

Burnham-on-Crouch

Neighbourhood Development Plan

REFEREDUM VERSION - JUNE 2017

Referendum to be held on Thursday 20 July 2017



Burnham on Crouch Town Council



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Ian James Sisterson

22 July 1946

to

24 June 2016

**This Neighbourhood Development Plan is
dedicated to the memory of**

Ian James Sisterson,

**Chairman of the Physical Infrastructure
Working Group, who was tireless in his efforts
to ensure that the Neighbourhood
Development Plan provided the maximum
protection for and enhancement of, existing
facilities within the Town.**

**A resident for six years, Ian's contribution to
the Community extended beyond the
Neighbourhood Development Plan into the
local branch of the RNLI, Senior Men's Forum,
Walking Group, Bowls Club, Allotments
Association and as a volunteer driver for the
Knightswood Day Centre - all of these whilst
bravely and resolutely fighting skin cancer.**

**Ian's determination not to give in to his illness
and for he and Jane to carry on with their lives,
as best they could, is an example of personal
courage to us all.**

**Ian was highly respected, will be sadly
missed, but always remembered by his friends
and colleagues.**

Rest in Peace Ian.

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Aerial view of Burnham-on-Crouch (copyright Google Earth)



MESSAGE FROM THE CHAIRMAN OF THE STEERING GROUP

This Neighbourhood Development Plan is the result of extensive consultation, with Statutory Bodies, Community Groups and Residents, commencing in July 2013 with the appointment of the Town Council's consultants Allies and Morrison. This document, therefore, represents the consensual views of all those consultees and it is hoped sets out, not only a blueprint for the future development of the Town but a vision for the continuation and enhancement of the Town's very strong community foundation.

There are too many people and groups to thank individually but as Chairman of the Steering Group I wish to record my sincere appreciation of all those persons who gave up their time to attend the many meetings of the Steering Group during the preceding three years and especially the Section Working Groups, Chaired by the following individuals: -

Community and Social Infrastructure – Natalie Bethany;

Physical Infrastructure – Ian Sisterson;

The Economy – Iona Evans;

The Environment – Jean Evans;

The River – Babs Owers;

Heritage and Culture – Peter Layzell;

Housing – Wendy Stamp.

In addition, a particular mention for the small "Draft Review Group" who committed many hours of their time in order to "fine tune" this document and prepare it for the final formal stages of its progress: -

Iain Corbett, John Hitcham, Ian Sisterson and Wendy Stamp.

Those next stages were: 1 submission to Maldon District Council (MDC), 2 Regulation 16 Public Consultation, 3 Independent Examination, 4 formal adoption by MDC and, finally **5 Referendum**. Stages 1, 2, 3 and 4 have been completed successfully and this document is the final version of the Neighbourhood Development Plan that will be the subject of a **Referendum to be held on Thursday 20 July 2017.**

Also, as Town Mayor and on behalf of the Town Council, I extend my sincere appreciation to everyone who gave their time to assist and contribute to this extremely important document for the Town, its Residents and future generations.

Yours sincerely,

Ron Pratt

Chairman of the Steering Group.

Burnham-on-Crouch Town Council: -

Town Councillors: - Ron Pratt – Town Mayor, Mrs Una Norman – Deputy Town Mayor, Bob Calver, Mrs Helen Elliott, Peter Elliott, Mrs Louise Pudney, Neil Pudney, Mrs Wendy Stamp, Mrs Tania Ward (up to 7/12/2016), Ms Vanessa Bell (from 8/12/2016) and Mike Wood.

Town Clerk & RFO (Former Town Clerk & RFO from 01/08/2016) – David J McNeill and Steering Group/NDP Clerk (up to 31/07/2016): - Mrs Eva McNeill.



BURNHAM-ON-CROUCH NEIGHBOURHOOD DEVELOPMENT PLAN

1 INTRODUCTION

1.1 The Neighbourhood Development Planning Process

This document is the draft Burnham-on-Crouch Neighbourhood Development Plan, produced by the Neighbourhood Development Plan Steering Group mandated by Burnham Town Council for and on behalf of the Town with assistance from Allies and Morrison Urban Practitioners.

This draft Neighbourhood Development Plan covers the whole of the Burnham-on-Crouch Parish and provides guidance for the future of the Town, for the plan period 2014 to 2029 (The Local Development Plan was submitted for examination in 2014 and the Neighbourhood Development Plan in 2016).

The Neighbourhood Development Plan addresses future changes in the Town of Burnham-on-Crouch, which acts as the main settlement to the surrounding parishes and the wider Dengie Hundred Peninsula. Most of the document focuses on the Town itself as this is where most change is proposed.

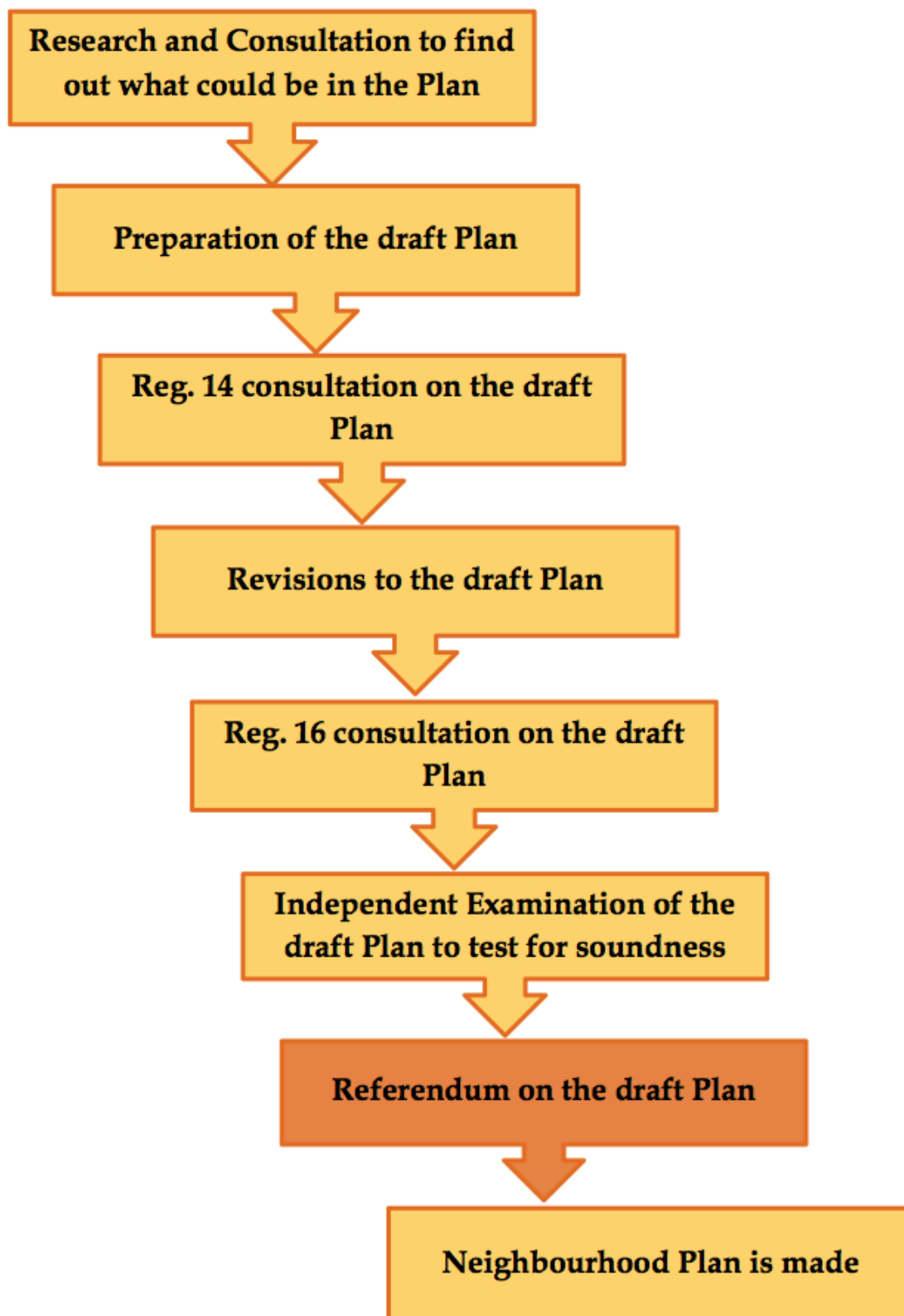
The system for creating planning policy in England changed in 2011 with the Localism Act – local people now have the ability to establish their own plans for their communities by writing a Neighbourhood Development Plan that can include a wide range of topics, and address a variety of issues and opportunities. However, there are some limits on what the Neighbourhood Development Plan can do and it must be ‘in broad conformity’ with the adopted strategic policies of the Local Planning Authority’s Development Plan.

This Neighbourhood Development Plan sits alongside the existing adopted Maldon District Replacement Local Plan (2005) but anticipates the key policies of the emerging Local Development Plan. Local Neighbourhood Development Plan policies have to be in broad compliance with those in the Local Development Plan, but more information can be added about how these policies should be applied in Burnham-on-Crouch.

The plan process has been led by the Neighbourhood Development Plan Steering Group, comprising residents drawn from across the Town, and facilitated by Burnham Town Council. A series of workshops and consultation events have been held to inform the understanding of the Town and to identify the ideas which have formed this draft document.

To this end, this Neighbourhood Development Plan should be read in conjunction with the Maldon District Council Emerging Local Development Plan (2014-2029) and Baseline Reports produced by Maldon District Council and the Burnham-on-Crouch Neighbourhood Development Plan Steering Group respectively.

Figure 2: Neighbourhood Development Plan process diagram



1.2 Process

The Neighbourhood Development Plan is currently at the referendum stage and the process is as follows; recognising that this is a dynamic document so future timings may vary. However it will be necessary to have regular updates to ensure it continually meets the Town's needs.

- **Research and Consultation: September - November 2013**

Research and consultation was undertaken to determine the key issues and to explore the elements which could be in the Plan. Consultation events and meetings with local stakeholders have taken place.

- **Baseline Stage: November 2013 – February 2014**

The baseline report which contains a review of policy and background documents was prepared during the winter by the project team, working in collaboration with the local community.

- **Drafting the Neighbourhood Development Plan: March 2014 - Autumn 2016**

The Neighbourhood Development Plan was prepared during spring 2014 in collaboration with the Steering Group and testing the ideas with local people.

Informal consultation on an early Draft Neighbourhood Development Plan took place between 27 February and 27 March 2015.

Final updates: late 2015/Spring 2016

The Plan was revised following the outcomes from the consultation and the supporting technical documents completed. The Plan is now ready to be submitted for an independent review to check that it is sound and is consistent with National and District planning policy. Following a successful review, the Plan will be put to a local referendum. It needs a simple majority of those voting to be adopted as planning policy for Burnham-on-Crouch.

1.3 Consultation for the Neighbourhood Development Plan

Consultation to inform the Draft Burnham-on-Crouch Neighbourhood Development Plan has been extensive and the team has organised three public consultation events and other key stakeholder meetings during the course of the project. A website for the Neighbourhood Development Plan has been set up which provides information on the development of the plan, events, contact details and a place to download files related to the project (<http://burnhamneighbourhoodplan.org/>).

- **A Market Stall Event**

A consultation market stall event was held on Saturday 28 September 2013 as part of the Burnham Carnival. The consultation provided an opportunity for local people to hear more about the project and to share their thoughts about Burnham-on-Crouch to inform the Neighbourhood Development Plan. Around 300 comments were received covering a wide range of issues. Local people were asked about the best and worst things about the Town and their ideas to improve it.

- **Community Workshop**

The second event was held on Thursday 10 October 2013. More than 60 people joined the project team at St. Mary the Virgin Church for the Burnham Neighbourhood Development Plan Community Workshop.

The team gave a presentation about the Neighbourhood Development Plan process and shared the initial results from the market stall consultation held in September 2013. Following this there was a very productive workshop to discuss the key issues and opportunities for Burnham-on-Crouch.

The workshop was divided into two sessions. In the first session everyone was given the chance to contribute their thoughts about any subject relating to the Neighbourhood Development Plan for Burnham-on-Crouch. These comments were then grouped by theme and the second session involved local people reviewing and summarising the comments to identify the key issues.

Images from consultation events for the Neighbourhood Development Plan



- **Vision Workshop**

The third event was held on Saturday 23 November 2013. Around 60 people attended the workshop. The team presented a summary of the key findings from the initial consultation and analysis on the Neighbourhood Development Plan.

Following this the workshops session reviewed the detailed consultation work and then provided an opportunity for people to discuss their ideas and priorities for the Neighbourhood Development Plan as guidance for the project team.

- **Test and Review Workshop**

The project team held a workshop with an invited group of local people at the United Reformed Church. This session provided an opportunity to review the draft baseline plans and to discuss initial ideas for the policies which have been drafted for the Neighbourhood Development Plan. We were also pleased to welcome a group of young people from the church youth group who contributed their ideas for inclusion in the Plan.

- **Informal consultation**

A four-week informal consultation to review the emerging draft Neighbourhood Development Plan was held in the spring of 2015, with a wide number of responses being used to inform this draft of the document.

- **Formal consultations**

A six week Regulation 14 consultation on the Draft Neighbourhood Development Plan was undertaken during the period Friday, 16 October to Friday, 27 November, 2015.

A six week Regulation 16 consultation on the Draft Neighbourhood Development Plan was undertaken by Maldon District Council during the period Friday, 3 November to Thursday, 15 December, 2016.

1.4 Evidence Base for the Neighbourhood Development Plan

This Neighbourhood Development Plan is supported by the baseline report which is a review of the evidence base information relevant to the Burnham-on-Crouch Neighbourhood Development Plan - available here: <http://burnhamneighbourhoodplan.org/downloads/>

It includes a review of hard data evidence, surveys and studies, local information and input. Information gathered from the general public during consultation has also been summarised and included. All of the consultation responses from every event are included in full in the appendix to the baseline report.

The sources of information are as follows:

- County / sub-regional level studies / strategies;
- District level studies / strategies;
- Other information sources or Town specific studies;
- Local expertise and input;
- Evidence base information collated by the Steering Group; and
- Additional analysis by consultant team.

The Maldon District Council Emerging Local development Plan (2014-2029) has an up-to-date and complete evidence base which is useful for this study and can be referenced for more details here:

<http://www.maldon.gov.uk> and follow the link to the Local Development Plan.

1.5 Introduction to the Themes of this Document

The draft Neighbourhood Development Plan is based around seven themes. These have developed from the early consultation to reflect the key issues identified by local people. These themes now form the chapters that structure the Neighbourhood Development Plan. The seven themes are:

- Community and Social Infrastructure
- Physical Infrastructure
- The Economy
- The Environment
- The River
- Heritage and Character
- Housing

Within each of these chapters a series of objectives have been developed to reflect the issues and opportunities which have been identified through consultation. Together, these objectives form an attractive and sustainable vision for the future of Burnham-on-Crouch. A set of policies then identify key actions which will help to meet these objectives.

These Policies Should:

- Provide detailed planning policy at a local level. The policies do not need to repeat those that are included in the Maldon District Council Emerging Local Development Plan or the National Planning Policy Framework;
- Provide more information about how improvements should happen;
- Be legal and in broad conformity with other policies;
- Reflect the views of local people and suit their requirements; and
- Offer a range of quick wins and longer term projects.

Implementation Strategy details identifying possible projects that the Burnham Town Council ideally wishes to deliver with its partners during the 15 year plan period are included in this Neighbourhood Development Plan adjacent to each policy.

National planning policy indicates that policies in Neighbourhood Development Plans should be land use based. It is on this basis that these policies will sit with the Maldon Local Development Plan as part of the development plan for planning purposes.

National policy anticipates that Neighbourhood Development Planning groups will generate a series of non-land use policies and proposals.

This is the case in this Plan. Whilst they sit within the main body of the Plan they are shown in orange shading. This distinguishes them from the main land use policies in green shading.

Figure 3: Burnham's growth from 1880



1880



1898



1924



1938



1975



2014

1.6 An Introduction to Burnham-on-Crouch

The Maldon District Council Emerging Local Development Plan describes Burnham-on-Crouch thus:

“Burnham-on-Crouch is the second largest Town in the District after Maldon. It is separated into two wards: Burnham-on-Crouch North and Burnham-on-Crouch South. Combined, the wards have a population of approximately 8,000.

Burnham-on-Crouch is predominantly known for its coastal trading history and sailing activities. Burnham-on-Crouch is the principal service Town for the south of the District. It has a rich and diverse history associated with its maritime connections including oyster trading and yachting. Burnham-on-Crouch continues to have a strong association with yachting and sailing, with a number of clubs which include the Crouch Yacht Club, the Royal Corinthian Yacht Club, the Royal Burnham Yacht Club and the Burnham Sailing Club.”

The location of Burnham-on-Crouch on the Dengie Peninsula provides a special landscape character, but also serves to make it feel relatively isolated from major settlements. Whilst this creates practical constraints it is also a great asset in many respects, and Burnham-on-Crouch has developed a very strong community feel and sense of its own identity. This unique character has been used to shape the ideas framed in this draft Neighbourhood Development Plan.

1.7 The Burnham-on-Crouch Story

- The area has been populated since Neolithic times, and there is evidence of Bronze Age, Roman and Saxon habitation.
- In 1253 the High Street was widened to accommodate the market which had been granted by Royal Charter.
- During the great plague of 1665 sailors from Burnham-on-Crouch were the only ones who continued to provide grain to London.
- During the Napoleonic wars Burnham-on-Crouch had a battery of 24 pounder guns manned by the Sea Fencibles (A Naval Home Defence).
- The railway was built to Burnham-on-Crouch in 1889, with materials being shipped in by river.
- Sailing for pleasure became popular in the late 1800s. The Royal Corinthian Yacht Club and London Sailing Clubs opened in 1892, stimulating a growth in boat building and other river-related crafts in the area.
- The oyster beds in the River Crouch were a mainstay of the local economy for many years until comparatively recently when pollution levels rose.
- The Royal Corinthian Yacht Club is a Grade II* listed building designed by Joseph Emberton. It represented Britain's contribution to the International Exhibition of Modern Architecture held at the Museum of Modern Art in New York City in 1932.
- Burnham-on-Crouch Carnival, which is over 100 years old, takes place on the last Saturday of September and attracts visitors from all over the south east of England.

Burnham-on-Crouch Town Sign



2 VISION AND PRINCIPLES

2.1 Our Vision for Burnham-on-Crouch

Burnham-on-Crouch is an attractive historic town which enjoys a beautiful setting on the Dengie Peninsula. The origins of the Town are intimately connected with the River Crouch and this relationship continues to give Burnham-on-Crouch its unique character with a particularly strong connection with its environment.

Burnham-on-Crouch has a strong community feel, with facilities and amenities to meet many of the day-to-day needs of local residents and people from surrounding settlements. The vision for the future of the Town is for this role to be strengthened, so that the Town maintains a thriving and vibrant character.

Burnham-on-Crouch will grow to meet the needs of its community through sustainable developments in its infrastructure, employment, housing, retail and leisure facilities which enhance, respect and reinforce its history and environment to create an accessible, thriving and vibrant experience for residents and visitors.

2.2 Key Principles

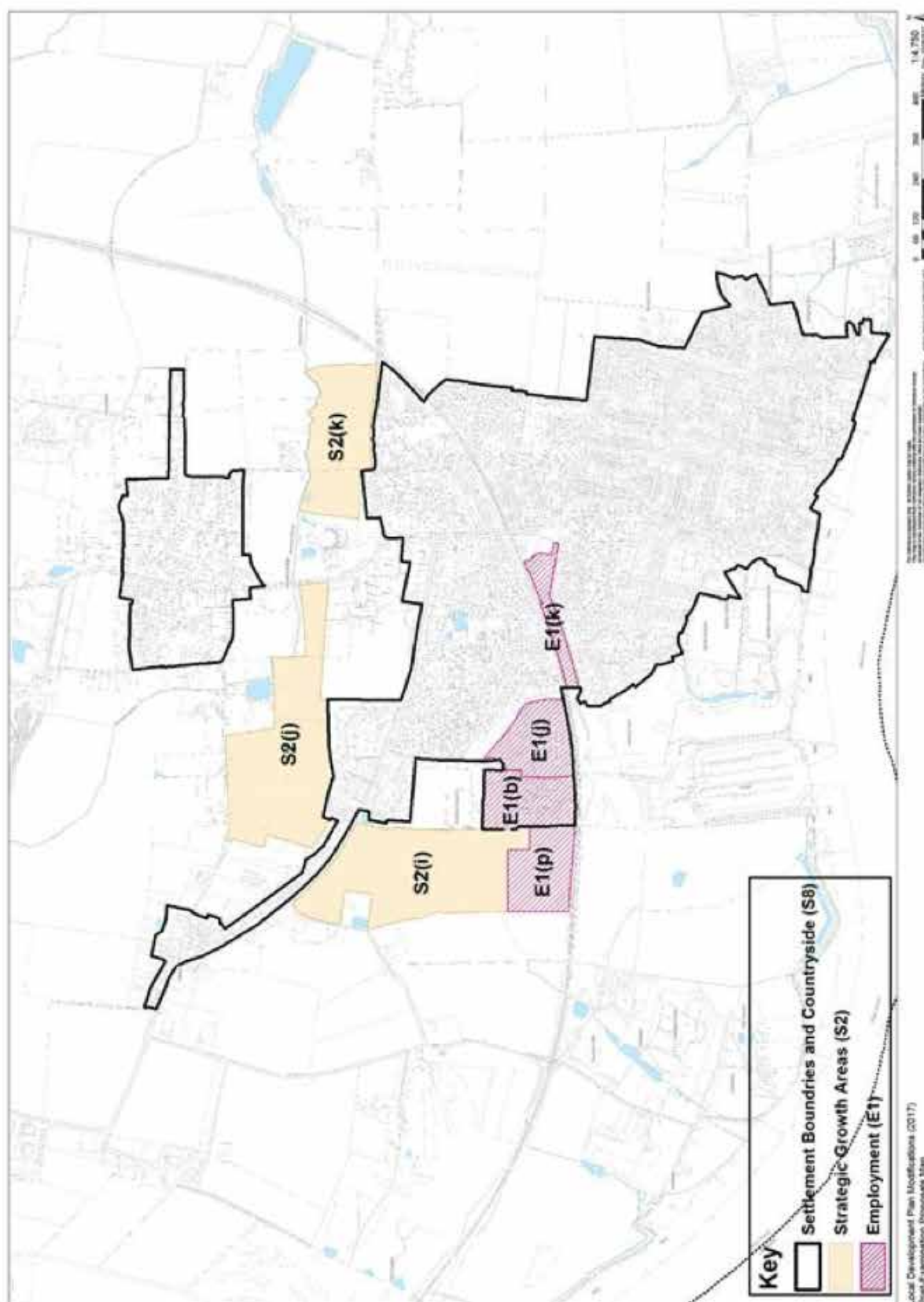
- Burnham-on-Crouch is an attractive area for older people and rail commuters to London. The Neighbourhood Development Plan should address their needs but it is also necessary to provide for young people and those with young families, recognising that they are the future of the Town.
- Transport and telecommunications infrastructure in Burnham-on-Crouch should be enhanced. This will aid access for residents and local services but is also very important to attract and retain businesses within the Town and provide a strong local employment base.
- Housing developments should include sufficient capacity to realistically meet the needs of the existing growing and ageing population, including single dwellers, new families and the elderly. Please refer to the Maldon District Council Emerging Local Development Plan (2014-2029), Policy H2 Housing Mix for further details.
- Community infrastructure such as schools, roads, parking and healthcare should meet the needs of the current population as well as adapting and growing to meet the needs of future and changing population over time.
- Burnham-on-Crouch needs the shops and facilities to support the local population as a sustainable Town. To maintain the strength of the town centre these should be focussed on the core town centre rather than being located in any peripheral locations.
- The relationship between the Town and the River Crouch should be recognised and enhanced as an important part of the identity of Burnham-on-Crouch, with protection given to river-related crafts and industries, leisure sailing and the ecology of the estuary.

- Burnham-on-Crouch has a valuable and attractive built heritage. This should be protected and enhanced as an asset which attracts visitors and should also be used to inform and guide the character of new development.
- Events such as the Burnham Carnival and the Burnham Week sailing regatta are vibrant demonstrations of the life and vitality of the Town and draw in thousands of visitors. They provide a dynamic opportunity to bring the Town's community together and should be protected and supported as part of the life and tradition of the Town. Every effort must be made to protect and enhance the Town and the town centre and maritime heritage.

The Burnham-on-Crouch War Memorial



Figure 4: Employment and Housing Area Allocations from the Maldon District Council Emerging Local Development Plan (2014-2029)



3 STRATEGIC POLICY

A fundamental objective of the Neighbourhood Development Plan is to ensure that the strategic growth brings improvements to the quality of life for all. The Neighbourhood Development Plan's strategic growth supports the Maldon District Council/Burnham-Town-Council strategic approach and is therefore based on the consideration of development capacity, the environmental and infrastructure constraints, land availability, local opportunities as well as advice received both from statutory and non-statutory bodies and organisations. It also takes into account consultation responses received. This has led to a strategy that has adopted the position from the Maldon District Council Emerging Local Development Plan (2014-2029), in concentrating development in Burnham-on-Crouch, one of three of the District's main settlements.

By containing the majority of housing and employment growth within and adjacent to Burnham-on-Crouch, there are more opportunities for sustainable transport, maximising the potential of walking, cycling and public transport. This is particularly important to Burnham-on-Crouch as this will enable a more sustainable pattern of development to be pursued.

There are however, a number of infrastructure constraints that need to be addressed in Burnham-on-Crouch. The key infrastructure requirements that are necessary to enable strategic growth in a sustainable manner are set out in Policy S2, S6 and E1 of the Maldon District Council Emerging Local Development Plan (2014-2029). These improvements include increased local highway capacity, improved public transport provision, increased schools provision, enhanced medical provision, flood mitigation measures, surface water flooding alleviation, and significant increases to public open space. Without this infrastructure, the delivery of sustainable communities will not be possible.

The Maldon District Council Emerging Local Development Plan (2014-2029) provides the evidence base to support an objectively assessed housing need to deliver a target minimum of 4,650 dwellings within the District over the plan period of 2014-2029 at a rate of 310 dwellings per annum.

As one of the three main settlements of the District, Burnham-on-Crouch is a sustainable settlement which has a specific role in delivering strategic growth in order to meet the needs of the local population. However, strategic growth in Burnham-on-Crouch has a target will deliver a minimum of 450 dwellings, with any development above this figure needing to resolve infrastructure capacity issues, particularly with regard to education, health, sewerage and SuDS.

Further detail as to the development of the strategic sites in Burnham-on-Crouch is given in Policy S6 of the Maldon District Council Emerging Local Development Plan (2014-2029).

3.1 Policy S1 – Strategic Housing Growth

Within the Plan period a minimum of 450 dwellings will be provided.

These dwellings will be provided through both the development of the strategic housing sites shown in table 1 and figure 4 and on other windfall sites.

Proposals for the residential development of the following three strategic sites will be supported within the context of site specific policies set out in policies H.7, H.8 and H.9 of this Plan:

- Land west of Burnham on Crouch (Policy HO.7)
- Land north of Burnham-on-Crouch (West) (Policy HO.8)
- Land north of Burnham-on-Crouch (East) (Policy H0.9)

Residential supply to meet the District target of 450 dwellings during the Plan period of 2014-2029 within Burnham-on-Crouch will be provided by the allocation of the following sites:

Table 1: Housing trajectory for the strategic sites allocated in policy S1

Ref	Source of supply (1)	Total	Year 1-5 2014/15 – 2018/19	Year 6-10 2019/20 – 2023/24	Year 11-15 2024/25 – 2028/29
	Burnham-on-Crouch Strategic Sites				
S2(i)	West of Burnham-on-Crouch	180	138	42	0
S2(j)	North of Burnham-on-Crouch (West)	180	123	57	0
S2(k)	North of Burnham-on-Crouch (East)	90	0	90	0
	TOTAL	450	261	189	0

Policy E1 of the Maldon District Council Emerging Local Development Plan (2014-2029) and the Employment Land Study 2015 state that a minimum of 2,000 jobs will be created in the District, including allocations of 11.4ha new employment land for B2 and B8 employment uses during 2014-2029. As one of the main settlements, Burnham-on-Crouch plays a role in the provision of strategic employment sites. Policy E1 of the Maldon District Council Emerging Local Development Plan (2014-2029) states the following existing designated employment sites in Burnham-on-Crouch are reserved for employment development:

- E1 (b) Burnham Business Park;
- E1 (j) Springfield Industrial Estate;

3.2 Policy S2 – Strategic Employment Growth

Proposals for the development of the extension to Burnham Business Park (E1 (p)) for employment uses (Class B1, B2 and B8) as shown on figure 4 will be supported.

In order to provide future opportunities for employment provision, the following site is to be allocated in the Neighbourhood Development Plan for employment purposes:

Table 2 Extension to Burnham Business Park as allocated in policy S2

Ref	Site	Appropriate Uses	Size
E1(p)	Extension to Burnham Business Park	B1, B2, B8	3.4Ha

Burnham-on-Crouch has an active community – a word cloud summarises consultation responses.



4 COMMUNITY AND SOCIAL INFRASTRUCTURE

Burnham-on-Crouch has an undeniably strong sense of community. This is partly due to its remote location at the edge of the peninsula. Burnham-on-Crouch is a destination town for people who wish to make this rural setting their home. There is a large range of clubs and local organisations in the Town which help to build this community spirit.

The importance of this community spirit was clearly underlined by the strength of the response to early consultation. When identifying the best thing about Burnham-on-Crouch, people's overwhelming response was to cite the community spirit and sense of belonging. This was supported by a strong sense that change and development should support the natural growth of the Town rather than threaten the close-knit community feel. There are many volunteer run organisations which help to support this sense of community which help make Burnham-on-Crouch an attractive place to live and visit.

As new developments in the Town come forward, it will be important to provide new facilities and consider how existing facilities can be improved in order to meet this new need. Existing facilities should be enhanced, where possible, to encourage the integration of new residents into the existing community. Facilities should be provided for the existing community, keeping in mind the ageing population in Burnham-on-Crouch and any new population stimulated by the development of new homes.

4.1 Protect and Support Existing Community Assets and Services

There are a series of existing community assets in the Town which are important for the existing resident population and should be supported in order to attract people who move to Burnham-on-Crouch. Volunteers are also very important in supporting many of these organisations.

Policy CS.1a- Community Assets and Services	Implementation
Support community groups in the Town such as the sea scouts, youth groups, and elderly organisations with access to facilities.	<i>Priority ongoing Lead Responsibility BTC, Funding Council Taxes</i>

Policy PL2 – ‘T’ junction Maldon/Church Roads	Implementation
It is believed that retaining the ‘T’ junction at Maldon Road/Church Road and improving traffic management and implementing wider radii on left filters would be preferable, as opposed to the creation of a roundabout at this location.	<i>Priority Short term Lead Responsibility ECC Highways, Funding Source ECC/Developers S106</i>

Policy PL3 – Alexandra/Devonshire Roads, Line of Sight	Implementation
Extend the double yellow lines on Station Road continuously along Church Road B1021 between Alexandra Road and Devonshire Road to improve the line of sight for drivers exiting these roads.	<i>Priority Short Term Lead Responsibility ECC Highways, Funding Source ECC</i>

Policy PL4 – Road Safety/Traffic Flows	Implementation
Measures which enhance improved highways safety for all road users will be supported, particularly where it reduces or removes the need for vehicles to mount the pavement. This may include measures such as the implementation of local one-way streets where road widths are particularly constrained. e.g. east starting Devonshire Road turning South into Essex Road turning West into Crouch Road exiting on Station Road. Same exit flow would apply to Lillian Road and New Road. This proposal would enhance the safe exit of emergency vehicles from Albert Road Operational Centre	<i>Priority Short Term Lead Responsibility BTC/ECC Highways, Funding Source ECC</i>

Policy PI.5 – 20 mph Speed Limits	Implementation
A 20mph speed limit should be considered in key locations such as schools within the Town/Parish boundary.	<i>Priority Short Term Lead Responsibility BTC/ECC Highways, Funding Source ECC</i>

5.2 Improve road access into the Town

The direct route into Burnham-on-Crouch by road is along the (B1010). However, part of this route is narrow and has a number of significant bends where the road follows field boundaries.

There are extremely narrow sections of road, for example adjacent to Woodford's Garage on Maldon Road where the road narrows to 4.80 metres. This road width does not comply with the Essex County Council Highways specification.

Policy PI.6 – Access Road (B1010) Improvements	Implementation
As part of the route into Burnham-on-Crouch falls outside of the Parish, Burnham Town Council will need to work with neighbouring parishes and Essex County Council Highways on a scheme to improve the roads into Burnham-on-Crouch following the existing route and field boundaries by increasing the inner bend radius, strengthening the existing kerb way and improving drainage. These improvements will benefit the safe passing of HGVs and reduce maintenance costs over a number of years by not having to continually repair the road edges.	<i>Priority Short Term Lead Responsibility ECC Highways, Funding Source ECC</i>

Policy PI.7 – Marsh Road Railway Bridge	Implementation
<p>Introduce traffic signals (similar to Cold Norton) on Marsh Road bridge to allow for safe traffic flows with a pedestrian/cycle footway to one side. It would be preferable in view of future housing and commercial development that a second bridge, giving a separate east/west direction flow would be provided. A critical pinch point of 4.0m to the west of the bridge should be widened.</p>	<p><i>Priority Short Term Lead Responsibility ECC Highways, Funding Source ECC/Developer S106</i></p>

Policy PI.8 – Eve’s Corner/Green Lane/Mill Road	Implementation
<p>Improve the layout of Eve’s Corner by re-aligning the road to give an improved line of sight when turning in and out of Mill Road and Green Lane by assessing various options e.g. mini roundabout, extending, realigning road/junction, traffic calming measures to improve road safety.</p>	<p><i>Priority Short term Lead Responsibility ECC Highways, Funding Source ECC/Developers S106</i></p>

Policy PI.9 – Creeksea Lane/Maldon Road Junction	Implementation
<p>Remodel Creeksea Lane/Maldon Road junction, remove high kerbed triangle that creates two narrow two-way passage ways, and replace by a single two-way wide bell mouth featuring a wider verge in front of the Grade II Pinners Farmhouse; thereby providing a safer exit onto Maldon Road.</p>	<p><i>Priority Short term Lead Responsibility ECC Highways, Funding Source ECC/Developers S106</i></p>

5.3 Make Burnham-on-Crouch a More Pedestrian and Cycle Friendly Place to Live

The Town should have a friendlier environment for cycling and walking. Its main and secondary roads are dominated by vehicles. New pedestrian and cycle routes should be provided that link the town centre with existing and new neighbourhoods, schools and recreation areas via quieter roads.

Policy PL10a – Safe Cycle & Pedestrian Routes	Implementation
Plan, build and highlight clearly signposted, direct and safe cycle and pedestrian routes into the Town from new and existing neighbourhoods, between all schools and the town centre. The existing network of footpaths should be better maintained and new routes should connect to an agreed network.	<i>Priority Short term Lead Responsibility ECC Highways, Funding Source ECC/Developers S106</i>

Policy PL10b – Safe Cycle & Pedestrian Routes	Implementation
Proposals to create a combined pedestrian walkway/cycle path along the existing walkway adjacent to Riverside Park Car Park will be supported.	<i>Priority Short term Lead Responsibility ECC Highways, Funding Source ECC/Developers S106</i>

Policy PL11 – Transport Network Improvements	Implementation
<p>Burnham Town Council will work with the public and a range of partners to deliver a more sustainable transport network for Burnham-on-Crouch. This will be achieved by supporting projects such as:</p> <ul style="list-style-type: none"> • Formalising new north/south walking and cycling routes in and out of the Town from Stoney Hills to the riverside. • Carry out major redesign improvements to the pedestrian bridge at Eastern Road to ensure it is accessible by all residents. A ramp on either side of the bridge would be a significant asset to cyclists, parents with pushchairs and wheelchair users. • Provide secure cycle parking areas or shelters in the town centre and at the railway station in prominent locations to promote their use. • Improve the pedestrian and cycle journeys to/from each of the schools in the town centre wherever practical by improving pavements and replacing worn surfaces. Where possible, pavements will be widened so that two buggies are able to pass each other. 	<p><i>Priority Short term Lead Responsibility ECC Highways, Funding Source ECC/Developers S106</i></p>
Policy PL12 – Cycle Route to Southminster	Implementation
<p>Essex County Council be requested to provide a leisure cycling route linking Burnham-on-Crouch to Southminster. New routes should be usable by mobility scooters, wheelchairs and pushchairs.</p>	<p><i>Priority Short term Lead Responsibility ECC Highways, Funding Source ECC/Developers S106</i></p>

5.4 Improve the Bus and Rail Service to the Town and Enhance the Arrival Experience at the Railway Station

Burnham-on-Crouch needs an improved railway service with better connections not only into London but also onto the East Anglia Main Line at Shenfield linking into Crossrail.

The railway in Burnham-on-Crouch is a major asset to the Town. It should continue to be promoted at locations outside the District as part of the Crouch Valley Line within the Essex and Suffolk Community Rail Partnership.

Policy PI. 14 sets out a positive context for the delivery of improvements to the railway station and its immediate surroundings. The delivery of this policy will require the involvement of a variety of stakeholders. The policy acknowledges that some of the investment sought may not need planning permission. The Plan also supports the introduction of bus stops and visitor information in this locality. This matter overlaps with the approach adopted in Policy PI. 15

Improvements to local bus services and pedestrian/cycle routes should be made to encourage footfall at Burnham-on-Crouch as a railhead for access to major tourist attractions such as the Quay, the River Crouch and Mangapps Railway Museum as well as the many leisure opportunities within the Town itself.

Policy PI.13 – Train Service Improvements	Implementation
<p>Burnham Town Council will seek to improve, through the appropriate stakeholders, the quality of train services by:</p> <ul style="list-style-type: none"> the operation of trains later into the evening, to facilitate work shift patterns and to reduce the existing adverse effect on Global Business; addressing problems experienced in changing trains at Wickford, especially on Sundays and weekday evenings; and resolving issues relating to punctuality, reliability, comfort, security, customer announcements, communications and rail replacement services in the event of disruptions (planned or unplanned). 	<p><i>Priority Medium Lead Responsibility Network Rail/Rail Franchisee, Funding Source ECC/ BTC (new homes bonus) MDC Tourism budget, Rail Franchisee</i></p>

Policy PI.14 – Railway Station	Implementation
<p>Proposals for the improvement of the railway station and for the implementation of public realm works in its immediate surroundings will be supported.</p> <p>Insofar as planning permission is required particular support will be given to any or all of the following proposals:</p> <ul style="list-style-type: none"> • Improvements to existing facilities (including café, business and commercial space); and • Improvements to the ticket office and customer lounge; and • The introduction of new retail units; and • The introduction of new public toilets. 	<p><i>Priority Medium Lead Responsibility Network Rail/Rail Franchisee, Funding Source ECC/ BTC (new homes bonus) MDC Tourism budget, Rail Franchisee</i></p>

Policy PI.15 – Bus Service Improvements	Implementation
<p>Burnham Town Council will seek to improve local bus services as they are a sustainable transport option. Services should be more regular and a Sunday service would also be supported, together with improvements to the pedestrian/cycle routes to facilitate tourism in the Town.</p>	<p><i>Priority Medium Lead Responsibility Bus Franchisee, Funding Source ECC/ BTC (new homes bonus) MDC Tourism budget, Bus Franchisee</i></p>

- 5.5 Encourage the Long-Term Improvement of the Key Zone Encompassing the Railway Station, the Burnham Surgery and the “Foundry Lane” Supermarket, Trade Building Supply and Retail Areas, to Enhance the Appearance and Functionality of the Total Area Including Car Parking, Pedestrian and Road Safety

At various Neighbourhood Development Plan public consultation events and Steering Group Workshops, there was consistent recognition that the main gateway/service centre

to the established Town by railway or road was presently not able to fulfil its full potential because of sub-optimal visual appearance, layout and functionality – this being despite excellent work at the railway station by a team of “station adopters” and other local volunteers establishing and maintaining a more welcoming railway station environment, which is greatly appreciated and deserves continuing support and encouragement within any wider improvement plans for the overall area.

At present the overall wider opportunity zone remains fragmented and principally because of economic factors car park utilisation levels of the three main car parks vary dramatically, with free car parks operating near capacity and the chargeable station car park operating at very low utilisation levels. The area presents an opportunity for existing uses/layouts to be reconsidered so that all component parts link better together in a holistic manner with an improved substitute Co-op/Five Ways junction.

The area provides a unique opportunity to both improve the principal arrival point in the town centre and to provide new integrated services to better meet the needs of both residents and visitors.

However, given the complex ownership of Freehold and Leasehold assets, this is bound to require a significant period to realise as different opportunities progressively arise. Working with planning practitioners Allies and Morrison, Burnham Town Council has already identified one possible unifying revised master plan design concept; no doubt other alternative configurations can also be created.

The Town Council is dedicated to work with all stakeholders to identify and progressively support the implementation of a new long-term master plan for this key area. Key infrastructure aspirations include:

- Enhanced public realm at the railway station;
- Improved pedestrian friendly station access; and
- Improvements, enlargements and extended hours of operation for facilities at the railway station including café, business and commercial space, ticket office, customer lounge, retail units, public toilets and visitor information/directions;
- Further investigation into the Co-op/Five Ways junction improvements.

Policy PI.16 – Town Council Support for Improvement Works at Station	Implementation
Burnham Town Council will be supportive of improvement works that were to come forward at the station within the life of the Neighbourhood Development Plan.	<i>Priority Medium term Lead Responsibility Network Rail/Rail Franchisee, Funding Source ECC/ BTC /MDC CIL budget</i>

5.6 Improve car parking in the town centre

Car parking in Burnham-on-Crouch is split between three types;

- on-street car parking used for school drop off and high street shopping,
- the Burnham Town Council owned car park at Providence,
- Maldon District Council owned car parks at Foundry Lane (Shoppers Car Park), and Millfields.

The railway station car park is chronically underused. It is understood to have been sub-let as part of a block contract between the current railway franchisee and a specialist car park operator.

On-street car parking is well used and there are problems with some car parking causing access and safety issues, particularly by railway users parking in the adjacent streets. Safe and free car parking across the whole of the Town should be promoted, including at the railway station. Whilst existing Community Protection Officers currently monitor parking in the Town, with additional resources they could also monitor parking in time restricted zones.

The existing Riverside Park Car Park would benefit from being resurfaced and marked out to an appropriate standard. This process would assist in making the most effective use of the space and presenting a positive image to visitors and local residents alike.

Policy PL17 – Car Park Provision	Implementation
<p>Proposals that would deliver new or improved car parking provision within the town centre will be supported.</p> <p>Particular support will be given to the following proposals:</p> <ul style="list-style-type: none"> • Incorporation of parking spaces for coaches into the Burnham Yacht Harbour car park; • The extension of the Millfields car park to the west. 	<p><i>Priority Medium term Lead Responsibility MDC, Funding Source 3rd party/MDC, CIL budget, RSPB</i></p>

Figure 6: Parking proposals



5.7 Improve the Telecoms and Broadband Service in the Area

Burnham-on-Crouch has both poor internet access and mobile phone signals which are an inconvenience for local residents and business users. The lack of high speed broadband infrastructure is detrimental to promoting the Town and also an unattractive prospect for any new venture which may choose to set up in the area.

Policy PI.18a – Telecommunications and Broadband Service	Implementation
<p>Improve connectivity to include ultra-fast broadband as soon as possible and 4G in the area.</p>	<p><i>Priority Short term Lead Responsibility MDC/BTC, Funding Source ECC/MDC CIL budget, BTC (new homes bonus)</i></p>

Policy PI.18b – Telecommunications and Broadband Service	Implementation
<p>Proposals for the siting of new 4G phone masts in the Plan area will be supported where they respect the character of the area in which they are located and where they safeguard the built heritage of the town.</p>	<p><i>Priority Short term Lead Responsibility MDC/BTC, Funding Source ECC/MDC CIL budget, BTC (new homes bonus)</i></p>

5.8 Water Recycling Centres and underground sewage/surface water infrastructure

Current drainage capacity fails to cope with heavy rain in several places in Burnham-on-Crouch with combined sewage and surface water drainage, leading to localised flooding, with raw sewage entering some houses.

The Plan will seek to ensure that all planning applications, irrespective of size of development, that impact on the sewer system shall, at the time of application, provide written confirmation that contact has been made with, and acknowledgement obtained from, the relevant service provider that the application will not adversely affect the operational effectiveness of the existing underground sewer collection system.

Policy PI.19 – Water Infrastructure	Implementation
<p>Proposals for new development should demonstrate that there is or will be sufficient infrastructure capacity at Burnham-on-Crouch water recycling works and underground sewage/surface water infrastructure in the Town to meet all current and projected future necessary requirements.</p>	<p><i>Priority Short term Lead Responsibility MDC/BTC/Anglian Water/DEFRA, SuDS, Funding Source, Utility Operator</i></p>

In view of Burnham's backlog of complex SUDS & Foul Water drainage issues (caused in substantial part by the cumulative impact of decades of ad-hoc small/infill developments that have not contributed to updates for the relevant constrained legacy systems);

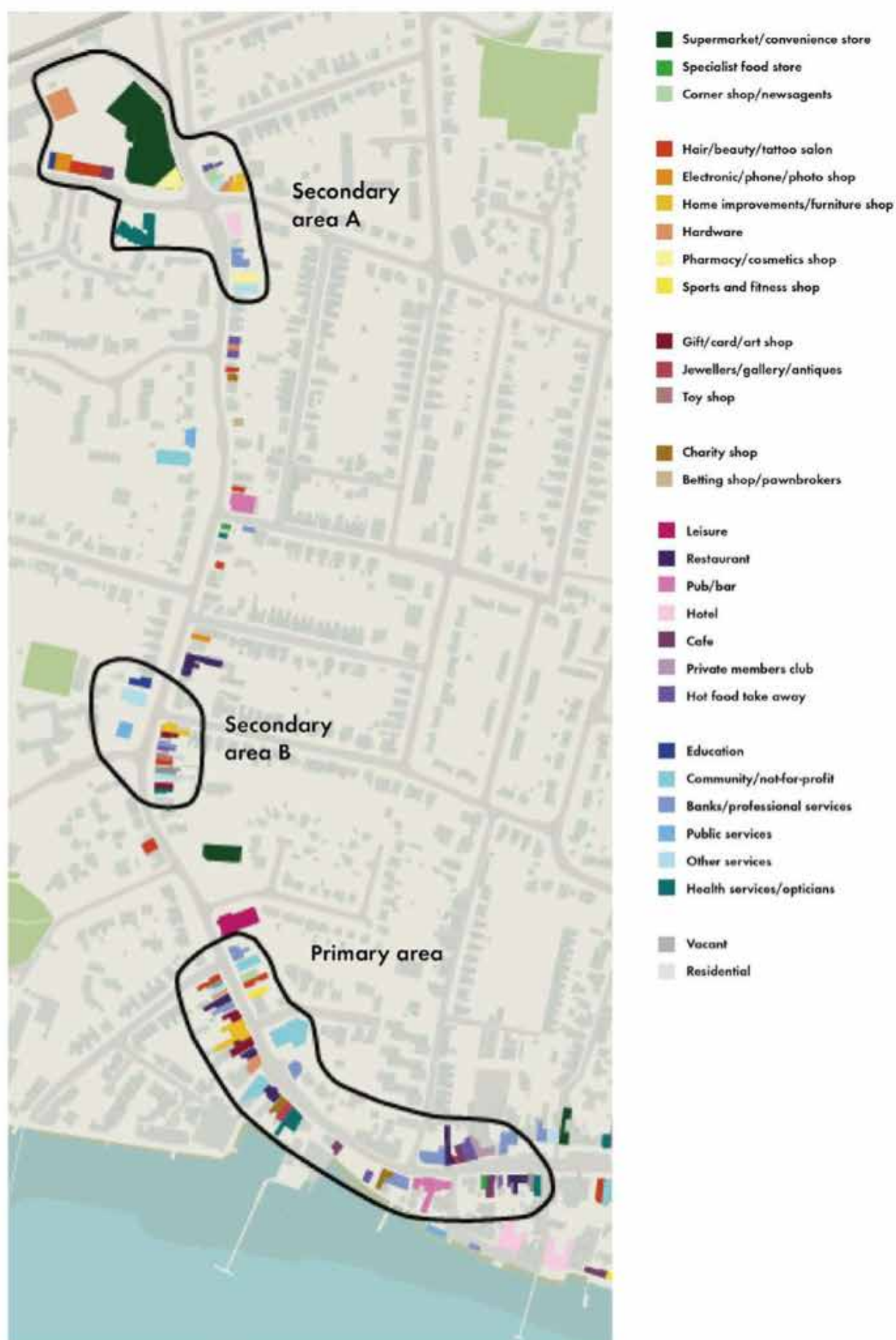
BTC asks MDC and all relevant drainage authorities, to modify their local procedures such that reviews of Burnham planning applications are carried out for every new building rather than the present scrutiny level of sites of 10 dwellings/buildings upwards.

This will ensure that all of the creators of marginal extra foul and surface water drainage requirements bear their fair share of the up-front cost of establishing extra marginal capacity rather than leaving the utility providers to pay on a retroactive basis once cumulative problems have emerged.

Evidence Based Written Confirmation

- Anglian Water has evaluated systems other than road transport for transferring the solids from Burnham. However, this has confirmed that there is currently no other strategy that meets regulatory OFWAT approval and is also cost-effective.
- Water utility company has confirmed adequate capacity with the improvement at Abberton reservoir to meet future demands.
- UK power who has statutory obligation confirmed adequate capacity to cope with proposed developments.
- National Grid has confirmed adequate Gas capacity with connectivity available to the known strategically allocated developments.

Figure 7: High Street uses



6 THE ECONOMY

Burnham-on-Crouch has a small but attractive town centre with a mix of shops and services. The Town benefits from a number of good local shops and restaurants but suffers from some lack of variety in food and clothing retail. However, a large proportion of residents choose to shop on the internet or elsewhere including large supermarkets in Maldon and other larger towns. This means that local shops lose trade as a result. It is important that Burnham Town Council supports both the existing and extension of local shops to ensure that Burnham-on-Crouch can retain a viable role as a main settlement which meets the regular needs of local people and tourists alike.

Improving business opportunities in Burnham-on-Crouch is important to help reduce out-commuting and will also bolster the general vitality of the Town. The Town currently has a broad range of business accommodation with a variety of small industrial units and offices. This plan has allocated a site to further expand this offer. The Town is in need of a strategy to attract new business to the area to help overcome the disadvantages of its relatively remote location.

Tourism, particularly sailing, is important to the Burnham-on-Crouch economy. The Town makes a perfect holiday base, particularly for families interested in sailing. The Town has a good variety of restaurants, small hotels, caravan sites and shops. A short walk or boat ride from the centre leads to attractive countryside and interesting habitats and the Wallasea Island RSPB project. Whilst Burnham-on-Crouch and the wider Parish exhibit many fine assets, the tourism economy is small scale. There is scope to boost the number of people visiting the Town and local area through enhanced facilities and better promotion.

6.1 Support Burnham-on-Crouch as a Place for Business

Burnham-on-Crouch must support existing businesses and attract new firms by providing suitable business units and appropriate infrastructure. River related uses should be supported as a part of the Town's heritage. As part of a package of measures to stimulate the economy in the town Policy EC.1 sets out to safeguard the Springfield Business Park for employment uses.

A range of new buildings will be supported. Clustering types of businesses and industries could help different industrial parks to develop a unique selling point (USP). The USP could also be supported in an additional location within Burnham-on-Crouch in an incubator space to enable small and micro businesses to start and establish themselves.

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Policy EC.1 – Springfield Business Park	Implementation
<p>Land at Springfield Business Park (as shown on Figure 4) will be safeguarded for employment purposes.</p> <p>Proposals for new employment buildings will be supported, particularly for the knowledge based sector.</p>	<p><i>Priority 1-5 yrs Lead</i> <i>Responsibility BTC/MDC/Developer, Funding Source S106/Private Equity</i></p>

Policy EC.2 - River-Related Trades	Implementation
<p>The provision of river-related trades will be supported.</p>	<p><i>Priority ongoing Lead</i> <i>Responsibility BTC/MDC, Funding Source CIL/New Homes Bonus/Private Equity</i></p>

6.2 Consolidate and Clarify the Primary and Secondary Areas along the High Street

Burnham-on-Crouch has a long High Street with a range of retail provision. As the Town develops and residential demand continues to increase, it will be important to develop and enhance strategic pockets of retail along the High Street – for example to maintain ease of access for local residents in walking distance of the main population centres and car parks.

Also to protect and encourage the cluster of retail uses near the railway station, at the Co-op and the Post Office as an important secondary retail area in the town centre.

Policy EC.3 recognises that there is a particular concentration of retail units in High Street itself. These sit at the heart of the town and its impressive conservation area. The retention of a strong core of retail units is vital to the economic and social well-being of the Town and its inherent sustainability.

Policy EC.3 – Retention of Retail Uses	Implementation
<p>A Primary retail area is defined between the Cinema to No.40 High Street (northern side) and No.51 to 151 High Street (southern side).</p> <p>Insofar as planning permission is required within the primary retail area proposals for the change of use from retail to other uses will not be supported.</p> <p>Within the Primary retail area proposals for the expansion of existing retail uses will be supported where they preserve or enhance the character or appearance of the Burnham Conservation Area.</p>	<p><i>Priority ongoing Lead Responsibility MDC/BTC Funding Source CIL</i></p>

6.3 Support the Co-op supermarket (or successor business) in its existing location whilst diversifying niche food offers in the town centre

During consultation local people suggested that there was no need for a new Supermarket. The existing Co-op is within walking distance to a large part of the Town and should be supported in improving and expanding in its existing location.

Policy EC.4 – Co-op/Mildmay Foundry	Implementation
<p>Proposals for the enhancement or the extension of the Co-op Supermarket and its immediate environment will be supported.</p>	<p><i>Priority ongoing Lead Responsibility MDC/BTC Funding Source CIL</i></p>

6.4 Improve the visual appearance of the High Street and the wider town centre

Burnham-on-Crouch has an attractive, historic High Street with an interesting variety of shops and businesses. In order to support shops and businesses the Town should invest in public realm improvements along the length of the High Street.

All such proposals should be designed to have regard to the character and appearance of the designated conservation area. High quality materials and designs should be used. Wherever possible designs should reflect the rich and varied maritime heritage of the town.

Policy EC.5 – High Street Character	Implementation
<p>Proposals for public realm improvements in High Street will be supported where the works concerned:</p> <ul style="list-style-type: none"> • Respect the character and appearance of the Burnham Conservation Area; • Use high quality materials; and • Use designs that respect the local vernacular and the Town's maritime heritage. 	<p><i>Priority ongoing Lead Responsibility MDC/BTC Funding Source CIL</i></p>

6.5 Improve the quality of the leisure and tourist offer in the town centre to capture the 'day- tripper' and the 'weekend visitor'

Burnham-on-Crouch will be offering a broader spectrum of advertised activities to attract local visitors and those seeking a long weekend destination including sailing schools and water sports, recognising that water-based recreation has the potential to cause adverse disturbance impacts to the over-wintering bird interest of the estuaries.

Some of these activities, in particular jet-skis, require appropriate regulation (and enforcement where necessary) to ensure that they do not have damaging impacts. This Neighbourhood Development Plan encourages responsible water-based recreation, promoting appropriate codes of conduct, and engages with the terms and conditions of the Crouch Harbour Authority, including any speed restrictions and exclusion zones as appropriate. The Neighbourhood Development Plan will ensure that its promotion of water-based recreation safeguards the wider interests of the River Crouch.

Regarding the winter occupancy (October – March) of caravan sites, Burnham Town Council asks Maldon District Council to ensure that all relevant sites operate only with sustainable development permissions.

The promotion of tourism in the Plan area will do much to secure the economic dimension of sustainable development. It will also make the most effective use of the existing tourism related infrastructure in the town such as car parking.

Policy EC.6 sets out a positive context in which new tourism will be encouraged. It acknowledges that in certain circumstances planning permission will not be required for the implementation of such proposals.

As a key part of this approach the policy sets out a context to safeguard the existing petrol filling station (in Maldon Road) and the tourist information centre (in High Street). The former provides a key element of the sustainability and self-sufficiency of the town. The latter provides a well-located facility for both visitors and local residents.

Policy EC.6 – Tourism	Implementation
<p>Proposals that would improve and extend the tourism offer in the Town will be supported.</p> <p>Particular support will be given to the following activities insofar as planning permission would be required:</p> <ul style="list-style-type: none"> • The development of bed and breakfast accommodation or the change of use of existing properties to this use; • The development of sailing schools and other water related sports; • The development of walking and cycling facilities; and • The change of use of buildings to create restaurants and cafes <p>The petrol filling station in Maldon Road and the Tourist information Centre in High Street will be safeguarded to reflect their importance to the tourism economy of the Town. Their use or redevelopment for other purposes will only be supported where it can be demonstrated that their continued uses are no longer economically viable or where satisfactory alternative provision has been provided.</p>	<p><i>Priority ongoing Lead Responsibility MDC/BTC Funding Source CIL</i></p>

A view into the countryside from the edge of Burnham-on-Crouch



7 THE ENVIRONMENT

Natural England has developed a framework which divides Britain into areas based on their natural characteristics rather than their administrative boundaries. These areas reflect the unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. Burnham-on-Crouch falls within National Character Area (NCA) Profile 81, Greater Thames Estuary (September 2013). NCA Profile 81 is described as 'predominantly a remote and tranquil landscape of shallow creeks, drowned estuaries, low-lying islands, mudflats and broad tracts of tidal salt marsh and reclaimed grazing marsh that lies between the North Sea and the rising ground inland'.

Burnham-on-Crouch enjoys an attractive and atmospheric setting on the River Crouch. The low-lying landscape and south facing aspect of the Town across the estuary gives the Town a particularly appealing outlook and marvellous quality of light. To the east of the Town the Parish stretches out along the estuary, with acres of flat, low-lying farmland which has been claimed from the marshes over centuries. To the west and north, gentle hills provide long elevated views over the estuary.

The river serves as a natural limiting factor in relation to the potential for the Town to expand to the south and development has spread northwards, rather than too far along the north bank of the river. Any new development must take into account the Town's landscape setting on the flat Dengie Peninsula. This document is set within the policy context of the National Planning Policy Framework and Maldon Planning Policy which promotes sustainable development.

7.1 Ensure that Flood Risk is Carefully Considered in All New Development

The River Crouch is one of the Town's most important assets. However, large parts of the Town are at risk from tidal flooding. Burnham Town Council will ensure that as the Town continues to develop it takes this into consideration, both in built and public realm projects.

Policy EN.2 sets out a policy approach towards the location and design of new development in the town. It takes account of the NPPF in general, and the precautionary principles in particular. In particular, new development will not be supported in areas at risk from surface water flooding

Policy EN.1 - Flood Prevention	Implementation
Any new public realm work designed along the riverside must be able to withstand flooding.	<i>Priority ongoing Lead Responsibility MDC/BTC/DEFRA Funding Source CIL</i>

Policy EN.2 – New Development and flood Risk	Implementation
<p>New development will not be supported in areas at risk from surface water flooding.</p> <p>All development proposals should be built using sustainable drainage principles to ensure that flood risk will not be increased either on or off site. All new development must be safe and flood resilient for its lifetime. Surface water runoff from new developments should be discharged in a self-contained fashion and to appropriate standards in place at the time of the determination of the planning application concerned.</p>	<p><i>Priority ongoing Lead Responsibility MDC/BTC/Anglian Water/DEFRA, Funding Source CIL/DEFRA/Anglian Water</i></p>

7.2 Protect areas within the Town, particularly along the river frontage, as habitats to promote biodiversity

The Town is set within a tidal landscape with unusual habitats and wildlife. Burnham Town Council will promote the protection of this wildlife within its parks, open spaces, salt marshes and along its river frontage. Burnham-on-Crouch should aspire to be seen as a gateway to Wallasea Island and should offer complementary attractions and work with the RSPB to help conserve the river environment.

Policy EN.3 – Enhancement of the Natural Environment	Implementation
<p>Planning proposals will be expected to protect and enhance the natural environment, including Sites of Special Scientific Interest and internationally designated sites, in accordance with National Planning Policy. Relevant proposals will be assessed against the tests of the Habitats Regulations, to ensure that impacts are avoided, mitigated, or where necessary compensated.</p> <p>Planning proposals will be required to demonstrate that there is not likely to be any significant effect on international sites, through Habitats Regulations Assessment screening.</p> <p>Within existing and new parks and within new residential development there should be areas protected as natural habitat. All existing public amenity spaces within the Town should be protected.</p>	<p><i>Priority ongoing Lead Responsibility MDC/BTC/DEFRA & Natural England/Funding Source CIL/Grants</i></p>

7.3 Support the Use of Renewable Energy within the Town

The benefits of addressing climate change through adopting renewable energy sources must be balanced with the need to preserve or enhance the character and appearance of the overall Town and conservation area in particular, to avoid harm to the listed buildings through inappropriate development within their settings. Wind turbines are a controversial issue in the Town but their benefit as a renewable source of power should be recognised.

Policy EN.4 – Renewable Energy	Implementation
<p>Proposals for the development of renewable energy proposals will be supported in the Plan area subject to the following criteria:</p> <ul style="list-style-type: none"> • They preserve or enhance the character and appearance of the conservation area; • They take account of the setting of the Town within the Dengie Peninsular; • They do not have an unacceptable detrimental effect on the integrity of a listed building or its setting; and • They do not have an unacceptable detrimental effect on the amenities of residential or other properties in the site's locality. 	<p><i>Priority ongoing Lead Responsibility MDC/BTC/DEFRA & Natural England/Funding Source Private Equity</i></p>

Policy EN.5 – Access to Renewable Energy Sites from the River Crouch	Implementation
<p>Encourage any future construction and maintenance of wind turbines to be accessed from the river to reduce the impact on the road network where possible.</p>	<p><i>Priority ongoing Lead Responsibility MDC/BTC/DEFRA & Natural England/Funding Source Private Equity</i></p>

7.4 Support Recycling and Sustainable Waste Management within Burnham-on-Crouch

Burnham Town Council will support local and national initiatives to be less reliant on landfill, be more sustainable and help to reduce pressure on resources. Burnham Town Council will work with Essex County Council to protect and promote the continued use of the recycling centre at Springfield Road and encourage Essex County Council to optimise the hours of use and type of materials collected. Smaller recycling points across the Town should also be retained.

Policy EN.6 – Domestic Recycling & Amenity Site	Implementation
Burnham Town Council to champion with Essex County Council and Maldon District Council the maximisation of recycling at dwellings and to protect the recycling amenity centre in Burnham-on-Crouch.	<i>Priority ongoing Lead Responsibility ECC/MDC/BTC/ Funding Source Council Taxes</i>

Policy EN.7 – Waste Bins Storage	Implementation
New residential and commercial developments should incorporate waste bin storage to minimise unsightly bins and encourage residents to recycle by providing space to store recycling.	<i>Priority ongoing Lead Responsibility ECC/MDC/BTC/ Funding Source Council Taxes</i>

The Riverside in Burnham-on-Crouch



8 THE RIVER

The River Crouch is one of the most important assets of Burnham-on-Crouch, and has been crucial to the history of settlement in the area and the shape of the Town today. It has also influenced the Town's economic history having been the major conduit for trade and a centre for fish and oysters and is still a source of local employment in marine and leisure related industries today.

The river also provides an important leisure and tourist destination for the Town, with sailing, fishing and walking along the river frontage regularly cited during consultation.

Burnham Town Council will continue to use the River sustainably, as an environmental asset to be managed appropriately for current and future generations.

8.1 Improve the Quality of the Riverside in the Town

The riverside in Burnham-on-Crouch, which extends from Creeksea to Hollywell Point, is cited as the most popular place to spend time around the Town. Many people enjoy walking along the riverside or just sitting on the sea-wall.

The riverside is obviously an invaluable amenity for the Town and easy access should be developed on all the routes along the river and through to High Street/Station Road. Improvements could include formalised public cycle tracks, signage, footpaths, beach huts, landscaped areas for picnics and public art. The public realm in the town centre along the riverside is dated and in poor repair in some places. This should be gradually improved with a unified public realm treatment to help reinforce the 'specialness' of the riverside in the Town.

Some of the projects identified in Policy RI.1 may not need planning permission. At the same time, some or all of the works may need a Flood Risk Activity Permit under the provisions of the Environmental Permitting Regulations 2010. In addition, there would be benefit in the agencies promoting these works in having early discussions with the Environment Agency on the implementation of any emerging projects. This will particularly apply to the more remote sections of the seawall at Holliwell Point and also to the area to the west of the town to avoid impacts on the unique flora in the SSSI.

Policy RI.1 – Protection and Improvement of the Riverside	Implementation
<p>The riverside will be protected and improved throughout the Plan period. Proposals that deliver any or all of the following measures will be supported:</p> <ul style="list-style-type: none"> • Formalise the walking routes further along the River Crouch and linking with other established walking routes around the town centre. • Burnham Town Council will support and work with Natural England to implement the England Coast Path; • Improve the quality of the public realm along the sea wall. Any works will employ a limited, high quality material palette. There will be a high standard of design for all new seating, lighting, raised walkways and viewing platforms to protect the character and appearance of the conservation area; and • Maintain the Town Steps to become a leisure facility to reinforce the sense that the Quay and Town Pound area as the hub of the Town. 	<p><i>Priority ongoing Lead Responsibility ECC/MDC/BTC /DEFRA, Crouch Harbour Authority & Natural England/ Funding Source CIL, Grants, Council Taxes</i></p>

Policy RI.2 – Design Sensitivity of Riverside Developments	Implementation
<p>New development adjacent to the riverside should be designed to reflect its relationship to the river and to respect its prominence and visibility from the river.</p> <p>Proposals will be supported that bring forward good design appropriate to its location and which satisfactorily address the following matters:</p> <ul style="list-style-type: none"> • The roofscape of the building contributes to the attractive, varied roofscape that currently exists. Flat roofs are generally inappropriate. A range of slate and tile will be encouraged. • New buildings should be sensitive to the height and character of existing buildings along the riverside which are generally no taller than 2.5 storeys and fine in grain. • New window openings should contribute to the attractive mix of styles that characterise the riverside. • Any access arrangements to the Quay are sensitive both to the development concerned and the wider Quay side. • The appearance of any access arrangements should be sensitive when viewed from the River. • Any development must retain and improve the setback distance from the water's edge to improve the promenade and walkway adjacent to the riverside. 	<p><i>Priority ongoing Lead Responsibility MDC/BTC/DEFRA, Crouch Harbour Authority & Natural England/ Funding Source CIL, S106, Grants, Council Taxes</i></p>

8.2 Protect the Existing Character of the Riverfront by Safeguarding Existing River Related Employment Uses

The riverside at Burnham-on-Crouch has a distinct character due to the mix of uses, activities and architecture in the centre of the Town. This rich mix should be protected to ensure that the town centre retains its maritime related uses. As the River and its uses evolve it is important for Burnham-on-Crouch to have a plan in place to guide these changes.

Policy RI.3 establishes key criteria to safeguard the variety of uses in the town that are directly related to the river. It takes account of the flexibility that exists in relation to permitted development rights to convert offices and storage and distribution facilities to residential use. It also offers flexibility in the event that river related uses cease to trade for retail, leisure or tourism uses to take their places. These will help to safeguard and consolidate the economic base and vibrancy of these parts of the town.

Within the context set by both policies RI.3 and RI.4 there is the potential for additional public slipways to give access to the River for the launching of smaller craft. Such proposals should be considered on their merits taking account of these and other policies in the Plan.

Policy RI.3 – Retention of Primary River Related Employment Uses	Implementation
<p>Land and buildings in primary or directly related river employment uses (and as shown in figure 8 and Appendix 1) will be safeguarded.</p> <p>Insofar as planning permission is required their conversion to residential use will not be supported.</p> <p>Proposals for the retail, leisure or tourism uses of the buildings concerned will be supported where they would comply with other policies in the development plan and where they would not change the overall character of the riverside.</p>	<p><i>Priority ongoing Lead Responsibility ECC/MDC/BTC /DEFRA, Crouch Harbour Authority & Natural England/ Funding Source CIL Grants, Council Taxes</i></p>

Policy RI.4 – Secondary River Related Employment Uses	Implementation
<p>Proposals for the development of maritime related employment uses alongside the River Crouch in the town centre will be supported.</p> <p>Particular support will be offered to proposals for the development of chandleries, cafes, restaurants and sailing schools.</p>	<p><i>Priority ongoing Lead Responsibility ECC/MDC/BTC/DEFRA, Crouch Harbour Authority & Natural England/ Funding Source CIL,S106, Grants, Council Taxes</i></p>

8.3 The Town will encourage the RSPB to Invest Appropriately in Facilities to Encourage Visitors to Travel Sustainably from Burnham-on-Crouch to Wallasea Island, as one of the Gateways to the Attraction

The RSPB Wallasea Island Wild Coast project is a conservation and engineering project taking place on the opposite bank of the River Crouch to Burnham-on-Crouch town centre. The RSPB is creating 670 hectares of new wildlife and bird habitat, around half of which will be intertidal.

Burnham-on-Crouch should consider an identity as one of the ‘gateways to Wallasea’ in order to attract new visitors to the town centre. The Town needs investment in its public realm in order to provide an attractive and navigable environment for tourism, with an appropriate amount of signage and car parking facilities. Burnham Town Council will make efforts to support the RSPB in its environmental and conservation work on the River Crouch.

Policy RI.5 – ‘Gateway’ to RSPB Wallasea	Implementation
<p>Following a full business case review, RSPB be requested to develop a funding package proposal to enable Burnham Town Council/Maldon District Council to support the concept of Burnham-on-Crouch becoming a gateway to RSPB Wallasea development.</p>	<p><i>Priority 1 -5 yrs lead RSPB/ECC/MDC/BTC/DEFRA/ Community</i></p>

8.4 Support Sailing in the Town as a Key part of its Identity

The riverside at Burnham-on-Crouch is dominated by yacht clubs and their jetties, dinghy parks and moorings. Burnham-on-Crouch Yacht Harbour (the marina) is located west of the town centre and sailors stay in campsites and in local hotels along the river. Burnham Week is an annual event run by the local yacht clubs (Joint Clubs Committee) and is one of the longest running annual yacht regattas on the mainland in the UK.

During consultation it was highlighted that sailing in the area has declined in popularity and the Town must help the yacht clubs if Burnham-on-Crouch wishes to maintain its identity as a sailing town. Similarly, the sailing clubs must work together in order to attract more sailors locally and also in organising events to attract people from outside Burnham-on-Crouch. The Town should be promoted as the home of the International Dragon Class and Trans Ocean rowing boats.

Fig: 8: Marine and River Related Land Uses (see Appendix 1)



Policy RI.6 – East Coast Sailing Activities	Implementation
Burnham Town Council will support and request Maldon District Council's support for the re-launch of Burnham-on-Crouch as the premier centre for East Coast Sailing and associated activities.	<i>Priority ongoing Lead Responsibility MDC/BTC, Crouch Harbour Authority, Joint Club Committee, Burnham Yacht Harbour/Funding Source Local, National, European Government, Olympic Legacy, Coastal Community/Revival Fund, RYA, Chamber of Commerce</i>

8.5 Explore the Potential for Dedicated Places to Swim

During consultation events there were many requests for a new swimming pool in the Town.

Policy RI.7a – Swimming Facility	Implementation
Proposals for a new swimming pool or other swimming facilities will be supported where they safeguard the amenities of any adjacent residential properties and take account of the local environment in which they are located.	<i>Priority ongoing Lead Responsibility MDC/BTC, Crouch Harbour Authority, Joint Club Committee, Burnham Yacht Harbour/Funding Source Local, National, European Government, Olympic Legacy, Coastal Community/Revival Fund, RYA, Chamber of Commerce, ASA</i>

Policy RI.7b – Swimming Facility	Implementation
In addition the Burnham Town Council will support and promote other uses on the River itself for purposes such as rowing, windsurfing, canoeing and crabbing.	<i>Priority ongoing Lead Responsibility MDC/BTC, Crouch Harbour Authority, Joint Club Committee, Burnham Yacht Harbour/Funding Source Local, National, European Government, Olympic Legacy, Coastal Community/Revival Fund, RYA, Chamber of Commerce, ASA</i>

Burnham-on-Crouch Yacht Harbour



St Mary the Virgin, Parish Church



7 HERITAGE AND CHARACTER

Burnham-on-Crouch has been inhabited continuously since the Iron Age providing a rich history in human and archaeological terms. The physical heritage of Burnham-on-Crouch is characterised by its Quay and wide historic market street, the form of which has medieval origins. The core area of the original Town, today protected by a conservation area, has a loose grid plan with many vernacular and Georgian buildings. There are 33 listed buildings within the conservation area and a further 15 in the greater Parish area.

The wider heritage and character of the Town is related to the many uses and traditions associated with the surrounding agricultural land and the River, both socially and for employment, for more than 2,000 years.

The High Street is characterised by small shop units, some of which retain historical shop frontages. The developed area of Burnham-on-Crouch stretches between the riverside area and the ancient Parish Church of St. Mary's, over a kilometre inland and on slightly raised ground.

To the west of the Town is a rural area and the hamlet of Creeksea which contains a Grade II Listed Hall and other related heritage assets. To the east is a rural area of reclaimed marshes. The heritage assets in this area include many World War II defences and farm buildings. The surrounding marshes are regarded as an important part of the heritage and character of Burnham-on-Crouch.

Within the historic core of Burnham-on-Crouch there is a relatively eclectic mix of red brick, predominantly white weatherboarding and render. Roof materials also vary between slate and tile. Newer areas of expansion to the north of the historic core are a mix of styles and house types (please see the baseline report for more information about the history and expansion of the Town). Maldon District Council maintains a record of listed buildings and the heritage assets of the District which includes those at Burnham-on-Crouch.

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.

9.1 Improve Awareness of the Conservation Area in the Town Centre

The core of Burnham-on-Crouch is protected by a conservation area due to its special heritage and character. The Burnham Conservation Area Appraisal and Management Plan should be updated to help identify new management issues for the town centre. The Neighbourhood Development Plan seeks to support initiatives in the Conservation Area Appraisal and Management plan including to encourage development that will enhance the areas that are rich in heritage assets. The plan also seeks to limit features that harm the character for example through the removal of superfluous advertising and street furniture.

9.2 Improve the Co-ordination of Shop Fronts along the High Street and Remove Inappropriate Signage and Lighting

The High Street in Burnham-on-Crouch is characterised by small shop units. Some of these shops and businesses have signage that is inappropriate, given the attractive historic setting in which they are located. Inappropriate signage includes brightly coloured or illuminated signs and free standing “A Boards” which detract from the special character of Burnham-on-Crouch.

Other small historic towns, have used shop front improvement schemes to improve the visual appearance of their High Street. Upgrades to the public realm including the selection of a unified palette of materials would enhance the town centre, appropriate to the historic setting.

Burnham Town Council/Maldon District Council to develop a detailed policy and most importantly an effective implementation and enforcement process for current and future generations on all retail and commercial frontages.

Policy HC.1 – Shop Front Design	Implementation
New and existing shop fronts should be designed to be sensitive to the historic character of the town centre. They should generally follow a traditional format of sign board, stall-riser and pilasters and use appropriate colours. The use of internally illuminated signs and external shutters should be avoided	<i>Priority ongoing Lead Responsibility MDC/BTC English Heritage, Crouch River, Natural England, DEFRA, Conservation Society, Marine Conservation Society/ Funding Source New Homes Bonus, CIL Local, National, European Government, Coastal Community/Revival Fund, Chamber of Commerce</i>

9.3 All Developments should respond to Local Character and Distinctiveness

Burnham-on-Crouch is likely to see in excess of 450 new homes and other forms of development built in its Parish over the next fifteen years. As these buildings come forward they should respond to local character and distinctiveness in their design.

Where new development forms the edge of the urban area it should address the landscape, helping to improve the views of the surrounding countryside from the Town and the appearance of the Town from the countryside.

Areas of development should connect with one another. Simple permeable street patterns with a block structure and perimeter block layout are recommended. Cul-de-sacs are to be avoided where this does not reflect the character of the surrounding area.

Within this context cul-de-sacs should only be proposed where they reflect the character of the surrounding area and would produce good design and a high-quality living environment.

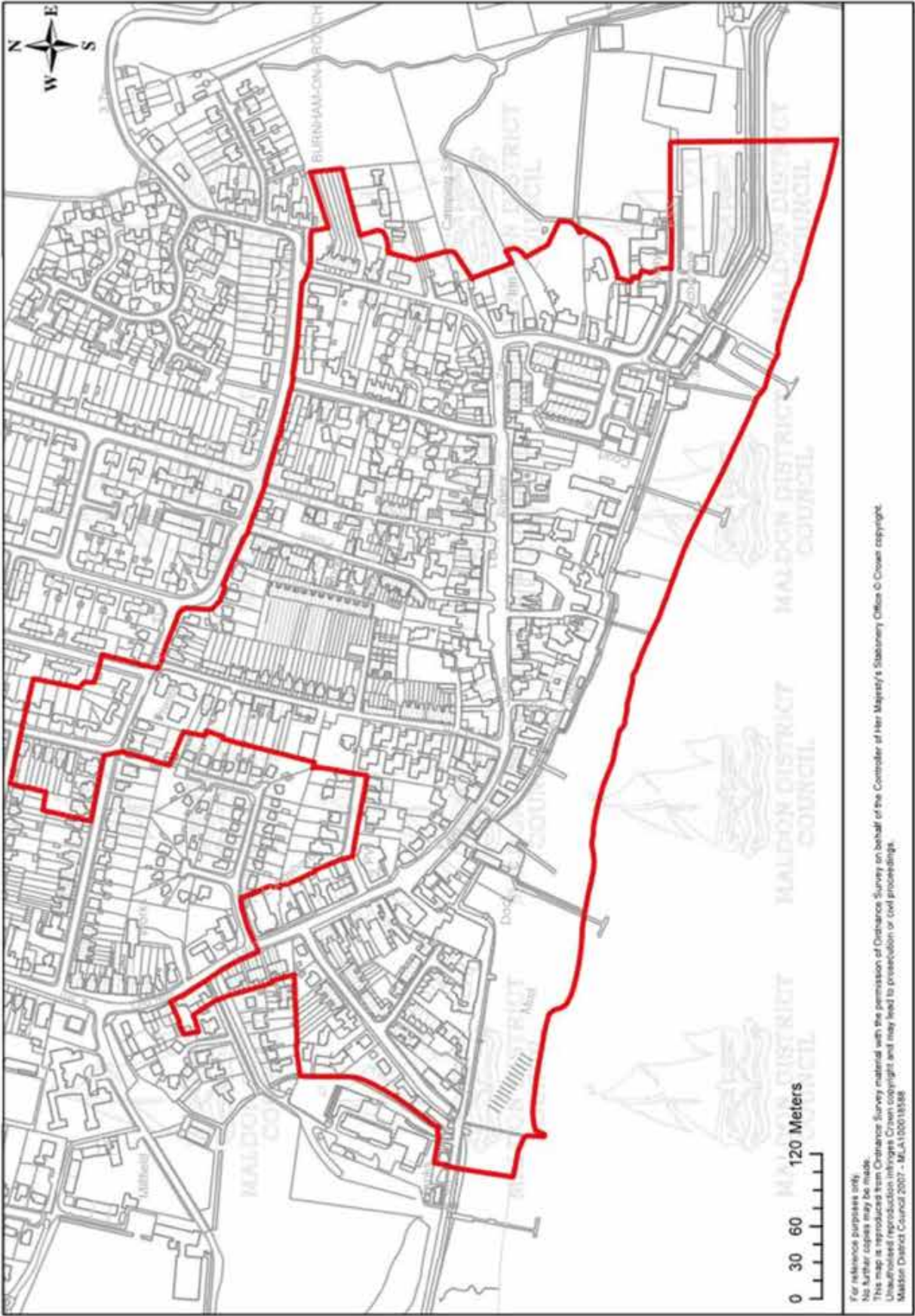
The form of new development should be planned so that the edge of the urban area establishes the potential for further connections to be made in the longer term, beyond the scope of this Plan. Development should address the landscape, helping to improve the view of the Town from the surrounding countryside.

The Essex Design Guide 2005 and New Housing Design Principles contained at Appendix 2 to this Plan provide useful precedents and guidance for building new homes and other development in Burnham-on-Crouch.

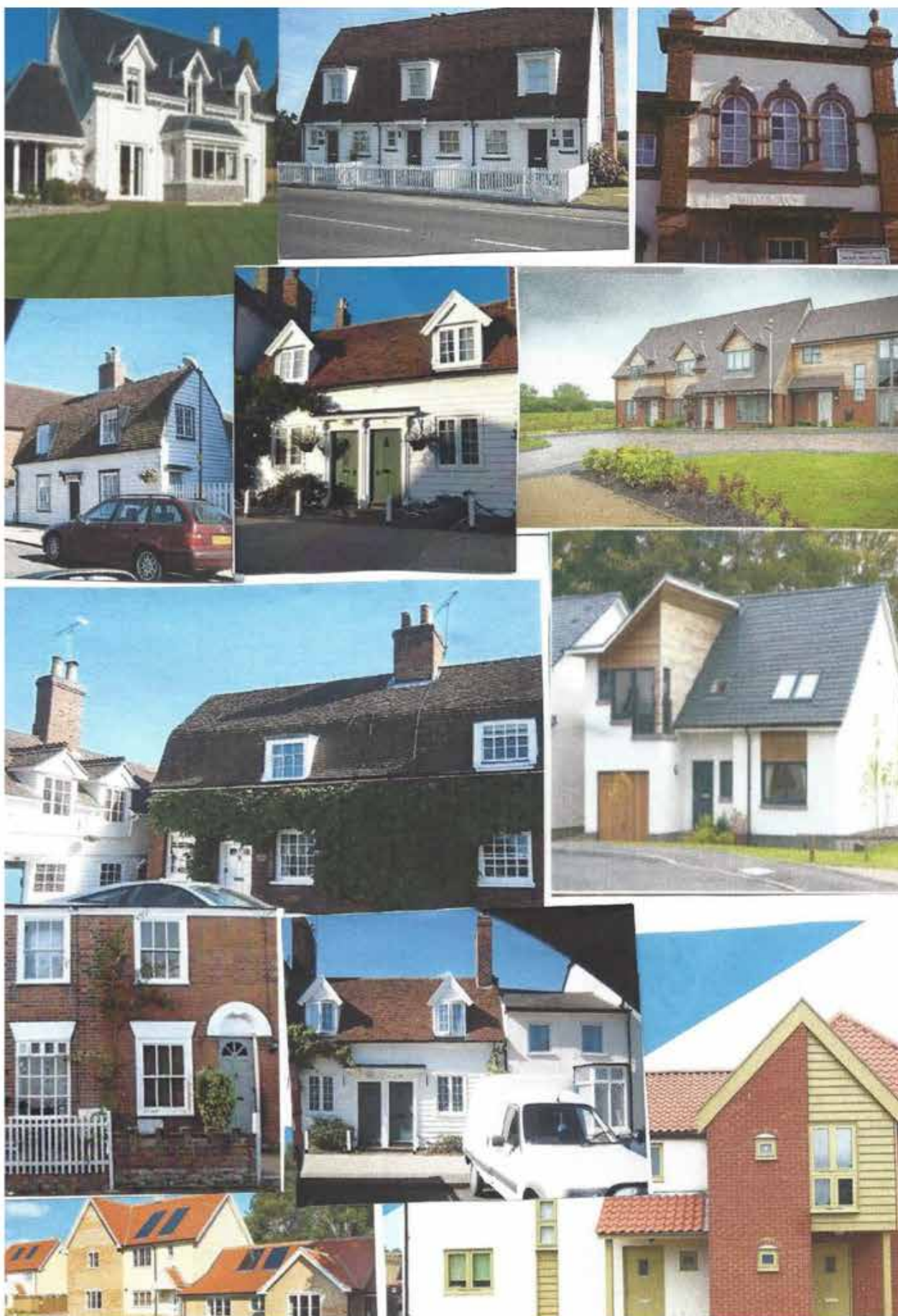
Policy HC.2 – New Development Features	Implementation
<p>Proposals for new housing development should produce high quality schemes that reflect the character and appearance of their immediate surroundings.</p> <p>Where appropriate new residential developments should incorporate the following features:</p> <ul style="list-style-type: none"> • The use of traditional local materials such as brick and weatherboarding; and • The use of vertically-proportioned windows. 	<p><i>Priority ongoing Lead Responsibility MDC/BTC Funding Source New Homes Bonus, CIL</i></p>

Policy HC.3 – Street Layout Principles	Implementation
<p>Proposals for new residential development will be supported where they incorporate the following principles:</p> <ul style="list-style-type: none"> • A well connected network of streets; • A street pattern that connects well with existing streets and allows for connections with future development; • Street widths that allow for a variety of car parking e.g. within the curtilage of plots but also within the street, without impeding access for emergency vehicles and local authority services e.g. refuse collection; and • Perimeter block layouts with clear front and back accesses. 	<p><i>Priority ongoing Lead Responsibility MDC/BTC Funding Source New Homes Bonus, CIL</i></p>

Figure 9: Burnham-on-Crouch Conservation Area



A sample board of new and existing houses



8 HOUSING

Burnham-on-Crouch is a growing Town - the Maldon District Council Emerging Local Development Plan (2014-2029) states that strategic growth in the District will be focused within the principal settlements of Burnham-on-Crouch, Maldon and Heybridge.

This Section of the Neighbourhood Development Plan conforms to the policies in the Maldon District Replacement Local Plan 2005 and those identified in the Maldon District Council Emerging Local Development Plan (2014-2029)

Burnham-on-Crouch is a significant centre for employment, retail provision and community facilities in the District but its growth potential is severely limited by its relative isolation in the east of the District away from the wider road network. The Maldon District Council Emerging Local Development Plan (2014-2029) has therefore concluded that it is appropriate to limit the level of growth for Burnham-on-Crouch to meet its own needs. Burnham-on-Crouch is taking a share of the District housing needs but presently identified strategic development sites are limited to 450 as a result of constraints such as education capacity, service provision and infrastructure limitations.

It should be noted that while all of the strategic development sites are outside the Maldon District Replacement Local Plan 2005 boundaries; this Neighbourhood Development Plan acknowledges that the development site boundaries will be incorporated in the Maldon District Council Emerging Local Development Plan (2014-2029).

Burnham Town Council will work with developers to help to ensure that development is brought forward where it makes a positive contribution to the community and character of the Town.

Guidance (See Appendix 1) is provided within this section of the report as to how the Burnham Town Council considers this can best be achieved.

Local Development Plan Policy S1 & S2 seek to deliver 450 dwellings in Burnham-on-Crouch. It is important that new housing is provided in a manner and at a pace which meets the needs of the Town and which reinforces the existing fabric of the Town within the development boundary.

Within the provision of affordable housing, there should also be a broad mix of types to suit local needs, including social rented accommodation and options such as shared equity and other Government schemes to enable local people to own their own homes (see Neighbourhood Development Plan Policy HO.2).

The planned housing growth will have to support the provision of local services and a successful town centre. A larger town population will help to sustain a more vibrant mix of shops and services. This will require significant investment in community services e.g. health, education, utilities including physical infrastructure.

There have been phases of housing development through the twentieth century and into the last decade in Burnham-on-Crouch, and each has a diverse character and urban form within the Town.

Historic areas of development in the Town and particularly the conservation area, has established a character and sense of place which should be used to inform the character of any new development.

Burnham Town Council will actively pursue opportunities to support the development of previous brown field sites within the development boundary provided it enhances the character and viability of the Town.

Guidance on the design of housing in Burnham-on-Crouch is included in section 8, Heritage and Character (see Neighbourhood Development Plan Policy HC.3 and Appendix 2).

10.1 New Homes Must Meet the Needs of the Existing Population

As housing is being allocated to meet the growth of the local community, the types of housing provided needs to be carefully matched to local needs and demographics.

Policies HO.1 and HO.2 set out key policy approaches towards new residential development in the Plan area. Policy HO.1 supports new residential development where it complies with other policies in this Plan and the wider development plan.

Once the Maldon Local Development Plan is adopted it and the Neighbourhood Development Plan will constitute the development plan for Burnham. Planning applications should set out how they comply with development plan policies. This could be done either generally or through the preparation of a Planning Statement.

The Maldon District Council Emerging Local Development Plan (2014-2029) states (S6) '*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*'. This should be in accordance with national guidance/current building legislation, unless the developer can prove that it is economically unviable.

Policy HO.3 requires the development of houses to meet the need of retired and elderly persons as part of new housing developments. Proposals that position either general housing or bespoke housing for the elderly close to shops and services will be particularly supported subject to such proposals conforming with other policies in the Plan.

Policy HO.1 – New Residential Development	Implementation
Proposals will be supported for residential development provided that it complies with the requirements set out in other policies of this Plan and the Development Plan.	<i>Priority ongoing Lead Responsibility MDC/BTC</i>

Policy HO.2 – Range and Type of New Residential Development	Implementation
New housing development should demonstrate that the homes developed include homes for first time buyers, single people, affordable homes, family homes at a range of sizes and styles including bungalows, semi-detached, detached and terraced houses.	<i>Priority ongoing Lead Responsibility MDC/BTC</i>

Policy HO.3 – Housing for Retired and Elderly Persons	Implementation
Housing for retired and elderly persons and people with mobility and sensory impairment will be supported. They should be provided on the strategic housing sites and elsewhere as appropriate.	<i>Priority ongoing Lead Responsibility MDC/BTC</i>

10.2 Planning how to Best Deal with Incremental Planning Applications Over and Above the 450 Strategic Allocations ('Windfall') in a Relatively Remote Town with Limited Road Network, Infrastructure and Services

Burnham-on-Crouch has been allocated 450 new homes across three sites in the appropriate sections of the Maldon District Council Emerging Local Development Plan (2014-2029). In addition, there are likely to be further sites around the Town which yield windfall development.

Windfall sites are defined by National Planning Policy as sites which have not been specifically identified as available in the Maldon District Council Emerging Local Development Plan (2014-2029) process and normally comprise previously-developed sites within the Town's development envelope that have unexpectedly become available. Because of this, it is obviously difficult to precisely forecast likely numbers.

However in character, the Burnham Town Council envisages that these will typically be a low number of 1-5 unit developments or redevelopments, predominantly infills/additions to established housing areas to meet particular housing needs.

Since 2001, Maldon District Council as a whole has had a regular supply of windfall sites that contributed on average 22 dwellings per annum to the housing completion rate during this period across the whole District.

Based on this historic rate of windfall delivery, Maldon District Council has made an allowance of 330 windfall dwellings to be delivered over the Maldon District Council Emerging Local Development Plan (2014-2029) period, across the whole District.

The evidence base supporting the Maldon District Council Emerging Local Development Plan (2014-2029) demonstrates that although the existing major sites can be accommodated within the capacity of the Town's key infrastructure assets, the cumulative impact of further development on windfall sites may trigger the requirement to deliver new capacity. This could include a requirement for new school places and several elements of physical infrastructure.

As context it was noted in the Maldon District Council Emerging Local Development Plan (2014-2029) that effectively because of sustainability concerns: *'Significant infrastructure constraints exist which strictly limits the capacity for development in the Burnham-on-Crouch area, which is in excess of that planned through the Maldon District Council Emerging Local Development Plan (2014-2029) Although Burnham-on-Crouch has many of the day to day services and facilities and access to local jobs that residents need, its growth potential is severely limited by its relative isolation in the east of the District away from the wider strategic road network. The current level of service provision is not as high as that in Maldon and Heybridge. It is therefore appropriate to limit the level of growth for Burnham-on-Crouch to meet its own needs.'*

However, it should also be noted, that since April 2014 (when the Maldon District Council Emerging Local Development Plan (2014-2029) was filed for examination) a significant number of windfall planning applications have been approved by both Maldon District Council and Planning Inspectors; predominantly before Maldon District Council was

unable to demonstrate a five-year land supply. Specifically to December 2015 some 146 additional dwellings within Burnham-on-Crouch (in addition to the 450 planned dwellings categorised as Maldon District Council Emerging Local Development Plan (2014-2029) strategic developments which are still in various stages of the development/review system).

In cases where infrastructure is lacking there may be the possibility that Section 106 Finance Contributions might be able to mitigate or address shortfalls. But it must be recognised that in the envisaged small developments, even with additional funds mitigation may not prove sufficient for the development to be supported by Burnham Town Council and approved by Maldon District Council

For all of the above reasons, supported by the Evidence Base, Burnham Town Council only anticipate minimal windfall approvals in addition to the prioritised 450 strategic allocations.

Given the concerns set out in this section of the Plan the Town Council will work closely with the District Council to ensure that all the relevant cumulative effects of windfall and other developments in the Plan period are addressed and mitigated where appropriate.

10.3 Explore Alternative Models for Delivering Housing which is Affordable

There is a desire for market housing in the area which is affordable for local families. This is distinct from the latest Government's definition of affordable housing and associated programmes which relate to shared-equity or rented accommodation. This will help local families to remain in the area, supporting community cohesion. Initiatives to deliver low-cost housing will be supported. This may be delivered by mainstream developers or through other mechanisms such as self-build or community-led projects.

Policy HO.4 – Affordable Market Housing	Implementation
Proposals which deliver affordable market housing will be supported.	<i>Priority ongoing Lead Responsibility MDC/ BTC/National Government guidelines</i>

10.4 New Homes Must Meet and Where Possible Exceed Sustainability Guidelines

There is a local desire, particularly given that new housing sites are generally on Greenfield sites, that new homes must take account of the sensitive landscape setting, climate change and meet or exceed sustainability criteria.

Figure 10: Employment and housing area allocations supported by this Neighbourhood Development Plan

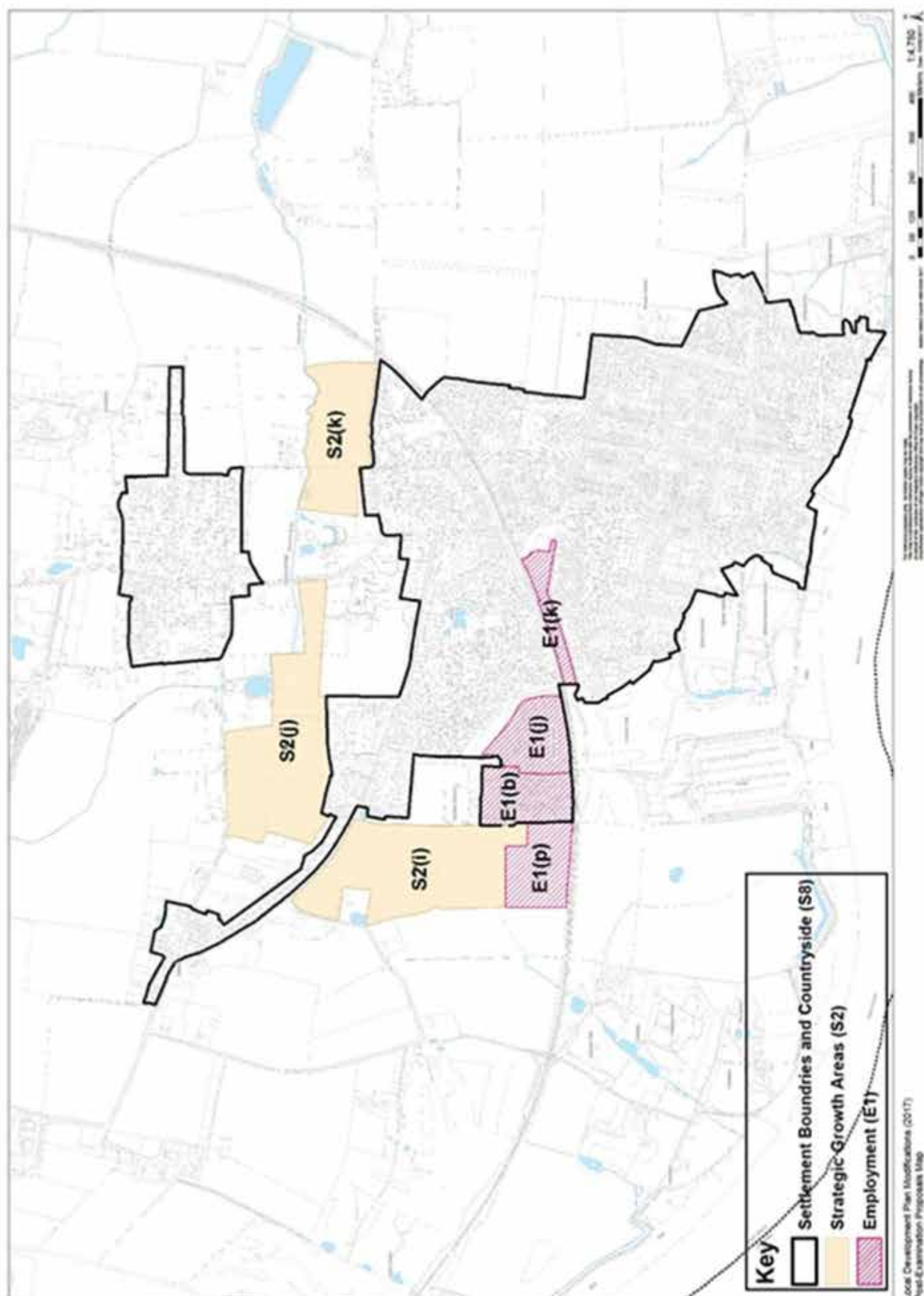
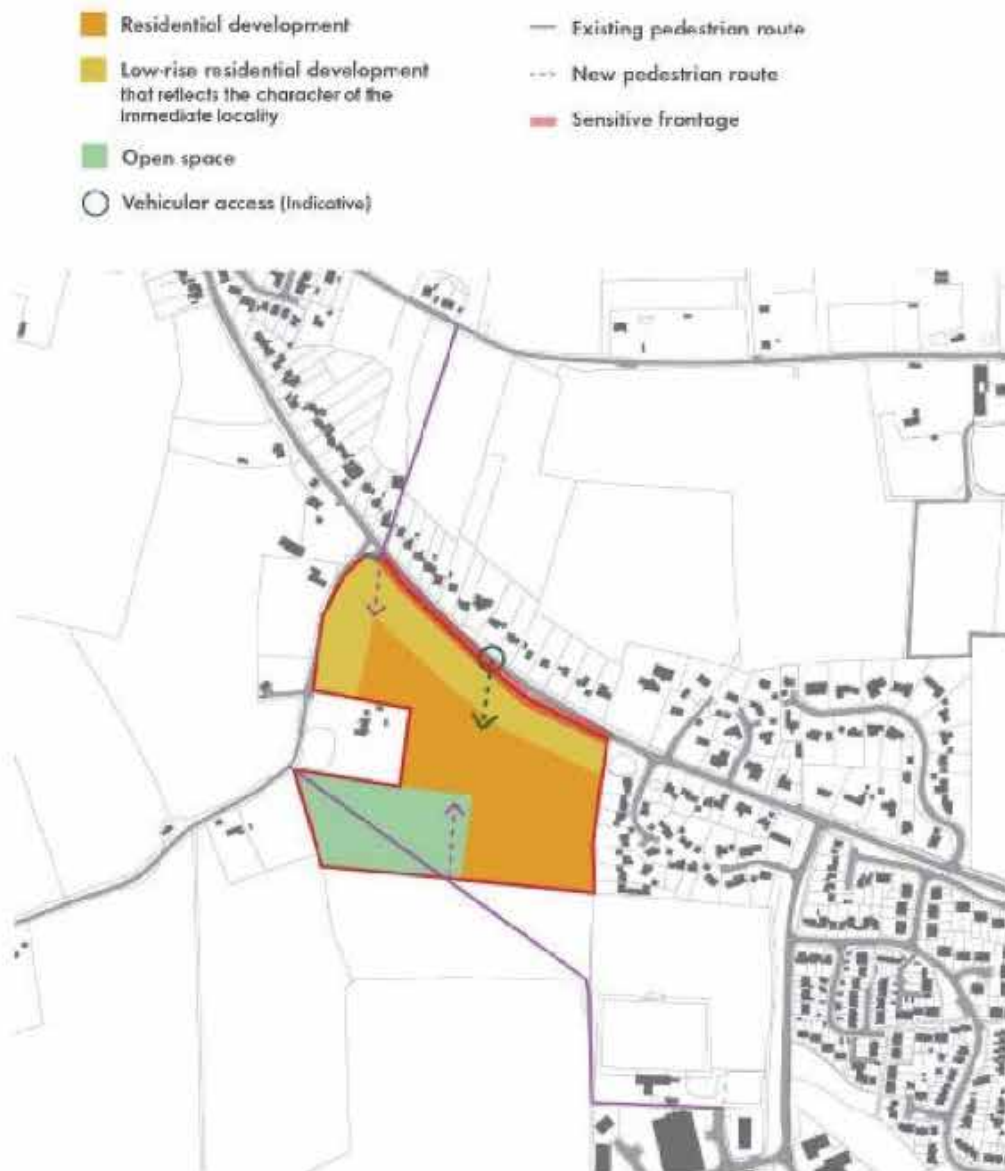


Figure 11: Indicative design guidance for strategic allocation S2(i)



10.5 Guidance for the Site S2 (i) allocated in the Maldon Local Development Plan

Development on the Burnham-on-Crouch West site has been allocated (6.2 hectares/15.32 acres) in the Maldon District Council Emerging Local Development Plan (2014-2029) and this Neighbourhood Development Plan. It will have frontage onto and access from Maldon Road, the main approach into Burnham-on-Crouch. It is therefore important that it provides a high quality of design and creates an appropriate character in the street scene.

In May 2016, the District Council resolved to grant planning permission for a planning application on the allocated site, on land to its south and on the allocated employment site (Policy E1p). This addresses many of the important components set out in Policy HO.5. The policy takes account of this development proposal. Plainly that proposal is now well advanced in the planning process. The policy will apply to any revised or new planning applications that may be submitted on the site.

Policy HO.5 – Land at Burnham West	Implementation
<p>Development on the Maldon Road, Chandlers and Creeksea Lane frontages should respect the scale and character of the existing development.</p> <p>Development proposals should bring forward high quality designs that take account of the following factors:</p> <ul style="list-style-type: none"> • The delivery of low density development along the Maldon Road frontage; • The delivery of higher density development within the middle part of the site; • The delivery of pedestrian and cycle route through the site and which are well-integrated into both new and existing networks; • The preservation and enhancement of existing rights of way; • The provision of facilities for persons of all ages; • The provision of green and open space to District Council standards; and • The delivery of affordable housing to District Council standards at the time of the determination of the planning application concerned 	<p><i>Priority ongoing Lead</i> <i>Responsibility ECC/MDC/BTC</i> <i>Funding source S106, CIL, ECC</i></p>

Figure 12: Indicative design guidance for strategic allocation S2 (j)



10.6 Guidance for the Site S2 (j) allocated in the Maldon Local Development Plan

The development has been allocated (14.2 hectares/35.09 acres) in the Maldon District Council Emerging Local Development Plan (2014-2029) and this Neighbourhood Development Plan. Green Lane is the east-west route across the top of the site. As this is very narrow with an attractive rural character it will be necessary to manage the traffic impact of construction and subsequent residents' vehicles.

Development should be focussed within the core of the site, maintaining the rural character of Green Lane and the sense of a green gap between the main areas of Burnham-on-Crouch.

The development principles set out including the provision of open space in the narrow neck of land to the east and low rise low density development on the northern boundary with Green Lane, will all help to ensure the setting of nearby listed buildings (including the Grade II* Listed Parish Church of St Mary the Virgin to the east) are protected.

Green Lane is a narrow and attractive lane with a rural character. In order to protect this, highway modifications will be expected to promote lower speeds and improve safety for all road users. Also, access and traffic impact needs to be managed to minimise the impact on Green Lane.

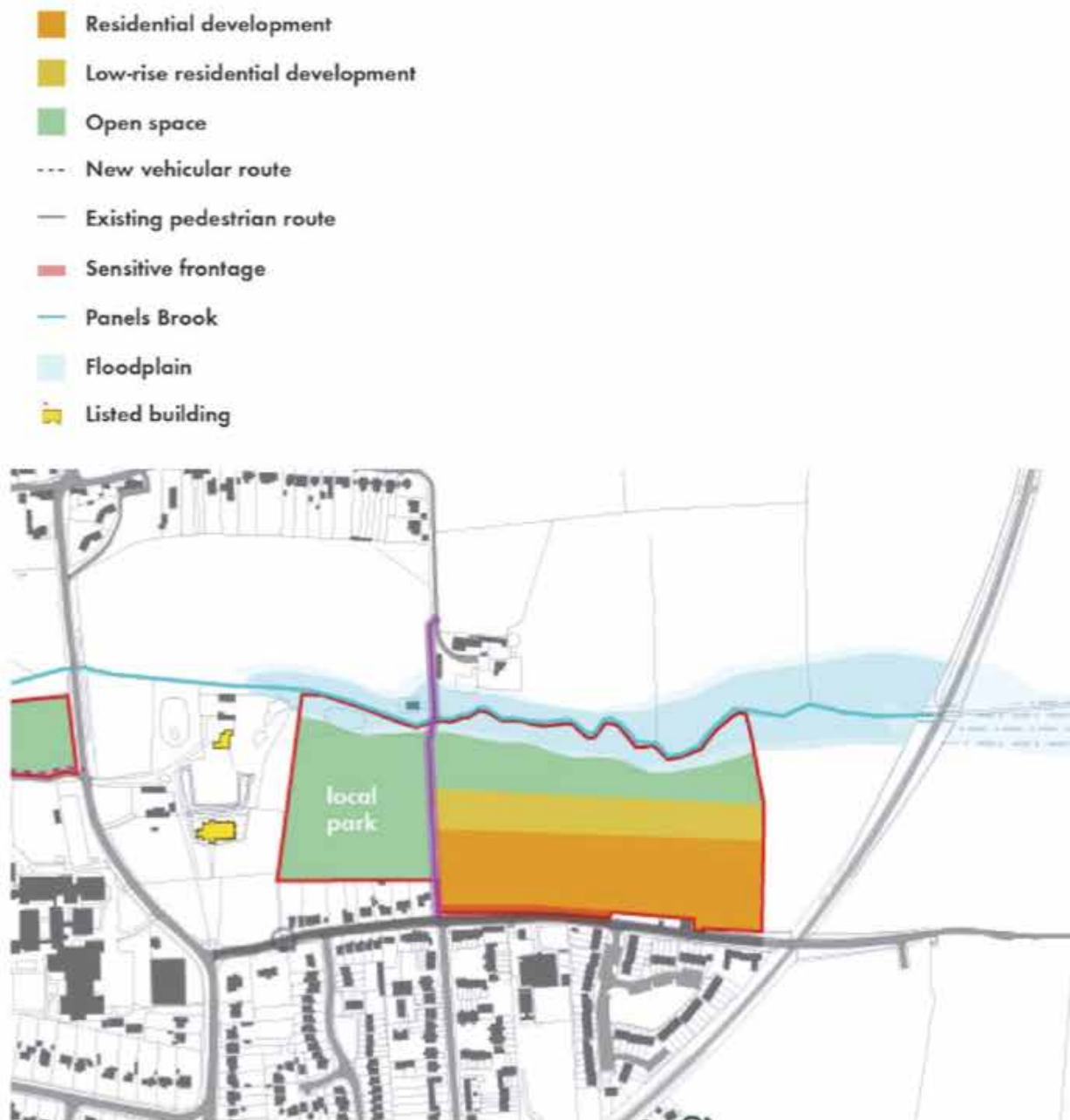
In May 2016, the District Council resolved to grant planning permission for a planning application on the allocated site. This addresses many of the important components set out in Policy HO.6. The policy takes account of this development proposal. Plainly that proposal is now well-advanced in the planning process. The policy will apply to any revised or new planning applications that may be submitted on the site.

<p>Policy HO.6 – Land at Burnham North (West)</p>	<p>Implementation</p>
<p>Development proposals should bring forward high quality designs that take account of the following factors:</p> <ul style="list-style-type: none"> • The delivery of a layout that respects and is set back from the Green Lane frontage to the site; • The delivery of a layout that respects the existing green gap that exists between the two principal built-up elements of the town along the section of Southminster Road in the eastern part of the site; • The delivery of satisfactory access into the site; • The protection of existing mature trees and their incorporation into the layout of the proposal; and • The delivery of affordable housing to District Council standards at the time of the determination of the planning application concerned. 	<p><i>Priority ongoing Lead Responsibility ECC/MDC/BTC Funding source S106, CIL, ECC</i></p>

Photos of Burnham-on-Crouch



Figure 13: Indicative design guidance for strategic allocation S2 (k)



10.7 Guidance for the Site S2 (k) allocated in the Maldon Local Development Plan

Development on this site has been allocated (7.6 hectares/18.78 acres) through the Maldon District Council Emerging Local Development Plan (2014-2029) and this Neighbourhood Development Plan. Site S2 (k) will have frontage on to Marsh Road and there is strong potential for the site to integrate well with the existing development, including the primary school.

Development should contribute to the improvement of Marsh Road, reflecting its increased importance as an access route. The street pattern within the development should create simple urban blocks with streets orientated north-south.

Policy HO.7 – Land at Burnham North (East)	Implementation
<p>Development proposals should bring forward high quality designs that take account of the following factors:</p> <ul style="list-style-type: none"> • The delivery of a layout that respects and takes advantage of the topography of the site as it falls to Pannel's Brook to the north; • The delivery of a layout that respects the setting of St Mary the Virgin Church and which provides appropriate vistas towards its tower; • The delivery of a layout that respects the Marsh Road frontage and provides a strong design solution towards that frontage; • The delivery of a layout that reduces in both scale and density from south to north; • The delivery of affordable housing to District Council standards at the time of the determination of the planning application concerned; and • The delivery of a layout that takes account of Pannel's Brook both in terms of urban design and the protection of properties from potential flooding. 	<p><i>Priority ongoing Lead Responsibility MDC/ BTC Funding Source</i></p>

10.8 New Housing Design Principles

Burnham Town Council fully recognises that all developments must be in line with the National Planning Policy Framework, (NPPF) be economically viable to the developer and in addition understands that development costs need to be kept under control to ensure general levels of affordability.

Within this context all new housing development proposals should be designed, planned and delivered in a fashion to bring about high quality design in terms of layout, materials and vernacular finishes. Policy HO.8 sets out the policy basis that underpins this approach. Specific Housing Design Principles are set out in Appendix 2.

Policy HO.8 – Housing Design Principles

Proposals for new housing development should produce high quality schemes that reflect the character and appearance of their immediate surroundings.

Proposals should take account of the Housing Design Principles set out in Appendix 2 insofar as those principles apply to any particular site.

Appendix 1 Marine and River Related Land Uses. Figure 8 Location Guide

Location Guide #	Location	Business - Company	Activity
1	Sea End Boat House, The Quay.	Rice & Coles	River Moorings, cranage, boat storage.
2	Sea End Boat House, The Quay.	Yachting Solutions	Chandlery, ropes, fittings, clothing etc.
3	The Quay	Royal Corinthian Yacht Club	Sailing club covering children through to off-shore sailing.
4	The Quay	The Otter Hut	Catering for young children starting sailing.
5	The Quay	Royal Burnham Yacht Club	Sailing club covering children through to off-shore sailing.
6	The Quay	Fairways Chandlery	Rope, clothing, foot ware, fittings etc.
8	The Quay	Quayside	Café/Restaurant
9	The Quay	The Anchor Hotel	Accommodation, food and drink
10	The Quay	Ferry	Dial-up ferry to Wallasea Island
11	The Quay.	White Harte Hotel	Accommodation, food, drink.
12	The Quay.	The Crouch Harbour Authority	Controls river usage.
13	The Sail Loft, Buckingham Square, The Quay.	Wet Works	Chandlery and Marine Lifestyle
14	Ground Floor, Buckingham Square, The Quay.	Wet Works	Chandlery and Marine Lifestyle
15	First Floor, Buckingham Square, The Quay.	Yachtline	Yacht Insurance
16	The Quay.	R.J Prior & Son	River Moorings.
17	The Quay	R.J Prior & Son	Work Shops for building & Repairing boats.
18	The Quay	R.J Prior & Son	Sunken Store.
19	The Quay	R.J Prior & Son	Boat Shed, storage of boats removed from moorings out of season.
20	The Quay	R.J Prior & Son	Dock for house boats etc.
21	The Quay	Maldon District Council	Foreshore, House boats.
22	The Quay	Crouch Yacht Club	Sailing club covering children through to off-shore sailing.
23	The Quay	Burnham Museum	Location of Burnham History Society depicting all aspects of the towns history & heritage
24	The Quay	Burnham Sailing Club	Sailing club more for dinghy sailing.
25	Foundry Lane	RNLI Lifeboat Station	Saving lives at sea.
26	Foundry Lane	Burnham Yacht Harbour	Marina with permanent floating moorings, workshop,

Location Guide #	Location	Business - Company	Activity
			outfitting, hoist crane, dry boat storage.
26	Foundry Lane	Clarke & Carter Interyacht	Yacht Brokers
27	Foundry Lane	Marinestore Ltd	Chandlers, rope, paint, clothing etc.
28	Foundry Lane	The Lighthouse Bar & Restaurant	Food & Drink
29	Mildmay Industrial Estate, Foundry Lane	APB Engineering	Manufactures of launching trolleys, boat cradles & trailers
30	Mildmay Industrial Estate, Foundry Lane	Hardy Engineering	Manufactures of marine hydraulic winches, electrical gear
31	Unit 2A Springfield Industrial Park	Lonton & Gray	Sailmakers
32	1-2 Hobbs House Burnham Business Park	Proboat	Wholesale marine hardware suppliers
33	10 Burnham Business Park	Holt Marine	Manufacturer/supplier marine hardware
34	The Sail Loft Burnham Business Park	Tri-Ark Ltd	Suppliers of diaphragm pumps
35	Liferaft House Burnham Business Park	Premium Liferafts	Lifeboat & safety equipment hire
36	Unit 8 Springfield Business Park	Flag Paints	Manufacturer marine paints and finishes
37	Unit 9 Springfield Industrial Park	Marine Windows	Manufacturer of windows for boats and yachts.
38	Unit 13 Dammerwick Farm	Petticrows	Builders of International Dragon and Finn Class yachts
39	Unit 9 Dammerwick Farm	Rannoch Adventure	Design and build of trans-ocean rowing boats
40	Unit 4 Dammerwick Farm	The Old Salt Loft	Manufacturer clothing, bags, merchandising for marine industry, upcycling old sails into products in sustainable manner.
41	Unit 3 Dammerwick Farm	Essex Embroidery-Black Jack Design	Embroidery and print for marine use.
42	Unit 8 Dammerwick Farm	Mike Wood Marine	Builds and prepares dinghies for international competition.
43	Unit 2 Dammerwick Farm	Demi Foils	Specialist manufacturer of fibre glass foils for dinghies.
44	Unit 18 Wick Road Industrial Site	Robert Underhill Multi Hulls Ltd	Brokerage, surveys etc. for supply of multi hull yachts
45	Belvedere Road	The Victoria Inn	Public house for food and drink

Location Guide #	Location	Business - Company	Activity
46	52 High Street	The Ship Inn	Accommodation, food and drink
47	29 High Street	The Star Hotel	Accommodation, food and drink
48	Rear of 4 Chapel Road	R J Prior & Son	Dry Boat Store
49	Station Road, Nr. Millfields car park	1st Burnham-on-Crouch Sea Scouts	Scout Hut
50	49/51 Station Road	Essex Police	Marine Unit
51	Ferry Road	Creeksea Sailing Club	Dinghy Park

APPENDIX 2 – Housing Design Principles

NHD.1 Burnham-on-Crouch has current and historical problems with flooding. New development must not make existing flooding worse as set out in the NPPF and in the Maldon District Council Emerging Local Development Plan (2014-2029) Policy D5 Flood Risk and Coastal Management. New developments must not add to the overall level of flood risk in the area and beyond through the layout and form of the development. The appropriate application of sustainable drainage techniques need to comply with the current standards.

NHD.2 Recognising the particular constraints and issues represented by the Burnham-on-Crouch narrow road system, developments are expected to establish a connected network of streets rather than isolated parcels of development.

NHD.3 With the exception of affordable housing, all dwellings should be well spaced for privacy/acoustic protection, and provided with good size front and rear private amenity garden space.

NHD.4 To encourage the social mixing implied by the concept of ‘balanced communities’, affordable housing should be dispersed in small groups throughout the new development area - cost effectively designed but with character and a varied appearance to achieve low capital cost with a quality appearance. See also Maldon District Council Emerging Local Development Plan (2014-2029) Policy H2 Housing Mix.

NHD.5 Reflecting the semi-rural nature of the Town, densities of new housing should be planned so as to achieve a lower density rural character at the edge of the urban area.

NHD.6 Public Amenity & Allotment land:

To ensure the safest of secure environments for playing children and allotment holder’s equipment/stores, any new amenity/allotment areas should be securely enclosed.

NHD.7 The way in which car parking is designed into new residential development will have a major effect on the quality of the development. Key principles for parking design:

- (i) cars parked on the street can seriously detract from the character and quality of an area. Minimising the visual impact of parked cars can let the buildings and landscape dominate instead.
- (ii) All dwellings should be provided with safe and convenient car parking spaces. Proposals for communal garage courts will be supported where they have a clear functional and visual relationship with the dwellings concerned.

NHD.8 For in-curtilage parking, the following principles should be incorporated wherever possible:

- (i) all drive area surfaces to be semi permeable (to minimise rainwater runoff/flood risk),
- (ii) garages must be large enough to be useable – minimum internal dimensions of 7m x 3m are required,
- (iii) garages must relate to the architectural style of the house they serve,

- (iv) set garages back from the street frontage – proposals for rear or separate parking courts for developments with individual dwellings will not be supported,
- (v) locate parking in between houses (rather than in front) so that it does not dominate the street scene,
- (vi) where parking has to be located in front of houses, design the street and the landscape to minimise their visual impact - e.g. incorporating planting between front gardens.

NHD.9 The design of new homes in the area should reflect the materials, forms and scale of traditional local buildings. Sensitive modern interpretations of the local vernacular are encouraged and the town centre conservation area provides many high quality examples of local forms.

NHD.10 Building materials should be in keeping with the existing materials in the vicinity of the site and integrate sympathetically into existing developments.

NHD.11 Design new buildings to reflect the three-dimensional qualities of traditional buildings. Modern houses often lack the three-dimensional qualities of traditional buildings - windows are flush with external walls; porches and bay windows appear to be 'stuck on' to a simple box rather than being an integral part of the design; changes in materials and brick colour are used to 'add interest' in place of richer detailing that casts shadows.

NHD.12 Buildings should be designed as a three dimensional whole, so that elements such as bay windows are designed in from the start rather than being 'bolted on' at the end. Windows and doors set back from the external surface of the building, to introduce some depth and modelling to the façade with changes in material related to the design of the building rather than a random approach. For example, changes in material may relate to a change in form such as a setback or projection.

NHD.13 New developments should avoid featureless and windowless walls on buildings in prominent locations. Suitable traditional details should be incorporated, e.g. the use of windows, false windows or contrasting bricks to form a pattern, where this does not adversely affect the amenity of adjoining residents.

NHD.14 Any housing developments on the edge of the Town should be incorporated into the Town as far as possible, linked by footpaths, so that they do not become self-contained and/or inward-looking.

NHD.15 Developments should avoid 'Standardised Designs'; individual, eclectically mixed and traditional styles that capture the distinctiveness of the town and reflect the building features found within old Burnham-on-Crouch will be encouraged.

NHD.16 Provide streets characterised by sections comprising road, tree-lined verges (with provision for parking), footpaths, 'soft' boundary treatments and which allow for well managed front and rear gardens.

NHD.17 Provide for sustainable waste management, wherever possible, principally by having adequate storage space for refuse bins. Incorporate Sustainable Drainage System (SuDS) principles to minimise flood risk.

NHD.18 The Statement of Community Involvement for developments of 10 or more dwellings must include:

- (i) an explanation of how the consultation was designed to reach a broad cross-section of local people,
- (ii) a demonstration that a range of means was used to engage local people - for example, a variety of publicity and a range of ways of providing input (including the opportunity to provide web-based comments as well as attending events in person),
- (iii) a record of the views expressed by local people,
- (iv) an explanation of how the proposals have responded to local peoples' views.

NHD.19 Developments must relate well to its site and its surroundings.

NHD.20 New development must make a positive contribution towards the distinctive character of the Town as a whole and create a sense of place appropriate to its location.

NHD.21 New and existing protected areas should be accompanied by an effective management regime to enhance biodiversity.

NHD.22 The following items must be considered early in the detailed design process and integrated into the overall scheme:

- (i) cycle stores,
- (ii) meter boxes - These need not be standard white units: consider a bespoke approach that fits in with the materials/colour palette used for the overall construction,
- (iii) lighting,
- (iv) flues and ventilation ducts - These should be thoughtfully positioned ensuring they are as unobtrusive as possible. Use good quality grilles that fit in with the approach to materials for the building as a whole,
- (v) gutters and pipes - These should fit into the overall design approach to the building and configured/coloured to minimise their visual impact,
- (vi) satellite dishes and telephone lines (underground phone lines preferred to reduce street clutter).

NHD.23 Maximise opportunities for walking and cycling. Pedestrian and cycle routes should share the same network as vehicular routes. These must be designed to feel safe. Where segregated routes are unavoidable, they should be provided alongside the vehicular carriageway. Building fronts should overlook streets and other routes so that there are 'eyes on the street' and pedestrians and cyclists feel safe.

NHD.24 New major estate roads should be designed to allow their use as public transport routes and facilitate the free flow of traffic. Development proposals should show how they integrate with other roads and the existing community.

APPENDIX 3 – GLOSSARY

**Taken from: <http://mycommunity.org.uk/resources/glossary-neighbourhood-planning>
Plus specific definitions relative to this Neighbourhood Development Plan.**

ADOPTION – The final confirmation of a development plan by a local planning authority.

AFFORDABLE HOUSING – Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

APPEAL – The process by which a planning applicant can challenge a planning decision that has been refused or had conditions imposed.

BIODIVERSITY – The degree of variation of life forms within a particular ecosystem. Biodiversity is a measure of the health of an ecosystem. Human activity generally tends to reduce biodiversity, so special measures often need to be taken to offset the impact of development on natural habitats.

BROWNFIELD LAND – Land that has been previously developed.

BUILDING FOR LIFE – A technique for assessing the quality of housing proposals using 20 criteria including sustainability, urban design and social/community factors.

CHANGE OF USE – A material change in the use of land or buildings that is of significance for planning purposes e.g. from retail to residential.

COMMUNITY – A group of people that who hold something in common. They could share a common place (e.g. individual neighbourhood) a common interest (e.g. interest in the environment) a common identity (e.g. age) or a common need (e.g. a particular service focus).

COMMUNITY ENGAGEMENT AND INVOLVEMENT – Involving the local community in the decisions that are made regarding their area.

COMMUNITY INFRASTRUCTURE LEVY – Allows local authorities to raise funds from developers undertaking new building projects in their areas. Money can be used to fund a wide range of infrastructure such as transport schemes, schools and leisure centres.

CONDITIONS – Planning conditions are provisions attached to the granting of planning permission.

CONFORMITY – There is a requirement for Neighbourhood Development Plans to have appropriate regard to national policy and to be in conformity with local policy.

CONSERVATION AREA – An area of special architectural or historic interest, the character and appearance of which are preserved and enhanced by local planning policies and guidance.

DEVELOPMENT PLAN – A document setting out the local planning authority's policies and proposals for the development and use of land in the area.

ENVIRONMENTAL IMPACT ASSESSMENT – Evaluates the likely environmental impacts of the development, together with an assessment of how these impacts could be reduced.

EVIDENCE BASE – The evidence upon which a development plan is based, principally the background facts and statistics about an area, and the views of stakeholders.

FLOOD PLAIN – An area prone to flooding.

GENERAL (PERMITTED DEVELOPMENT) ORDER – The Town and Country Planning General (Permitted Development) Order is a statutory document that allows specified minor kinds of development (such as small house extensions) to be undertaken without formal planning permission.

GREEN BELT – A designated band of land around urban areas, designed to contain urban sprawl.

GREENFIELD SITE – Land where there has been no previous development

GREEN INFRASTRUCTURE – Landscape, biodiversity, trees, allotments, parks, open spaces and other natural assets.

GREEN SPACE – Those parts of an area which are occupied by natural, designed or agricultural landscape as opposed to built development; open space, parkland, woodland, sports fields, gardens, allotments, and the like.

INFRASTRUCTURE – Basic services necessary for development to take place e.g. roads, electricity, water, education and health facilities.

LISTED BUILDINGS – Any building or structure which is included in the statutory list of buildings of special architectural or historic interest.

LISTED BUILDING CONSENT – The formal approval which gives consent to carry out work affecting the special architectural or historic interest of a listed building.

LOCAL PLAN – The name for the collection of documents prepared by your local planning authority for the use and development of land and for changes to the transport system. Can contain documents such as development plans and statements of community involvement.

LOCAL PLANNING AUTHORITY – Local government body responsible for formulating planning policies and controlling development; a district council, metropolitan council, a county council, a unitary authority or national park authority.

MIXED USE – The development of a single building or site with two or more complementary uses.

NEIGHBOURHOOD DEVELOPMENT PLAN – A planning document created by a parish or town council or a neighbourhood forum, which sets out a vision for the neighbourhood area, and contains policies for the development and use of land in the area.

Neighbourhood Development plans must be subjected to an independent examination to confirm that they meet legal requirements, and then to a local referendum. If approved by a majority vote of the local community, the Neighbourhood Development Plan will then form part of the statutory development plan.

PERMITTED DEVELOPMENT – Certain minor building works that don't need planning permission e.g. a boundary wall below a certain height.

POLICY – A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain planning permission.

PUBLIC OPEN SPACE – Open space to which the public has free access.

PUBLIC REALM – Areas of space usually in town and city centres where the public can circulate freely, including streets, parks and public squares.

REFERENDUM – A vote by the eligible population of an electoral area may decide on a matter of public policy. Neighbourhood Development Plans and Neighbourhood Development Orders are made by a referendum of the eligible voters within a neighbourhood area.

RSPB - ROYAL SOCIETY FOR THE PROTECTION OF BIRDS

SITE OF SPECIAL SCIENTIFIC INTEREST – A protected area designated as being of special interest by virtue of its flora, fauna, geological or geomorphological features. SSSIs are designated under the Wildlife and Countryside Act 1981 by the official nature conservation body for the particular part of the UK in question.

SOCIAL ENTERPRISE – A business that trades primarily to achieve social aims, whilst making a profit.

SOUNDNESS – The soundness of a statutory local planning document is determined by the planning inspector against three criteria: whether the plan is justified, whether it is effective, and whether it is consistent with national and local planning policy. Plans found to be unsound cannot be adopted by the local planning authority. It should be noted, Neighbourhood Development Plans are NOT required to meet these tests of soundness.

STAKEHOLDERS – People who have an interest in an organisation or process including residents, business owners and government.

SUSTAINABLE DEVELOPMENT – An approach to development that aims to allow economic growth without damaging the environment or natural resources. Development that “meets the needs of the present without compromising the ability of future generations to meet their own needs”.

TOWNSCAPE – The pattern and form of urban development; the configuration of built forms, streets and spaces.

TENURE – The terms and conditions under which land or property is held or occupied, e.g. five year leasehold, freehold owner occupation, etc.

USE CLASS – The legally defined category into which the use of a building or land falls (see Use Classes Order).

USE CLASSES ORDER – The Town and Country Planning (Use Classes) Order 1987 (as amended) is the statutory instrument that defines the categories of use of buildings or land for the purposes of planning legislation. Planning permission must be obtained to change the use of a building or land to another use class.

The Burnham-on-Crouch Carnival

