, Burnham On Crouch



CHARLES CHURCH

# Contents Page

1. Introduction
2. Site Context
3. Planning Context
4. Design Development
5. Engagement
6. Opportunities and Constraints
7. Key Design Principles
8. Masterplan
9. Proposed Development
10. Lifetime Homes
11. Open Space
12. Landscaping
13. Design for Play
14. Access and Movement
15. Scale and Massing
16. Key Frontages and Focal Buildings
17. Perspectives
18. Streetscenes
19. Building for Life Assessment



# 1.0 Introduction

The site, outlined in red, has been identified as an emerging allocation in the Maldon District Council Submitted Local Plan.

The site offers a sustainable extension to the existing residential area, located 1.5km to the north of Burnham-on-Crouch town centre and within 700m of the towns railway station. The rail line provides services to London Liverpool Street, via Shenfield within approximately 1 hour. Shenfield is to benefit from the Crossrail project and therefore commuters will be able to take advantage of the extension to the existing route.

Burnham-on-Crouch provides a number of facilities for its residents, including both primary and secondary education, one of which our site abuts, GP services and a variety of retail facilities.



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## 2.0 Site Context

### 2.1 Existing Use

The site is currently occupied by agricultural land.

### 2.2 Existing Access

The site is currently only accessed by farm vehicles via two access points, a field access to the north from Green Lane; and by a further field access from the farm buildings sited to the north of the red line boundary in the centre of the development site.

### 2.3 Surrounding Area

The proposed development site lies to the north of the town centre and is currently occupied by agricultural land. The site is bounded to the north by Green Lane, to the east by Southminster Road and to the south by the extensive rear gardens of the substantial detached properties that sit to the north of Maldon Road. The south eastern corner of the site abuts Ormiston Rivers Academy.

The existing residential area of Stoneyhills lies to the north of the development site with further agricultural land in the areas between the settlements of Althorne and Southminster.

### 2.4 Topography

The topography of the area is broadly characterised by:

- Undulating and rolling countryside;
- Intensely farmed agricultural land;
- Patchy areas of woodland providing contrast to pasture land;
- Woodland is a uncommon feature;
- Fields are large and rectangular;
- Hedges, hedgerow trees and fences bound fields and criss cross up and over the rolling landscape



## 2.5 Local Character

The High Street which is situated 1.5 km from the site, widened to accommodate the market place in medieval times, dominates the townscape of the historic core of Burnham. This is set at a slight tangent to the river and narrows sharply at its west end before bending to the north; the road similarly heading inland at its east end. From the High Street / market, roads run at right angles; those south of the High Street date from medieval times and linked to the Quay; those to the north date from the C19 expansion of the town.

Along the High Street, are virtually continuous frontages of buildings (i.e. the buildings occupy almost all their respective plots) with only relatively narrow lanes and passageways running between them. Buildings sit either directly on the back of the footpath or have small private 'areas' (rather than gardens as such) in front of them. The majority of buildings sit parallel with the street, though a few are gable-end on. The medieval street pattern survives not just in the road layout but in the plot depths. Those to the north of the market tend to have fairly regular plot depths of around 40m, whereas those to the south varied in depth from west to east due to the tangential relationship between the Quay and the High Street. The pattern was modified in the C18 when new houses facing the Quay were built at the end of these tenements. The buildings facing the High Street vary in size and form.

The plots on which buildings sit vary from a little over 4m to more than 14m. Consequently the type of building varies from modest one room cottages to large 'polite' houses to substantial public buildings. The overall density in the historic core is 'mid-ranging' at around 30-40 dwellings per hectare. This is because there are some small cottages, mixed in with larger houses, public buildings, and some buildings enjoy plots of some depth – even though these are not readily apparent from the High Street.

The types of buildings within the historic core is very varied and range from a Medieval hall house with cross wings; through polite Georgian town houses and Victorian public and commercial buildings through to modest C18 and C19 cottages. Some of the C18 and C19 houses are in pairs or formal rows and there are more modern houses and apartments also in short terraces and groups.

Maldon District Characterisation Assessment  
Undertaken: September 2006  
Published: July 2012

The Burnham Neighbourhood Plan (Reg 14 draft 2015) also identifies that *“any new development should consider how this mix of local character can be reflected in a convincing way without resorting to pastiche. This should particularly apply to the pairing of appropriate wall and roof materials, consideration of roof pitch and other historic features”*



## 3.0 Planning Context

### 3.1 Planning Policy Context

This section sets out the design and access related planning policy context relevant to the proposal, including those contained within National Policy and Guidance and those relating specifically to Maldon District Council.

### 3.2 National Planning Policy Framework

National planning policy from Government is provided by the National Planning Policy Framework (NPPF) published in March 2012. The NPPF emphasises the importance of securing economic and housing growth and ensuring sustainable development is brought forward and delivered in a timely manner.

The NPPF sets out a presumption in favour of sustainable development, at paragraph 14, which should be seen as a golden thread running through both plan-making and decision-taking.

Delivering a wide choice of high quality homes Of particular relevance to the proposed development of this site is the requirement to deliver a wide choice of high quality homes, with the achievement of good design expressed as a key aspect of sustainable development.

The Government's commitment to good design is expressed as being indivisible from good planning, and is set out within section 7 of the NPPF. However, paragraph 60 outlines that policies and decisions should not dictate architectural styles and should not stifle innovation, originality or initiative. Local distinctiveness should be promoted. Paragraph 66 sets out a requirement for applicants to work closely with those most directly affected by their proposals and evolve designs taking into account their views.

### 3.3 National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) was published in March 2014. It covers a number of topic areas, providing elaboration upon and technical support to the NPPF, including clarification on aspects of the framework that had previously been open to a degree of interpretation. In addition to guidance relating to procedural matters, guidance on design is also included.



### 3.4 Maldon Local Development Plan

The application site is identified in the new Local Development Plan as a strategic allocation (S2(j)) for 180 dwellings.

Until the new Local Development Plan (LDP) is adopted, the 'saved' policies of the Replacement Local Plan, adopted in 2005, would potentially apply to the proposal. Arguably greater weight should currently be afforded to the emerging policies of the draft LDP, given its advanced stage. As such it is these policies that are considered below:

#### H6 Housing Density

Densities of 30 – 50 dwellings per hectare will be encouraged. Higher densities will be allowed in areas of Maldon, Heybridge and Burnham-on-Crouch where there

is good access to public transport links to employment, education, leisure, food retailing and health facilities and an appropriate design solution can be demonstrated.

#### BE1 Design of New Development and Landscaping

General development policy, providing that proposals will be permitted only when general development criteria (such as layout, visual impact and design) is acceptable. It states that proposals outside the defined development boundaries will only be allowed, providing they make a positive contribution to the landscape and open countryside and where landscaping is included as an integral part of the overall design.

#### BE3 Public and Private Amenity Spaces

Deals with the design of public and private circulation spaces. It states that applications will need to demonstrate the size, proportion and surface treatment of public and private space; is well defined, and is of a high design.

#### BE4 Designing a Safe Environment

States that development will be expected to incorporate a landscape design that does not impede opportunities for natural surveillance; footpaths, accesses and cycle routes which are lit and overlooked; car parks, play areas and public open space which offer natural surveillance; and private spaces are designed to incorporate defensible boundaries.

#### T1 Sustainable Transport and Location of New Development

Lists a number of criteria relating to sustainable development and the location of new development. It states that priority will be given for new development within development boundaries, which are well related to the highway network, offer an alternative choice of transport modes and encourage travel by walking, cycling, public transport and motorcycles instead of private motor vehicle.

The policy sets out the Council's priorities to delivering a more sustainable transport network for the District, including a requirement for submission of Transport Assessments and Travel Plans in support of applications.

#### T2 Transport Infrastructure in New Developments

The layout of new developments should provide for safe access to and from the highway including adequate visibility and junction capacity, priority to public transport, and links to adjacent or nearby foot/cycle path network and the road system. It requires all development proposals to assist in the creation of an accessible environment with regard to highway capacity, safe walking and cycling routes, and improved accessibility to the countryside, among other things.



### T6 Improvement to Pedestrian Facilities

Where appropriate, improvements to footpaths on, or adjacent to the development site, will be required where the existing footpaths are considered to be inadequate (or non-existent).

### T8 Vehicle Parking Standards

Provides that new development will only be permitted if it makes provision for off street parking on or near the site, in accordance with the District's adopted vehicle parking standards.

### CC6 Landscape Protection

Relates to landscape protection in the countryside. It states development in the countryside will only be permitted where no harm is caused to the landscape character in the locality, and the location; siting, design and materials are appropriate for the landscape in which the development is proposed; with landscaping measures to protect and enhance the local distinctiveness and diversity of the landscape character.

### S3 Place Shaping

Sets out 11 principles to be achieved within the Garden Suburbs and strategic allocations to ensure that these are planned as high quality, vibrant and distinctive neighbourhoods designed to complement and enhance the character of the district and protect environmental quality.

### S6 Burnham-on-Crouch Strategic Growth

Details 16 requirements for development at the strategic allocation site at Burnham on Crouch, this policy is addressed in more detail highlighted right.

### D1 Design Quality and Built Environment

Sets out 10 criteria to be achieved in all new development, covering a diverse range of design matters from the need to respect the character and local context, and to accord with space and car parking standards, and to protect amenity of the surrounding area.

### H2 Housing Mix

Sets out an expectation that all developments will provide a suitable mix and range of housing in terms of size, type and tenure to reflect local housing need and demand in both the market and affordable sector, in an integrated manner.

### H4 Effective Use of Land

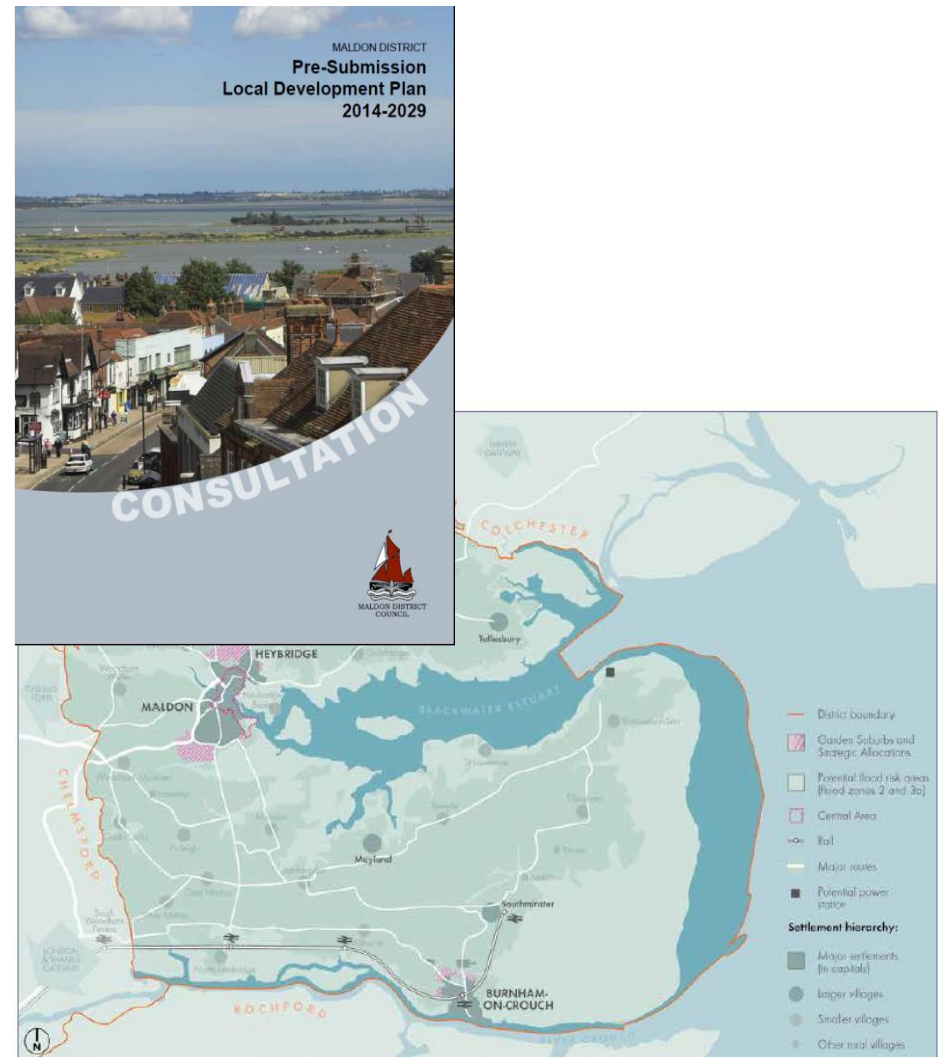
Advocates a design-led approach to development layouts and density through consideration of a range of factors, such as the location and setting of the site, car parking standards and impacts on amenities of surrounding properties.



## Policy S6 Burnham-on-Crouch Strategic Growth

This policy relates to strategic growth at Burnham on Crouch, it states that the strategic allocations within Burnham-on-Crouch area will be comprehensively planned with the limits of development as set out in Policy S2 and E1. Permission will be given for development at the Strategic Allocations provided that, the development satisfies the 16 criteria, which includes:

- Safe pedestrian and cycle linkages are provided from the development to the town centre, other public service facilities and the existing urban area;
- Provision is made for increased and enhanced green infrastructure including provision for youth and children's facilities;
- Development will protect and enhance the landscape and the character of the historic environment;
- A significant proportion of the proposed dwellings for Burnham-on-Crouch are of a form, tenure and dwelling mix that is appropriate for meeting the housing needs of an older population, including the provision of bungalows, sheltered housing, extra care housing, private retirement homes and lifetime homes etc.;
- The development will preserve and enhance the quality of the historic character including the built environment, archaeology and the historic skyline within the context of its riverside, estuarine and rural location;



### 3.5 Burnham Neighbourhood Plan

Burnham Neighbourhood Plan has recently undergone its Regulation 14 consultation and therefore gains greater weight as it moves towards adoption. The site that is subject to this application is identified in the Neighbourhood Plan for 180 dwellings under policy H7.

The wording of the policy highlights that:

- Access and traffic impact needs to be managed to minimise the impact on Green Lane;
- Development should be focussed to the south of the site to protect the character of Green Lane and maintain the green gap between Burnham and Stoney Hills;
- Existing mature trees should be maintained and the setting of the locally listed grade II High House on Green Lane should be incorporated into any proposed scheme.



Figure 10: Indicative design guidance for strategic allocation S2(j)

The plan shown is taken from the Reg 14 Consultation draft of the Neighbourhood Plan but does not take account for the constraints present on the site. However having met with representatives from the Group responsible for its drafting there have been several meetings to discuss how the scheme, and indeed the Neighbourhood Plan could evolve to ensure a policy that is deliverable and addresses the key issues in the area.

The Group had strong beliefs that the entire site, as identified in the Maldon Local Plan and Neighbourhood Plan should be used for the planning application.

Ensuring the development allowed for future links to be facilitated through the Neighbourhood Plan was key and the layout was altered to allow for this. Additionally links through the site to ensure green space was easily accessible to everyone was key

It was felt that the plan in the Neighbourhood Plan didn't accurately reflect the need to ensure a green gap was maintained and enhanced between Burnham and Stoney Hills, but that this was a key consideration, as was the need to ensure the setting of Listed Buildings.

In addition the need for a rural feel to the development, ensuring soft edges which provided passive surveillance of the open space.

The need for a second access point was also discussed with the Group representatives and was discounted due to deliverability concerns. This subject is expanded upon in a separate note which accompanies the planning application.



### 3.6 Planning History

Following substantial Pre-Application engagement with Maldon District Council Charles Church submitted a planning application (FUL/MAL/14/01234) in December 2014 for 180 units on part of the site.

The full application was reported to committee on two separate occasions, being refused at the second of these meetings following initial deferral. Both committee reports presented the positive dialogue, with officers drawing notable conclusions regarding the sustainability of the site and general appropriateness of the proposed development form.

The officer report presented to the Extraordinary meeting of the Council on 16th July 2015 stated that:

*“The application site is allocated as site S2(j) in the submitted LDP for the development of 180 dwellings. The site is one of three strategic allocations in Burnham-on-Crouch, proposed to provide 450 dwellings. The principle of development is therefore established in the submitted LDP, and the site has been acknowledged by the Council as being a sustainable location for growth. Submitted LDP Policy S2 identifies site S2(j) as delivering 150 dwellings within the first five years of the Plan. The application site is therefore a key part of the Council’s strategy to achieve a five year housing land supply...The scale of development is consistent with the level of growth proposed in the submitted LDP.*”

*The proposed development responds appropriately to the townscape, character, and historic environment within the surrounding area, and the overall design of the proposed development responds positively to NPPF paragraphs 60 and 61, creating good design which integrates and connects the development to the natural, built, and historic environment”*

The Council’s Senior Conservation and Urban Design Officer did not object to the proposed development based on considerations of urban design and the setting of a listed building (Hill House). As set out within the Officer’s report to the Council, the Senior Conservation and Urban Design Officer concluded that:

*“The impact on the setting of the listed building will be ‘less than substantial harm’ (Paragraph 134, NPPF). The proposed development will integrate with [the] natural, built and historic environment and connect to the wider community via all modes of transport or on foot and respond to local character and distinctiveness (Paragraphs 60 and 61, NPPF). The proposed development also responds positively to LDP Policy S6.”*

The application received no technical objections, despite a recommendation for approval by Officers it was refused at committee in July 2015.



The reason for refusal was that:

*“The proposed development would have only one vehicular access point and would not result in a permeable development well integrated into the existing settlement. The proposed development is in a sensitive rural location adjacent to existing lower density residential areas. The density of the proposed development is significantly higher than the existing residential area to the south, resulting in the over development and urbanisation of the site, and creating a design which does not respond positively to the sensitive rural location. The layout of the proposed development does not maximise connectivity to surrounding areas, and the design of the proposed development does not enhance the character of the area. The application is therefore contrary to Policy D1 of the submitted Maldon District Local Development Plan, Policy BE1 of the adopted Maldon District Replacement Local Plan, and to paragraph 14 of the National Planning Policy Framework.”*



Charles Church Application Layout Reference: FUL/MAL/14/01234



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## 4.0 Design Development

### 4.1 General Ethos

To create high-quality places, you need a shared vision and partnership approach to development. Working on the principles of good design can help you achieve this. The general principle behind the development of Burnham on Crouch aims to provide a vibrant community that enhances its surroundings.

Charles Church seeks to develop a concept that:

- Supports good movement network connections with the surrounding fabric, amenities and services, to design streets and spaces for people and not solely in response to a rigid geometry of road design;
- To use built form and enclosure to create a sequence of spaces, each with their own character area, identified by good quality buildings and legible public space;
- Development of a scheme that respects and enhances the rural edge of the settlement;
- A development that safeguards the Green Gap between Burnham and Stoney Hills; as well as large areas for wildlife;
- Reflects the Maldon Local Development Plan as well as the emerging Burnham Neighbourhood Plan;
- Reflects conversations with local residents to ensure that the scheme built is one that all parties can feel is one to be proud of.

### 4.2 Scheme Considerations

*Charles Church, and its consultants, undertook extensive technical work prior to the submission of the 2014 application, which resulted in a scheme that was recommended for approval by Council Officers at two Planning Committees. However the application was refused, with this in mind Charles Church have sought to identify the exact nature of these concerns with local residents since the July 2015 committee. Further details of these discussions are detailed in the Statement of Community Engagement submitted as part of this application.*

*Charles Church are grateful for the positive engagement that has occurred since July 2015 and are confident that the proposals accurately reflect the discussions that were undertaken with the Neighbourhood Plan Group.*



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## 5.0 Engagement

Charles Church undertook a public consultation on 8th October 2014 at the Ormiston Rivers Academy and met with Burnham Town Council when developing the proposals for the December 2014 application.

The proposals were subject to a formal public consultation through the life of the planning application.

Following the refusal in July 2015 Charles Church have reviewed the decision notice and sought to address the concerns of Members and the Residents of Burnham. There were no technical objections to the application, with this in mind the technical aspects of the revised application have not altered from the original.

Charles Church have undertaken a series of meetings with members of the Neighbourhood Plan Group to discuss their concerns regarding the first application and how these could be addressed by Charles Church.

One of the main concerns of the group was how the redline of the application accorded with that of the allocation identified in Maldon's Local Development Plan and also in the emerging Neighbourhood Plan.

In addition another concern of the group was that the Neighbourhood Plan identified that the allocation should be accessed from Maldon Road, through the land of Ormiston Rivers Academy which would require a land swap to take place. Charles Church undertook a technical analysis of this proposal and discussed this with the Neighbourhood Plan representatives. Following this meeting the Group contacted the Academy to discuss the implications.

It was also felt that the edge of the development should be softened to reflect a more rural edge, compared to that shown within the December 2014 application.

Discussions also took place regarding the form of the dwellings provided on site including the scale and also design. The Group provided suggestions of local context that they would like to see reflected in the development.



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## 6.0 Opportunities and Constraints

On any site there are a number of issues to understand and consider before any ideas on how the development should be set out are formed. These items are best represented schematically and can be seen in the plan identified overleaf.

In summary:

The site contains various easements that have need to be considered as part of any application, the site has been designed to ensure these are contained within the roads and open space.

In addition whilst there are no badgers on the application site, they do exist within close proximity, as such an area of ecological mitigation land has been provided.

Pannels Brook runs to the north of the site, closest to Southminster Road.

The site currently contains some mature hedgerow, these should be retained where possible and integrated into the design

The area to the north of the site lies within close proximity of Listed Buildings and has been identified as an important area within the Neighbourhood Plan to leave as a Green Buffer between Stoney Hills and Burnham

The site should help to provide and enhance connectivity for both new and existing residents.

Sensitive edges were identified, these included views into the site not only from Green Lane but also to the edges that abut existing residential properties

Ormiston Rivers Academy lies adjacent to part of the Southern boundary. It was deemed that development should be mindful of the noise and light impact that this could have on new residents

This lead to the vision, which is discussed in more detail in the next section, for a scheme that used green spaces to connect smaller parcels of houses. This would mean that as many of the residents, both new and existing could benefit from them both actively and also visually.

Mature hedgerows would be retained as far as possible, ensuring that ecology and open spaces take priority over the built form of the site.





Key

	Site boundary		Existing utility with easement corridor		Sensitive boundary - rural edge		Potential strategic gap		Wildlife corridor		Vehicular and pedestrian access		Safeguard for future pedestrian / cycle connectivity
	Existing vegetation - north / south green links		Sensitive boundary - existing residential properties		Sensitive boundary - noise		Open space - play / SUDS / ecology		Buffer to Pannel's Brook		Pedestrian and emergency access		Listed buildings



## 7.0 Key Design Principles

### 7.1 Vision for the Site

Our vision is to provide for Burnham on Crouch a new community, integrated within the existing community. Appropriate phasing will ensure deliverability and provide benefit for public use, as well as access to open space. The development will form part of a framework set out by Maldon District Council to satisfy future housing needs within the area providing a broad range of family housing by creating a balanced and sustainable community.

The design concept aims to provide a housing proposal which achieves integration between existing and new communities. Spaces have been organised to:

- Create a continuous flow of usable open space from Southminster Road through the whole of the new housing area;
- Provide a series of small groups of houses which relate to and connect with each other;
- Conserve and enhance existing ecology & trees;
- Provide natural play areas which reflect their rural context and provide flexible play for children;
- Provide housing for a range of different demographic and income groups;
- Provide a safe place for people to live and circulate;
- Provide benefits to existing residents of Burnham on Crouch.

### 7.2 Aims and Objectives

The following aims and objectives have been at the forefront of the designer's thought process in developing the masterplan. This criteria has been re-visited at key stages to ensure that the original brief is achieved in the final design. The proposed development for Burnham on Crouch will be implemented by utilising the following development principles:

#### Pattern of Development

The proposed development will provide a sustainable extension to the north of the town, in a manner that is sympathetic to its location. The proposed development is respectful to its rural setting, as well as the ecology that exists around the site. It ensures that a series of green areas are connected through the site to ensure that both residents and ecology can utilise the site whilst minimising any conflict with vehicles.

#### Local Identity

The rural feel of Green Lane has been respected in the design ensuring no vehicular access is taken onto this road, but also providing a green buffer from the Green Lane frontage. As much as possible roads abutting green spaces and existing residents have been downgraded to ensure that the developments impact is minimised as much.



Elevations of the houses have been developed by taking key design influences from the examples shown on Page 60 of the emerging Burnham Neighbourhood Plan. This is replicated opposite for ease. In addition Charles Church have undertaken a series of meetings with Maldon District Council officers to discuss the form of the proposals, including the elevations.

### Legible Design

The structure of the development allows for the establishment of identifiable neighbourhoods, linked by well connected green open spaces ensuring legible connections. In addition, pathways for pedestrians, cyclists and dog walkers will be established providing access to existing public transport networks.

The Burnham Neighbourhood Plan shows proposed cycle links that the Town would like to see progressed; within this diagram a possible link is shown into the site subject to this application. The provision of this link would rely on third party land and therefore cannot be provided by Charles Church, however the scheme has been developed to facilitate future connectivity.



Key Design Influences - Burnham Neighbourhood Plan Reg 14 Draft



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# 8.0

# Masterplan



## 9.0 Proposed Development

The design of the site has been influenced by the policy background in which it sits, and through discussions with Maldon Council Planning Officers.

### Housing Mix

The proposals are for 180 dwellings, which includes the following mix:

Dwelling	Total Number of Dwellings on Site	% of Total Site
1 Bed House	30	17%
2 Bed House	55	31%
3 Bed House	62	34%
4 Bed House	23	13%
5 Bed House	10	5%

The December 2014 application provided flats on the site, however these have been replaced with houses, including 1 bedroom houses to enable local people to get on the property ladder.

Of those homes proposed 40% are affordable houses, in line with Council policy H1:

Dwelling	Amount
1 bedroom	30
2 bedroom	35
3 bedroom	7

The mix has been formulated in consultation with Maldon District Council. The affordable housing has been designed to be tenure blind so that an inclusive development is created. Charles Church have ensured that these homes are distributed across the site to ensure that accessibility to open space is provided equally to all residents.

### Garden Sizes

All houses comply, or exceed the Essex Design Standards for back gardens which require:

Dwelling	Minimum Garden Size
1 Bed House	50m <sup>2</sup>
2 Bed House	50m <sup>2</sup>
3 Bed House or Greater	100m <sup>2</sup>





Tenure Plan



## 10. Lifetime Homes

Within the application 60 dwellings are Lifetime Homes compliant, allowing for easy adaptation.

The concept of Lifetime Homes was developed in the early 1990s by a group of housing experts, including Habinteg Housing Association and the Joseph Rowntree Foundation. The group was formed because of concerns about how inaccessible and inconvenient many homes were for large sections of the population. Lifetime Homes was developed to ensure that homes are accessible and inclusive.

Lifetime Homes are ordinary homes designed to incorporate 16 Design Criteria

A Lifetime Home can offer benefits to everyone. Through design features that increase ease of access such as level thresholds and wider doorways, lit and covered entranceways and good accessibility throughout the home, most people find it easier to enter, exit and move around in their properties without physical barriers in the way such as steps and narrow areas.

Lifetime Homes can offer particular benefits to older people, disabled people and anyone with a physical impairment, whether they live in the property or want to visit relatives and friends.

Bringing Lifetime Homes design into the general housing stock should, over time, allow older people to stay in their own homes for longer, reduce the need for home adaptations and give greater choice to disabled people who cannot achieve independent living due to lack of suitable housing.

There are five principles of a Lifetime Homes (taken from Lifetime Homes website) :

### Inclusivity

An inclusive environment aims to assist use by everyone, regardless of age, gender or disability. . “It does not attempt to meet every need, but by considering people’s diversity it aims to break down unnecessary barriers and exclusion. The design of a Lifetime Home removes the barriers to accessibility often present in other dwellings. The flexibility and adaptability within the design and structure enables a Lifetime Home to meet a diverse range of needs over time. A development of Lifetime Homes therefore has the potential to provide for the widest cross-section of individuals within the general population. The high level of accessibility offers greater ‘visitability’, so that an individual is not prevented from visiting a household due to the design of the home.

### Accessibility

Inclusive design aims to give the widest range of people, including those with physical and/or sensory impairments, older people and children, convenient and independent access into and around the built environment (externally and internally) and also equal access to services. A Lifetime Home will be designed with particular attention to circulation within the home and external routes to transport infrastructure. Pathways, hallways, stairways and access to floors above, doorways and spaces to approach and reach essential facilities and controls in the home will be taken into consideration.



### Adaptability

Adaptability means that a building or product can be simply adapted to meet people's changing needs over time or to suit the needs of different users. Any subsequent adaptations should be more cost-effective because the original design accommodates their future provision from the outset. In a Lifetime Home, non-apparent integral design features are ready to assist adaptation for a household that has a family member with a temporary or permanent disability or a progressive condition that is making movement around the home or between floors difficult. A member of the household, or a visitor, will be able to live, sleep and bath solely on the entrance level for a short period, or can benefit from step-free access to upper floor facilities.

### Sustainability

Sustainability, in this context, refers to sustainable communities underpinned by essential accessible elements aimed at meeting current and future needs, including homes, facilities, goods and services – the design of which will contribute to the long term viability of the community. The accessibility, flexibility and adaptability of a Lifetime Home all help to ensure long term demand for, and desirability of the dwelling. While sustainability is dependent on a range of factors, dwellings that offer this degree of accessibility and flexibility are likely to remain popular over time, for both existing and new households, and can therefore contribute to the creation of stable and popular neighbourhoods and communities.

### Good Value

Lifetime Homes are not intended to be complicated or expensive for house-builders or for the people who live in them. Once occupied, the adaptability of the dwelling should actually save a household money if needs change and the dwelling is quickly and simply adapted to suit the new set of circumstances. Without Lifetime Homes features, the household may be faced with expensive, complicated and disruptive major adaptation works to a dwelling less suited to change; or possibly (in the case of an existing household) face a forced move to a more suitable home. This inherent flexibility also represents better value for the wider economy, as a greater supply of such homes can accommodate the changing needs of the growing population of older people and reduce future need for specialised housing.



# 11. Open Space

The landscape and open space within the site aims to contribute to the character of the existing surrounding area as well as complementing the proposed street scene, residential areas and public open spaces. The design of the site will provide a significant amount of open space, linked through the development to provide green corridors which will also seek to retain and enhance important wildlife corridors and existing hedgerows. This is achieved by providing well considered spaces which frame views; provide seasonal colour and interest; act as gateway markers and focal points; and create usable and simple spaces.

The arrangement and design of the proposed landscape within the public open spaces and residential areas has been informed by the following criteria:

- Responding to the natural topography, landform and drainage across the site;
- Incorporating the opportunities and constraints of the site;
- Incorporating objectives set out in the masterplan;
- Retaining and enhancing (where possible) existing vegetation for their amenity and ecological value; and
- Designing a safe and secure design, with natural surveillance.



## 11.1 Design Principles

The key objectives, strategy and design principles for the site include:

- Creating a sensitive and characteristic approach along the existing frontage of Southminster Road through the retention, enhancement and management of the existing vegetation. The entrance into the site will be wide with grass verges, hedge planting and trees to create a vibrant and distinctive gateway into the site;
- Designing a main gateway into the site which is attractive and inviting, and creates clear navigation across the site;
- Making key connections to adjacent communities and destinations including Green Lane and adjoining footpaths within the wider landscape, and the existing secondary school to the south;
- Creating a series of walkways that connect the existing informal networks. These take into account a formalised route running north to south and east to west across the site linking the area to local facilities and amenities;
- Observing the local authority objectives for provision of space for recreation and play which is both functional and accessible;
- Providing sufficient space within the housing layout to allow for the incorporation of specimen trees to soften and compliment the built forms;
- The residential areas will be accessed off the main, tree lined, spine road with properties set back from the road with front gardens comprising hedgerows or shrub beds; and
- Creating residential streets off a main tree lined road with areas of block paving to provide feature shared surface areas at key points, giving equal importance to pedestrians and vehicles.



# 12. Landscape

## 12.1 Landscaping

The landscape design aims to contribute to the character of the existing area as well as the proposed street scene, planting and public open space and play and leisure. This is achieved by providing well considered spaces which frame views; provide seasonal colour and interest; act as gateway markers and focal points; and create usable and simple spaces which are low maintenance. The vision for the site is to create a sensitive approach along the existing roadside frontage of Southminster Road through the retention and management of the existing trees and vegetation up to the entrance point.

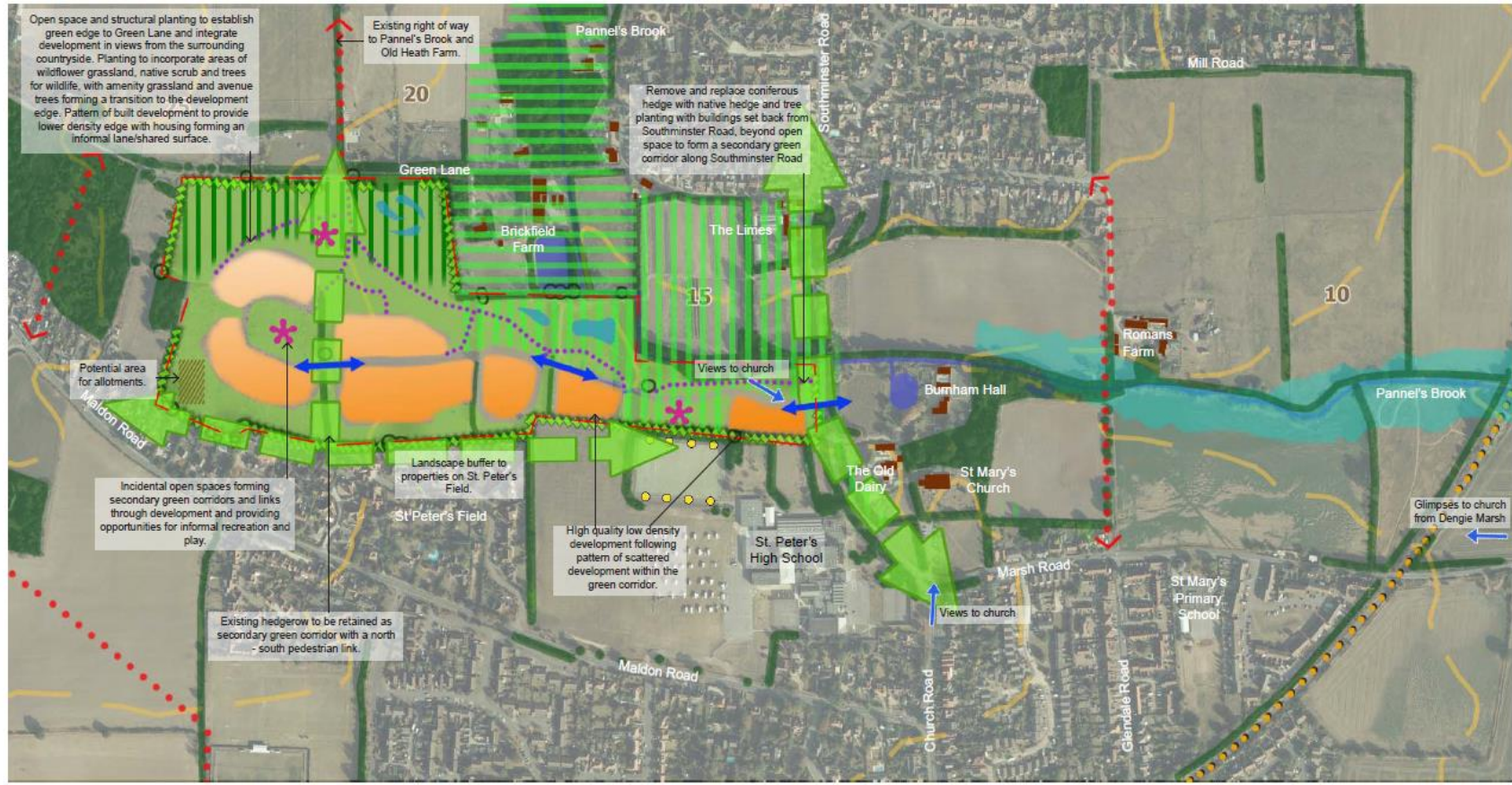
## 12.2 Planting Strategy

The planting strategy for the site seeks to:

- Create an attractive environment with year round colour and interest for residents;
- Help to define boundaries and public areas ;
- Act as a visual & noise buffer including between residential buildings and road junctions;
- Enhance existing boundaries with native / indigenous species – predominantly extensions to existing native hedgerows to create green links;
- Incorporate a parkland style, with specimen trees in avenues and clustered in open spaces of grassland, scrub, wildflower and bulb planting in a naturalistic style;
- Provide tree lined boulevards along the main access route, utilising street trees in a consistent run to create visual connectivity through the site - the avenue of trees will create a feature entrance and sense of arrival;

- Ensure sufficient space is dedicated within the housing layout to allow for the incorporation of suitably sized specimen trees both within front and back gardens to soften, enhance and compliment the built forms;
- Include native, wildlife friendly, fruit bearing species, generally favourable for foraging birds including Rowan, English Hawthorn, Dogwood and Holly, across the site;
- Wildflower, bulb and scrub planting will also be included in areas of open space across the site to increase biodiversity; and
- S.U.D.S – A Sustainable Drainage System will be provided for the site with attenuation ponds. Panel's Brook provides the natural location for the S.U.D.S system, sitting to the north of the site boundary. The attenuation ponds will be planted with wildflower and aquatic marginal planting to increase the biodiversity value.





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Site boundary	Pannel's Brook	Secondary green corridors or streets retaining and enhancing existing vegetation. To accommodate pedestrian/cycle links and SUDs	Proposed multi-functional open space to include informal recreation, wildlife habitat and sustainable drainage	Proposed pedestrian / cycle route linking existing rights of way west to east along the Pannel's Brook	Views to St. Mary's Church
Green corridor of Pannel's Brook maintaining visual separation between Burnham and Bumham North, providing multi-functional open space and structural planting	Floodplain of Pannel's Brook (indicative)	Existing vegetation to be retained. Vegetation within site boundary to be enhanced by management and new planting. Refer to tree survey.	Proposed access to development - to be confirmed by highways consultant	Flood Lighting	Approximate locations of play areas to incorporate natural play integrated into landscape setting
Existing pattern of scattered settlement within green corridor	Green edge along northern boundary to Green Lane to accommodate structural planting to soften views from open countryside to the north	Proposed areas of strategic planting to include native hedge and tree planting	Proposed residential development refer to developers layout - areas of low density along settlement edges and adjoining green corridor		
		Existing right of way			

### Landscape and Green Infrastructure Strategy



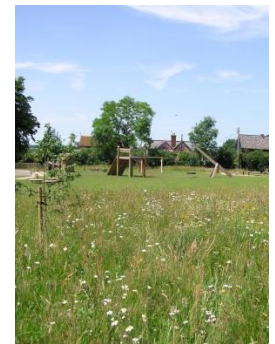
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# 13. Design for Play

The neighbourhood Plan identifies that the north of Burnham has a deficit of formal public open space, as such the design of the site and play areas has observed the local authorities objectives for provision of space for recreation and play, which is both functional and accessible. Current guidance on designing successful play spaces, published by DCSF, DCMS and Play England highlights 10 key design principles for creating successful play spaces. These principles should be considered alongside this tool, which incorporates the principles within the assessment framework for location, play value and care and maintenance. The 10 principles for designing successful play spaces are as follows:

- Are 'bespoke' – designed to enhance their setting;
- Are well located – in the best possible place for children;
- Make use of natural elements – close to nature;
- Provide a wide range of play experiences – where children can play in different ways;
- Are accessible to both disabled and non-disabled children where they can play together;
- Meet community needs and are loved by the community;
- Allow children and young people of different ages to play together;
- Build in opportunities to experience risk and challenge where children can stretch and challenge themselves in every way;
- Are sustainable and appropriately maintained – maintained for play value and environmental sustainability;
- Allow for change and evolution – evolving as the children grow.

The proposals will include a number of opportunities for natural and adventure play through a central green space and green spine running through the development, following the guidance set within the 'National Playing Fields Association's Six Acre Standard'. Situated to the north of the site an equipped area of play will incorporate a combination of natural features including stone boulders, wood and ground modelling. Integrated play features will encourage play activities such as balancing, running, jumping, climbing, crawling and exploring. This play area has been designed to provide a variety of play equipment alongside natural play items, such as balancing beams and swings. To the south east a more naturalistic open space has been designed to create opportunities for explorative and imaginative play. The open spaces are located directly off the footpath to allow easy access.



# 14. Access and Movement

## 14.1 Connectivity

The amended proposal for the site seeks to address and enhance the connectivity of the site with its surroundings.

The draft Neighbourhood Plan identifies a desire by the Town Council to enhance cycle and pedestrian connectivity from Stoney Hills to the riverside. Charles Church have provided a cycle and pedestrian route through the site that could link into this network in the future.

The southern edge of the boundary is identified as open space, not only creating and enhancing a wildlife corridor but also allows facilitation of future links through the site into the residential area to the south if third party land is made available in the future.

## 14.2 Access

The vehicular access point onto Southminster Road has been located to ensure that adequate visibility is provided in all directions, without impacting on the brick bridge parapets just to north of the site where the Pannels Brook passes underneath the road.

A right turn facility has been provided, with the majority of the carriageway widening being located along the site frontage. In addition to this a pedestrian refuge has also been introduced to assist crossing of Southminster Road and linkage to existing pedestrian facilities.

The junction design has been the subject of both technical and safety audits and no issues have been raised by Highways with respect to its location or general arrangement.

## 14.3 Street Hierarchy

The proposals for the scheme have been developed to ensure that view and connectivity of open space takes priority both for new and existing residents to maintain the rural character of the site. This has resulted in streets that orientate houses to ensure passive surveillance, in accordance with Secure by Design principles, but also reduce both light and noise impact on these areas. The primary street does not 'link' however this was developed in conjunction with the Neighbourhood Plan Group who felt that retention of the existing hedgerow and its character was more important in this instance.

## 14.4 Car Parking

The site meets and exceeds parking standards adopted by Maldon District Council and those identified in Essex Parking Standards

Dwelling	Car Parking Spaces Required
1 bedroom	1 space per dwelling
2+ bedroom	2 spaces per dwelling
Visitor Spaces	0.25 spaces per dwelling

The visitors spaces are evenly distributed across the site and in locations where existing residents may like to park in order to access the open space provided on site.





Street Hierarchy Plan





Visitors Parking Plan



## 15. Scale & Massing

### *15.1 Density*

The site totals 14.56 hectares, the current proposals therefore equate to an overall density of 12 dwellings per hectare (dph). The housing is spread across the site in pockets to ensure that open space is easily accessible and visible to all residents.

A large amount of open space is provided on site, however in order to provide a more tangible density calculation the open space to the North and West of the site has been excluded, with the exception of a 20 metre buffer around the development. This equates to a density of 18dph.

### *15.2 Building Heights*

The previous application was amended to remove the three storey element of the scheme. When developing the current proposals Charles Church were mindful that building heights were a key consideration to both members and residents. With this in mind 2.5 storey units have been used as key focal buildings for design purposes; however these are not used on the southern boundary to minimise the impact on existing residents. The 1 bedroom units that were previously in the form of flats have now been designed as 1 bedroom houses. These are designed as 1.5 and 2 storey to provide an interesting streetscene.





Building Heights Plan



## 16. Key Frontages & Focal Buildings

### 16.1 Key Frontages

As highlighted in the Opportunities and Constraints Plan there are several key frontages that Charles Church were mindful of when developing their proposals.

The Southern boundary is highly visible due to residential properties backing on to the site. With this in mind Charles Church, as previously mentioned, ensured that no 2.5 storey houses were provided along this area. Roads were reduced to ensure that traffic and light impact was minimised as much as possible. In addition the proposed houses have been 'pulled back' from the boundary to provide an informal green buffer, whilst maintaining the passive surveillance by fronting new dwellings onto this area.

The Northern part of the site needed to ensure that the setting of the listed building was acknowledged and respected. The provision of a Green Gap, which can be guaranteed for future residents is a key feature. In addition a continuous frontage was integrated to enhance the rural feel into the site from Green Lane.

### 16.2 Focal Buildings

Focal buildings are used to provide variety and interest in a scheme, as well as allowing people to easily orientate themselves around the development. Focal buildings are not necessarily ones of a particular height or building style but are dwellings placed at the end of key views or streets. They might provide a certain character or elevation that differs slightly from those which surround them.

The plan overleaf, for example highlights that focal buildings have been used in the western 'square' area to draw attention and highlight specific views. These can be seen more specifically in the streetscenes and perspectives also provided within this document.





Focal Buildings and Key Frontages



## 17. Perspectives



Perspective: View of the affordable housing fronting existing hedgerow and open space



## 17. Perspectives



Perspective: View of the affordable housing fronting existing hedgerow and open space



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Perspective: View across the Focal 'Square' to the West of the Site



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Perspective: View from the Open Space abutting Green Lane



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Perspective: View into the Site from Southminster Road



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Additional Perspective: View into the Site from Southminster Road



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Street Scene 4



Street Scene 5










Street Scene 6












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# 19. Building For Life Assessment

Build For Life Questions	Site Assessment	Rating	Comment
<b>INTEGRATING INTO THE NEIGHBOURHOOD</b>			
<b>1) Connections</b>			
Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?	The site is situated on the outskirts of Burnham On Crouch to the north of an existing residential development and Ormiston Rivers Academy and to the south of the rural setting of Green Lane.		The site is constrained in terms of the number of existing connections however when designing the scheme Charles Church has allowed for future pedestrian access. Parcels of development and the open space have also be designed to allow good connections both east/west and north/south. An emergency link has been provided onto Green Lane to the north of the site.
<b>2) Facilities and services</b>			
Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	The town has good leisure facilities with a sports centre, rugby club, various pubs and eateries, a yacht club and marina and a golf course. There is a senior school and two primary schools along with pre school facilities. There is employment on the outskirts of the town along with employment associated with visitors to the town. Other facilities include a library and an independent historic cinema.		
<b>3) Public transport</b>			
Does the scheme have good access to public transport to help reduce car dependency?	The site entrance is within approximately a 10 minute walk of the train station which provides direct trains into London Liverpool Street – journey time of less than 1 hour and 10 minutes. The site is also within close proximity to local bus services, there are not currently plans to extend the local bus service into the development.		It is unlikely that the bus company would re-route the local bus service into this site due to the impact on the current timetable. In addition if a bus services were required the circulation route would need to be increased in size, which would detract from the rural feel of the development. When designing the development links through the site, we have carefully considered how to ensure that residents, both new and existing can access the existing services as conveniently as possible.
<b>4) Meeting local housing requirements</b>			
Does the development have a mix of housing types and tenures that suit local requirements?	The development provides 40% affordable housing to a mix provided by the Housing Officer. There will be a 70/30 split between rented and shared ownership. The private housing could provide 18% x 2 bed, 50% x 3 bed, 21% x 4 bed and 11% x 5 bed homes.		
<b>Key to Traffic Light Rating:</b>  Green Rating, meets all criteria.  Amber rating, unable to meet all criteria.  Red Rating, does not meet criteria.			



Build For Life Questions	Site Assessment	Rating	Comment
<b>CREATING A PLACE</b>			
<b>5) Character</b>			
Does the scheme create a place with locally inspired or otherwise distinctive character?	Charles Church previously worked closely with the Maldon Urban Design Officer on this development as well as taking on board comments from the Local Neighbourhood group who call for greater reference to the existing Burnham on Crouch vernacular.		Charles Church held regular meetings with the Local Neighbourhood Group and developed the scheme in accordance with their aspirations for this site..
<b>6) Working with the site and its context</b>			
Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?	We have carried out extensive research into the ecology of the site and have incorporated natural habitats into the site layout design in order to preserve them. Additional we are creating a buffer zone between the development and the site boundaries to maintain wildlife corridors. The layout also, as much as possible, respects the existing hedgerows crossing the site.		
<b>7) Creating well defined streets and spaces</b>			
Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?	The development is arranged around a central street with links to pedestrian footpaths and cycle ways interspersed with landscaped areas to provide visual relief. The corners and vista stops are marked with key buildings and corner turning solutions.		
<b>8) Easy to find your way around</b>			
Is the scheme designed to make it easy to find your way around?	The development is divided into several distinct areas defined by the existing landscaping to maintain legibility when moving through the site. The key buildings help aid this legibility.		

Key to Traffic Light Rating:  Green Rating, meets all criteria.  Amber rating, unable to meet all criteria.  Red Rating, does not meet criteria.



