

MALDON DISTRICT

Approved Local Development Plan 2014 – 2029



July 2017

Chapter Page

1 INTRODUCTION AND CONTEXT

- 2 Introduction
- 3 Legal Status and Scope of the Local Development Plan
- 4 Preparation Process of the Local Development Plan

2 SPATIAL VISION AND DEVELOPMENT

- 12 Spatial Vision
- 13 Objectives
- 13 Policy S1 Sustainable Development
- 16 Policy S2 Strategic Growth
- 25 Policy S3 Place Shaping
- 27 Policy S4 Maldon and Heybridge Strategic Growth
- 36 Policy S5 Maldon and Heybridge Central Area
- 40 Policy S6 Burnham-on-Crouch Strategic Growth
- 42 Policy S7 Prosperous Rural Communities
- 44 Policy S8 Settlement Boundaries and the Countryside

3 DESIGN AND CLIMATE CHANGE

- 48 Policy D1 Design Quality and Built Environment
- 50 Policy D2 Climate Change & Environmental Impact of New Development
- 53 Policy D3 Conservation and Heritage Assets
- 56 Policy D4 Renewable and Low Carbon Energy Generation
- 59 Policy D5 Flood Risk and Coastal Management
- 61 Policy D6 Advertisements

4 ECONOMIC PROSPERITY

- 64 Policy E1 Employment
- 69 Policy E2 Retail Provision
- 73 Policy E3 Community Services and Facilities
- 75 Policy E4 Agricultural and Rural Diversification
- 77 Policy E5 Tourism
- 79 Policy E6 Skills, Training and Education

5 HOUSING

- 82 Policy H1 Affordable Housing
- 85 Policy H2 Housing Mix
- 86 Policy H3 Accommodation for 'Specialist' Needs
- 88 Policy H4 Effective Use of Land
- 91 Policy H5 Rural Exception Schemes
- 92 Policy H6 Provision for Travellers
- 96 Policy H7 Agricultural and Essential Workers' Accommodation
- 97 Policy H8 Provision for Houseboats

CONTENTS

Chapter	Page
---------	------

6	NATURAL ENVIRONMENT AND GREEN INFRASTRUCTURE
---	--

100	Policy N1 Green Infrastructure Network
102	Policy N2 Natural Environment and Biodiversity
105	Policy N3 Open Space, Sport and Leisure

7	TRANSPORT AND ACCESS
---	----------------------

108	Policy T1 Sustainable Transport
109	Policy T2 Accessibility

8	IMPLEMENTATION AND MONITORING
---	-------------------------------

112	Policy I1 Infrastructure and Services
117	Policy I2 Health and Wellbeing
120	Monitoring Framework

APPENDICES	
------------	--

APP 1	128	Acronyms and Glossary
APP 2	135	References
APP 3	140	Sustainability Objectives
APP 4	141	Previous Consultation
APP 5	145	Site Designations and Policies Map
APP 6	155	List of Superseded Policies



INTRODUCTION AND CONTEXT

Introduction

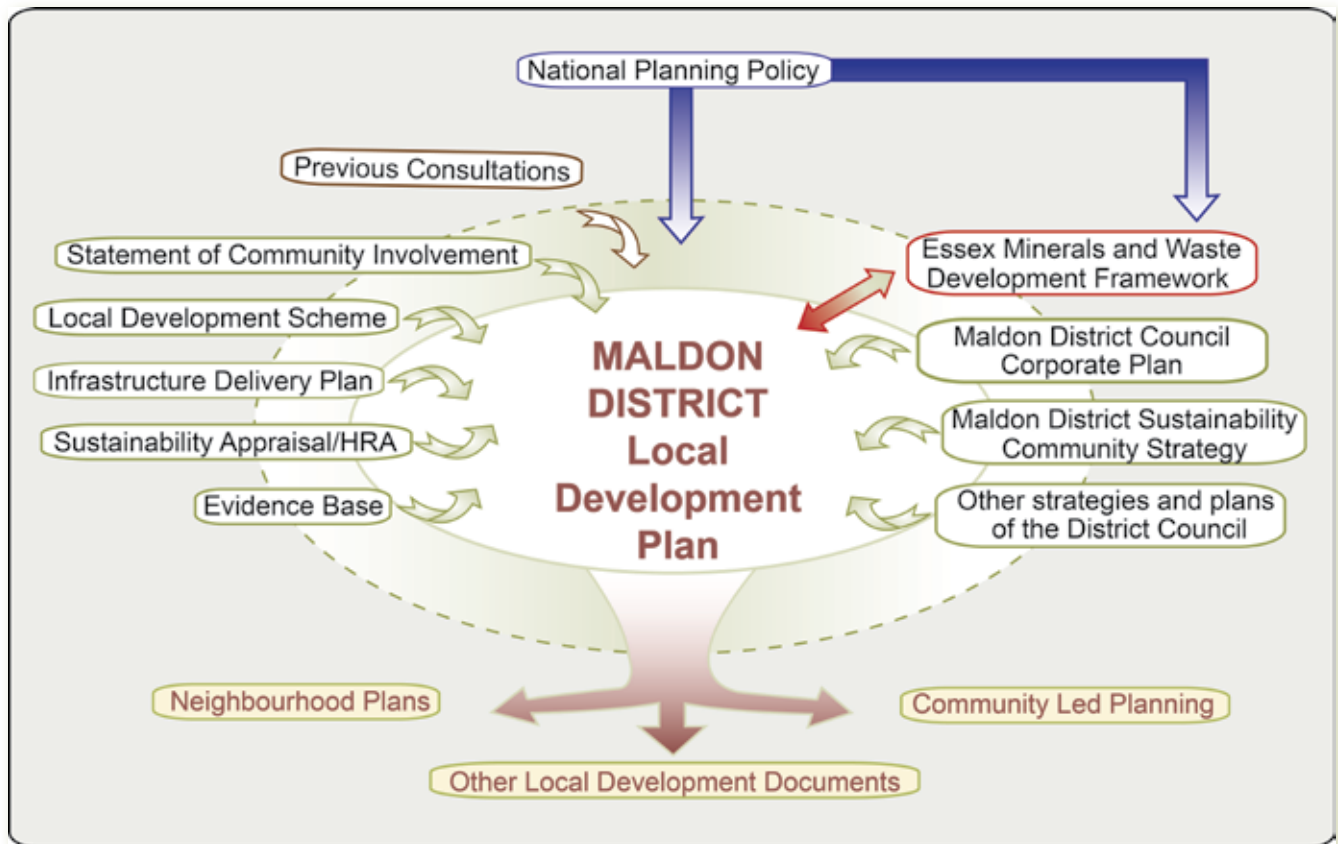
- 1.1 The Local Development Plan (LDP) sets out the planning strategy for future growth over the next 15 years. It is the means by which Maldon District Council will deliver sustainable development across the Maldon District and provides a spatial strategy for the delivery of the required future employment, homes, retail, community facilities and infrastructure provision. It has a number of component parts which sit alongside the spatial strategy. These include development management policies and strategic site allocations.
- 1.2 The core responsibility of the LDP is to respond to local ambitions, aspirations and priorities for the District over the plan period from 2014 to 2029. The LDP has been developed following extensive consultation and dialogue with a wide range of individuals, organisations and interest groups. Consultation began in 2006 as part of the Local Development Framework Core Strategy process. Whilst the Council has decided not to pursue a Local Development Framework Core Strategy, the outcomes of these consultation stages have been important in developing the spatial vision and strategy and development management policies within the LDP. In addition, specialist studies and on-going strategies have together built a comprehensive evidence base with a strong local focus.
- 1.3 The LDP sets out the scale and distribution of future development and the infrastructure needed to provide it. The Plan sets out the following:
- The Council's spatial vision and objectives for the District's development over the plan period
 - Policies to ensure that development delivers high quality, sustainable homes, drives the quality of design and maintains our high quality built and natural environment
 - The future distribution for housing growth and requirements for affordable housing
 - Policies to build a strong, competitive economy and the future distribution for new employment land space and thus new jobs
 - Policies to maintain and enhance the vibrancy and vitality of our towns and villages; and
 - Policies to support a sustainable transport and road infrastructure network
- 1.4 The LDP covers the whole of the Maldon District Council authority area. This equates to an area of 36,000 hectares which includes 70 miles of coastline.
- 1.5 The Local Development Scheme (LDS) – updated in 2017 - provides details of the Local Development Documents which the Council intends to produce, including the scope of the documentation and timetable for production.
- 1.6 The Plan has been structured in eight key sections:
- 1) Introduction and Context – including the legal status and scope of the Plan and the process of plan preparation
 - 2) Spatial Vision and Development Strategy – sets out the vision and objectives of the document, the spatial development strategy, the distribution of growth as well as the place shaping and sustainable development policies. This section also includes policies to shape future strategic development in Maldon, Heybridge, Burnham-on-Crouch and the rural areas of the District

- 3) Design and Climate Change – sets out the design standards as well as the climate change and heritage policies
- 4) Economic Prosperity – includes policies which will help to create a more competitive and stronger economy
- 5) Housing – sets out the housing policies and aims to help create a wide choice of high quality affordable and market homes
- 6) Natural, Environment and Green Infrastructure – includes measures which will protect and enhance the natural environment and green spaces
- 7) Transport and Access – sets out sustainable transport policies and accessibility requirements; and
- 8) Implementation and Monitoring – sets out the infrastructure policies and how the plan will be implemented and monitored

Legal Status and Scope of the Local Development Plan

- 1.7 The LDP has been prepared under the legislative provision of the Planning and Compulsory Purchase Act 2004 (HM Government, 2004) and the Localism Act 2011 (HM Government, 2011b). It has also been prepared using the Town and Country Planning (Local Planning) (England) Regulations 2012 (HM Government, 2012).
- 1.8 Once the LDP is adopted it will replace the Maldon District Replacement Local Plan (MDC, 2005b) saved policies. The LDP, together with the Essex Replacement Minerals Local Plan (RMLP) and the Replacement Waste Local Plan (RWLP), will form the statutory adopted 'Development Plan' for the District. In compliance with national planning policy and legislation, planning decisions must be taken in accordance with the Development Plan. Proposed development that conflicts with the Development Plan will be refused unless other material considerations indicate otherwise.
- 1.9 The LDP is in compliance with national planning policy, currently set out in the National Planning Policy Framework (NPPF) (DCLG, 2012a), Planning Policy for Traveller Sites (DCLG, 2015) and National Policy Statements and Guidance (DCLG, various). The NPPF sets out a presumption in favour of sustainable development, which is the core aspect of national planning policy and the Local Development Plan.
- 1.10 In accordance with the 'Duty to Co-operate' (Localism Act, 2011) the Local Development Plan has been produced through close partnership working with neighbouring authorities and other relevant organisations to ensure that sub-regional and cross boundary planning issues have been fully considered and taken into account.
- 1.11 Previously, an adopted Development Plan Document (DPD) was required to conform to the policies set out in the East of England Plan which formed the adopted Regional Spatial Strategy for the East of England Region. However, the East of England Plan was formally revoked by the Secretary of State in January 2013, and therefore no longer forms part of the Development Plan for the District.

FIGURE 1 LOCAL DEVELOPMENT PLAN SCOPE



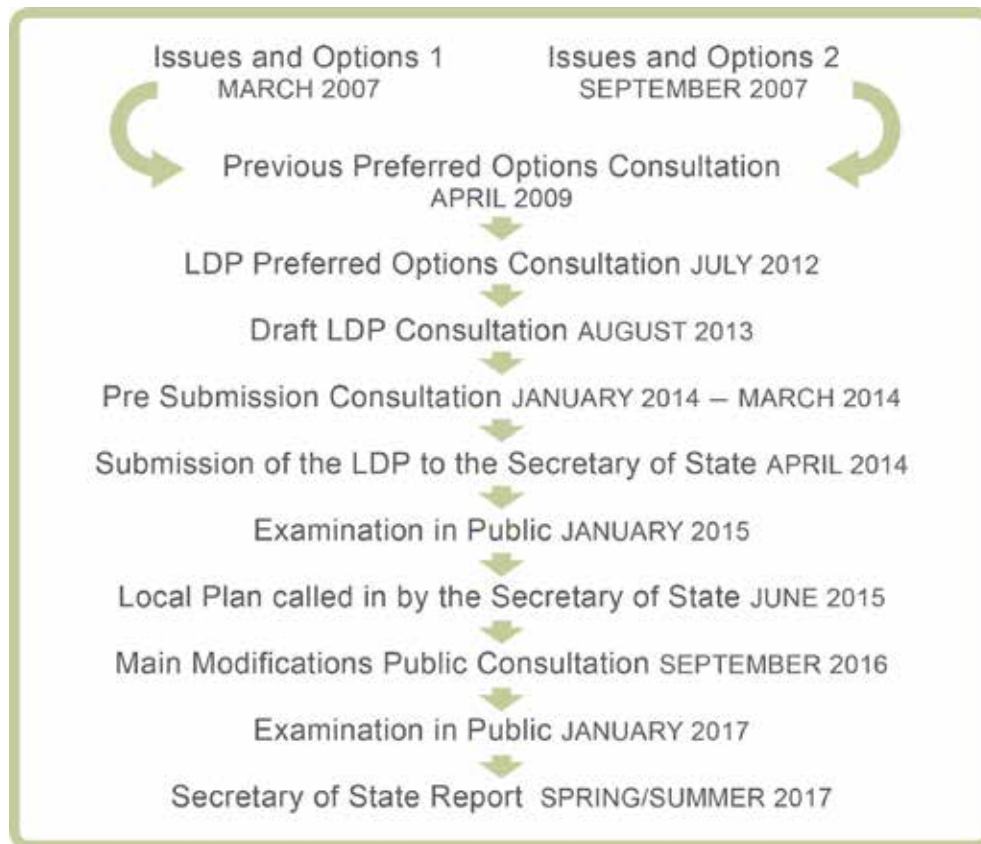
Preparation Process

- 1.12 Between 2010 and 2013 the Government made a number of reforms to the planning system to make it less complex and more accessible. In 2006, the Council began work to develop and produce a Local Development Framework Core Strategy that would have set out the spatial strategy for the District.
- 1.13 However, in response to changes to the planning system, the Council took the decision in 2011 to develop a LDP that would not only set the spatial strategy but would also include strategic allocations and development management policies. The LDP has been informed by the consultation undertaken as part of the Local Development Framework Core Strategy and builds upon the local ambitions and priorities that have been expressed as part of this process.
- 1.14 Community engagement is vitally important to the plan preparation process and the Council has conducted extensive consultation and encouraged participation on issues relating to the future of the District, in accordance with the Council's adopted Statement of Community Involvement (SCI) (MDC, 2007b). Two 'Issues and Options' consultation rounds were undertaken for the Local Development Framework Core Strategy in March 2007 (MDC, 2007c) and September 2007 (MDC, 2007d). In total, these two consultations received around 1,200 responses from members of the public, key stakeholders and other organisations. Stakeholder events were undertaken and a mailing list was utilised to maximise the publicity of the development of the document, and enable them to take part in the plan preparation process. In April 2009 the Local Development Framework Core Strategy 'Preferred Options' document (MDC, 2009a) was published for public consultation. Approximately 100 responses were received to this consultation.

- 1.15 The Council published the Local Development Plan Preferred Options consultation document in July 2012 (MDC, 2012g). The consultation was undertaken for 7 weeks, and included 28 public events held in various locations across the District. Over 850 responses were received from the public, key stakeholders and other organisations.
- 1.16 Following on from the Preferred Options consultation, the Council published the Draft Local Development Plan for consultation in August 2013 (MDC, 2013k). The consultation was undertaken for 6.5 weeks, and a consultation pack (a leaflet, a questionnaire and a return envelope) was sent to every household and business within the District. Over 3,600 responses were received. Further details of the consultation responses and how they have influenced the production of the Plan are available within the LDP evidence base.
- 1.17 The Pre-Submission LDP was consulted on in January-February 2014.- Comments were invited on whether the Plan had been prepared in accordance with the duty to co-operate, legal and procedural requirements, and whether the Plan was 'sound'. Responses were received from over 220 people and organisations. Following this consultation the LDP was submitted to the Secretary of State for Examination-in-Public (EiP) on 25 April 2014. The Examination Hearings were held in January 2015. In May 2015 the Inspector issued his interim findings. He found that one policy H6 Provision for Travellers was unsound and therefore the whole plan was unsound.
- 1.18 On 8 June 2015 the Secretary of State directed that Maldon District Council's emerging local plan be submitted for his approval. This was to test whether the planning inspector has taken a proportionate and balanced view on the local plan as a whole in the light of national planning policy. On 8 March 2016 the Secretary of State restarted the Examination and appointed a new Inspector. In September to October 2016 a consultation was held on the Main Modifications to the LDP that had arisen from the previous Examination Hearings. The 2017 Examination Hearings were held between 10 and 19 January 2017.
- 1.19 The Post-Examination Modifications consultation was held in the Spring 2017. The responses to this consultation will be taken into account by the Inspector in writing his report. The Inspector submits his report directly to the Secretary of State, who approved the Plan on 21 July 2017.
- 1.20 The LDP has been prepared using a comprehensive evidence base. The evidence includes research on housing, employment, retail, health and wellbeing, the built and natural environment, accessibility and flooding. These studies are available for inspection at the Council Offices in Maldon and are available to download from the Council's website www.maldon.gov.uk.
- 1.21 To ensure that the policies set out in the LDP are in line with the objectives of sustainable development, a Sustainability Appraisal (SA) (incorporating a Habitat Regulations Assessment) has been prepared. The appraisal is intended to assess the impact of planning policies in terms of their social, economic and environmental impacts. The SA addresses the requirements of the European Union Strategic Environmental Assessment Directive 2001 (OJEC, 2001) comply with the Habitats Directive (OJEC, 1992). The SA has been an iterative part of the LDP process and has helped inform the production and development of LDP policies.
- 1.22 An Equality Impact Assessment has been carried out on the LDP. The EIA considers issues relating to gender, age, ethnicity, religion/belief, disability, sexuality and low disposable income.

1.23 The key stages of the plan preparation process are outlined in FIGURE 2.

FIGURE 2: LOCAL DEVELOPMENT PLAN PREPARATION PROCESS



1.24 The strategy for future growth is based on an understanding of the unique and distinguishing features of the District. This section describes some of the features which make different parts of our District unique.

1.25 **Our Rural District**

The District is predominately rural and covers an area of 36,000 hectares. A range of rural produce is cultivated within the District including vegetables, specialist crops, wine and salt, among other agricultural produce.

1.26 **Our Coastal District**

The District has over 70 miles of coastline. The District's natural landscape is dominated by the two estuaries and the extensive flat and gently undulating alluvial plain along the Rivers Blackwater and Crouch and their relationship with the North Sea. The area has strong associations with fishing and coastal trading, and more recently sailing.

1.27 **Our Economy**

The settlements of Maldon, Heybridge and Burnham-on-Crouch are important drivers to the local economy. They collectively contribute approximately 18,000 jobs, which amounts to approximately two-thirds of all jobs in the District. The villages and rural areas also make a considerable contribution to our District's economy with a high performance in agricultural and farming related activities. Historically, our economy was based on agricultural production, coastal trade and manufacturing. However, in recent decades there has been a shift towards a mixed economy with an increased service sector.

1.28 **Our Spatial Interactions**

The District has strong spatial connections with a number of important growth areas including, the Haven Gateway, the Thames Gateway, London, Chelmsford and the M11 corridor.

1.29 **Our Heritage**

The District has a strong heritage that defines the character and distinctiveness of the District's towns, villages and hamlets and is reflective of its historic settlement patterns, land use, industry, and social and economic history. There are more than 1,000 entries on the statutory list of buildings of architectural or historic interest, 21 Scheduled Monuments, one Registered Park and Garden, and one Registered Battlefield where the Battle of Maldon took place in AD 991. There are also 14 designated Conservation Areas in the District which incorporate the historic cores of towns and villages, eight miles of waterway incorporating the Chelmer and Blackwater Navigation and the 24 buildings and open space of a nationally important World War One Aerodrome.

1.30 **Our Quality of Life**

The District is 53rd (out of 376 English local authority areas) in quality of life rankings, placing it in the top 15% nationally. However, despite the overall high quality of life ranking, there are concentrations of deprivation in six of the District's Lower Super Output Areas which rank in the bottom 10% in England and Wales for barriers to housing and services. Indeed, the very characteristics that make the District so attractive – its rural character and relative isolation – are in part the causes of the deprivation.

1.31 **Our People**

In 2011, the District of Maldon had a population of approximately 61,600. Whilst the District's population has doubled over the last 40 years, it still has one of the lowest population densities in Essex at approximately 170 residents per square kilometre. The population of the District is ageing and it is projected that between 2008 and 2033, the population aged between 65 and 84 years is expected to increase by approximately 77%, whilst those aged over 85 years is expected to more than double in number.

1.32 There is also projected to be a decline in the ratio of working age people.

1.33 **Our Ecological Diversity**

The District's natural landscape is dominated by the two estuaries and the extensive flat and gently undulating alluvial plain along the Rivers Blackwater and Crouch. There are significant areas of semi-natural habitat that make an important contribution to the area's diverse landscape character. The presence and distribution of these habitats is strongly influenced by geology and landform and include woodland, grassland, estuary, salt marsh and mudflat and freshwater and open water habitats. Many of the areas are of international, national and local importance and subsequently have been designated as Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and National Nature Reserves (NNR).

1.34 **Our Communities**

The District is geographically split into three distinctive areas for planning and development control purposes, which are the Central Area (Maldon and Heybridge), the North and West Area and the South and East Area. The areas are described in more detail below.

1.35 **The Central Area (Maldon and Heybridge)**

Maldon and Heybridge are two distinctive large settlements that are separated by the River Blackwater. These two settlements have a combined population of approximately 23,000 and account for over a third of the District's population. It has an important commercial, retail, leisure and service centre function that serves the District. It supports a growing tourism sector with many museums, places of architectural interest and parks, including the Promenade Park. Maldon and Heybridge are both distinctive and have their own unique qualities and characteristics.

1.36 Heybridge has two distinctive parts, a large urban area and the riverside area of Heybridge Basin. The urban area is characterised by its manufacturing heritage, which has had an important impact upon the urban grain and architecture of the area. The Basin area is quite different and is characterised by its relationship to the Chelmer and Blackwater Navigation. Many of its buildings date from the development of the commercial waterway in the late eighteenth and early nineteenth centuries, with some twentieth century replacement buildings.

1.37 Maldon is a medieval market town that was first mentioned in AD 913 in the Anglo Saxon Chronicle. As one of the oldest towns in Essex, its rich history is reflected in the quality of its architectural heritage. There are 185 listed buildings in Maldon Conservation Area. Maldon is also known internationally for its sea salt production and as a centre for Thames Sailing Barges.

1.38 **The North and West Area**

The North and West Area include the wards of Great Totham, Purleigh, Tollesbury, Tolleshunt D'Arcy, Wickham Bishops and Woodham.

1.39 The Great Totham ward includes the settlements of Great Totham, Great Braxted, Little Totham, the Broad Street Green area and the area of Beacon Hill. The ward covers an area of 3,038 hectares and has a population of approximately 3,800. The ward is characterised by its small distinctive settlements, ponds, reservoirs and small wooded areas. The village of Great Totham forms the main settlement in the ward and is characterised by its surrounding leisure facilities such as golf courses and wooded areas.

1.40 Purleigh is a rural ward that comprises the villages and hamlets of North Fambridge, Cold Norton, Stow Maries, Purleigh and Cock Clarks. The population of the ward is approximately 3,500. North Fambridge is located in the south of the ward and has its own railway station on the Southminster branch line. Cold Norton and its immediate hinterland have many leisure facilities such as golf courses and allotments. Stow Maries is a small village that includes an important World War One Aerodrome. Purleigh is an historic village that was mentioned in the Domesday Book.

1.41 Tollesbury is an historic settlement with a population of over 2,000 people. Tollesbury has a strong relationship with the River Blackwater and its economy was traditionally based on oyster dredging and agriculture. The hinterland is mainly comprised of marshland and saltings.

1.42 The ward of Tolleshunt D'Arcy includes the settlements of Tolleshunt D'Arcy, Tolleshunt Knights, Tolleshunt Major and Goldhanger. The combined population is approximately 4,150 people. This ward has a number of important historic buildings including local churches and pubs.

1.43 The ward of Wickham Bishops and Woodham is comprised of the settlements of Hazeleigh, Woodham Mortimer, Woodham Walter, Ulting, Langford, Wickham Bishops and Little Braxted. It has an estimated population of over 3,500.

- 1.44 **The South and East Area** This area incorporates the Dengie Peninsula and includes Burnham-on-Crouch, Southminster and the wards of Althorne, Mayland and Tillingham.
- 1.45 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.
- 1.46 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.
- 1.47 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 and the Royal Burnham Yacht Club.
- 1.48 Althorne ward is predominantly rural and includes the villages of Althorne, Latchingdon, Mundon and the Maylandsea part of Mayland. This ward has a population of approximately 4,250 people. The Southminster branch line runs through the District and there is a railway station at Althorne village. The village also has a marina. Latchingdon and Mundon both contain a number of heritage assets.
- 1.49 Mayland ward includes the settlements of Mayland, Steeple, and St Lawrence. It has a population of approximately 4,350. The area is predominantly rural and this rural identity forms a core aspect of the area's character.
- 1.50 The ward of Southminster has an approximate population of 4,400 people. Southminster is the largest village in the south of the District and contains several historic buildings including St Leonard's Church. The village also has its own railway station.
- 1.51 Tillingham ward includes the historic settlements of Tillingham, Bradwell-on-Sea (including Bradwell Waterside), Dengie and Asheldham. The area is predominantly characterised by its rural setting. The ward is characterised by its marshland and mud flats and contains several scattered dwellings and hamlets. It has an approximate population of 2,300 people. Bradwell-on-Sea is an historic settlement with a history of national significance. It contains the Chapel of St Peter-on-the-Wall, which is one of the oldest chapels in England and constructed in AD 654 when St Cedd was sent from Lindisfarne to spread the Gospel in East Anglia.





SPATIAL VISION AND DEVELOPMENT STRATEGY

Spatial Vision

- 2.1 The Local Development Plan (LDP) responds to the aims, needs and ambitions of the people, businesses and key organisations which have a stake in the District's future. Overall, the Plan aims to improve the quality of life for those who live, work and visit the District to the benefit of both existing and future generations. A sustainable approach to social, economic and environmental issues is therefore at the heart of the LDP, reflecting the objectives of national planning policy.
- 2.2 The spatial vision aligns to the District's Sustainable Community Strategy and the Council's Corporate Plan which set out the overall vision for the District. The LDP gives the spatial interpretation and direction to the delivery of this vision, setting the place shaping framework for the District over the next 15 years and beyond.
- 2.3 The spatial vision has been informed by extensive consultation with the local community, and targeted workshops with stakeholders (see Appendix 4 for further details of the consultations which have taken place).
- 2.4 The spatial vision for the District is as follows:

The District's unique heritage and countryside will be protected by maintaining high design standards and adhering to the principles of sustainable development. Over the Plan period the District will grow sustainably to meet objectively assessed housing needs, taking into account environmental and infrastructure constraints. This approach will maintain the quality of life for the community and ensure the delivery of new affordable homes and infrastructure. It will also protect our local services, provide for our District's business needs, and retain the identity of our villages.

Growth will be concentrated in the most sustainable, accessible and appropriate locations taking into account constraints and the need to protect valued local countryside.

The District's strong associations with the coast and our natural, historic and built heritage will make it a location of choice for people, businesses, day visitors and tourists. We will ensure the sustainable growth of the tourism sector by protecting our designated sites, internationally important wildlife, our estuarine environment, salt marshes, unique heritage, beautiful countryside and picturesque towns and villages. Our economy will be based on a highly productive skilled workforce ensuring success in the local, national and global economy. Maldon Town will be a focus for regeneration in order to ensure its continuing success as the District's main economic, social and cultural hub.

Objectives

2.5 In order to achieve our spatial vision the following objectives have been set:

- 1) To provide sufficient, well designed, quality housing to meet our housing needs, increase the supply of affordable housing across the District, and focus future development in sustainable locations, within settlement boundaries, garden suburbs and strategic allocations.
- 2) To identify garden suburbs and strategic allocations to provide for the District's future needs to improve the quality of life for all.
- 3) To maintain a diverse, vibrant, viable economy, encouraging diversification and enhancement of skills and employment opportunities across the District.
- 4) To facilitate the development of appropriate rural enterprises and protect and enhance rural service provision across the District.
- 5) To develop and support sustainable tourism within the District.
- 6) To protect and enhance the distinctive natural, built and historic environment of the District.
- 7) To secure high quality new development within the District supported by infrastructure, promoting a reduction in the use of resources, addressing the threat of climate change, improving energy and water efficiency and promoting the use of renewable energy.
- 8) To minimise the negative impacts of climate change by encouraging zero or low carbon development across the District.
- 9) To ensure new development is either located away from high flood risk areas (Environment Agency defined Flood Zones 2 and 3) or is safe and flood resilient when it is not possible to avoid such areas.
- 10) To maintain, improve and co-ordinate public transport provision, and promote sustainable modes of transport.
- 11) To ensure that people and communities enjoy quality sustainable lifestyles by enabling the provision of facilities and services, including essential and green infrastructure, where they are needed in the District.
- 12) To facilitate and promote sustainable development in appropriate locations throughout the District.
- 13) To facilitate the delivery of new infrastructure to meet the needs of the community.
- 14) To ensure the delivery of regeneration and enhancement of the Central Area (incorporating Maldon Central, The Causeway Regeneration Area and the Leisure Quarter).

Policy S1 Sustainable Development

Context

2.6 Sustainable development lies at the heart of the planning system. The National Planning Policy Framework (NPPF) definition of sustainable development has three key dimensions that are mutually dependent upon each other and need to be balanced. These three dimensions can be summarised as follows:

SPATIAL VISION AND DEVELOPMENT STRATEGY

- 1) An economic role - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.
- 2) A social role - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being.
- 3) An environmental role – contributing to protecting and enhancing our natural, built and historic environment and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Policy S1 Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF and will apply the following key principles in policy and decision making:

- 1) Ensure a healthy and competitive local economy by providing sufficient space, flexibility and training opportunities for both existing and potential businesses in line with the needs and aspirations of the District;
- 2) Deliver a sustainable level of housing growth that will meet local needs and deliver a wide choice of high quality homes in the most sustainable locations;
- 3) Promote the effective use of land and prioritise development on previously developed land and planned growth at the Garden Suburbs and Strategic Allocations;
- 4) Support growth within the environmental limits of the District;
- 5) Emphasise the importance of high quality design in all developments;
- 6) Create sustainable communities by retaining and delivering local services and facilities;
- 7) Enable and adapt to the effects of climate change by limiting greenhouse gas emissions through the efficient use of energy and use of renewable alternatives, coastal management, and mitigating against flooding;
- 8) Ensure new development is either located away from high flood risk areas (Environment Agency defined Flood Zones 2 and 3) or is safe and flood resilient when it is not possible to avoid such areas;
- 9) Conserve and enhance the natural environment, by providing protection and increasing local biodiversity and geodiversity, and effective management of the District's green infrastructure network;
- 10) Conserve and enhance the historic environment by identifying the importance of local heritage, and providing protection to heritage assets in accordance with their significance;
- 11) Identify the capacity and constraints of local infrastructure and services, and seek to mitigate identified issues through developer contributions including Section 106 agreement and / or Community Infrastructure Levy and other funding sources;
- 12) Maintain the rural character of the District without compromising the identity of its individual settlements;
- 13) Minimise the need to travel and where travel is necessary, prioritise sustainable modes of transport and improve access for all in the community; and

- 14) Support the expansion of electronic communications networks, including telecommunications and high speed broadband.

The Council will always work proactively with applicants jointly to find a solution which means that development proposals can be approved wherever possible, and to secure sustainable development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this LDP and, where relevant, with policies in the District's neighbourhood plans, will be approved, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise. Account will be taken if any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or specific policies in the NPPF indicate that development should be restricted.

Policy Clarification

- 2.7 The principles of 'sustainable development' are central to the LDP. The NPPF also includes a presumption in favour of sustainable development as a golden thread running through the planning system. The LDP positively seeks opportunities to meet the objectively assessed development needs of the area and sets out how the presumption in favour of sustainable development should be applied locally. In addition, sufficient flexibility is included within the Plan to enable it to adapt rapidly to change as required.
- 2.8 Policy S1 sets out several key overarching sustainable objectives from which the policies in the rest of the document are derived, and should be read in conjunction with all the other policies in this Plan. When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in national planning policy. The Council will therefore seek to secure development that improves the economic, social and environmental conditions in the area.
- 2.9 To ensure that the policies and proposals set out in the LDP contribute to sustainable development, each policy has been subject to a sustainability appraisal (SA, incorporating the requirements of the EU Directive on Strategic Environmental Assessment). This process involved the identification of the key issues which could affect the sustainability of the District. The SA Report provides an independent qualitative appraisal of this document.

2.10 KEY EVIDENCE BASE DOCUMENTS:

- Report of Spatial Vision Workshops (PAS, 2011) (EB052)
- Sustainability Appraisal (Royal Haskoning, 2012, 2013, 2014 and 2016) (EB088a to d, EB092a to c, SD03a and EB108)
- Maldon District Local Development Plan Preferred Options Consultation Document (MDC, 2012) (EB087)
- Maldon District Draft Local Development Plan Consultation Document (MDC, 2012)

Policy S2 Strategic Growth

Context

- 2.11 The total number of households in the District has risen over recent decades and is predicted to rise continuously over the next 15 years and beyond.
- 2.12 The majority of the projected increase is due to an ageing population, inward migration, and reduction in household sizes. The key issue that the spatial growth strategy aims to address is the need to increase the delivery of housing to respond to the projected need over the next 15 years and beyond.
- 2.13 On a national level, the NPPF states that local authorities are required to significantly boost their supply of housing to meet the full objectively assessed housing needs for market and affordable housing in the housing market area. Local authorities are also required to support economic growth through building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and by identifying and coordinating development requirements, including the provision of infrastructure.
- 2.14 The NPPF states that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are, or can be made to be sustainable. It also states that the supply of housing can sometimes be best achieved through planning for larger scale development, such as extensions to existing villages and towns that follow the principles of Garden Cities.
- 2.15 In addition to the provision of additional housing, the LDP also takes account of the need for mixed and balanced communities, the need to maintain a thriving local economy and to increase the range of job opportunities available to local people.



Policy S2 Strategic Growth

The Council will promote sustainable development to deliver economic and residential growth, whilst contributing to protecting and enhancing the District's natural, built and historic environment. Strategic growth will be focused at the District's main settlements as they constitute the most suitable and accessible locations in the District.

The Council will plan for a minimum of 4,650 dwellings between 2014 and 2029 (310 per annum) including provision for market housing, affordable housing, housing for an ageing population and other types of housing for specialist needs. The current supply of housing is set out in the table below and stands at 5,108 dwellings.

The majority of new strategic growth will be delivered through sustainable extensions to Maldon, Heybridge and Burnham-on-Crouch in the form of Garden Suburbs and Strategic Allocations.

The scale, type, uses and form of development will reflect their role as employment, retail and service centres, their level of accessibility, and environmental and infrastructure constraints.

A proportion of new development will be directed to the rural villages to support rural housing needs, local services and facilities and the rural economy. Strategic growth in the rural villages will be related to the settlement hierarchy, reflect the size, function and physical capacity of the settlement and will not result in unsustainable spatial patterns to the detriment of the wider area.

Significant infrastructure constraints exist which will strictly limit the capacity for growth in Maldon, Heybridge and Burnham-on-Crouch in excess of that set out in Policy S2. Any proposal for development in excess of the allocations set out in Policy S2 will need to demonstrate to the Council's satisfaction that:

- It will not prejudice or delay the delivery of the Garden Suburbs, Strategic Allocations, or planned infrastructure improvements; and
- There will be sufficient infrastructure capacity to support the development.

Proposals which may prejudice the delivery of the LDP, either individually or cumulatively, will be resisted by the Council.

The sites listed in the table below are allocated for housing development. Residential supply to meet the minimum requirements and the projected phasing of the developments between 2014 and 2029 are as follows:

SPATIAL VISION AND DEVELOPMENT STRATEGY

Ref.	Source of Supply	Total Dwellings (2)	Year 1–5	Year 6–10	Year 11–15
			2014/15 –2018/19	2019/20 –2023/24	2024/25 –2028/29
Existing commitments					
Completions 1 April 2014 – 31 March 2016 (3)		293	293	N/A	N/A
Extant Planning Permissions – as at 1 December 2016 that are not included in the sources listed below		922	700	222	N/A
South Maldon Garden Suburb		1,428	55	958	415
S2(a)	South of Limebrook Way	1,000	45	540	415
S2(b)	Wycke Hill (North)	320	0	320	N/A
S2(c)	Wycke Hill (South)	108	10	98	N/A
North Heybridge Garden Suburb		1,383	217	618	548
S2(d)	North of Heybridge	1,138	62	528	548
S2(e)	Land to the North of Holloway Road	100	10	90	N/A
S2(f)	West of Broad Street Green Road	145	145	N/A	N/A
Maldon & Heybridge Strategic Allocations		232	131	50	51
S2(g)	Park Drive	131	131	N/A	N/A
S2(h)	Heybridge Swifts	101	N/A	50	51
Burnham-on-Crouch Strategic Allocations		450	261	189	N/A
S2(i)	West of Burnham-on-Crouch	180	138	42	N/A
S2(j)	North of Burnham-on-Crouch (West)	180	123	57	N/A
S2(k)	North of Burnham-on-Crouch (East)	90	N/A	90	N/A
Neighbourhood Plans		100	0	50	50
Windfall allowance		300	100	100	100
Total		5,108	1,757	2,187	1,164

(1) Figures represent expected minimum delivery for each of the five-year periods of the Plan. Actual delivery may vary due to market conditions and other factors

(2) Total Dwellings indicates the capacity of the sites with planning permission or resolution to grant or the minimum capacity for each allocated site

(3) Completions numbers do not include 24 units on S2(g) that were completed in 2015/16, as these are included in the total of 131 units for that site

To support the Council's Economic Prosperity Strategy which seeks to achieve a strong, responsive and competitive local economy, Policy E1 in this plan allocates a total of 11.4 hectares of new class B use employment land and planned as part of the South Maldon Garden Suburb, as part of the West of Burnham-on-Crouch Strategic Allocations, and at rural sites in Great Braxted (Commodity Centre) and Stow Maries (Great Hayes Business Centre).

Policy Clarification

2.16 **Monitor and Review**

The Council will monitor housing delivery against the housing trajectory for the District using the indicators specified in the Monitoring Framework set out in the LDP. If the Authority Monitoring Report (AMR) demonstrates that the Garden Suburbs and Strategic Allocations deliver less than 75% of their projected housing completions in three consecutive years (based on the trajectories set out in Figure 4 of this Plan), the Council will undertake a partial review of this Plan. In undertaking this review, the Council will ensure that sufficient infrastructure capacity is available and that the potential allocation of additional housing sites will not prejudice delivery of the infrastructure required by the Plan.

2.17 **Objectively Assessed Housing Needs and Local Housing Targets**

The LDP establishes the housing target for the District to cover the period from 2014 to 2029 by meeting the objectively assessed housing need.

2.18 Until recently, local housing and employment targets for the District were set by the East of England Plan (GO-East, 2008). In the District, the East of England Plan provided for a relatively low level of housing growth (115 dwellings per annum). In absolute terms the District had the smallest housing allocation in the region. This was because of the District's rural nature, the modest size and relative isolation of its settlements, absence of major employment and transport links and the extent of its low-lying coastal areas. The projected housing need for the District was instead partially directed to those areas that the East of England Plan considered best equipped to accommodate the growth.

2.19 There have been a number of recent changes to the planning system that have impacted upon how housing and employment targets are derived. The Localism Act (HM Government, 2011b) has resulted in the abolition of the East of England Plan and instead local authorities are required to set their own housing targets through their LDPs in accordance with national policies.

2.20 The NPPF requires local planning authorities to set housing targets locally on the basis that objectively assessed development needs are met unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies within the NPPF as a whole.

2.21 Deriving this local housing target is a complex process. According to national guidance and a range of other sources, it is clear that a local target should be derived from a range of scenarios based on well recognised, factual and unbiased evidence to determine the District's objectively assessed housing need.

2.22 The starting point, as set out in the national planning policy, is demographic projections for the area outlined within the Sub National Population Projections (SNPP). In April 2012 ONS published an update to the 2008 based projections using 2010 based data. The Essex Planning Officers Association (EPOA) has recently published the Greater Essex Demographic Forecasts study (Edge Analytics, 2013) which provides an assessment of the 2010 based SNPP update.

2.23 Another key source of evidence in identifying the Council's objectively assessed housing need is the Strategic Housing Market Assessment (SHMA) (DCA, 2014), which assesses the local housing market and identifies the housing need and demand, as well as outlining the scale and mix of housing and the range of tenures that the local population is likely to need in the future.

- 2.24 In response to comments to the public consultations the Council has commissioned and undertaken further assessment to identify local objectively assessed housing need in the District. The report, which is titled 'Assessing Maldon's Housing Requirement (NMSS, 2014)' provides the most up-to-date population projections taking into account local demographic issues, the depressed housing market and how household formation may have been constrained by supply. The report has also assessed whether other evidence such as the SHMA may influence future housing targets.
- 2.25 Based upon consideration of the identified evidence, the objectively assessed housing need in the District is considered to be 260 dwellings per annum. The Council intends to meet the objectively assessed housing need identified and deliver a minimum of 4,650 dwellings (310 per annum) through the LDP.
- 2.26 **Garden Suburbs, Strategic Allocations and Neighbourhood Plans**
A fundamental objective of the Plan is to ensure that the District's strategic growth brings improvements to the quality of life for all. The Council's strategic approach 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 concentrated development on the District's main settlements namely Maldon, Heybridge and Burnham-on-Crouch.
- 2.27 The District is predominantly rural with a significant proportion of people living in dispersed communities. By containing the majority of growth within and adjacent to the main settlements, there are more opportunities for sustainable transport, maximising the potential of walking, cycling and public transport. This is particularly important at Maldon and Heybridge and Burnham-on-Crouch as this will enable a more sustainable pattern of development to be pursued.
- 2.28 The Council does recognise that there are a number of infrastructure constraints that need to be overcome in these areas and the wider area. The key infrastructure requirements that are necessary to enable strategic growth in a sustainable manner are set out in Policies S3, S4 and S6. 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.
- 2.29 A small proportion of growth is also allocated to the District's rural villages to help to maintain sustainable rural communities. It is important that any growth would be related to the settlement hierarchy, reflecting the size and function of the settlement. The Council will ensure that growth in the villages will not result in unsustainable spatial patterns that will be detrimental to the wider area. Policy S7 sets the parameters for growth in the villages. As set out in Policy S2, 100 units are identified for Neighbourhood Plans. The Council will proactively work with the Neighbourhood Planning groups in the preparation of their neighbourhood plans to ensure that they are able to deliver new homes.
- 2.30 The Heybridge Swifts Strategic Allocation (S2(h)) will enable the redevelopment of the existing site and help to facilitate the relocation of Heybridge Swifts FC to a new site. The Council will continue to work with Heybridge Swifts FC and relevant stakeholders to facilitate this scheme.

- 2.31 Significant infrastructure constraints have been identified in the District. In the Maldon and Heybridge area limits exist particularly in relation to the capacity of the highway network and secondary school capacity. New relief roads and improvements to existing roads and junctions are essential to cater for future strategic growth. The Plan also requires the expansion of the Plume Academy in Maldon, which is the only secondary school which directly serves the needs of the Maldon and Heybridge area. This will result in the Plume Academy becoming one of the biggest secondary schools in the County. In Burnham-on-Crouch the existing primary schools will be expanded in order to accommodate the projected needs of the additional 450 dwellings planned. Growth in excess of 450 dwellings would require the provision of additional primary school places that cannot be provided on the sites of the two existing primary schools. To provide an additional new primary school at Burnham-on-Crouch would require a minimum of 1,150 dwellings to be planned for, and this is considered to be inappropriate for the town for a number of reasons, including the relatively limited availability of local services and facilities.
- 2.32 Significant infrastructure improvements will be provided to cater for growth planned through the LDP. Most notably, these include:
- The expansion of the Plume Academy in Maldon to accommodate the future projected needs of the Maldon and Heybridge areas
 - The development of new relief roads and highway improvement measures at Maldon and Heybridge to accommodate the future projected increase in traffic generation; and
 - The expansion of the primary school provision at Burnham-on-Crouch to accommodate the future demand for pupil places arising from the development
- 2.33 It is vital that these infrastructure improvements are delivered in accordance with the requirements of the LDP and Infrastructure Delivery Plan. Growth in excess of the levels planned through the LDP at Maldon, Heybridge or Burnham-on-Crouch could prejudice the delivery of the Plan, and therefore will be resisted by the Council where necessary. Any proposals for growth in excess of the LDP requirements must demonstrate that they can be accommodated without prejudicing or delaying the delivery of the LDP Garden Suburbs and Strategic Allocations.
- 2.34 The Council will regularly monitor infrastructure capacity and the delivery of infrastructure as set out in the Monitoring Framework.
- 2.35 **Committed Supply and Windfall Sites**
The Existing Commitments include dwellings completed between April 2014 and March 2016 and extant planning permissions, such as sites that have already received planning permission but are not yet delivered. There is a likelihood that these sites will be developed in the next 5 years and additional sites will also become commitments after the grant of planning permission during the Plan period, which will add to the overall supply. To avoid duplication, these sites are also not treated towards the windfall assessment.
- 2.36 Windfall sites are defined by national planning policy as sites which have not been specifically identified as available in the LDP process and normally comprise previously-developed sites that have unexpectedly become available. Since 2001, Maldon District has had a regular supply of windfall sites. Based on historic rates of windfall delivery, the Council has made an allowance for 300 windfall dwellings to be delivered over the Plan period.

2.37 **Five Year Housing Land Supply and the Housing Trajectory**

The NPPF requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5%, moved forward from later in the Plan period, to ensure choice and competition for land. This 5% buffer should increase to 20% where there has been a record of persistent under delivery of housing.

2.38 Since 1996, Maldon District has consistently met its housing requirements. During the Essex and Southend-on-Sea Structure Plan period of 1996 to 2011, the District was required to deliver 2,800 dwellings (annual average of 187 dwellings per annum). This figure was exceeded with 3,270 dwellings having been delivered between 1996 and 2011 at an average rate of 218 dwellings per annum.

2.39 The East of England Plan, which replaced the Essex and Southend-on-Sea Structure Plan, had a plan period of 2001 to 2021. During this period, Maldon District was required to deliver 2,400 dwellings. Between 2001 and 2012, 1,448 dwellings, at an average rate of 128 dwellings per annum, were completed. The dwelling requirement of 1,320 dwellings for this period was exceeded. For the purposes of calculating the five-year land supply, it is considered that the District does not have a record of persistent under delivery and is therefore only required to provide a buffer of 5%.

2.40 The Key Diagram (FIGURE 3) below indicates the areas in which the Garden Suburbs and the Strategic Allocations are located, and FIGURE 4 provides a Housing Trajectory which demonstrates the LDP's projected housing delivery over the plan period.

2.41 **KEY EVIDENCE BASE DOCUMENTS**

- Greater Essex Demographic Forecasts Phase 4 (Edge Analytics, 2013) (EB043d)
- Heart of Essex Economic Futures (NLP, 2012) (EB062)
- Heart of Essex Housing Growth Scenarios (RTP, 2012) (EB062)
- Household Projections (DCLG, 2010)
- Strategic Housing Market Assessment Update 2012 (DCA, 2012) (EB010c)
- Maldon District Strategic Housing Land Availability Assessment (URS, 2012) (EB056a-c)
- Infrastructure Delivery Plan (MDC, 2013j) (EB059b-c)
- The Localism Act (HM Government, 2011b)
- Issues and Options Report 1 and Report 2 (MDC, 2007c and MDC, 2007d) (EB080 and EB081)
- Maldon District Core Strategy Regulation 25 Consultation and Summary Report (MDC 2009b and 2012d) (EB083 and EB086)
- Maldon District Local Development Plan Preferred Options Consultation Document (MDC, 2012g) (EB087)
- Maldon District Draft Local Development Plan Consultation Document (MDC, 2013k) (EB091)
- Maldon Local Development Plan Further Assessment of Impact of Proposed Development Sites in Heybridge and South Maldon on Highway Network (ECC, 2013f) (EB004c)

FIGURE 3 MALDON DISTRICT LOCAL DEVELOPMENT PLAN KEY DIAGRAM



FIGURE 4 MALDON DISTRICT LOCAL DEVELOPMENT PLAN HOUSING TRAJECTORY

	20 14/15	20 15/16	20 16/17	20 17/18	20 18/19	20 19/20	20 20/21	20 21/22	20 22/23	20 23/24	20 24/25	20 25/26	20 26/27	20 27/28	20 28/29	Total
S2a South of Limebrook Way					45	100	110	110	110	110	110	110	110	85		1,000
S2b Wycke Hill North						50	100	100	70							320
S2c Wycke Hill South					10	40	40	18								108
S2d North of Heybridge					62	88	110	110	110	110	110	110	110	110	108	1,138
S2e Land to North of Holloway Rd					10	40	40	10								100
S2f West of Broad Street Green Rd				49	96											145
S2g Park Drive		24	65	42												131
S2h Heybridge Swifts									10	40	40	11				101
S2i West of Burnham-on-Crouch				30	108	42										180
S2j North of Burnham-on-Crouch (West)				23	100	57										180
S2k North of Burnham on Crouch (East) (4)						30	30	30								90
Other sites: Completions (1)	69	224														293
Extant planning permissions (2)			184	184	184	184	186									922
Windfall allowance (3)			23	23	23	23	23	23	23	23	23	23	23	23	24	300
Neighbourhood Plans (4)										50					50	100
Total	69	248	272	351	638	654	639	401	323	333	283	254	243	218	182	5,108
Annual dwelling requirement	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	4,650
Cumulative Surplus/ Deficit against 310 dpa	-241	-303	-341	-300	28	372	701	792	805	828	801	745	678	586	458	

NOTES: (1) Actual completions for years 2014/15 & 2015/16 (not incl. 24 units on site S2(g)).

(2) Extant Planning permissions: Years 2016/17 to 2020/21 = extant planning permissions supply at end of November 2016 (922 units) for non-strategic sites divided by 5 years.

Maldon & Heybridge 178+ Burnham-on-Crouch 140+ rural areas 604 = 922/5=184. Due to rounding in the calculation, year 2020/21 has an additional 2 units.

(3) Windfall allowance of 300 units evenly distributed across plan period, excluding years 2014/15 to 2015/16. Due to rounding in the calculation the final year has an additional 1 unit.

(4) Neighbourhood Plans allowance of 100 units shown as estimated delivery at the end of last two five-year periods in the housing trajectory as shown in policy S2.

Policy S3 Place Shaping

Context

- 2.42 The Garden Suburbs and Strategic Allocations identified in Policy S2 comprise extensions to Maldon, Heybridge and Burnham-on-Crouch and need to be planned carefully to ensure that these areas will be developed as successful places that are attractive, prosperous and encourage safe communities where people want to live, work and visit.
- 2.43 The LDP has an important role to play in the creation of sustainable communities through shaping places. Place shaping provides an opportunity to encourage an integrated approach to development by focusing on and creating better social, physical and economic environments. The Place Shaping policy will ensure a holistic approach which will bring together all the component parts of a successful place.

Policy S3 Place Shaping

The Garden Suburbs and Strategic Allocations at Maldon, Heybridge and Burnham-on-Crouch will be planned as high quality, vibrant and distinctive neighbourhoods that will complement and enhance the character of the District and protect and enhance the environmental qualities of the surrounding area. Development proposals for the Garden Suburbs and Strategic Allocations must incorporate the following principles:

- 1) A comprehensive and well planned approach that provides homes, jobs, and community facilities;
- 2) Places where people want to live and interact through active citizenship, civic amenity and a vibrant urban life;
- 3) A strong landscaped character that incorporates well managed open space, tree-lined streets and other landscaping and natural areas for amenity and wildlife habitat and to address the effects of climate change;
- 4) The historic environment is instrumental in establishing landscape and built character and providing a sense of place and identity, and this should be recognised through the protection, management and enhancement of heritage assets;
- 5) There will be a clear and harmonious relationship between town and country;
- 6) High quality and detailed architecture that is characterful, innovative and adaptable;
- 7) The local centres will act as the community focus within the Garden Suburbs, with a mix of businesses and community uses that are well served by public transport and connected to the town centre by safe walking and cycling routes;
- 8) There will be a network of safe and usable paths and streets for pedestrians, cyclists, horse riders and vehicles. This network should prioritise accessibility to open spaces, education and health facilities;
- 9) Fully integrated with the surrounding communities through shared community uses, and a variety of transport modes including walking, cycling and public transport;
- 10) Provide for the requirements of site service and communication infrastructure, in particular high speed broadband, with minimal disruption and need for reconstruction and allow for future growth in service infrastructure; and
- 11) Provide dwellings which meet the District's housing needs for an older population, as identified and required by the Council.

A masterplan for each of the Garden Suburbs at Maldon and Heybridge will be prepared and developed, in partnership between the Council, relevant stakeholders, infrastructure providers and developer / landowners for illustrative purposes and as a guide for developers.

Policy Clarification

- 2.44 To ensure the Maldon District LDP will deliver the planned growth in a sustainable and desirable manner, a structured and coordinated planning approach is needed. Through Policy S3, the LDP seeks to lay down important development principles which will guide the production of a masterplan for each Garden Suburb.
- 2.45 This approach will ensure that a joined-up approach is taken to the delivery of high quality future development and infrastructure at the Garden Suburb locations that contribute towards providing a powerful and appropriate sense of place, as opposed to piecemeal development proposals being prepared in isolation. It will also ensure that the Council will have a central role in shaping and influencing future development proposals.
- 2.46 The Council will expect relevant delivery partners and stakeholders, including developers and landowners, to work in partnership with the Council and each other to produce a masterplan for the North Heybridge Garden Suburb, and a masterplan for the South Maldon Garden Suburb. Policies S4 and S6 provide the basis and fundamental principles for the strategic developments planned for Maldon, Heybridge and Burnham-on-Crouch.
- 2.47 The principles set out in the master plans will be in accordance with Policies S3 and S4 and other policies in the LDP. The master plans will be endorsed by the Council and where appropriate, the Council may adopt the master plans as SPDs.
- 2.48 The development principles must also be applied to proposals for the Strategic Allocations. However, given that these sites are geographically separate from the Garden Suburbs and are of a smaller size, they are not expected to form part of the comprehensive Garden Suburb master plans.

2.49 KEY EVIDENCE BASE DOCUMENTS:

- Maldon District Core Strategy Regulation 25 Consultation and Summary Report (MDC 2009b and 2012d) (EB083 and EB086)
- Issues and Options Report 1 and Report 2 (MDC, 2007c and MDC, 2007d) (EB080 and EB081)
- Urban Design Compendium Volume 1 and Volume 2 (Llewellyn Davies, 2000 and Llewellyn Davies, 2007)
- Maldon District Characterisation Assessment (QUBE, 2006) (EB053)
- Maldon District Historic Environment Characterisation Project (ECC, 2008a) (EB018)
- Maldon Conservation Area Reviews and Character Appraisals (ECC, various dates) (EB022a-i)
- By Design: Urban Design in the Planning System - Towards Better Practice (ODPM, 2000)
- Maldon District Local Development Plan Preferred Options Consultation Document (MDC, 2012g) (EB087)
- Maldon District Draft Local Development Plan Consultation Document (MDC, 2013k) (EB091)
- South of Maldon Garden Suburb: Brief for Strategic Masterplan Framework (MDC, 2013l) (EB094)
- North of Heybridge Garden Suburb: Masterplan Brief (MDC, 2013m) (EB093)

Policy S4 Maldon and Heybridge Strategic Growth

Context

- 2.50 The NPPF states that the supply of new homes can sometimes be best achieved through planning for larger scale development, such as extensions to existing villages and towns that follow the principles of Garden Cities.
- 2.51 Despite being two distinct settlements, Maldon and Heybridge form one continuous urban area and this represents the largest urban area in the District. Maldon and Heybridge collectively form the District's focus for employment, retail and community facilities and share several common spatial issues. The areas for the mixed use Garden Suburbs and Strategic Allocations of Maldon and Heybridge are set out in Policy S2 and shown on the Policies Maps. This policy sets out the requirements for strategic growth for Maldon and Heybridge.

Policy S4 Maldon and Heybridge Strategic Growth

Strategic developments in the South Maldon Garden Suburb will incorporate the following key infrastructure elements:

- A new 1.5-form entry primary school
- Two new 56-place early year and childcare facilities
- One class base expansion of existing primary school
- Necessary contributions toward the sufficient expansion of the Plume School
- Provision for youth and children's facilities
- A new relief road to the north of A414 at Wycke Hill; and
- Provision for Class B use employment land as identified in Policy E1

The North Heybridge Garden Suburb will incorporate the following key infrastructure elements:

- A new 1-form entry primary school
- Two new 56 place early years and childcare facilities
- Necessary contributions toward the sufficient expansion of the Plume School
- Provision for youth and children's facilities
- A new outer relief road to the north of Heybridge between Broad Street Green Road and Langford Road

Garden Suburbs and Strategic Allocations within the Maldon and Heybridge area will be comprehensively planned with the quantum of development as set out in Policy S2 and E1. Permission will be given for development at the Garden Suburbs / Strategic Allocations provided that they are in compliance with the broad development principles set out in policy S3, and that:

- New and / or enhanced public transport provision is incorporated within the new Garden Suburbs / Strategic Allocations

SPATIAL VISION AND DEVELOPMENT STRATEGY

- New and / or enhanced walking, cycling and, if appropriate, bridleway routes, are included internally within the new Garden Suburbs and where appropriate Strategic Allocations and externally connected to the wider area especially the Maldon and Heybridge Central Area
- New development or any associated sewage infrastructure does not have an adverse effect on any internationally protected sites. New development will only be permitted once a deliverable solution has been identified to address sewage constraints on land south of Maldon
- Identified infrastructure will be delivered in line with the requirements set out in Policy I1 and having regard to the most recent evidence provided in the Infrastructure Delivery Plan
- Development proposals can be accommodated within the capacity of the Maldon and Heybridge road network and junctions, and wider network, following appropriate mitigation measures and junction improvements
- Pupil demand from the development can be accommodated within existing and / or proposed new primary, secondary and early years and childcare facilities, as well as adult community learning
- Adequate provision is made for enhanced medical provision in cooperation with the relevant health bodies
- Community hubs and local centres of appropriate form and scale are integrated into the design and layout of development proposals
- Flood risk management and surface water mitigation measures will have regard to the Maldon and Heybridge Surface Water Management Plan. Such measures must be planned in conjunction with relevant stakeholders including the Environment Agency and Essex County Council, and must be integral to the development proposals for the Strategic Growth areas as a whole
- Adequate provision is made for enhanced and comprehensive sewerage infrastructure
- Adequate provision is made for increased and enhanced green infrastructure including provision for youth and children's facilities
- Adequate provision is made for affordable housing
- A significant proportion of the proposed dwellings for Maldon and Heybridge are of a form, tenure and dwelling mix that is appropriate for meeting the housing needs of an older population including the provision of bungalows, sheltered housing, extra care housing, private retirement homes and lifetime homes etc
- Development proposals must be accompanied by a comprehensive and detailed ecological survey. Due to the potential impact on Natura 2000 sites, this must include an Appropriate Assessment screening report; and
- Development proposals must be accompanied by a comprehensive and detailed archaeological assessment

Significant infrastructure constraints exist which strictly limit the capacity for development in the Maldon and Heybridge area which is in excess of that set out in Policy S2. Any proposal for development which is in excess of the allocations set out in Policy S2 will be resisted by the Council unless it can be demonstrated that it can be accommodated without prejudicing or delaying the delivery of the LDP Garden Suburbs, Strategic Allocations, or planned infrastructure improvements.

Further details on infrastructure requirements, delivery and funding mechanisms are included in the Infrastructure Delivery Plan.

The Master Plans for the South Maldon Garden Suburb and the North Heybridge Garden Suburb must be in accordance with these broad development principles and other policies in the LDP. Development proposals within both the South Maldon Garden Suburb and the North Heybridge Garden Suburb should have regard to the Master Plan endorsed by the Council.

The following Master Planning principles should form the basis of the masterplan for the North Heybridge Garden Suburb or any proposed developments within the masterplan area in order to maintain a clear defensible northern and western boundary to Heybridge and reduce the potential for future coalescence with neighbouring villages:

- The new relief road should form a northern boundary of the development. Only strategic flood alleviation measures and landscaping measures may be allowed to the north of the new relief road
- Strategic flood alleviation measures may be permitted outside of the masterplan area where appropriate and required; and
- The area between the new relief road, Maypole Road and Langford Road will be used for green infrastructure, agriculture, flood alleviation and / or landscaping measures. The Council will work with landowners to create suitable access routes into the wider public footpath network and links to adjoining areas of public open space

Further detailed layouts of the different land use components within the Garden Suburbs will be defined through master plans produced in partnership with the Council, relevant delivery partners and stakeholders, including developers, landowners, and parish / town councils.

FIGURE 5A SOUTH MALDON GARDEN SUBURB AND STRATEGIC ALLOCATION

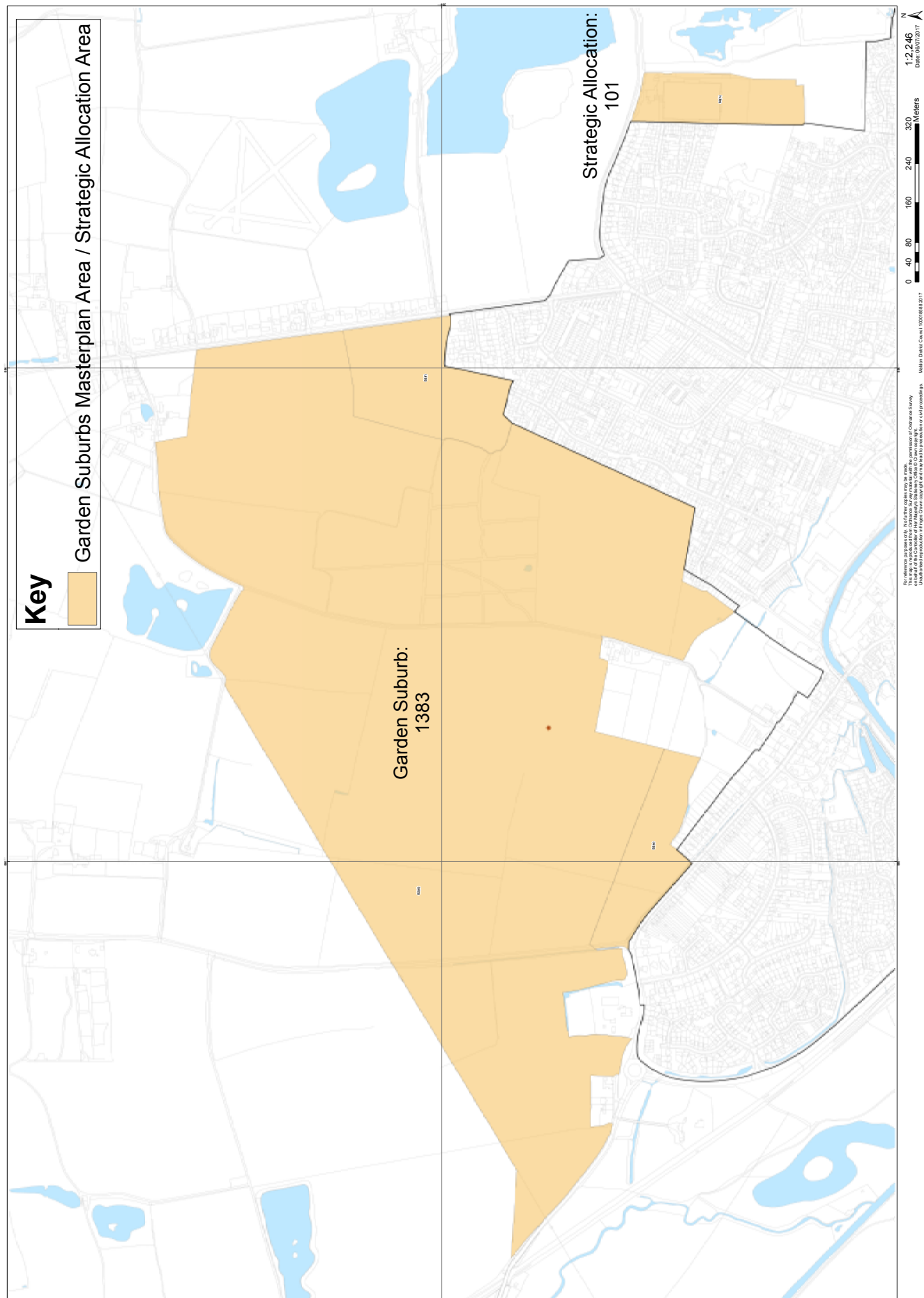
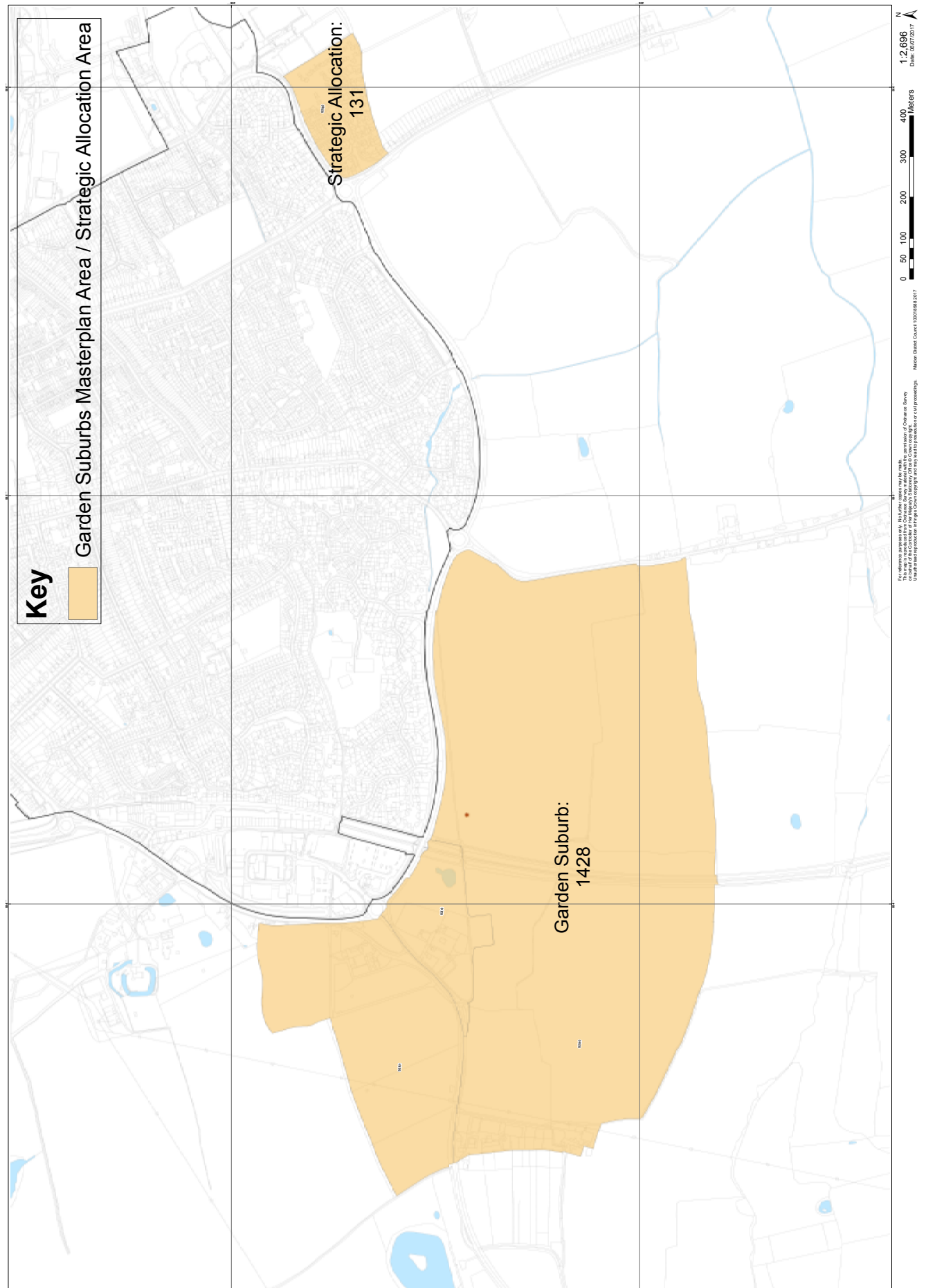


FIGURE 5B NORTH HEYBRIDGE GARDEN SUBURB AND STRATEGIC ALLOCATION



Policy Clarification

2.52 **Requirement for a masterplan**

Key partners are expected to work with the Council to produce master plans for the Garden Suburbs at Maldon and Heybridge prior to any development taking place within these areas. The master plans will help to ensure that the areas are developed in a coordinated and holistic manner. Outside of the Garden Suburbs, development proposals in the Strategic Allocations will still be expected to be in compliance with the principles and overall requirements set out in Policy S4. However, the Council will not require a masterplan for these sites as they are significantly smaller size and are geographically separated from the Garden Suburb areas defined in the Policies Maps.

2.53 **Housing**

One of the key purposes of the LDP is to provide a delivery framework for new housing in the most appropriate locations. The Maldon and Heybridge area has been chosen to be the major focus for development as it is the most sustainable area in the District in terms of access to employment, retail provision and community facilities. It is also the one of the most accessible locations for access to the strategic road network and public transport provision.

2.54 As set out in Policy S2, the LDP seeks to deliver a minimum of 2,830 dwellings within two new Garden Suburbs and two Strategic Allocations across Maldon and Heybridge area.

2.55 **Healthcare**

There are two GPs surgeries that serve the Maldon and Heybridge area, with the main surgeries being supported by associated branch surgeries. Both of these GP surgeries would require appropriate mitigation measures to accommodate growth and manage the impacts associated with the population arising from the proposed level of growth. To accommodate the future healthcare needs, the NHS has indicated a preference for the modernisation, reconfiguration and expansion of the existing surgeries to build in further capacity. The provision of the additional healthcare facilities and services would need to be consistent with current NHS procurement guidelines that favour larger surgery formats, which are more cost effective, more efficient to run and serve their operational needs. The Council will, in cooperation with the NHS, continue to explore opportunities for new healthcare provision in Maldon and Heybridge. It is important that a flexible approach is taken forward in respect to the provision of new healthcare floorspace so that the NHS can respond to the changing needs of the local population.

2.56 **Education**

The Plume School is the only secondary school in the Maldon and Heybridge Area; it has a pupil roll of approximately 1,800 students split over two sites. The pupil roll for the Plume School is forecast to decline as a direct result of the ageing population within its catchment area. This decline would be reversed by the planned growth in the District, in particular the introduction of 2,830 dwellings within the Maldon and Heybridge area. This quantum of development is likely to generate a need for an additional 2-Form entry, which could be accommodated through the reconfiguration, expansion and enhancement of the existing school. This approach has been supported, in principle, by both Essex County Council and the Plume School. The Council will work closely with the Plume School and key partners including Essex County Council and other delivery partners in order to ensure sufficient secondary education is provided in a timely manner.

2.57 The planned growth will generate the need for two new primary schools, one in Maldon and one in Heybridge. The new primary school sites will need to be appropriately

located with good access to both the existing urban area and the growth areas. They will need to be served by safe direct walking and cycling routes and where appropriate. This level of growth will also generate the need for four new 56-place early years and childcare facilities, two in Maldon and two in Heybridge. To maximise efficiency and accessibility, the LDP requires one of these childcare facilities in each area to be co-located with the new primary schools.

2.58 **Waste Water Treatment**

All sewerage south of the River Blackwater is pumped to the north towards Maldon Works which has sufficient capacity to accommodate additional foul water generated by the proposed growth. However, there are capacity constraints associated with the sewerage network in the Maldon and Heybridge area as borne out in the conclusions from the Maldon Scoping Water Cycle Study and subsequent evidence. Strategic growth in the Heybridge area will require upgrades to the existing foul main that connects to the Maldon Treatment Works; strategic growth to the south of Maldon would require a sewerage strategy to identify the appropriate mitigation and infrastructure measures that will be necessary to support new development. Anglian Water has indicated that there are a variety of possible solutions that will need to be explored to establish the most cost-effective and appropriate measures for addressing sewerage constraints on land to the south of Maldon. The final solution taken forward must demonstrate that there will be no likely significant effect on internationally designated sites and will need to be agreed by Anglian Water and the Environment Agency. New development or any associated sewerage infrastructure must demonstrate that there will be no likely significant effect on any internationally designated site and should not have an adverse effect on them.

2.59 **Surface Water Drainage**

Parts of Maldon and Heybridge are currently vulnerable to surface water flooding. Strategic developments in these areas provide opportunities to reduce flooding and divert surface water flooding away from the urban area through appropriate design and the introduction of effective Sustainable Drainage Systems having regard to the Maldon and Heybridge Surface Water Management Plan (SWMP). In particular, strategic developments to the north of Heybridge should not prejudice and should be integrated with a strategic flood alleviation scheme which will address the existing surface water flooding in North Heybridge.

2.60 **Green Infrastructure and Community Facilities**

With consideration given to the Maldon District Green Infrastructure Study (or subsequent document), the strategic growth in Maldon and Heybridge will include on-site sports, recreational and community facilities provision. In addition, these areas will include provision that enhances and creates green corridors and spaces that link with the existing urban area, the Maldon and Heybridge Central Area including Maldon Town Centre, and the wider countryside.

2.61 Strategic growth at Heybridge will provide opportunities for enhanced access to the countryside and a well-connected network of green spaces and better linkages with the existing green infrastructure network, for example the Elms Farm Park and the Blackwater Rail Trail.

2.62 A significant amount of landscape buffering shall be required on the entire length of both sides of the proposed relief road to provide a clear, defensible boundary which will help to shape the extent of the North Heybridge Garden Suburbs. The area between the new relief road, Maypole Road and Langford Road will serve as a green buffer to provide a clear separation between Heybridge and Langford villages and to protect and enhance the setting of Listed Buildings and other heritage assets.

2.63 **Ecology**

The ecological impact of the Garden Suburbs and Strategic Allocations, waste water treatment and potential increased recreational disturbance should be fully addressed through the project HRA, to ensure no significant effect on European Sites are likely.

2.64 In principle the Council's approach to ecological conservation is to avoid, mitigate and finally, compensate, in that order. Therefore any adverse impact on the natural and historic environment should be avoided wherever possible. Where an adverse impact is unavoidable, the proposals should clearly indicate how the adverse impacts will be effectively mitigated to the satisfaction of the Council and relevant statutory agencies. Where a development is deemed relevant to internationally and nationally designated sites, the Council will need to be satisfied that a project HRA has been undertaken and that no significant adverse impact has been identified.

2.65 **Archaeology**

The North Heybridge Garden Suburbs and Strategic Allocations could potentially contain nationally important heritage assets including possible Prehistoric / Roman settlement sites spread out over much of the proposed development area. There are also some known heritage environmental assets and potential for others to be present at the South Maldon Garden Suburb. The Strategic Allocation at Park Drive is within 150 metres of a registered battlefield, a designated heritage asset of the highest significance, and the potential for locations of archaeological interest beyond the boundary of the registered area is high. Development proposals in these areas will therefore require an archaeological assessment and, where necessary, to prepare a mitigation strategy which includes fieldwork and excavation (including and potential for in situ preservation), and a monitoring and recording programme.

2.66 **Energy Provision**

Reinforcement works to the gas infrastructure will be required and as such it is important that the National Grid is involved at the master planning stage of each of the Garden Suburbs.

2.67 **Highways**

Essex Highways (ECC / Essex Highways, 2013, 2013f, 2014a and 2014b) indicated that both Heybridge and Maldon have been shown to have highway capacity issues; any further development in these areas is likely to exacerbate these situations within the District and to the wider network. Therefore appropriate mitigation measures will need to be delivered by the development proposed.

2.68 New relief roads, one to the south of Maldon and one to the north of Heybridge, are essential and will be required to accommodate planned growth in the area. Significant improvements will also be required on main junctions including, but not limited to, the following junctions:

- B1018 / A414 Heybridge Approach Roundabout
- A414 / Spital Road Roundabout
- A414 / Limebrook Way Roundabout
- A414 Oak Corner Junction

2.69 In relation to the strategic highways network, Essex Highways has identified that growth at Maldon and Heybridge will increase congestion on the A414 between Maldon and Chelmsford and at the B1019 / B1137 junction at Hatfield Peverel. Essex County Council is committed to identifying and implementing appropriate improvements on the A414 and B1019 / B1137 junction to relieve congestion.

- 2.70 In relation to the A414, the addition of pre-signals at Eves Corner has been completed. Maldon District Council will support Essex County Council by identifying further mitigation measures within the Infrastructure Delivery Plan, and where appropriate will require specific strategic highways improvements as developer contributions or for inclusion within the Council's CIL Regulation 123 list.
- 2.71 Physical space surrounding the B1019 / B1137 junction at Hatfield Peverel has restricted the identification of a viable immediate solution to relieve congestion by Essex Highways. A new junction connecting the B1019 to the A12 would provide the most effective solution, however this would come at a significant cost. Maldon District Council will seek to work with Braintree District Council, Essex County Council and Highways England to identify funding opportunities for the completion of this scheme alongside the South East Local Enterprise Partnership, and Central Government.
- 2.72 In the short term, Maldon District Council will work with Essex County Council and Braintree District Council to seek to reduce the amount of traffic using the B1019 through the identification and implementation of appropriate projects which encourage the use of sustainable transport options.
- 2.73 **Bus, Cycle and Walking Networks**
It is essential that cycling and walking networks influence the structure of new development. Strategic cycle routes will be developed to establish safe local connections between new and existing neighbourhoods. Walking routes will be established based on the existing public footpath network and new links will provide direct and legible access to local destinations and will link existing and new neighbourhoods. The walking network will be continuous, safe, highly visible and legible in all development schemes. The growth areas are also expected to be served by enhancements to the existing public transport network serving the Maldon and Heybridge area.
- 2.74 KEY EVIDENCE BASE DOCUMENTS:**
- Report of Spatial Vision Workshops (PAS, 2011) (EB052)
 - Maldon District Local Development Plan Preferred Options Consultation Document (MDC, 2012) (EB087)
 - Maldon District Draft Local Development Plan Consultation Document (MDC, 2013) (EB091)
 - Assessment of Impact of Proposed Development Sites in Heybridge, South Maldon and Burnham-on-Crouch on Highway Network (ECC / Essex Highways, 2013) (EB094c)
 - Maldon and Heybridge Surface Water Management Plan (ECC, 2013) (EB002)
 - Maldon Local Development Plan Further Assessment of Impact of Proposed Development Sites in Heybridge and South Maldon on Highway Network (ECC, 2013) (EB004c)
 - Maldon Local Development Plan Reallocation of 335 Dwellings from South Maldon to Heybridge Modelling Results (ECC, 2014) (EB065)
 - Maldon Local Development Plan Technical Note - Impact of Proposed Development Sites in Heybridge and South Maldon on Wider Highway Network (ECC, 2014) (EB004b)
 - Maldon Scoping Water Cycle Study (Entec, 2010)

Policy S5 The Maldon and Heybridge Central Area

Context

- 2.75 The Maldon and Heybridge Central Area is shown on the key diagram and Policies Map and is the focus of the District's retail, employment, transport, leisure and community functions. The area has many key assets, including a strong sense of identity based on its riverside and coastal location and its local heritage and cultural traditions. The Maldon and Heybridge Central Area contains a large proportion of the area's key landmarks; Maldon High Street has 86 listed buildings alone and much of the area is designated within a Conservation Area. The local heritage is apparent on Maldon High Street, the Causeway and the Bentalls Shopping Centre; Hythe Quay and Promenade Park. These historic assets contribute to the area both visually and in relation to their economic output.
- 2.76 Policy S4 sets out a strategy that seeks to retain this area's economic importance and tackle key future challenges. The future prosperity of this area and the wider Maldon District will be dependent upon utilising the area's distinctiveness as well as its economic potential.

Policy S5 The Maldon and Heybridge Central Area

The Central Area incorporates Maldon Central, the Causeway Regeneration Area and the Leisure Quarter. The Central Area will continue to act as the focal point within the District for retail, commercial, industrial, community and tourism activities. It will be a thriving and vibrant destination that has strong connections with surrounding areas and is supported by its heritage assets, waterways and green spaces. The development and regeneration strategy for the Central Area comprises the following:

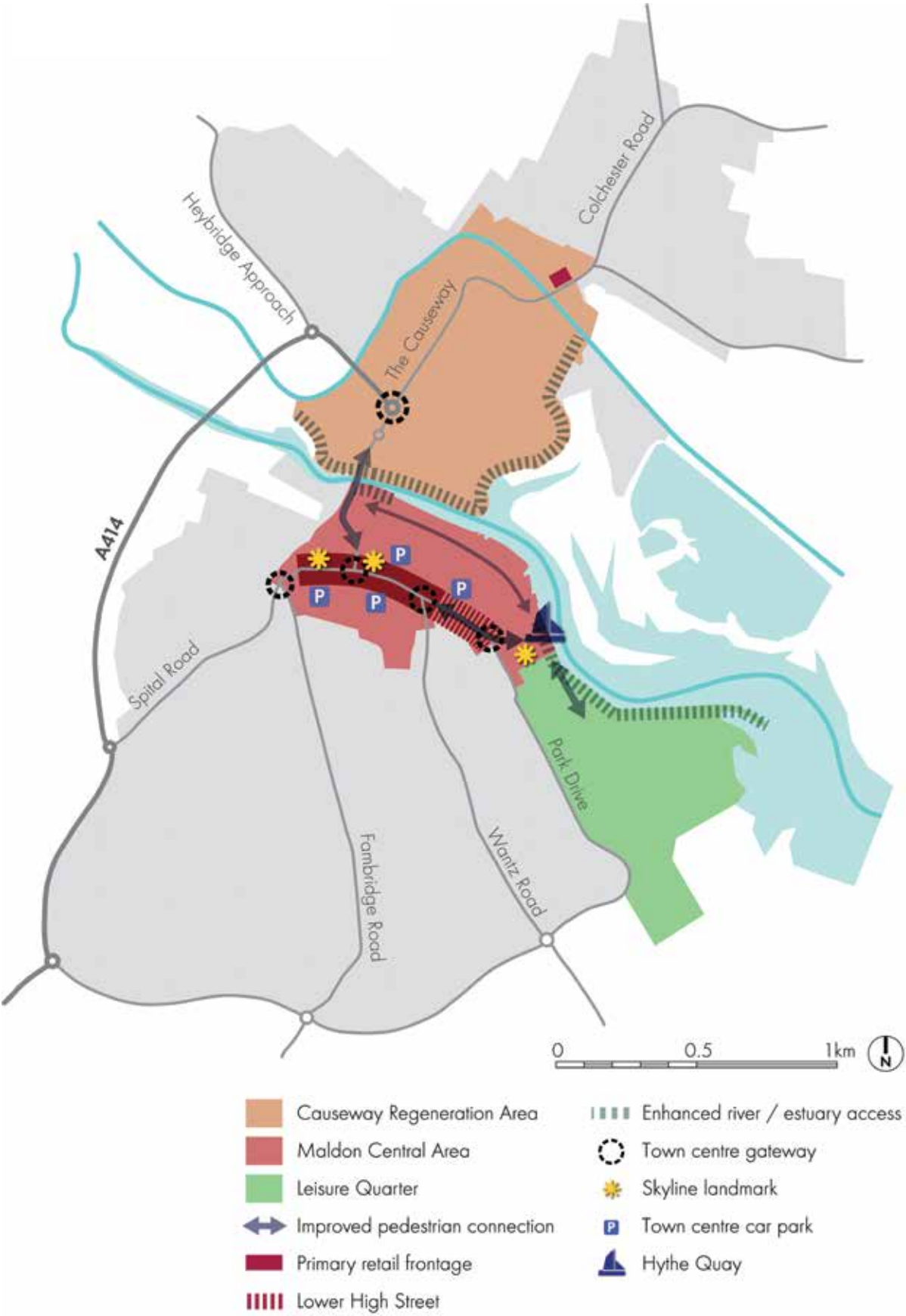
- 1) Development and regeneration will take place having regard to a masterplan endorsed by the Council;
 - 2) Maldon Town Centre will be promoted as a market town that serves a wider rural catchment area. Proposals for retail, office, housing, community, leisure uses and other town centre uses will be supported where they contribute to regeneration and diversification of the centre. The provision of a high quality market will be encouraged and supported;
 - 3) Renewal of the Causeway Regeneration Area to improve the supply of high quality Use Class B floorspace (commercial and industrial), and increase employment. This will include the provision of: modern workspaces suitable for small and medium sized enterprises; start-up units; support for existing businesses that are seeking to expand and mixed-use developments which enable significant numbers of jobs to be created;
- Retain the role of the Central Area as a tourist, arts and cultural centre, offering a range of accommodation and visitor attractions and facilities;
- 5) Increase public access next to, and enhance the setting of the riverside to create a vibrant environment that incorporates a range of uses;
 - 6) Maintain and encourage the wider use of walking and cycling across the area through an improved public realm and improved linkages and connectivity between the town centre, the Causeway, the Hythe, and the Leisure Quarter and other key attractions;
 - 7) Preserve and enhance the quality of the historic character including the built environment, archaeology and historic skyline within the context of its riverside, estuarine and rural location;

- 8) Actively manage traffic and visitors to the town and surrounding area through enhanced public transport provision and the use of effective car park management;
- 9) Protect the sensitive environmental relationship between the Central Area and the adjacent environmentally designated areas including the River Blackwater and Chelmer and Blackwater Navigation; and
- 10) Minimise all forms of flood risk and ensure that flood infrastructure are effectively managed.

Policy Clarification

- 2.77 The Maldon and Heybridge Central Area will need to support an increase in the number of employed people and a more diversified thriving economy in order to deliver a successful future. In particular this area will need to support existing businesses and their future accommodation needs and will facilitate managed economic growth through the renewal and regeneration of its key employment areas, such as the Causeway area. Business support is essential to maintain or enhance current economic levels in the District and to encourage further growth through newly formed businesses. The focus will be on the provision of modern commercial floorspace that supports a range of emerging economic sectors, including the provision of accommodation for small and medium sized enterprises, such as incubation units, to support the District's entrepreneurial base.
- 2.78 The key assets within the area should be well connected to form a single leisure and tourism destination. Tourism is an important part of the local economy due to the proximity to the coast and distance from London, and will be supported and encouraged throughout the Central Area. As such, key tourism infrastructure, including visitor accommodation and visitor attractions, will be concentrated within this area. There is a need to grasp new opportunities to ensure that the needs of the more demanding visitors are catered for. To enhance the tourism offer and experience, it will be necessary to improve access and links between the main areas. This will be developed through improved signage arrangements, new art works, tourist trails and green infrastructure which could help to make a more legible Central Area. Improved access and links would help 'the visitor experience' as well as having a positive impact on the local community.
- 2.79 The public realm will need to be improved to enhance the quality of the Central Area and allow visitors to easily access the historic and tourist locations by foot. Care will be required to minimise conflicts between road users and pedestrians. Car parking spaces should be retained in the Central Area to enable visitors and tourists alike to take advantage of the key assets. Creating a well ordered public realm which reduces congestion is critical to the future success of the Central Area as a destination.
- 2.80 The natural and built environments are both key assets for the Central Area. The high quality built environment with its unique buildings and physical features, such as the Hythe, make it the place it is and why people want to visit. The built environment and the public places, such as the Promenade Park, contain many key cultural and heritage features which are a major draw and make the place unique and interesting.
- 2.81 The lower end of the High Street has potential for improvement. This part of the Town Centre has relatively low footfall compared to the rest of the High Street, which suggests that the area is isolated from key assets around it including the Hythe, the middle and upper High Street and other areas such as the Leisure Quarter. The lower end of the High Street is a critical part of the Central Area, as it connects and links to the Hythe, the Leisure Quarter and the middle and upper sections of the High Street.

FIGURE 6 CENTRAL AREA KEY DIAGRAM



2.82 The key projects that will contribute to the delivery of the development strategy for the Central Area are identified below. These proposals will be delivered alongside other programmes and projects through the Central Area Master Plan.

AREA	KEY PROJECTS	OBJECTIVE
Entire Central Area	Improved connectivity	Improve the links between Promenade Park and the town centres of Maldon, Heybridge and surrounding areas through a programme of public realm enhancements
Entire Central Area	Riverside access	Where possible ensure public access along the river is delivered and improved
Entire Central Area	Museums	Improved and complementary museum provision
Entire Central Area	Vocational training and skills	Investigate feasibility of increased and improved education/training provision
Maldon Central	Town Market	Provision for a permanent high quality town centre market
Maldon Central	Lower High Street	To explore the feasibility of a street market and/or promotion of a local food and drink quarter
Maldon Central	Car park review	Effective town centre car park management and usage
Maldon Central	The Hythe (1)	Increased leisure provision e.g. café/restaurant facility and associated retail use
Maldon Central	The Hythe (2)	Improved boating access and mooring facilities
Leisure Quarter	Promenade Park visitor centre	Provision of a multi-use hub in the park to include: exhibition and conference space; café / restaurant facility; park rangers' office space; associated retail; evening uses; and other community functions
Leisure Quarter	Leisure Quarter (1)	Increased leisure uses with associated retail use
Leisure Quarter	Leisure Quarter (2)	Investigate feasibility of a park and ride facility to improve public transport connectivity between the town centre and leisure quarter
Causeway Regeneration Area	The Causeway and Sadd's Wharf	In line with other plan policies, employment-led mixed-use development incorporating a range of employment generating uses, such as: leisure; recreation; retail; hotel accommodation; and modern office space

2.83 KEY EVIDENCE BASE DOCUMENTS:

- Maldon and Heybridge Central Area Contextual Study (AMUP, 2012) (EB055)
- Employment Land Review and Addendum (RTP 2009 and RTP 2009) (EB035a and b)
- Heart of Essex Economic Futures (NLP, 2012) (EB060)
- Maldon District Characterisation Assessment (QUBE, 2006) (EB053)
- Maldon District Retail Monitoring Survey 2012 (MDC, 2012) (EB049)
- The Causeway: Retail Impact Assessment (GVA Grimley, 2010) (EB015)
- Maldon Conservation Area Reviews and Character Appraisals (ECC, various dates) (EB022a to I)
- Development and Improvement Plan for the Causeway Regeneration Area (BBP Regeneration, 2015)

Policy S6 Burnham-on-Crouch Strategic Growth

Context

- 2.84 The Strategic Allocations at Burnham-on-Crouch are set out in Policy S2 and shown on the Policies Map. This policy sets out the requirements for strategic growth for Burnham-on-Crouch.

Policy S6 Burnham-on-Crouch Strategic Growth

Strategic Allocations within Burnham-on-Crouch area will be comprehensively planned with the quantum of development as set out in Policy S2 and E1. Permission will be given for development at the Strategic Allocations provided that:

- 1) Development can be accommodated within the capacity of the Burnham-on-Crouch road network following appropriate mitigation measures and junction improvements;
- 2) Safe pedestrian cycling and bridleway links are provided from the development to the town centre and, where applicable, to other public services, facilities and the existing urban area;
- 3) Provision is made for increased and enhanced green infrastructure including provision for youth and children's facilities;
- 4) Development will protect and enhance the landscape and the character of the historic environment;
- 5) Community facilities of appropriate form and scale are integrated into the design and layout of development proposals;
- 6) Pupil demand from the development can be accommodated within existing and new primary, secondary and early years and childcare facilities, as well as adult community learning;
- 7) Contribution is made for enhanced medical provision in cooperation with the relevant health bodies;
- 8) Appropriate surface water management mitigation measures are incorporated into the development;
- 9) Adequate provision is made for enhanced and comprehensive sewerage infrastructure;
- 10) Adequate provision is made for affordable housing provision;
- 11) A significant proportion of the proposed dwellings for Burnham-on-Crouch are of a form, tenure and dwelling mix that is appropriate for meeting the housing needs of an older population including the provision of bungalows, sheltered housing, extra care housing, private retirement homes and lifetime homes etc.;
- 12) Provision for B use employment land in the form of an extension to the Burnham Business Park (relevant only to site S2(i));
- 13) The development will preserve and enhance the quality of the historic character including the built environment, archaeology and the historic skyline within the context of its riverside, estuarine and rural location;
- 14) Development proposals must be accompanied by a comprehensive and detailed ecological survey;
- 15) Prior to any development a comprehensive and detailed archaeological assessment is undertaken; and

- 16) Identified infrastructure will be delivered in line with the requirements set out in Policy I1 and having regard to the most recent evidence provided in the Infrastructure Delivery Plan.

Significant infrastructure constraints exist which strictly limit the capacity for development in the Burnham-on-Crouch area which is in excess of that set out in Policy S2. Any proposal for development in excess of the allocations set out in Policy S2 will be resisted by the Council unless it can be demonstrated that it can be accommodated without prejudicing or delaying the delivery of the LDP Garden Suburbs, Strategic Allocations, or planned infrastructure improvements.

Policy Clarification

2.85 **Housing**

As a significant centre for employment, retail provision and community facilities, together with access to the Crouch Valley Line, Burnham-on-Crouch represents one of the most sustainable locations in the District for housing growth. 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. As set out in Policy S2, the LDP seeks to deliver a minimum of 450 dwellings in Burnham-on-Crouch.

2.86 **Healthcare Provision**

There is one GP surgery in Burnham-on-Crouch, which would require appropriate mitigation measures to accommodate and manage the impacts associated with the population arising from the additional dwellings. The NHS has indicated that it would require an increase in the number of GPs and enhancements to existing provision to build in further capacity to meet the needs of the new community. Proposals will need to be developed in close partnership with the NHS.

2.87 **Education**

The only secondary school in Burnham-on-Crouch is the Ormiston Rivers Academy. The pupil roll for the Ormiston Rivers Academy is forecast to decline as a direct result of the ageing population within its catchment area. The resulting pupil yield from the proposed growth in Burnham-on-Crouch can be sufficiently accommodated within the capacity of the school.

- 2.88 The Strategic Allocations at Burnham-on-Crouch are located within the catchment of two primary schools, Burnham-on-Crouch Primary and St Mary's CE School. There is some surplus primary school provision within the catchment area of these schools that could accommodate a proportion of the expected yield from the planned growth. There would however be a requirement for some mitigation measures to increase the overall primary school capacity to accommodate the remaining pupil yield. This would be in the form of enhancement, reconfiguration and expansion of existing space.

- 2.89 There is an identified deficiency of early years and childcare facilities in Burnham-on-Crouch. The planned development will generate an additional demand for a new 56 place Early Years and Childcare facility and as such the Strategic Allocations will be required to contribute towards meeting the additional needs.

2.90 **Waste Water Treatment**

The waste water treatment works serving Burnham-on-Crouch is the second largest in the District and has sufficient capacity to receive additional flow volumes to meet the requirements from the planned growth. The sewerage network within Burnham-on-Crouch will also require enhancements to facilitate development and early engagement with Anglian Water is essential to establish the appropriate mitigation measures.

2.91 **Highways**

ECC Highways (ECC / Essex Highways, 2013) indicated that there are no major concerns with level of growth planned in the Burnham-on-Crouch area, however, some junction improvements will be required at the B1021 Church Road / B1010 Maldon Road junction in order to accommodate planned growth.

2.92 **KEY EVIDENCE BASE DOCUMENTS:**

- Report of Spatial Vision Workshops (PAS, 2011) (EB052)
- Maldon District Local Development Plan Preferred Options Consultation Document (MDC, 2012) (EB087)
- Maldon District Local Development Plan Consultation Document (MDC, 2013) (EB091)
- Assessment of Impact of Proposed Development Sites in Heybridge, South Maldon and Burnham-on-Crouch on Highway Network (ECC / Essex Highways, 2013) (EB004c)

Policy S7 Prosperous Rural Communities

Context

- 2.93 The NPPF supports economic growth within the rural areas in order to create jobs and prosperity. It also identifies a need to promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship. Given the need for housing in the rural area, it is the Council's intention to allow a proportion of strategic housing growth in the District's villages.

Policy S7 Prosperous Rural Communities

The Council will actively seek to support and facilitate sustainable economic development within the villages through:

- 1) The promotion of information and communication technologies to support changing and flexible working practices, home based businesses and access to digital retail markets and community services;
- 2) The provision of live-work units and small and micro business space;
- 3) The retention of key employment and retail designations in accordance with policies E1 and E2;
- 4) The support and enhancement of rural diversification, tourism, leisure opportunities and green infrastructure in accordance with policies E4, E5, N1, N2 and N3; and
- 5) The consideration of Rural Exception Schemes for affordable housing in accordance with policy H5.

Each parish and town council will be invited to work with the Council through the preparation of Neighbourhood Plans to identify appropriate land to meet the needs for their area in accordance with the principles of sustainable development set out within the LDP and the following principles:

- a) Allocations will be of a scale that reflects the size and character of the village concerned, its position within the settlement hierarchy, its level of service provision, and availability of, or potential for, sustainable transport choices;
- b) Allocations must be acceptable within the infrastructure capacity of the settlement concerned, or should be of a sufficient scale to enable the delivery of strategic infrastructure projects required to support future growth of the District;
- c) Allocations will protect and, where possible, enhance the historic environment, character and settlement distinctiveness;
- d) Allocations will contribute towards meeting the District's housing need for the older population; and
- e) Allocations will contribute towards meeting the District's affordable housing need;
- f) Allocations should aim to protect and enhance the natural environment, biodiversity and green infrastructure network.

Policy Clarification

- 2.94 The hierarchy will help to group settlements by size and function. However it should be noted that the hierarchy does not in itself dictate the levels of growth for individual settlements. Rather, it is a reflection of the current status and function of the villages within the Districts; a settlement hierarchy will also help to inform the Council's future development strategies.
- 2.95 A number of the District's villages contain successful employment areas that perform an important economic function that supports the District and wider Essex economy. The Council will seek to support sustainable economic growth within these locations. Providing that the proposal is well related to existing patterns of development and of a scale, siting and design sympathetic to the rural landscape character, the Council

will also support proposals which will contribute positively towards a prosperous rural economy including rural diversification schemes, affordable housing for local needs, and improvement to local services and infrastructure provision.

- 2.96 In particular, the Council identified that a key infrastructure constraint in the rural area relates to access to modernised information and communication networks. The promotion of information and communication technologies such as high-speed or superfast broadband in the rural areas will encourage home working and support the promotion of home-based businesses in rural areas. It would also increase access to internet-based services such as health, local government, banking and retail. Smarter use of technology can reduce the need to travel and minimise journey lengths for employment, shopping, leisure, education and other activities. Therefore the Council will encourage development proposals and other initiatives which will increase the provision of high-speed information and communication technologies within the District.
- 2.97 The Council will provide assistance in the production of community-led plans in accordance with the protocol, including any neighbourhood plans which set out future planning guidance on a parish / town level. The Council will expect these plans to be in general conformity with the strategic policies set out in the LDP and consistent with the planning principles set out in other national and local planning policies and guidance.

2.98 KEY EVIDENCE BASE DOCUMENTS:

- Maldon District Local Development Plan Preferred Options Consultation Document (MDC, 2012) (EB087)
- Maldon District Draft Local Development Plan Consultation Document (MDC, 2013) (EB091)
- Maldon District Rural Facilities Survey (MDC, 2011 & MDC, 2016) (EB038 and EB0338b)

Policy S8: Settlement Boundaries and the Countryside

Context

- 2.99 Within the District there are a number of towns and villages of varying size and function. It is therefore useful, for planning purposes, to group the settlements into a hierarchy based on their current size, level of service provision, local character as well as identified opportunities and constraints.
- 2.100 The hierarchy will help to group settlements by size and function. However, it should be noted that the hierarchy does not in itself dictate the levels of growth for individual settlements. Rather, it is a reflection of the current status and function of the villages within the District, and will help to inform the preparation of Neighbourhood Plans and the consideration of planning applications.

- 2.101 Policy S8 also provides further clarification in terms of the types of development that may be more suitably located in the countryside with reference to other relevant policies within the LDP.

Policy S8 Settlement Boundaries and the Countryside

The Council will support sustainable developments within the defined settlement boundaries.

The following table sets out the settlement hierarchy in full:

Classification	Settlement
Main settlements	Maldon, Heybridge, Burnham-on-Crouch
Larger villages	Great Totham, Mayland, Southminster, Tollesbury, Wickham Bishops
Smaller villages	Althorne, Bradwell-on-Sea, Cold Norton, Cock Clarks, Goldhanger, Heybridge Basin, Langford, Latchingdon, Little Totham, Mundon, North Fambridge, Purleigh, St. Lawrence, Steeple, Stow Maries, Tillingham, Tolleshunt D'Arcy, Tolleshunt Knights, Tolleshunt Major, Woodham Mortimer, Woodham Walter
Other villages	Asheldham, Beacon Hill, Dengie, Great Braxted, Hazeleigh, Little Braxted, Ulting

The countryside will be protected for its landscape, natural resources and ecological value as well as its intrinsic character and beauty. Outside of the defined settlement boundaries, the Garden Suburbs and the Strategic Allocations, planning permission for development will only be granted where the intrinsic character and beauty of the countryside is not adversely impacted upon and provided it is for either:

- Additional development as identified in adopted neighbourhood plans (in accordance with Policies S1 and S7);
- Employment generating proposals (in accordance with Policy E1);
- Community services and facilities to meet local need (in accordance with Policy E3);
- Agriculture and forestry and related development (in accordance with Policy E4);
- The re-use of a redundant or disused building that would lead to an enhancement to the immediate setting (in accordance with Policies E4 and D3);
- Rural diversification, recreation and tourism (including equestrian and related activities) proposals (in accordance with Policies E4 and E5);
- Agricultural and essential workers' accommodation (in accordance with Policy H7);
- Rural exception sites for affordable housing (in accordance with Policy H5);
- Travellers and Travelling Showpeople accommodation (in accordance with Policy H6);
- Green infrastructure, open space and sports facilities (in accordance with Policies N1, N2 and N3);
- Utility and highway infrastructure (in accordance with Policies D4, T1, T2, I1 and I2);
- Mixed use development proposals that enable the delivery of a new Community Hospital or a similar healthcare facility (in accordance with Policy I2); and
- Other development proposals that are in compliance with policies within the LDP, neighbourhood plans and other local planning guidance.

Policy Clarification

- 2.102 The LDP groups all existing settlements in the District into four different categories (Main Settlements, Larger Villages, Smaller Villages and Other Villages) in accordance with their size and function. Defined settlement boundaries are set out in the Policies Map. The following considerations have been applied in determining the settlement hierarchy for the District:

Settlement Hierarchy Categories

Classification	Description
Main Settlements	Defined settlements with a range of services and opportunities for employment, retail and education. They serve a wide catchment area and contain good public transport links.
Larger Villages	Defined settlements with a limited range of services and opportunities for employment, retail and education. They serve a limited local catchment and contain a lower level of access to public transport.
Smaller Villages	Defined settlements containing few or no services and facilities, with limited or no access to public transport, very limited or no employment opportunities.
Other Villages	Other rural villages with no defined settlement boundary.

- 2.103 Policy S8 also seeks to reinforce the Council's priority which is to protect the countryside for its intrinsic value. Development will still be largely restricted in the countryside to protect its character and attractiveness. However, the Council also recognises the need to maintain a sustainable rural economy, and the need to allow some flexibility for appropriate developments to be considered in the countryside in certain circumstances. This is because some land uses or activities may be more suitable in the countryside rather than within the defined settlement boundaries.

2.104 KEY EVIDENCE BASE DOCUMENTS:

- Maldon District Local Development Plan Preferred Options Consultation Document (MDC, 2012) (EB087)
- Maldon District Draft Local Development Plan Consultation Document, Maldon District Council (MDC, 2013) (EB091)
- Maldon District Rural Facilities Survey (MDC, 2011 & MDC, 2016) (EB038 and EB038b)



DESIGN AND CLIMATE CHANGE

Policy D1 Design Quality and Built Environment

Context

- 3.1 The District has a built environment with a distinctive character that is closely related to its local environment and history. National planning policy places great importance on the design of the built environment and states that high quality design should ensure that new development is visually attractive, responsive to local character, helps to promote healthy communities, and creates buildings which are durable, adaptable, and function well within the surrounding area to create a safe and accessible environment. Good design should enable and encourage people to live healthy lifestyles, reduce the risk of crime, create accessible environments which are inclusive for all sectors of society, and increase opportunities for social interaction.

Policy D1 Design Quality and Built Environment

All development must:

- 1) Respect and enhance the character and local context and make a positive contribution in terms of:-
 - a) Architectural style, use of materials, detailed design features and construction methods. Innovative design and construction solutions will be considered where appropriate;
 - b) Height, size, scale, form, massing and proportion;
 - c) Landscape setting, townscape setting and skylines;
 - d) Layout, orientation, and density;
 - e) Historic environment particularly in relation to designated and non-designated heritage assets;
 - f) Natural environment particularly in relation to designated and non-designated sites of biodiversity / geodiversity value; and
 - g) Energy and resource efficiency.
- 2) Provide sufficient and usable private and public amenity spaces, green infrastructure and public open spaces;
- 3) Contribute positively towards the public realm and public spaces around the development;
- 4) Protect the amenity of surrounding areas taking into account privacy, overlooking, outlook, noise, smell, light, visual impact, pollution, daylight and sunlight;
- 5) Include safe and secure vehicle and cycle parking having regard to the Council's adopted parking standards;
- 6) Maximise connectivity within the development and to the surrounding areas including the provision of high quality and safe pedestrian, cycle and, where appropriate, horse riding routes;
- 7) Maximise opportunities for sport and physical activity;
- 8) Contribute to and enhance local distinctiveness;
- 9) Incorporate design measures to reduce social exclusion, the risk of crime, and the fear of crime; and
- 10) Encourage inclusive design and effective use of internal and external space.

In addition, all developments must also demonstrate that they have regard to the design principles set out in the emerging 'Maldon District Design Guide SPD' and any other relevant local development documents.

Policy Clarification

- 3.2 The Council will seek to ensure that all development will not have a detrimental impact on its surrounding area and local context and will actively seek opportunities for enhancement in the built environment. Recognised principles of good design should be sought to create a high quality built environment for all types of development, irrespective of location within the District. Although visual appearance and the architecture of individual buildings are important factors, good design should improve connections between people and places, and should integrate new development into the natural, built and historic environment.
- 3.3 The historic and built environment of the District is distinctive in character and diverse in its location across towns and villages in rural, coastal, and estuarine environments. However, there are concerns that the unique character of some parts of the District is gradually being eroded by insufficient and inconsistent design principles. When located close to, or in the setting of a heritage asset, new development should respect the importance, character and local context of that asset. Good design should seek to positively respond to the important features of the asset, and enhance its overall setting and function.
- 3.4 The Council expects all development to support the principles of inclusive design, to ensure that new development can be used by all people. Design should also seek to reduce social exclusion within the District, and seek to improve people's access to housing, employment, and required services and facilities. The design of new development should also maximise people's ability to access required services and facilities by sustainable methods of transport, particularly through the provision of high quality pedestrian and cycle routes.
- 3.5 New development should seek to respect the local character and identity of the area outlined within the Maldon District Characterisation Assessment (Qube, 2006), Essex Design Guide (ECC, 1997), and the emerging Maldon District Design Guide SPD. The Maldon District Characterisation Assessment provides guidance to developers on the essential characteristics of towns, villages, and hamlets in the area. The Characterisation Assessment is being used to inform the production of the Maldon District Design Guide, which will provide guidance on the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally. The Essex Design Guide provides a general guide to design principles in the County.
- 3.6 New development should have regard to the Council's adopted parking standards outlined in the Maldon District Vehicle Parking Standards SPD (or successor document) which outlines recommended cycle, motorcycle, and car parking space provision in relation to the size and use of new development.
- 3.7 Design principles outlined in neighbourhood plans or VDSs which have been adopted or endorsed by the Council are material considerations in planning decisions and should be considered in the design of new development. These documents provide a key source of local policy interpretation to supplement the LDP. Details of the documents endorsed or adopted are available on the Council's website.
- 3.8 Policy S3 sets out a design approach for the planned growth at the Strategic Allocations and Garden Suburbs. Development at these locations will be expected to incorporate the design principles of both Policy D1 and Policy S3.

3.9 KEY EVIDENCE BASE DOCUMENTS:

- Essex Design Guide (ECC, 1997) (EB025)
- Heybridge Village Design Statement (Heybridge Basin Conservation Society, 2006) (EB017)
- Landscape and Visual Impact Assessment (ECC, 2010) (EB021)
- Maldon District Characterisation Assessment (Qube, 2006) (EB053)
- Maldon District Historic Environment Characterisation Project (ECC, 2008) (EB018)
- Maldon District Vehicle Parking Standards SPD (MDC, 2006) (EB075)
- Maldon Historic Skyline Survey (ECC, 2009) (EB020)
- Maldon Landscape Character Assessment (CBA, 2006) (EB009a)
- Wickham Bishops Village Design Statement (Wickham Bishops Parish Council, 2010) (EB079)
- Althorne Village Design Statement (Althorne Community Together, 2015)

Policy D2 Climate Change & Environmental Impact of New Development

Context

- 3.10 The Government is committed to mitigating and adapting to the potential impacts of climate change and reducing the risks that it poses. The Intergovernmental Panel on Climate Change Fourth Assessment Report (IPCC, 2007) indicated that most of the observed increase in global air temperatures in the last 50 years is likely to have been a result of man-made greenhouse gas emissions. Climate change therefore represents the greatest challenge facing human society at the beginning of the 21st century.

Policy D2 Climate Change & Environmental Impact of New Development

All development must minimise its impact on the environment by incorporating the following principles:

- 1) All non-residential development should achieve a minimum of BREEAM 'Very Good' rating or be supported by a bespoke assessment that demonstrates appropriate environmental performance results above current Building Regulation requirements;
- 2) Development should seek to maximise the use of building materials from sustainable sources and apply sustainable construction methods where appropriate;

- 3) Incorporating recycling facilities having regard to the Council's adopted waste strategy and current or planned waste collection methods;
- 4) Development will contribute towards making more efficient use or re-use of existing resources and reducing the lifecycle impact of materials used in construction. The Council may require large scale development proposals to be supported by a Site Waste Management Plan;
- 5) Green infrastructure should be incorporated as a way of adapting and mitigating for climate change through the management and enhancement of existing habitats and the creation of new ones to assist with species migration, to provide shade during higher temperatures and for flood mitigation. Negative impacts on ecology, landscape and green infrastructure should be minimised.
- 6) Minimising all forms of possible pollution including air, land, water, odour, noise and light. Any detrimental impacts and potential risks to the human and natural environment will need to be adequately addressed by appropriate avoidance, alleviation and mitigation measures;
- 7) Where appropriate, development will include measures to remediate land affected by contamination and locate development safely away from any hazardous source;
- 8) Where appropriate, development will include measures to address land instability issues where identified;
- 9) Maintain and enhance local air quality in accordance with national objectives; and
- 10) Seek to reduce the need to travel, particularly by private vehicle, by encouraging sustainable transport methods, and providing flexibility in the development to enable home working or similar facilities.
- 11) Development must take into account the economic and other benefits of preserving the best and most versatile land. Where possible poor quality land should be prioritised over higher quality land.

Policy Clarification

- 3.11 The Council will seek to ensure that all developments are sustainable and will seek to prevent and mitigate against adverse environmental impacts and climate change, irrespective of the size of development. The Council will expect development proposals to take into account environmental issues such as air quality, water consumption and quality, drainage, sewerage, energy, noise, light, waste, contamination, design and building materials.
- 3.12 Through design, construction, and the use of low carbon technologies, zero carbon buildings create a yearly net carbon footprint of zero by requiring a very low amount of energy to meet the needs of the user. In accordance with national planning policy, the Council will seek to incorporate national standards into supplementary planning documents together with maximising the use of renewable and low carbon technologies, to move towards the aim of achieving zero carbon buildings. This approach will contribute to the reduction in the consumption of fossil fuels and the District's carbon footprint.
- 3.13 In larger developments, the Council will seek to encourage the use of renewable and low carbon technologies from decentralised and renewable or low carbon sources. This could include low carbon technologies based on wind, solar, and water, and also ground source heat pumps, bio-energy, and micro-combined heat and power, which are increasingly being used in low carbon buildings.

- 3.14 The Council's current adopted waste strategy is the Joint Municipal Waste Management Strategy for Essex 2007 to 2032 (ECC, 2008b). As a member of the partnership, the Council supports the strategic objectives of the strategy, which seek to promote and maximise waste prevention measures and increase the quantity of waste that is re-used, recycled and recovered, therefore reducing the amount of waste that is sent to landfill. As the strategic waste authority, Essex County Council produced the Essex and Southend Waste Local Plan (ECC, 2001), and is currently producing the Replacement Joint Waste Local Plan. The Council will support Essex County Council in the production of the Replacement Joint Local Plan and in the identification of an appropriate provision of waste management facilities in the District.
- 3.15 New development should seek to minimise the amount of waste produced and to ensure that it is treated and disposed of in an environmentally acceptable way. This can be achieved at an early stage by minimising construction and demolition waste through the use of recycled building materials. In addition, new developments should provide adequate facilities for storage, recycling and collection of waste during construction and occupation, and large scale construction projects should provide the Council with a completed Site Waste Management Plan (SWMP) as required by national guidance. A SWMP outlines how and where site waste will be transported and disposed.
- 3.16 In compliance with the Environmental Protection Act 1990 (HM Government, 1990), the Council is seeking to ensure that contaminated land is identified through risk-based inspection and remediated as part of the development process. Under the Act, it is the developer's primary responsibility to ensure that the development is safe and suitable for use and includes any remediation as required.
- 3.17 National air quality objectives are largely based on European legislation within the 2008 Ambient Air Quality Directive, which became law in England through the Air Quality Standards Regulations 2010. The Regulations provide limits for major air pollutants that impact public health, such as particulate matter, nitrogen dioxide, certain toxic heavy metals and polycyclic aromatic hydrocarbons. Further ceilings on pollutants have also been developed through the National Emission Ceilings Regulations 2002. Air Quality Management Areas (AQMA) are used by DEFRA to manage areas with air pollution. There are currently no AQMAs in Maldon District.
- 3.18 The Council is mindful that a sense of 'balance' needs to be achieved between the incorporation of sustainability measures and the impacts of such measures on the deliverability and viability of new development projects.

3.19 KEY EVIDENCE BASE DOCUMENTS:

- Joint Municipal Waste Management Strategy for Essex 2007 to 2032 (ECC, 2008) (EB042)
- Waste Development Document Preferred Approach, (ECC, 2011) (EB013)
- Air Quality Standards Regulations (HM Government, 2010)
- Climate Change Toolkits, 2nd Edition, (RIBA, 2009)
- Planning and Energy Act (HM Government, 2008)
- Ambient Air Quality Directive (EU, 2008)
- The Fourth Assessment Report (AR4) (IPCC, 2007)
- National Emission Ceilings Regulations (HM Government, 2002)

- Ministerial Written Statement by the Secretary of State dated 25th March 2015 (DCLG, 2015)
- Maldon Scoping Water Cycle Study (Entec, 2010)
- Water Framework Directive (EU,2000)
- Minerals Local Plan (ECC, 2014c)

Policy D3 Conservation and Heritage Assets

Context

- 3.20 Within the district of Maldon, heritage assets have helped to shape our towns, villages and hamlets, and characterise our rural, coastal and estuarine landscapes. The social and economic history of the District has presented a unique and diverse quality to the historic environment through settlement patterns, agricultural land use and industrial and commercial activities. Continuous settlement and past human activity has given a rich archaeological heritage to the District that is both fragile and irreplaceable.
- 3.21 Heritage assets are a finite resource which requires careful management and protection to ensure that they are preserved for the interest and enjoyment of current and future generations. Heritage assets are the cherished and precious reminders of the past, and provide a sense of place, pride, and identity in their locality. The Council places great value on the significance and quality of the historic environment and its ability to promote tourism, commerce, business and a desirable environment to live, work, visit and enjoy. To preserve the history and character of the District, the Council will seek to ensure that heritage assets continue to contribute to our cultural, social and economic life as a beneficial and sustainable resource.
- 3.22 The Council is committed to safeguarding and enhancing the historic environment through its approved conservation area reviews and appraisals, and through recognition of exemplary schemes for innovative design and good practice in conservation at the annual Conservation and Design Awards.

Policy D3 Conservation and Heritage Assets

Heritage Assets

Development proposals that affect a heritage asset (whether designated or non-designated) and / or its setting will be required to:

- 1) Preserve or enhance its special character, appearance, setting – including its streetscape and landscape value - and any features and fabric of architectural or historic interest;
- 2) Be supported by a Heritage Statement which describes the asset's significance in sufficient detail to understand the potential impact of the proposal upon the significance of the heritage asset through the proposed work to it and / of its setting.

Development proposals which affect a heritage asset will also have to be in accordance with respective national policies and guidance in the National Planning Policy Framework.

When considering the impact of a proposed development on the significance of a designated heritage asset, the Council will give great weight to the asset's conservation. Any harm or loss will require clear and convincing justification.

Where a proposed development would lead to substantial harm to or total loss of significance of a designated heritage asset, it will be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: the nature of the heritage asset prevents all reasonable use of the site; no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; conservation by grand-funding or some form of charitable or public ownership is demonstrably not possible; and the harm or loss is outweighed by the benefit of bringing the site back into use.

Where a proposed development would cause less than substantial harm to the significance of a designated heritage asset, this harm will be weighed against the public benefits of the proposal, including securing its optimum viable use.

Enabling Development

Enabling development which would otherwise conflict with policies in this plan, but which secures the conservation of a heritage assets, will only be allowed where the benefits of the proposal outweigh the dis-benefits of the departure from the policies in this Plan.

Archaeology

Where development might affect geological deposits, archaeology or standing archaeology, an assessment from an appropriate specialist source should be carried out. This assessment must include consultation of the Historic Environment Record. The assessment should be carried out during an early stage of the planning process to identify the likely impact on known or potential heritage assets and assess their significance. The assessment will also provide the basis for potential mitigation strategies, including excavation, in situ preservation, and recording.

Policy Clarification

- 3.23 A heritage asset is defined as a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include national designations, assets identified on the Council's local list or those identified on the Essex Historic Environment Record.
- 3.24 Proposals for new development which could have an impact on a heritage asset are required to produce a heritage statement to demonstrate an understanding of the significance of the asset, and justify the development proposals in relation to character and setting of the heritage asset. Where appropriate, a heritage statement could be included within a design and access statement.
- 3.25 Given the significance of the historic environment in the District, all harm, from demolition to harm through development within the setting of a designated heritage asset, requires clear and convincing justification. Loss of a listed building or other highly valued designated heritage asset should be wholly exceptional. Total loss of a designated heritage asset or substantial harm to it may be justified in exceptional circumstances either on the grounds that the harm is necessary to deliver public benefits that outweigh that harm, and that the public benefits could not be provided elsewhere or by other means, or because the asset is demonstrably unviable and its removal could enable development which provides significant public benefit that cannot be provided elsewhere or by other means.
- 3.26 The Council is committed to safeguarding, enhancing and promoting the historic environment. The Council will monitor heritage assets at risk from neglect, decay or other threats by maintaining an up-to-date 'heritage at risk register', and working proactively with owners, building preservation trusts and other stakeholders to help protect and preserve the District's most vulnerable historic buildings and areas.
- 3.27 'Enabling development' means allowing development to take place that would not normally be granted permission, to enable the delivery of a development that provides significant public benefit, while repairing the heritage asset itself or keeping it in beneficial use. Enabling development must provide significant improvements to a heritage asset which could not otherwise be obtained, and secure its long term future or use for the public benefit.
- 3.28 A conservation area is an area of special architectural interest, with a character or appearance which is considered desirable to preserve or enhance. There are currently 14 conservation areas in the District, which are identified in the Policies Map accompanying the LDP. Conservation areas are designated heritage assets, and great weight should be given to their preservation and enhancement. Loss of a building or other element that makes a positive contribution as set out in the relevant conservation area review and appraisal requires clear and convincing justification. Development within a conservation area should seek to preserve, enhance or better reveal the special character, appearance or significance of heritage assets in the area. The Council's approved conservation area reviews, appraisals, and management plans describe the special character and appearance of the District's conservation areas and identify opportunities to enhance or better reveal the significance of these heritage assets.

- 3.29 Development proposals should always consider the desirability of sustaining and enhancing the significance of heritage assets. Where possible, viable uses should be identified for heritage assets which are consistent with their conservation, contribute to sustainable communities, and make a positive contribution to local distinctiveness.
- 3.30 Essex County Council maintains the Historic Environment Record for the County, which provides information on all sites of archeology and historic importance in the District. Consultation of the Historic Environment Record should be undertaken for any development which may affect a heritage asset.
- 3.31 Developers are required to identify the significance of, and preserve by record, any heritage assets to be lost, wholly or in part, as part of any approved development. The obligation should be proportionate to the importance of the asset and the impact of the development and the evidence should be made publicly available through the Council.
- 3.32 KEY EVIDENCE BASE DOCUMENTS:**
- Local List of Buildings of Architectural or Historic Interest (MDC, 2012c) (EB023)
 - Landscape and Visual Impact Assessment (ECC, 2010a) (EB021a)
 - The Maldon Coast (Coastal and Intertidal Archaeology Survey) (ECC, 2009a) (EB026)
 - Maldon District Characterisation Assessment (QUBE, 2006) (EB053)
 - Maldon District Historic Environment Characterisation Project (ECC, 2008a) (EB018)
 - Maldon Historic Barns Project (ECC, 2009b) (EB019)
 - Maldon Historic Skyline Survey (ECC, 2009c) (EB020)
 - Maldon Landscape Character Assessment (CBA, 2006) (EB009a)
 - Maldon Conservation Area Reviews and Character Appraisals (ECC, various dates) (EB022a to i)

Policy D4 Renewable and Low Carbon Energy Generation

Context

- 3.33 The Climate Change Act 2008 (HM Government, 2008b) aims to encourage the transition to a low carbon economy in the UK through a series of challenging targets that seek to reduce greenhouse gas emissions by 34% by 2020 and 80% by 2050. The UK has also signed up to the Renewable Energy Directive (EU, 2009) which includes a national target of 15% of energy from renewable sources by 2020.
- 3.34 In addition, the Government has determined that new nuclear power stations will be necessary if the UK is to meet its carbon reduction targets and meet the nation's energy needs. Bradwell-on-Sea has been identified by the Government through the National Planning Statement for Nuclear Power Generation, as one of the potential sites to accommodate additional new nuclear provision.

Policy D4 Renewable and Low Carbon Energy Generation

In principle, support will be given for the delivery of large-scale renewable and low carbon energy projects, excluding wind energy, provided adverse social, economic and environmental impacts have been minimised to an acceptable level.

Suitable areas for wind energy development may be identified through the preparation of Neighbourhood Plans and proposals for wind energy development will be determined in accordance with national planning policy and practice guidance.

Development proposals will be approved where it can be demonstrated, to the Council's satisfaction, that the development will not have an adverse impact, either individually or cumulatively, on the following:

- 1) The purpose or function of internationally, nationally or locally designated sites of protected wildlife or landscape areas;
- 2) Heritage assets and the setting of heritage assets within the landscape;
- 3) Landscape and the character of the undeveloped coast and areas, which by nature of their topography, are sensitive to development;
- 4) Neighbouring amenity, in respect to visual impact, flicker, vibration, glare, overshadowing, active or background noise levels and any other emissions;
- 5) The safety of public footpaths, bridleways, highways, avian wildlife and aviation;
- 6) Telecommunications including those used by the police and emergency services and navigational equipment; and
- 7) The best and most versatile agricultural land.

Proposals must have full consideration of individual impact or cumulative impact where there are more than one existing or proposed renewable energy projects.

The Council will strongly support the principle of the development of a new nuclear power station at Bradwell-on-Sea.

Policy Clarification

- 3.35 Renewable and low carbon energy sources include biomass and energy crops, waste heat from industrial processes, energy from waste, ground and air source heating and cooling, hydro, solar thermal, photovoltaic generation and nuclear power.
- 3.36 Policy D2 seeks to encourage the use of low carbon technologies and decentralised small- scale energy projects. These small-scale projects have the potential to make a positive contribution towards the District's renewable energy and low carbon provision and reducing greenhouse gases. The Council will review low carbon energy proposals on a site by site basis to consider the impact of such development on their own and / or as a cumulative effect.
- 3.37 Low carbon energy generation proposals should be located where there would not be an unacceptable impact on the surrounding area. Internationally, nationally, and locally designated wildlife sites in the District, particularly in coastal and estuarine areas, are likely to be highly sensitive to the impacts of low carbon energy generation proposals. The visual impact on the landscape must be considered and the Council will seek to preserve areas from detrimental visual impacts, particularly taking into account cumulative effects. Therefore, a thorough environmental assessment is vital to ensure

that all ecological and visual impacts are fully identified prior to consent of any low carbon energy generation based development.

- 3.38 When determining the siting and design of any energy installation, the Council will give consideration to the proximity of noise sensitive developments. Appropriate mitigation will be expected to ensure that any generated noise is at an acceptable level.
- 3.39 This Plan does not identify any suitable locations for wind turbines. Wind turbines associated with wind farms are often large structures containing metal reinforcements and conductors for lightning protection. The turbines therefore have the potential to reflect or diffract radio propagation waves, and interfere with telecommunications equipment. Where proposals for wind turbines are included in Neighbourhood Plans, consideration will need to be given to the location in relation to the impact on telecommunications, particularly to systems used by the police and emergency services. Similarly, neighbourhood plan makers will need to consider the effects of wind turbines in relation to aviation and maritime safety. Developers should work closely with local airport providers, airfields and navigation authorities to ensure the safe siting of wind turbines in the District.
- 3.40 The Government intends to provide local communities with more power to influence the location of on-shore wind farms, and also substantially increase the financial benefits that can be paid to communities where wind farms are located. Neighbourhood Plans can, therefore, identify suitable locations for wind farms and wind turbines in their local areas where evidence suggests that a site is suitable and with regards to other policies in this plan and national policy. Developers of wind farms and other energy generation projects should engage with the local community early in the design process to help identify issues that could help to influence the overall location and design of a scheme. Developers should also explore the potential for community benefits at an early stage, and clearly identify how energy schemes can enhance community interests.
- 3.41 In order to preserve the landscape and character of the District for future generations the Council will produce an SPD setting out further detailed standards and requirements for the siting of renewable and low carbon energy projects.
- 3.42 Bradwell-on-Sea has been identified by the Government as one of the potential sites to accommodate additional new nuclear provision and potentially has a role within the low carbon future of the District. Any proposal will be determined by the Government's Infrastructure Planning Unit (or successor body), although the Council as a consultee in the process will ensure that local views are fully taken into account and seek to mitigate local impacts.
- 3.43 Given the uncertainty of the project, the possibility and impacts of a new nuclear power station in the District will not be considered further at this stage. The situation will be monitored by the Council, and if required local planning policy may be reviewed to consider any future power station proposals.
- 3.44 KEY EVIDENCE BASE DOCUMENTS:**
- National Policy Statement for Nuclear Power Generation (EN-6) (DECC, 2011)
 - LDP Evidence: Final Advice Note (PAS, 2011) (EB051)
 - Renewable Energy Directive (EU, 2009)
 - The Climate Change Act 2008 (HM Government, 2008)
 - The Fourth Assessment Report (AR4) (IPCC, 2007)
 - Maldon Landscape Character Assessment (CBA, 2006) (EB009a)

Policy D5 Flood Risk and Coastal Management

Context

- 3.45 Climate change and global warming are resulting in sea levels rising at an accelerating rate, and more periods of heavy rainfall and intense storms. Both can lead to flooding through increases in peak river flows, sea levels, tidal surges and surface water flooding. National planning policy states that new development should be located away from areas at highest risk of flooding or where development is necessary it should be made safe and should not increase flood risk elsewhere.
- 3.46 As a low-lying coastal authority, parts of the District are potentially at risk from fluvial and tidal flood risk, and from coastal erosion. The impact of coastal erosion and flooding needs to be carefully managed in relation to existing properties and future development. However, for the majority of areas the largest risk of flooding is from surface water, groundwater and ordinary watercourses. As the lead local flood authority, Essex County Council has produced the Essex Local Flood Risk Management Strategy, which provides guidance on managing flooding from these sources. Essex County Council and other key partners have also produced the Maldon and Heybridge Surface Water Management Plan.
- 3.47 The Environment Agency is responsible for managing flooding from coastal and main river areas. The Essex Shoreline Management Plan (Environment Agency, 2010) is being prepared by the Environment Agency to identify the key flood and erosion risk management issues in the area, and the best approaches to managing the risks over the next 100 years.

Policy D5 Flood Risk and Coastal Management

The Council's approach is to direct strategic growth towards lower flood risk areas, such as Flood Zone 1 as identified by the Environment Agency.

To minimise the risk of flooding, all development must:

- 1) not increase flood risk (including fluvial, surface and coastal) on site and elsewhere;
- 2) be located in areas where the use is compatible with national planning policy;
- 3) demonstrate that the Sequential Test and, where necessary, Exception Test has been satisfactorily undertaken in accordance with national planning policy; and
- 4) demonstrate how it will maximise opportunities to reduce the causes and impacts of flooding (including fluvial, surface and coastal) through appropriate measures such as Sustainable Drainage Systems (SuDS), flood resilient design, safe access and egress, incorporating identified flood response plans, as well as making best use of appropriate green infrastructure as part of the flood mitigation measures.

Development should also have regard to the aims and objectives of other relevant strategies including the Maldon and Heybridge Surface Water Management Plan, the Shoreline Management Plan, the Catchment Flood Management Plans, any strategies adopted by the Marine Management Organisation and any other approved national and local SuDS standards.

Policy Clarification

- 3.48 In accordance with national planning policy, the Council will seek to avoid inappropriate development in areas at risk of flooding. Necessary development proposals within a flood risk area will need to demonstrate that flood risk will not be increased elsewhere and that the development will be safe for its future users. Where appropriate, the Council will seek new development to improve the risk of flooding for the surrounding area.
- 3.49 As recommended in national planning policy and in conjunction with guidance produced by the Environment Agency and Essex County Council as the relevant flood authority, the District Council will seek to avoid inappropriate development in areas of flood risk and divert vulnerable developments away from areas of high flood risk. The Council will require nationally recognised tests and assessments, such as the Sequential Test and Exception Test, to be undertaken to ensure that new development is located in areas with the lowest probability of flooding. The Council will also require development proposals to be accompanied by a site-specific Flood Risk Assessment where appropriate in accordance with relevant national guidance.
- 3.50 A Sequential Test should be used to locate development in areas with the lowest probability of flooding. The aim of the test is to ensure that development is not allocated or permitted on sites at risk from flooding if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.
- 3.51 An Exception Test can be used to locate development in areas at risk from flooding by demonstrating that the development provides wider sustainability benefits to the community that outweigh the flood risk, and that a site-specific flood risk assessment can demonstrate that the development will be safe for its lifetime. The test should take account of the vulnerability of its users, without increasing flood risk elsewhere, and where possible reducing flood risk overall.
- 3.52 The harm caused by flooding upon properties and human health can be significant. Therefore, the impacts of all kinds of flooding will be key factors in determining the scale and location of development within the District. The consideration of appropriate locations will be based on the vulnerability of the proposed land use to flooding and the Environment Agency Flood Zones which consist of:
- Zone 1: Low probability of flooding
 - Zone 2: Medium probability of flooding
 - Zone 3a: Greater than 1 in 100 probability of river flooding in any one year or 1 in 200 of coastal flooding
 - Zone 3b: The functional flood plain
- 3.53 Where possible, the Council would expect all development to consider appropriate flood resilient design measures and Sustainable Drainage Systems (SuDS). The SuDS approach encourages water drainage management at the source to minimise potential flood risk. SuDs measures can also be integrated within the network of green infrastructure which includes ponds, wetlands, and floodable parks and gardens. With regard to surface water, sustainable drainage systems techniques should be utilised to manage surface rainwater so that it is dealt with either on-site or within the immediate area and reduce the existing rate of run-off. Such systems should, wherever possible, use above-ground SuDs features such as swales, basins and other infiltration devices to provide appropriate attenuation, water treatment stages and the opportunity to enhance amenity and biodiversity.

3.54 The Council will require development to have regard to, and contribute positively towards delivering the aims and objectives of water management plans affecting the area, such as the Mid Essex Strategic Flood Risk Assessment, the South Essex Catchment Area Plan, the North Essex Catchment Area Plan, the Marine Plans and Marine Licences produced by the Marine Management Organisation, and the Maldon and Heybridge Surface Water Management Plan produced by Essex County Council.

3.55 KEY EVIDENCE BASE DOCUMENTS:

- Maldon and Heybridge Surface Water Management Plan (ECC, 2013) (EB002)
- Essex Local Flood Risk Management Strategy (ECC, 2013) (EB003)
- National Planning Policy Framework (DCLG, 2012)
- Draft Essex and Suffolk Shoreline Management Plan (Environment Agency, 2010) (EB044)
- Maldon Scoping Water Cycle Study (Entec, 2010) (EB034)
- The Maldon Coast (Coastal and Inter-Tidal Archaeology Survey) (ECC, 2009) (EB026)
- South Essex Catchment Area Plan (Environment Agency, 2009) (EB077)
- North Essex Catchment Area Plan (Environment Agency, 2009) (B076)
- Mid Essex Strategic Flood Risk Assessment (Scott Wilson, 2008) (EB031)

Policy D6 Advertisements

Context

3.56 Advertisements are displayed on buildings as part of shop fronts, on business premises and on freestanding hoardings. They are also displayed temporarily to advertise events or sales. In commercial areas, they are an intrinsic part of their function and character, however in other areas they have the potential to enhance or detract from the character of the area.

Policy D6 Advertisements

All proposals for the display of advertisements will have to comply with relevant national legislation and guidance. Where advertisement consent is required, such consent will be permitted if the proposals respect the interests of public safety and amenity, subject to the following criteria:

- 1) The design, materials and location of the advertisement respects the scale and character of the building in which it is situated, the surrounding areas, and other advertisements within the area;
- 2) Any proposals will not result in a cluttered street scene, excessive signage, or proliferation of signs advertising a single site or enterprise;
- 3) Consent for signs to be illuminated will be considered in relation to impact on visual amenity, potential light pollution and road safety. Internally illuminated signs will not be permitted where the use and design of illuminated signage would cause harm to the special character and appearance of listed buildings and conservation areas;
- 4) Where an advertisement is situated in a location remote from the business being advertised, permission will only be granted where it is demonstrated that there is no unacceptable harm to the amenity of the area.

Policy Clarification

- 3.57 National regulations controlling the siting of advertisements are included within the Town and Country Planning (Control of Advertisements) Regulations 2007. The Regulations outline when advertisement consent is required for both permanent and temporary advertisements.
- 3.58 The Council will seek to control advertisements which will have an appreciable negative impact on a building or the surrounding area. In particular, the Council will consider the impact of advertisements on amenity and public safety, taking into account any cumulative impact in a specific area.
- 3.59 The Council will require all advertisement proposals to consider the design and character of the specific location and surrounding area. Applications for advertisements affecting listed buildings and conservation areas will be required to provide particular emphasis on the need to use traditional materials and design appropriate with the character of the site and surrounding area.

3.60 KEY EVIDENCE BASE DOCUMENTS:

- Town and Country Planning (Control of Advertisements) Regulations 2007 (HM Government, 2007)
- Maldon District Characterisation Assessment (Qube, 2006)
- Essex Design Guide (ECC, 1997)
- Renewable Energy Directive (EU, 2009)
- The Climate Change Act 2008 (HM Government, 2008)
- The Fourth Assessment Report (AR4) (IPCC, 2007)
- Maldon Landscape Character Assessment (CBA, 2006) (EB009a)



ECONOMIC PROSPERITY

Policy E1 Employment

Context

- 4.1 The District's economy comprises employment in high quality manufacturing, construction, business, and light and general industry, as well as non-traditional employment in sectors such as education, health, retail and tourism. All these sectors have a positive contribution to the local, regional and national economy. The vitality, diversity and responsiveness of the economy is fundamental to the future prosperity of the District and its position within the wider economy.
- 4.2 Public administration, including health, education and social care, constitutes the largest employment sector, accounting for 19% of local jobs. Professional and other private services provide 18% of total employment, and together, wholesale and retail support 15%. Manufacturing and light engineering is strongly represented in the District, and 14% of employment in the Maldon District can be attributed to industrial production. Construction businesses create 11% of jobs within the District, while the accommodation and food sector supports approximately 10%. The District also has a higher proportion of agricultural based businesses compared with other parts of Essex. In total, there are over 4,300 businesses located in the District, providing around 24,000 jobs. There are several larger employers, including long established local businesses operating in the agricultural, engineering and manufacturing sectors. However, the economy is characterised by small and medium enterprises (SMEs), and 75% of companies in the District employ four staff or fewer (MDC, 2013b).
- 4.3 One of the District's key strengths is its strong entrepreneurial base, with relatively high levels of self-employment and low levels of unemployment. This is reflected in its Growth Value Added contribution which amounts to approximately £900 million. There has also been a 1.1% annual growth in the size of the business base since 2010, and the business base is projected to grow by an average of 1.7% per annum up to 2031 (NLP, 2012).
- 4.4 The greatest challenge to the District's economy will come from the changes in the global market, constrained public sector investment and the need to improve competitiveness. Despite the projected increases in economic output, the District is also projected to experience declining employment in sectors such as traditional manufacturing and energy generation. Declining employment in these sectors is projected to be largely offset by growth in professional services, education, tourism, health and agriculture. There are also local opportunities within the District to promote growth in the advanced manufacturing and specialised engineering sectors (NLP, 2012).
- 4.5 The Council will need to build upon the District's economic strengths and diversify the economy to provide a wide range of job opportunities for the future.

Policy E1 Employment

The Council will encourage employment generating developments and investment in the District to support the long term growth vision outlined in the Council's Economic Prosperity Strategy (EPS). A minimum of 2,000 net additional jobs will be created in the District by 2029.

This will be achieved through the regeneration, modernisation and expansion of existing employment sites, and through the provision for new employment sites at the strategic allocations and South Maldon Garden Suburbs and other high quality and sustainable locations, including town centres, education and health facilities and with regard to other policies in this Plan.

Allocating additional employment sites at high quality and accessible locations will provide increased choice and competition for the market. It will also ensure long term flexibility for the plan period.

Existing Employment Use

The areas indicated below and defined on the Policies Map will be reserved for employment development. Planning applications for development will only be permitted for employment purposes if they accord with the use class specified.

Ref.	Site	Appropriate Use	Size (ha)
E1(a)	Beckingham Business Park, Tolleshunt Major	B1, B2, B8	6.44
E1(b)	Burnham Business Park, Burnham-on-Crouch	B1, B2, B8	4.36
E1(c)	Hall Road Industrial Estate, Southminster	B1, B2, B8	0.65
E1(d)	Hallmark Industrial Estate, Southminster	B1, B2, B8	1.72
E1(e)	Langford Waterworks, Langford	B1, B2, B8	2.07
E1(f)	Mapledean Industrial Estate, Latchingdon	B1, B2, B8	2.06
E1(g)	Mayfair Industrial Area, Latchingdon	B1, B2, B8	1.84
E1(h)	Mayland Industrial Estate, Mayland	B1, B2	1.54
E1(i)	Oval Park, Langford	B1, B2	11.75
E1(j)	Springfield Industrial Estate, Burnham-on-Crouch	B1, B2, B8	4.28
E1(k)	Station Approach Industrial Area, Burnham-on-Crouch	B1, B2	1.87
E1(l)	The Causeway, Maldon and Heybridge	B1, B2, B8	43.6
E1(m)	West Station Yard Industrial Estate, Maldon	B1, B2	3.88
E1(n)	Woodrolfe Road, Tollesbury	B1, B2, B8	4.12
E1(o)	Wycke Hill Business Park, Maldon	B1, B2, B8	4.03
Total			94.21

In principle, designated employment areas will be retained and protected for Class B Uses as specified and Sui Generis Uses of an employment nature unless it can be demonstrated that there is no reasonable prospect for the site to be used for these purposes.

New proposals for employment uses will generally be directed to the designated employment areas prior to considering other sites within the District.

Complementary and supporting uses may be considered acceptable where they serve an essential ancillary function to the employment area and will not result in a material change of the area's Class B character and function.

Proposals to develop vacant employment sites and buildings, or to modernise or redevelop existing employment sites and buildings will be viewed favourably, especially where this supports the retention of existing businesses and/or provides employment space that meets the current needs of local businesses in the District.

The Council will support improvements to the quality of all employment sites and will work with partners to maintain their viability by encouraging the provision of adequate infrastructure and supporting facilities.

Proposals which will cause any loss of existing employment uses, whether the sites are designated or undesignated, will only be considered if:

- 1) The present use and activity on site significantly harms the character and amenity of the adjacent area; or
- 2) The site would have a greater benefit to the local community if an alternative use were permitted; or
- 3) The site has been marketed effectively at a rate which is comparable to local market value for its existing use, or as redevelopment opportunity for other Class B Uses or Sui Generis Uses of an employment nature, and it can be demonstrated that the continuous use of the site for employment purposes is no longer viable, taking into account the site's existing and potential long-term market demand for an employment use.

Where appropriate and viable, proposals which will result in loss of significant employment space will be expected to provide mitigation measures in the form of contributions to local employment training and small business growth programmes supported by the Council.

New Employment Space

The areas indicated below and defined on the Policies Map are allocated for employment development. Planning applications for development will only be permitted for employment purposes if they accord with the use class specified.

Ref.	Site	Appropriate Use	Size
E1(p)	Extension to the Burnham Business Park, Burnham-on-Crouch	B1, B2, B8	3.4 ha
E1(q)	Wycke Hill (north), Maldon	B1, B2	0.5 ha
E1(r)	Wycke Hill (south), Maldon	B1, B2, B8	4.5 ha
E1(s)	Commodity Centre, Great Braxted	B1, B2, B8	1.2 ha
E1(t)	Extension to the Great Hayes Business Centre, Stow Maries	B1, B2, B8	1.8 ha
Total			Circa 11.4 ha

* Detailed allocation to be determined as part of the masterplan

The Council will support and encourage the development of better quality and flexible local employment space to meet the employment target including live work accommodation in both urban and rural areas in accordance with other policies in this Plan. All new employment space should seek to meet the needs of local businesses and attract inward investment.

Additional employment land is allocated within the Strategic Allocations and Garden Suburbs as set out in Policies S4 and S6. Outside the designated employment allocations, new provision for

high quality employment space or the expansion of existing employment areas will be considered favourably subject to design, environment and infrastructure considerations.

Mixed Use Proposals

Mixed-use development on existing employment land and premises will only be considered appropriate where it includes a substantive Class B employment element that will support economic growth within the District. Subject to viability and deliverability, the Class B employment element proposed will need to be delivered alongside or in advance of any proposed non-employment uses.

Mixed-use redevelopment will not be considered acceptable in employment areas where it will detrimentally impact upon the quality of the site for employment uses.

Policy Clarification

- 4.6 The Council will actively support key sectors in the local economy that will bring forward economic growth. For example, the District has a number of key niche manufacturing sectors that have a strong local presence such as plastics, computers and electronics. The District also has a regionally and nationally significant agricultural and food sector that will need to be supported to ensure continued growth over the plan period. Positive growth within these sectors will support employment creation and growth in economic output. However, to achieve this growth it is essential that the Council introduces appropriate supporting infrastructure to attract new businesses which will include ensuring that sufficient and appropriate employment land is available and that the local workforce has the appropriate skills base.
- 4.7 Through the Maldon District EPS, the Council is seeking to maintain a vibrant and competitive economy which balances the needs of local businesses whilst sustaining a high quality of life, increasing incomes, and promoting the Maldon District as a great place to live, play, work and do business. To achieve these aims, the EPS has identified a set of strategic interventions for the District which includes increasing the supply of high quality business premises, supporting diversification and enterprise, improving skills and training provision, and improving transport and broadband based connectivity.
- 4.8 The Employment Land Review (updated in 2015, EB102b) identifies existing and potential employment (classes B1, B2 and B8) in the District. It also advises that much of the existing employment premises stock is ageing and may no longer meet the needs of businesses. Poor quality stock will struggle to attract inward investment to the District or support new businesses seeking to expand. To take account of the projected changes to the type of businesses that will be located in the District and ensure the future provision of high quality employment premises in the District, the Council's economic evidence base has identified a need to provide 11.4 hectares of further employment land over the plan period to safeguard existing employment and enable future employment growth in the District to be realised. New employment land has been allocated in Policy E1 at or near established business locations in Burnham-on-Crouch, near the Wycke Business Park in Maldon, and at sites in Great Braxted and Stow Maries.
- 4.9 To support a competitive local economy, the Council seeks the development of a flexible supply of modern commercial premises, of a range of sizes, which supports the growth of the target sectors identified in the EPS and meets the demands of the market. Local demand for industrial and high-tech business units is likely to concentrate on premises of approximately 5,000 sqft or less. The Council will support and encourage the development

of better quality and flexible local employment space. All new employment space should seek to meet the needs of local businesses, help to retain local employment and attract inward investment. All employment developments should be as flexible as possible to allow sub-division if there is demand for smaller rather than larger units. There will be less frequent demand for larger industrial units in the 10,000 to 20,000 sqft range and this will be driven by the expansion of established businesses or through local relocation. Demand for large industrial and warehouse units, in the 40,000 sqft or greater range, is expected to be infrequent and driven by existing manufacturing businesses requiring a rebuild of the existing premises (MDC, 2013b; RTP, 2009a; RTP, 2009b).

- 4.10 The demand for offices is expected to be less significant than demand for industrial premises, as businesses with large office requirements are more likely to locate in neighbouring urban locations (RTP, 2009a; RTP, 2009b). Demand for office accommodation generally is concentrated on small premises of 2,500 sqft or less, which may then be broken down into small office units of 500 sqft or less, appropriate for micro-businesses and start-ups.
- 4.11 Small and Medium Sized Enterprises (SMEs) make up a significant proportion of the total number of businesses in the District and provide important local services often as part of supply chains supporting higher order activities within the District and the wider economy.
The Council will therefore seek to protect viable employment sites which meet these needs and can accommodate small units and managed workspace suitable for start-ups. The Council will also promote the provision of employment space for SMEs within new development.
- 4.12 The Council will provide a responsive and flexible approach that secures, strengthens, modernises and, where appropriate, diversifies the District's economy. This will be achieved through the delivery of new employment land at the strategic allocations and garden suburbs, and two rural locations at Great Braxted and Stow Maries and the protection and modernisation of the District's key employment sites listed within the policy.
- 4.13 The designated employment areas will be retained and protected for Class B Uses and Sui Generis Uses of an employment nature. Class B Uses include offices, research and development of products and processes, industrial processes, storage and distribution.
Certain uses do not fall within any identified use class, and are called 'Sui Generis' within national planning policy.
- 4.14 The Council will require proposals causing the loss of existing employment uses or designated employment land to demonstrate that the continuous use of the site for employment purposes is no longer viable, taking into account the site's existing and future potential, and long-term market demand for employment uses. Evidence will be required to show reasonable and appropriate marketing of the site over a sustained period of time, and evidence of the level of interest in the site during the marketing period.
- 4.15 Local planning authorities are required to consider the current and anticipated long term needs for employment space in the District. When considering the loss of employment space, the Council will therefore also require evidence that the site would be inappropriate for meeting the current and future employment needs of the District.

4.16 KEY EVIDENCE BASE DOCUMENTS:

- Employment Land Review (RTP, 2009) (EB035a)
- Rural Gap Analysis (MDC, 20120) (EB039)
- Essex Local Economic Assessment (ECC, 2011) (EB011)
- Maldon District Annual Monitoring Report (MDC, 2013) (EB0560)
- Heart of Essex Economic Futures (NLP, 2012) (EB060)
- Maldon District Economic Prosperity Strategy 2013-2029 (MDC, 2013) (EB068a)
- Employment Evidence and Policy Update (Hardisty Jones, 2015) (EB102a)
- Employment Land Review Update (Fenn Wright, 2015) (EB102b)

Policy E2 Retail Provision

Context

- 4.17 The largest retail areas in the District are located at Maldon, Heybridge, and Burnham-on-Crouch. The town of Maldon provides the largest retail offer, with a well-established high street and a number of large edge of town retail units. Burnham-on-Crouch has retail provision on the High Street and further retail near the railway station, and Heybridge has more localised retail provision on The Street and the Bentall's Complex. A new shopping complex in the Causeway is due to open before 2020, offering a new food store, comparison shopping in large format units and a new hotel. In addition, a food store opened adjacent to this site in 2016. The District is also characterised by a large number of villages which have varying levels of retail provision, predominately within the village centres.



- 4.18 While the condition of retail provision is generally good across the District, there is a need to manage and closely monitor the provision of retail to ensure its future attractiveness, viability and vitality. In comparison to nearby retail centres at Chelmsford and Colchester, the District has smaller retail centres which service a more localised demand. The District also includes a large number of independent and niche retail functions. However, the Maldon Retail Study (WYG, 2015) identifies that some local residents travel to retail areas outside of the District, particularly in relation to the purchase of comparison goods such as clothing, furniture, and household appliances.
- 4.19 The Maldon District Economic Prosperity Strategy (EPS) notes that together, wholesale and retail support 15% of total employment in the District. The Retail Study suggests that there is capacity for new retail floorspace, although this should be carefully balanced with the actual implications of additional retail space in a District such as Maldon. Unlike its larger, more densely populated, neighbouring authorities, the District and its centres are particularly sensitive to the insertion of new retail floorspace, and this means that any significant quantum of retail development needs careful management.
- 4.20 The Retail Study (2015, EB103) identified capacity for between 3,400-4,800 sqm (net) of convenience retail space and 2,800-5,000 sqm (net) of comparison retail space by 2029. Since the Retail Study, the convenience and comparison commitments have been updated (January 2017) and the capacity of convenience retail floorspace is now identified as between 3,700 to 5,200 sqm (net) by 2029. Comparison retail floorspace capacity by 2029 remains unchanged from the 2015 study. Notwithstanding the findings of the Retail Study, it is recognised that the extant permission for the retail development at the Causeway represents a significant step-change in the provision of comparison goods retail facilities in Maldon and the District as a whole. The Retail Study has advised that the impacts of this development be monitored very close in the first two years after its initial opening to gain a better understanding of the actual impact of this development to the local retail economy (the review excludes the hotel element of the scheme). The Council will review its retail evidence after the two year period which will start from the first trading day of the first store, and undertake a partial review of Policy E2 if there is evidence to suggest a need to allocate new retail floorspace. Within this two year period, it is not considered appropriate to allocate new retail floorspace given the risk of over-allocation. During this period the Council will only permit major new retail development within the town and district centres (and the new Garden Suburb local centres in accordance with the outline planning consents).

Policy E2 Retail Provision

Town Centre Areas

Proposals for the development of retail, office, tourism, cultural, community, residential and other main town centre uses, as defined by national planning policy, will be permitted within defined Town Centre Areas where:

- 1) The scale and type of development proposed is directly related to the role and function of the centre and its catchment; and
- 2) There would be no significantly adverse impact on the vitality and viability of the centre or other centres.

Except where already the subject of an extant planning consent for town centre uses of similar scale and function, proposals for town centre uses outside of the Town Centre Areas will be subject to sequential testing in accordance with national policy.

Local Impact Threshold

Applications for new retail uses, including new buildings, alterations and changes of use or to vary or remove conditions in respect of the range of goods sold or service provided, in edge or out-of-centre locations will be required to submit an impact assessment where the following floorspace thresholds are exceeded:

Maldon and Heybridge	1,500 sqm gross
Burnham and the rest of the District	1,000 sqm gross

New Retail Space

Additional retail need should be accommodated in town centres, in line with the sequential test. Only where it is proven that there is no town centre site that is available, suitable and viable, should edge-of centre or out-of-centre sites be considered. To a limited extent, there is the potential to locate new retail space, in the form of Local Centres, to support that garden suburb population needs at the growth areas of South Maldon and Heybridge identified in Policy S2.

Primary Retail Frontages

Within the designated primary retail frontage, ground floor retail units will be protected for A1 Retail Uses. Other types of uses will normally be resisted unless it can be demonstrated that they:

- 1) Will not have a detrimental impact on the function, vitality or viability of the Primary Retail frontages; and
- 2) Will not create a new continuous frontage of three or more units of non-A1 Uses.

Secondary Retail Frontages

Within the designated secondary retail frontage areas, ground floor retail units will be protected for A1 Retail Uses but a wider range of other uses may be supported to maintain the diversity and vitality of the surrounding retail area. Proposals for other non-A1 Uses within Secondary Retail Frontages must:

- 1) Maintain and enhance the overall attractiveness, viability and vitality of the surrounding retail functions;
- 2) Encourage active shop fronts and avoid detracting from, and isolation of, the dominant retail appearance of the area;
- 3) Be capable of attracting a high number of visits from the general public; and
- 4) Not create significant discontinuation to the existing frontage or pedestrian footfall.

Design of Shop Fronts

New and replacement shop fronts will be permitted provided that:

- 1) Proposals are constructed in materials sympathetic to the character of the building and the surrounding area;
- 2) Any shop front subdivisions reflect the character and proportions of the existing building, and adjacent shops and properties in the surrounding street scene; and
- 3) Independent access is provided or maintained to upper floors where these are in separate use.

Policy Clarification

- 4.21 To maintain and enhance existing retail provision in the District, the Council will support proposals that improve retail areas and enhance shopping environments, retail frontages, and improve accessibility to retail areas. The Council will focus on maintaining and enhancing the existing retail functions in the District, but will also adopt a flexible approach to consider new sustainable retail proposals which will not have an unacceptable detrimental impact on existing retail provision in the surrounding area.
- 4.22 To protect the viability and vitality of existing town centre retail areas in accordance with the NPPF, proposals for main town centre uses in out of centre locations will be subject to a sequential test. The test requires an application to demonstrate that there are no suitable sites for development firstly within the town centre, and then in edge of centre locations. Only when this test has been undertaken will applications for out-of-centre locations be considered.
- 4.23 National planning policy states that main town centre uses include retail development (including warehouse, clubs, and factory outlet centres), leisure, entertainment facilities and intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls), offices, and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
- 4.24 To manage, maintain and enhance existing retail provision in the District, the Council has designated Town Centre Areas and specific primary and secondary retail frontage areas across the District. The boundaries of these areas are defined in the Policies Map. The threetown centres of Maldon, Heybridge, and Burnham-on-Crouch are designated as Town Centre Areas, where the development of town centre uses is encouraged by the Council. Primary retail frontage areas are considered to be the most important retail areas, and are afforded the highest level of protection against development which could detrimentally affect the existing retail provision. Secondary retail frontage areas also seek to provide additional protection to the existing retail provision, however a wider range of uses will be supported by the Council to maintain the diversity and vitality of the surrounding retail area.
- 4.25 The Council will seek to protect primary and secondary retail frontage areas for A1 Retail Uses where possible. The Town and Country Planning (Use Classes) Order 1987 (as amended) identifies that A1 Retail Uses includes shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.
- 4.26 The allocation of retail frontage areas has been informed by the Maldon District Retail Monitoring Survey. The Council will continue to regularly update the Survey.

4.27 KEY EVIDENCE BASE DOCUMENTS:

- Maldon District Economic Prosperity Strategy (MDC, 2013) (EB068a)
- Maldon District Retail Assessment (MDC, 2013) (EB074)
- Heart of Essex Economic Futures (NLP, 2012) (EB060)
- Maldon District Retail Monitoring Survey (MDC, 2012) (EB049)

- The Causeway Retail Impact Assessment (GVA Grimley, 2010) (EB015)
- Employment Land Review (RTP, 2009a; RTP, 2009) (EB035 a and b)
- Employment Evidence and Policy Update (HJA, 2015 & FW 2015) (EB102a and b)
- North Essex Authorities Retail Study (GVA Grimley, 2006) (EB012a and b)
- North Essex Retail Study, Retail Capacity Update (GVA Grimley, 2009) (EB012c)
- Maldon Retail Study (WYG, 2015) (EB103)

Policy E3 Community Services and Facilities

Context

- 4.28 The District's community services and facilities form an important component of urban and rural life in the District. To many residents they are a vital resource in meeting day to day functions and also maintaining a healthy and social lifestyle. However, land and facilities providing community services are often under threat from proposals for alternative uses such as residential development. Given the importance of community facilities to local residents, there is a need to secure and maintain their functions across the District.



Policy E3 Community Services and Facilities

The Council will seek to retain and enhance the provision of community services and facilities within the District, particularly where they are essential to the local community.

New development proposals in the District will be expected to contribute towards the provision of community facilities where an increased need will arise in the local area as a result of the development, subject to the legal tests (currently set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010) and subject to the proviso that no obligation or policy burden shall threaten the viability of the development. Where a proposal will result in the loss of community services or facilities, an application will be required to demonstrate to the Council's satisfaction that:

- 1) The existing business/service is not and cannot be made viable; and
- 2) Effective marketing has been undertaken to demonstrate that there is no viable and appropriate alternative community service based use.

Development proposals and other measures which will help to improve the provision of, and accessibility to, community services and facilities in a local area will be encouraged, including the relocation, co-location, modernisation and expansion of existing services.

To encourage the retention of community services and facilities where appropriate in the District, the Council will maintain a register of assets of community value and will support community groups seeking to buy community assets through the Community Right to Bid.

- 4.29 Community services and facilities include, but are not limited to, local shops, post offices, public houses, libraries, places of worship, education facilities, cultural facilities, fuel filling stations, public halls, health care facilities, sporting facilities and local green spaces.
- 4.30 Applicants seeking to change the use of a community facility, resulting in the loss of a community service, will need to demonstrate to the Council's satisfaction that the viability of continuing the use of the community facility has been fully and appropriately investigated, and that effective marketing has been undertaken where appropriate to demonstrate that there is no viable appropriate community use for the site. Evidence of a marketing strategy will be required to show reasonable and appropriate marketing of the site for community use over a sustained period of time, and evidence of the level of interest in the site for community uses during the marketing period.
- 4.31 Where an increased need will arise in the local area as a result of new development proposals in the District, the developer will be expected to contribute towards the provision of community facilities. This could be provided through a replacement facility at an appropriate alternative site, or through financial contributions to existing or proposed community services and facilities.
- 4.32 The Community Right to Bid was introduced in 2012 to allow community groups to register a community asset such as a village shop, pub, community centre, children's centre, allotment, or library with the local authority, and potentially stall a sale of the asset. As a registered asset, the community would then have the opportunity to purchase the asset for the use of the local community. The Council will support community groups in registering community assets, and where appropriate will support community groups seeking to buy assets and retain important community services and facilities.

4.33 KEY EVIDENCE BASE DOCUMENTS:

- Heart of Essex Economic Futures (NLP, 2012) (EB060)
- Living Working Countryside: The Taylor Review of Rural Economy and Affordable Housing
- Maldon District Retail Monitoring Survey (MDC, 2012) (EB049)
- North Essex Authorities Retail Study (GVA Grimley, 2006) (EB012a and b)
- North Essex Retail Study, Retail Capacity Update (GVA Grimley, 2009) (EB012c)
- Rural Facilities Survey (MDC, 2011) (EB038)
- Maldon Retail Study (WYG, 2015)

Policy E4 Agricultural and Rural Diversification**Context**

- 4.34 The diversification of agricultural land and buildings to alternative activities is vital to the viability of many farm enterprises. The Council recognises that the District's economic functions are not only based on formally allocated employment sites but also through employment activities that occur on farm conversions and similar rural sites which provide relatively lower cost accommodation and encourage local entrepreneurial activity.
- 4.35 The Council recognises the importance of encouraging economic growth in rural areas in order to create jobs and prosperity. Therefore, the Council will seek to promote the development and diversification of agricultural and other land-based rural business where appropriate.

Policy E4 Agricultural and Rural Diversification

The Council will support the development of new buildings or activities associated with agriculture and other land-based rural businesses where:

- 1) There is a justifiable and functional need for the building/activity;
- 2) The function of the proposed building/activity is directly linked, and ancillary to, the existing use; and
- 3) The building / activity could not reasonably be located in existing towns, villages or allocated employment areas.

The Council will support the change of use of existing rural buildings to other employment generation uses if it can be demonstrated that:

- a) There is a justifiable and functional need for the proposal;
- b) It will contribute to the viability of the agricultural business as a whole;
- c) Any development respects the building's historic or architectural significance;
- d) Any development will not negatively impact upon wildlife and the natural environment;
- e) No storage of raw materials or finished goods is to take place outside the building if it would be detrimental to the visual amenity of the area; and
- f) The use of the building would not lead to dispersal of activity on such a scale as to prejudice the vitality and viability of existing businesses in nearby towns and villages.

Policy Clarification

4.36 Agricultural and rural diversification relates to the change of farm resources, such as land and buildings, into alternative uses. There is a wide range of potential alternative uses which may be appropriate for the diversification of agricultural land and buildings in the District. The appropriateness of the proposed use will be considered by the Council in relation to local needs and the impact of the proposal on the site and the surrounding area.

4.37 KEY EVIDENCE BASE DOCUMENTS:

- Heart of Essex Economic Futures (NLP, 2012) (EB060)
- Employment Land Review (RTP, 2009) (EB035a and b and EB202a and b)
- The Taylor Review of Rural Economy and Affordable Housing (DCLG, 2009)
- Maldon Historic Barns Project (ECC, 2009) (EB019)

Policy E5 Tourism

Context

- 4.38 Tourism is an important component of the District's economy. The visitor economy is linked to over 10% of jobs in the District. The Maldon District Tourism Strategy Research study (East of England Tourism, 2009) indicated that 2.96 million visits were made to the District in 2007. The visitor economy currently accounts for approximately 5% of the District's economic output.
- 4.39 The Council supports the development of the tourism industry, particularly in relation to ensuring the vitality of towns and supporting the rural economy. The Council will support sustainable tourism and leisure developments that benefit local businesses, communities and visitors.

Policy E5 Tourism

The Council will support developments which contribute positively to the growth of local tourism in a sustainable manner and realise opportunities that arise from the District's landscape, heritage and built environment.

Development for new tourist attractions, facilities and accommodation will be supported across the District where it can be demonstrated that:

- 1) There is an identified need for the provision proposed;
- 2) Where possible, there are good connections with other tourist destinations, the green infrastructure network and local services, preferably by walking, cycling or other sustainable modes of transport;
- 3) There will not be any significant detrimental impact on the character, appearance of the area and the quality of life of local people; and
- 4) Any adverse impact on the natural and historic environment should be avoided wherever possible. Where an adverse impact is unavoidable, the proposal should clearly indicate how the adverse impacts will be effectively mitigated to the satisfaction of the Council and relevant statutory agencies. Where a development is deemed relevant to internationally designated sites, the Council will need to be satisfied that a project level HRA has been undertaken and that no potential significant adverse impact has been identified.

To protect existing tourism provision, the change of use from tourism uses will only be considered if:

- a) There will be no significant loss of tourism facilities as a result, or an alternative provision in the locality can meet the needs;
- b) The existing business / service is not and cannot be made viable; and
- c) There is no known demand for existing and alternative tourism use, and the site has been marketed effectively for all alternative tourism related uses.

Policy Clarification

- 4.40 In order to remain a competitive destination and to encourage growth of the tourism related sectors, the District will need to continue to develop tourism related assets such as accommodation, attractions and unique visitor experiences. The Council will therefore support proposals which will contribute to improving the District's tourism offer and assets.
- 4.41 Alongside promoting growth in the tourism sector, the Council will also seek to protect existing tourism provision in the District. Applicants seeking to change the use of an existing tourism related activity will be required to demonstrate to the Council's satisfaction that the viability of continuing the existing use has been fully and appropriately investigated, and that effective marketing has been undertaken where appropriate to demonstrate that there is no viable appropriate tourism related use for the site. Evidence of a marketing strategy will be required to show reasonable and appropriate marketing of the site for tourism related uses over a sustained period of time, and evidence of the level of interest in the site for tourism uses during the marketing period.
- 4.42 Given the propensity for tourism related development to be located along the coast, there is potential for proposals to have an adverse effect on sensitive wildlife sites through increased recreational disturbance, on internationally significant wildlife sites. The priority is to avoid impact on the natural and historic environment if possible, followed by mitigation and lastly, compensation.
- 4.43 KEY EVIDENCE BASE DOCUMENTS:**
- Maldon District Economic Prosperity Strategy (MDC, 2013b) (EB068a)
 - Heart of Essex Economic Futures (NLP, 2012) (EB060)
 - Maldon District Tourism Strategy Research (East of England Tourism, 2009) (EB029a)
 - Economic Impact of Tourism - Essex County 2007 (East of England Tourism, 2007) (EB028)



Policy E6 Skills, Training and Education

Context

- 4.44 In order to encourage the development of a highly productive economy, the District needs to ensure that there is a sufficiently skilled and educated workforce to meet the modern demands of high value industries. Workforce skill levels and educational attainment in the District have historically been lower than the UK average. In comparison to the rest of Essex, the District has the highest proportion of working age people with no qualifications. However, the District also has one of the lowest proportions of adults that have not achieved qualifications equivalent to NVQ level 4 or above.
- 4.45 The draft Maldon District EPS has identified a dramatic improvement in residents' skills levels in the last decade, however if the District is to compete with other parts of Essex skill levels must continue to rise. Raising skill levels plays an important part in reducing long-term unemployment and lowering the volume of young people who are not in employment, education or training.
- 4.46 Through the EPS, some businesses have suggested there is a growing mismatch between the needs of local businesses and the skill sets of the workforce. To meet the needs of the increasing number of high-tech companies in the District, more highly skilled workers will be needed. To provide local residents with access to local jobs, the skills of the local workforce must improve in conjunction with the development of the economy.



Policy E6 Skills, Training and Education

The Council will work with its partners to support the provision and enhancement of training and educational facilities and opportunities in the District to meet the needs of the community, local businesses and the local economy. In particular the Council will:

- 1) Where viable, encourage developments that would result in the loss of existing employment land, jobs or training and education facilities, to contribute towards the delivery of additional local employment and vocational training initiatives as identified in the Council's EPS; and
- 2) Support a range of programmes and initiatives and identify funding requirements accordingly.

Policy Clarification

- 4.47 The Council will support skills, training and educational development through the creation of a range of relevant programmes and initiatives. To raise skills levels of the District's workforce, the EPS has identified that the Council will continue to work with employers, schools and training providers to improve the availability of vocational training, and further increase engagement between employers and young people. The Plume School and Ormiston Rivers Academy already work with the Council to support businesses and engage with young people. The Council will continue to support this collaboration and will work with schools to increase the volume of people studying toward technical and STEM (Science, Technology, Engineering and Mathematics) courses required by local employers. In addition, the Council will support businesses to improve workforce training and aim to increase the supply of workers with recognised qualifications in technical fields, project management, marketing and other highly transferable business skill areas.
- 4.48 There is a need to increase the availability of adult re-skilling / up-skilling programmes and the Council will work closely with Essex County Council to make better use of existing adult and community learning provision. This will improve access to growing employment opportunities in the health and care sectors that are expanding as a result of the aging population in the District.
- 4.49 The Council will support initiatives which improve the ability of local people to access jobs. Such initiatives may include, but are not limited to, providing job application advice, work training, interview practice and technique advice, lifelong learning and development, vocational training, apprenticeships, childcare provision, rural transport support and work experience placements.

4.50 KEY EVIDENCE BASE DOCUMENTS:

- Maldon District Economic Prosperity Strategy (MDC, 2013) (EB068b)
- Heart of Essex Economic Futures (NLP, 2012) (EB060)
- Essex Local Economic Assessment (ECC, 2011) (EB011)
- Infrastructure Delivery Plan (MDC, 2013) (EB059b)
- The Greater Essex Integrated County Strategy (ECC, 2010) (EB014)



HOUSING

Policy H1 Affordable Housing

Context

- 5.1 Affordable housing is required for eligible households whose needs are unable to be met within the open market. Affordable housing includes: social rent; affordable rent; and intermediate / shared ownership.
- 5.2 There is a significant shortage in the availability of affordable housing in the District (DCA, 2012) and increasing the supply of affordable housing is one of the key priorities for the Council and for the District as identified within the Corporate Plan (MDC, 2011c) and the Sustainable Community Strategy (MDLSP, 2011).
- 5.3 The inclusion of an up to date policy within the Local Development Plan (LDP) to set out the local requirements for affordable housing provision will help to boost the supply of affordable homes in the District over the plan period, and start to re-balance the local housing supply, ensuring that local people can access the housing that is urgently required.

Policy H1 Affordable Housing

All housing developments of more than 10 units or 1,000 sqm will be expected to contribute towards affordable housing provision to meet the identified need in the locality and address the Council's strategic objectives on affordable housing.

The affordable housing requirements for each sub-area in the District are as follows:

Sub-area requirements	
North Heybridge Garden Suburb:	
North of Heybridge - S2(d)	30%
North of Holloway Road - S2(e)	40%
West of Broad Street Green Road - S2(f)	40%
South Maldon Garden Suburb	30%
Strategic Allocations at Maldon, Heybridge and Burnham-on-Crouch	40%
All other developments:	
Northern Rural, Maldon Central and South and Rural South*	40%
Maldon North and Rural South East Higher	30%
Rural South East Lower	25%

*As indicated in FIGURE 7

Any relaxation of the above requirements will only be considered where the Council is satisfied, on a site by site basis, that such requirement will render any development proposals unviable.

Affordable housing should be provided on-site, either through free serviced land provided to a registered provider or constructed affordable dwellings to be sold to a registered provider upon completion to provide the number, size, type and tenure of affordable homes required by the Council's policies having regard to the SHMA, the Council's adopted Affordable Housing Guide, and the Council's Housing Strategy.

In exceptional circumstances the Council may consider accepting financial contribution from the developer where it is justified that affordable housing cannot be delivered on-site, or that the District's need for affordable housing can be better satisfied through this route. Commuted sums will also be charged for an incomplete number of affordable units provided on site.

The development of any affordable housing and the calculation of any financial contributions should be in conformity with the details set out in the Maldon District Strategic Housing SPD.

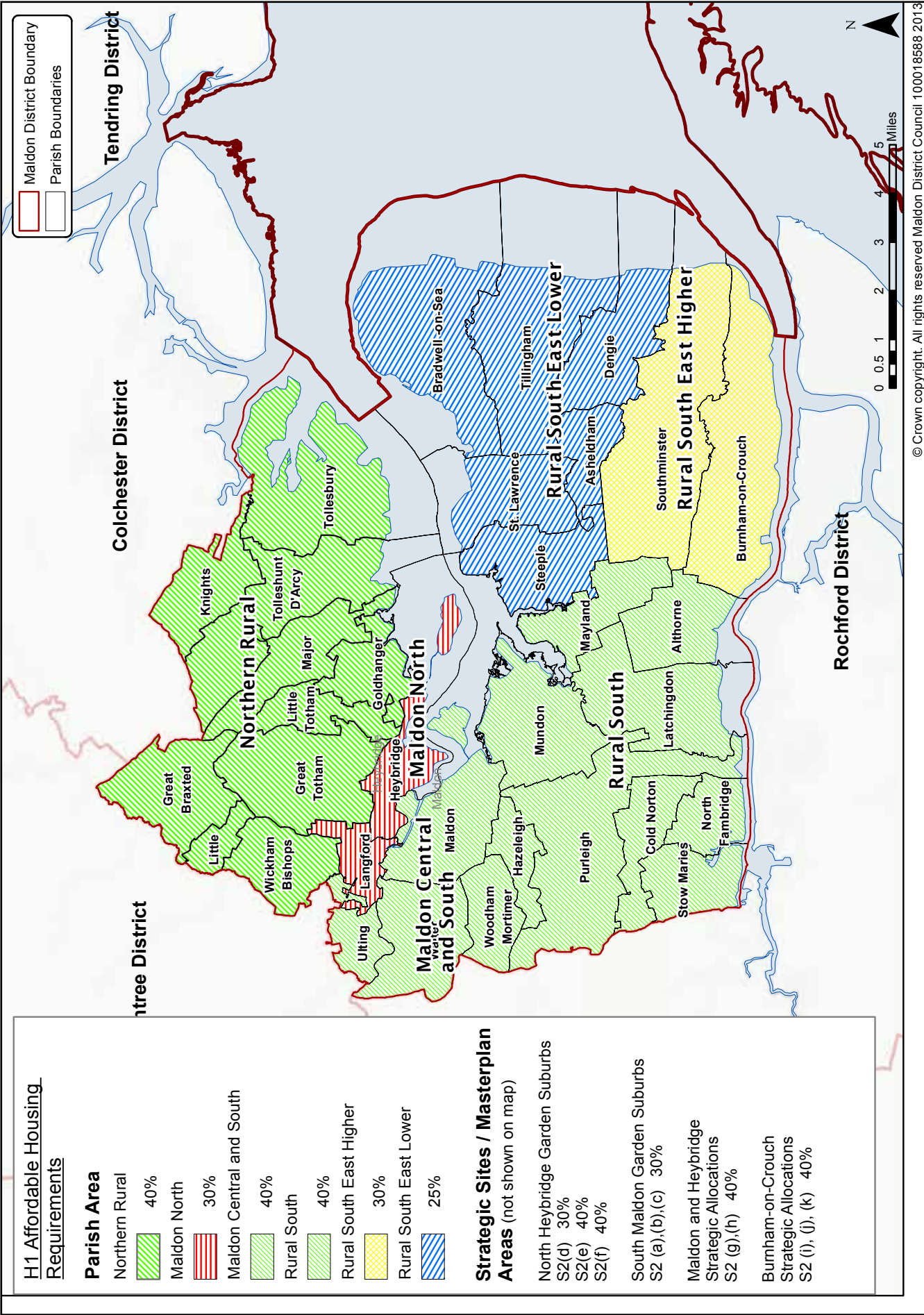
Policy Clarification

- 5.4 In light of the need to increase the supply of affordable housing in the District, the Council will require all developments of more than 10 units or 1,000 sqm, to make a contribution towards affordable housing provision. The actual level of the contribution will vary depending on the locality within the District as set out within the policy, reflecting local need and viability.
- 5.5 Affordable housing provision should meet local needs wherever possible and be effectively managed. The affordable housing provision required is expected to be located on the same site and to be compliant with other policy requirements. The need for a contribution towards affordable housing will be based upon the gross number of homes developed on all sites in cases where a site is segregated into smaller sites.
- 5.6 Contributions towards affordable housing should be provided through either free serviced land to a Registered Provider (RP), or constructed affordable dwellings to be sold to a registered provider upon completion at a price that has been agreed under relevant Government policy and advice. The Council may be less able to support an application or request for subsidy from an RP that has an uncertain or unproven record of management performance within the District and elsewhere.
- 5.7 In exceptional cases where it can be demonstrated that the provision of affordable housing on site will make the scheme unviable and no grant subsidy is available, the Council may accept a commuted sum in lieu of actual provision. Commuted sums will also be charged for an incomplete number of affordable units on site. For example, when a scheme needs to contribute land for 3.5 affordable units, the Council will normally expect a contribution of free-serviced land for three affordable units and a commuted sum equal to the value of 0.5 affordable units. All financial contributions collected will be ring-fenced for the delivery of affordable housing schemes in accordance with the Council's strategic housing objectives.
- 5.8 If there is any doubt about the viability of the affordable housing provision required by the Council on a particular scheme, it will be the responsibility of the developer to make a case, to the satisfaction of the Council, that the Council's affordable housing requirement will render the scheme unviable.
- 5.9 The Maldon District Strategic Housing SPD will support the implementation of this policy by providing further guidance for developers and stakeholders. The Guide will be reviewed and updated as necessary to ensure that it remains relevant and effective.
- 5.10 To ensure affordable housing contributions reflect local need and are delivered effectively, development proposals which include affordable housing elements must be subject to consultation with the Council's Strategic Housing Service prior to the submission of a planning application.

5.11 KEY EVIDENCE BASE DOCUMENTS:

- Corporate Plan (MDC, 2011)
- Strategic Housing Market Assessment Update 2012 (DCA, 2012) (EB010c)
- Older Persons Housing Strategy (MDC, 2010) (EB071)
- Local Plan and Community Infrastructure Levy Viability Study Update (HDH Planning and Development, 2013) (EB040a)
- The Renewed Maldon District Sustainable Community Strategy (MDC, 2012b)

FIGURE 7 AFFORDABLE HOUSING SUB-AREA REQUIREMENTS



Policy H2 Housing Mix

Context

- 5.12 The delivery of future housing should meet the needs and aspirations of people requiring market and affordable housing in the District. Providing an appropriate mix of housing types and tenures is a vital part of creating sustainable communities and meeting the diverse needs of all people within the District.
- 5.13 The existing housing stock will always be the main source of supply. The requirements for new homes are based upon the identified requirements to address existing deficits between this supply and identified need, and to encourage a better supply from the existing stock through meeting the needs of those who are currently inadequately housed.
- 5.14 The SHMA (DCA, 2012) for the District identified that there is a good existing supply of larger (3+ bedroom) dwellings. To create a better balanced stock to address the impact of the ageing population and the needs of young people entering the market, the Council will need to deliver a higher proportion of smaller (1 or 2 bedroom) units over the life of the Plan.

Policy H2 Housing Mix

All developments will be expected to provide a suitable mix and range of housing in terms of size, type and tenure to reflect local housing need and demand in both the market and affordable sector, particularly the need for an ageing population.

Wherever possible affordable housing should be located in a way that ensures the homes are integrated with the rest of the development; in most cases this will mean in clusters of no more than 15 to 25 homes in one part of a development. The design and appearance of affordable housing should also be indistinguishable from those built for the open market, meet standards detailed in the Maldon District Strategic Housing SPD, and be of a tenure recognised by the National Planning Policy Framework.

Where appropriate, the Council will work with developers, registered providers, landowners and relevant individuals (or groups of individuals) to address identified local need for Self Build housing. Any relaxation of the above requirements will only be considered where the Council is satisfied, on a site by site basis, that such requirements will render any development proposals unviable.

Policy Clarification

- 5.15 The Council will seek to ensure that new housing reflects the need and demand of the District's existing and future communities, and provides an improvement to the quality and mix of new market and affordable housing in the District.
- 5.16 An appropriate mix of housing in new developments will help to enable a better flow of the existing housing stock. The Council will require new development to incorporate a range of different housing types which contribute towards meeting the identified housing needs for different demographic groups in the District. As recommended by the latest SHMA update, the Council will encourage a greater proportion of one and two bedroom properties to be developed to meet the demand for owner occupied and intermediate housing in the District. The Council will also encourage development proposals which seek to meet the housing need of older people and the need for Self Build housing across all tenures.

5.17 The Council's Strategic Housing Market Assessment and the Maldon District Strategic Housing SPD provide more detailed information of the housing mix required.

5.18 KEY EVIDENCE BASE DOCUMENTS:

- Laying the Foundations: A Housing Strategy for England (HM Government, 2011)
- Strategic Housing Market Assessment Update 2012 (DCA, 2012) (EB010c)
- Local Plan and Community Infrastructure Levy Viability Study Update (HDH Planning and Development, 2013) (EB040a)

Policy H3 Accommodation for 'Specialist' Needs

Context

5.19 The Council has an obligation to ensure that the housing needs for all people in the District are considered and provided for wherever possible. Whilst many people wish to have and retain their independence, for some there is a need for specially designed and / or managed accommodation, tailored to a particular specialist need.

5.20 The impact of an ageing population within the District creates an increasing need to provide accommodation for specialist needs. Increasing numbers of older people creates pressure on the ability of the current housing supply to meet the emerging needs of those who become vulnerable due to old age. There is a growing demand for homes with support available on site and homes that are specially designed to meet people's changing needs. The provision of specialist accommodation for older people can have a positive and strategic impact by providing additional services and facilities in an area for the benefit of the wider community.



Policy H3**Accommodation for 'Specialist' Needs**

The Council will support and enable the provision of housing to meet specialised needs in the District where this is consistent with the Council's current strategic requirements.

Proposals for specialist needs housing such as homes for older people, people with disabilities, or homes for other specific groups who may require properties that are specifically designed and / or allocated will be supported where:

- 1) There is a clearly identified need that cannot be addressed elsewhere in the District;
- 2) The development is located in an area that is sustainable to meet the social as well as housing needs of the intended residents;
- 3) It will not lead to a concentration of similar uses that would be detrimental to the character and function of an area and/or residential amenity;
- 4) It will not detrimentally impact on the capacity of public services, including health and social care;
- 5) It is in close proximity to everyday services, preferably connected by safe and suitable walking / cycling routes or public transport appropriate for the intended occupier;
- 6) It can be demonstrated that the development is designed and managed to provide the most appropriate types and levels of support to its target resident;
- 7) It can be demonstrated that revenue funding can be secured to maintain the long term viability of the scheme; and
- 8) The scheme is supported by the relevant statutory agencies.

Proposals which may result in the loss of specialist needs accommodation will not be considered acceptable unless it can be demonstrated that there is no longer a need for such accommodation in the District, or alternative provision is being made available locally through replacement or new facilities.

Any relaxation of the above requirements will only be considered where the Council is satisfied, on a site by site basis, that such requirements will render any development proposals unviable.

Policy Clarification

- 5.21 Provision for specialist housing will be welcomed within the District where it can be shown to be contributing towards meeting an identified local need, unless this is contrary to other local planning policies. Specialist housing may be required, but not limited to, meeting the needs of older people, people with physical disabilities, people recovering from mental illness, people with limited mobility, and people with a learning disability. This could be achieved by providing a range of different types of housing including sheltered housing with care support, staffed hostels, residential care homes, wheelchair accessible housing or housing that is easily adaptable for wheelchair use, and generally homes for older persons, children and other groups with particular specialist housing needs.
- 5.22 Given the nature of the uses and the projected increase in the need for specialist housing, proposals for specialist housing must demonstrate their long term sustainability and financial viability. They must also receive unequivocal support from the relevant statutory agencies, in particular those who may be expected to commission such services or provide ancillary services such as care and support to the intended residents.

5.23 It should be noted that specialist housing could be defined as either Class C2 or C3 in land use planning terms depending on the nature of the scheme. For monitoring purposes, any Class C2 development will not be counted as part the Council's overall housing supply. The Council's Maldon District Strategic Housing SPD and the Older Persons Housing Strategy will provide more detailed information of the type and design of specialist housing which is required.

5.24 KEY EVIDENCE BASE DOCUMENTS:

- Strategic Housing Market Assessment Update 2012 (DCA, 2012) (EB010c)
- Local Plan and Community Infrastructure Levy Viability Study Update (HDH Planning and Development, 2013) (EB040a)
- Older Persons Housing Strategy (MDC, 2010) (EB071)

Policy H4 Effective Use of Land

Context

- 5.25 To promote sustainable development and contribute towards the development needs for the District, it is essential for development proposals to utilise developable land in the most efficient and effective manner whilst having regard to the quality of the local environment.
- 5.26 The Council recognises that, as part of the organic growth of local communities, smaller scale housing developments will continue to contribute to the District's overall housing supply in the future. For instance, the alterations, extensions or additions to existing buildings can help secure additional or more functional housing units to meet present and future housing needs, while appropriate replacement dwellings and infill housing could make the most effective use of land and contribute positively towards local character. Increasing housing density where this is compatible with the local context can also contribute positively towards the more efficient use of land.

Policy H4 Effective Use of Land

Density

All development will be design-led and will seek to optimise the use of land having regard to the following considerations:

- 1) The location and the setting of the site;
- 2) The existing character and density of the surrounding area;
- 3) Accessibility to local services and facilities;
- 4) The capacity of local infrastructure;
- 5) Parking standards;
- 6) Proximity to public transport; and
- 7) The impacts upon the amenities of neighbouring properties.

Alterations, Extensions or Additions

Development which includes the alteration, extension and / or addition to a building must:

- 1) Maintain, and where possible enhance, the character and sustainability of the original building and the surrounding area;
- 2) Be of an appropriate scale and design that makes a positive contribution to the character of the original building and the surrounding area and where possible enhance the sustainability of the original building; and
- 3) Not involve the loss of any important landscape, heritage features or ecology interests.

Replacement Dwellings

Planning permission for the replacement of an existing dwelling with a new dwelling will only be granted if:

- 1) The residential use of the original dwelling has not been abandoned;
- 2) The original dwelling is not a temporary or mobile structure;
- 3) The original dwelling is not worthy of retention because of its design and relationship to the surrounding area;
- 4) The proposed replacement dwelling is of an appropriate scale to the plot and its setting in the landscape;
- 5) The proposed replacement dwelling is of a design appropriate to its setting; and
- 6) The proposal will not involve the loss of any important landscape, heritage features or ecology interests.

Backland and Infill Development

Backland and infill development will be considered on a site-by-site basis to take into account local circumstances, context and the overall merit of the proposal. Backland and infill development will be permitted if all the following criteria are met:

- 1) There is a significant under-use of land and development would make more effective use of it;
- 2) There would be no unacceptable material impact upon the living conditions and amenity of nearby properties;
- 3) There will be no unacceptable loss of land which is of local social, economic, historic or environmental significance; and
- 4) The proposal will not involve the loss of any important landscape, heritage features or ecology interests.

Extension to residential curtilage into the countryside

Extensions to domestic gardens within the countryside will not normally be permitted. Small, unobtrusive extensions of residential curtilages into the surrounding countryside, which will not adversely affect the character and rural amenities of the site and wider countryside, may be approved where both the following criteria are met:

- 1) The proposal will not involve the loss of any important landscape, heritage features or ecology interests; and
- 2) Provision is made for suitable landscaping to ensure boundary treatments are of an appropriate rural character and appearance.

Policy Clarification

5.27 **Density**

The Council will take a flexible approach to housing density by emphasising the need for all housing developments to incorporate high quality design and take into account all sustainability considerations, including parking provision, local character, specific local needs and constraints.

5.28 **Alterations, Extensions or Additions**

Alterations, extensions or additions are important ways for existing building stock to adapt to the changing needs of a household, business or other uses. A well designed extension development can complement and even enhance an existing property and its surrounding, whereas a poorly designed scheme can have a significantly detrimental impact to the original character and the street scene.

5.29 **Replacement Dwellings**

The Council will allow for the replacement of dwellings in a way that secures the residential amenity of the building and its surrounding, and prevents a detrimental impact to the District's townscape and landscape. It is often the case that a replacement dwelling scheme will result in the extension in floorspace from the original building. Should the proposal for replacement dwellings be approved, the Council may consider removing some of the permitted development rights over the land where there are concerns about the potential impacts any further extension of the building could have to the amenity and character of the surrounding areas.

5.30 **Backland or Infill Development**

As set out in national planning policy, the inappropriate development of residential gardens should be avoided. While the Council acknowledges that such development may help to address local housing needs, it is equally important to ensure that such development does not cause detrimental impact for its intended occupiers, its neighbours and the surrounding environment.

5.31 **Extension to residential curtilage into the countryside**

The Council aims to ensure that the pattern of residential gardens corresponds with the size of the house and fits with the adjacent pattern and landscape features. Therefore, any proposals for garden expansion should respect existing patterns as well as the residential amenity of neighbouring properties.

5.32 To protect the rural landscape from being eroded by garden extensions, any new garden boundaries in the countryside will have to be defined by hedgerows comprising native species. Soft fencing will only be allowed as a temporary measure and panel or close boarded fencing will not be permitted.

5.33 **KEY EVIDENCE BASE DOCUMENTS:**

- Landscape and Visual Impact Assessment (ECC, 2010) (EB021)
- Maldon District Annual Monitoring Report (MDC, 2013) (EB050)
- Maldon District Characterisation Assessment (QUBE, 2006) (EB053)
- Maldon District Historic Environment Characterisation Project (ECC, 2008) (EB018)
- Maldon Landscape Character Assessment (CBA, 2006) (EB009a)

Policy H5 Rural Exception Schemes

Context

- 5.34 The preservation of the rural environment is essential to maintain the distinctiveness of the area. Excessive and inappropriate development in rural areas can have an adverse impact upon local communities. However, the sustainability and preservation of rural communities can be threatened by inaction as well as excessive and inappropriate development.
- 5.35 Smaller rural communities are highly sensitive to change, where already limited services and facilities can become unviable following minor variations in local population demographics and demand. The demand for affordable housing in rural communities is often high, leading to people moving away from their preferred location to find appropriate housing.
- 5.36 Due to the presence of important landscapes and the historic character of many rural settlements, the ability to bring forward new housing development in these areas is often a complex process. The Rural Exception Schemes policy will allow small sites to be used for affordable housing in perpetuity where sites would not normally be designated for housing. Rural Exception Schemes will also seek to address the identified needs of the local community by accommodating households who are either current residents or have an existing family or employment connection which can then be preserved.
- 5.37 Small numbers of market housing may be allowed at the Council's discretion where this would facilitate the provision of significant additional affordable housing to meet local needs.

Policy H5 Rural Exception Schemes

Outside of the defined settlement boundaries and strategic growth areas, land which may not otherwise be considered appropriate for residential development may be released for a Rural Exception Scheme for affordable housing development where there is an identified need within that parish or community for affordable housing.

Any Rural Exception Scheme must adhere to the following process:

- 1) Engagement with local community and the undertaking of a local needs assessment in accordance with recognised guidelines; and then
- 2) Selection and appointment of a suitable Registered Provider of affordable housing in association with the Council; and then
- 3) Agreement with the Council on the quantum and composition of development most suitable to the locality based on an identified need, site availability, and an 'open book' viability assessment; and then
- 4) Identification of a number of potential sites in the locality and selection of the most sustainable site, taking into consideration site availability, condition and capacity of existing infrastructure servicing the proposed scheme.

The Council will normally expect Rural Exception Schemes to provide 100% affordable housing for local needs. Any other types of tenure, for example market housing, will only be considered where it can be demonstrated, through a viability assessment, that this is essential to facilitate the affordable housing scheme to meet the identified local need.

Policy Clarification

5.38 The Council will encourage Rural Exception Schemes to be developed where a proven need for affordable housing can be identified, where no agreed means of achieving required affordable housing can be found within the local area, and where no sites are allocated within the LDP or relevant Neighbourhood Plans.

5.39 When approving proposals for a Rural Exception Scheme, the Council encourages proposals to be adjacent to the settlement boundary of the village, generally supported by the local community, supported by evidence of local housing need, appropriate in scale of development, and include long term mechanisms to limit occupancy to local people.

5.40 KEY EVIDENCE BASE DOCUMENTS:

- Laying the Foundations: A Housing Strategy for England (HM Government, 2011)
- Strategic Housing Market Assessment Update 2012 (DCA, 2012) (EB010c)
- Local Plan and Community Infrastructure Levy Viability Study Update (HDH Planning and Development, 2013) (EB040a)
- Living Working Countryside: The Taylor Review of Rural Economy and Affordable Housing (DCLG, 2009)

Policy H6 Provision for Travellers

Context

5.41 For the purposes of the LDP the term 'Travellers' refers to gypsies and travellers.

5.42 The Council seeks to ensure fair and equal treatment for Travellers, in a way that facilitates the traditional and nomadic way of life of Travellers while respecting the interests of the settled community. To achieve this, the Council has assessed and planned for the updated need for Traveller sites.

5.43 Planning Policy for Traveller Sites (PPTS) (DCLG, 2015) provided a new definition for Gypsies, Travellers and Travelling Showpeople for planning purposes. The Council has adopted the PPTS definition:

'Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such'. (PPTS; DCLG, 2015)

- 5.44 The PPTS states that local plans should provide for the accommodation needs of those Gypsies, Travellers and Travelling Showpeople who meet the 2015 definition. All other accommodation needs for the community that have ceased travelling permanently must now be considered in the context of the Strategic Housing Market Assessment. However, regardless of the planning status, under the Housing Act 1985, the local authority must assess and plan for the housing needs of all communities residing in their area. The 2016 Maldon District Gypsy & Traveller Accommodation Assessment (GTAA), therefore, also sets out the accommodation needs for those who have been confirmed to no longer meet the 2015 definition and an estimate of the level of accommodation required by those whose status is unknown, who may meet the definition.
- 5.45 Following the change in the definition of Traveller in the 2015 PPTS, the EPOA commissioned ORS to update the Gypsy, Traveller and Travelling Showpeople Accommodation Assessment in Essex, including Maldon, for the period of 2016 to 2033. The report for Maldon was issued in December 2016 to support the completion of the LDP.
- 5.46 Over the 17 year period of the GTAA (2016-2033) the following pitch need has been identified:

Household Type	Number of Pitches
Households who meet the 2015 planning definition ('travelling' households)	1
Households whose status is unknown, but who may meet the 2015 definition	10
Households who do not meet the 2015 definition ('non-travelling' households)	8

- 5.47 As set out in the table above, the 2016 GTAA identifies that there is a need for one pitch for 'travelling' households. Since the receipt of the 2016 GTAA an appeal has been allowed for a site with 2 Gypsy pitches. As a result of the appeal, the identified need for 'unknown' households will be for up to 9 pitches. The current pitch need (as of December 2016) is shown in the table below:

Household Type	Number of Pitches
Households who meet the 2015 definition ('travelling' households)	0
Households whose status is unknown, but who may meet the 2015 definition	9
Households who do not meet the 2015 definition (non-travelling' households)	8

- 5.48 On the basis that the GTAA forecast for travelling households has been met and that there is a significant variation in the number of households who may fall under the definition (between 1 and 9), it is not required or practicable to allocate sites. If, as a result of future reviews of the GTAA, further evidence increases the number of households who do meet the travelling household definition the Council will review whether to include allocations in a review of Policy H6.
- 5.49 Currently there is one Travelling Showpeople's yard in the District, which was unoccupied at the time of the 2016 GTAA. Therefore, at this time no additional provision is planned.

- 5.50 Given that there is no known need for short stay or transit sites identified in the 2016 GTAA, no future provision is planned at the current time.
- 5.51 If a site with a personal planning permission is vacated permanently by the person to whom the permission relates, and no subsequent planning consent has been given for the continued use of the site, the site is deemed to no longer be a lawful site and therefore Part 1 of Policy H6 does not apply.

Policy H6 Provision for Travellers

1. There are a limited number of Traveller and Travelling Showpeople sites with planning permission in the District. The Council will protect existing lawful sites, plots and pitches for Gypsies, Travellers and Travelling Showpeople. Proposals that would lead to the loss of an existing Gypsy, Traveller or Showpeople site will only be permitted where it is demonstrated that there is no longer an identified need for the site, or that replacement provision on a site that is of equal or better quality is provided and subject to other policies in this Plan.
2. Proposals for Traveller or Travelling Showpeople sites must meet at least one of the following criteria, and other relevant policies in this Plan, including Part 3 of this policy:
 - a) Whether the site is on an existing site that could provide additional provision through intensification and / or improved orientation; or
 - b) Whether the site could provide additional provision through appropriate expansion; or
 - c) Whether the site is within existing development boundaries or strategic growth areas; or
 - d) If the site is located elsewhere in the District, whether it would form sustainable development. In assessing this, the Council will have regard to the sustainability/site suitability criteria in the 'Traveller Site Allocations Development Plan Document Draft Background Paper: Methodology and Site Selection' August 2016.
3. The Council will consider applications for planning permission against the other relevant policies in this Plan, and will require sites to be:
 - a) appropriate in scale to the nearest settlement or dwelling(s) and do not dominate them, having regard to factors such as the scale and form of existing Travellers' pitches in the locality, and the availability of infrastructure, services and facilities;
 - b) well related to the existing built-up area, where relevant; capable of having access to essential services; and allow convenient access, preferably by pedestrian, cycle or public transport, as well as by private car, to key facilities;
 - c) located away from areas at risk of flooding. Proposals for sites in locations other than Flood Zone 1 will be expected to demonstrate a sequential approach to site selection and be justified by a Flood Risk Assessment (FRA). Due to the highly vulnerable nature of caravans and mobile homes, sites in Flood Zone 3 will not be supported;
 - d) accessed safely by vehicles from the public highway;
 - e) of sufficient size to provide amenities and facilities for the planned number of caravans; including parking spaces, areas for turning and servicing of vehicles, amenity blocks, play and residential amenity areas, access roads and temporary visitor areas;
 - f) located, designed and landscaped to avoid unacceptable harm to the character of the local area and the living conditions of local residents;
 - g) large enough for the storage and maintenance of rides and equipment, in the case of Travelling Showpeople.

Policy Clarification

- 5.52 There are a limited number of Traveller sites and Travelling Showpeople yards with planning permission in the District. If changes of use were permitted on even a small number of sites it would affect the supply of sites available for the wider traveller community use. The 2016 GTAA and the bi-annual caravan count have identified 59 existing Traveller pitches with planning permission and one Travelling Showpeople yard with five plots (unoccupied at the time of the GTAA), although not all sites are occupied by households who meet the PPTS definition. Therefore the policy seeks to protect this supply of sites by resisting development to alternative uses.
- 5.53 To meet the accommodation needs of ‘travelling’ households, the Council will actively and positively consider proposals through the development management process, using the criteria set out in policy H6. The 2016 GTAA concluded that one pitch is needed for households who meet the PPTS definition. This pitch need has been met (see para 5.47). The 2016 GTAA also identified a need for up to 10 pitches for households who may meet the PPTS definition.
- 5.54 Since the publication of the 2016 GTAA, one pitch identified has been granted on appeal: therefore the identified need is currently for up to 9 pitches (see table in para 5.47).
- 5.55 The Council’s strategic approach to planning for Traveller sites aims to promote peaceful and integrated co-existence between travellers and the local settled community, and to consider the effect of the local environmental quality (such as noise and air quality) on the health and wellbeing of residents on Traveller sites.
- 5.56 When considering proposals for new Traveller sites, the Council will seek to protect local amenity and the local environment from inappropriate development, and avoid placing undue pressure on local infrastructure and services. The Council will also consider the existing level of local provision and need for sites, the availability (or lack) of alternative accommodation, and other personal circumstances of the applicants.
- 5.57 Through the proposed approach within this policy, the Council will seek to ensure the sufficient provision of sites to reduce the possibility of unauthorised developments and encampments within the District.
- 5.58 The Council will keep under review the demand and supply of Traveller pitches, short stay sites and Travelling Showpeople plots during the plan period. The policy will be reviewed either as part of the periodic review of this Plan, or if there are significant changes in the requirements for pitch provision, identified through monitoring of demand and supply or for example as evidenced through a review of the GTAA.
- 5.59 Circumstances that will trigger a review of the Essex-wide GTAA, of which the Maldon District GTAA forms a part, include a major shift in government policy, significant changes in population or household projections, or a consensus of the Essex Planning Officers’ Association that a review is required.

5.60 KEY EVIDENCE BASE DOCUMENTS

- Maldon District Gypsy and Traveller Accommodation Assessment (ORS, 2016)
- Planning Policy for Travellers’ Sites (DCLG, 2015)
- Traveller Site Allocations Development Plan Document Draft Background Paper: Methodology and Site Selection (MDC, August 2016)
- Designing Gypsy and Traveller Sites: Good Practice Guide (DCLG, 2008)

Policy H7 Agricultural and Essential Workers' Accommodation

Context

- 5.61 To protect the rural nature of the District and encourage sustainable development, the Council's spatial approach is to locate new dwellings within the development boundaries of existing built up areas. However, it is recognised that in some circumstances the demands of farming, forestry, or other rural-based enterprises can make it essential for one or more full-time employees to live at, or very close to, their location of work.

Policy H7 Agricultural and Essential Workers' Accommodation

Permanent or temporary accommodation in the countryside related to and located in the immediate vicinity of a rural enterprise, will only be permitted where:

- 1) Evidence has been submitted to the satisfaction of the Council that there is an existing agricultural, forestry, fishery or other commercial equine business-related functional need for a full-time worker in that location;
- 2) There are no suitable alternative dwellings available, or which could be made available in the area to serve the identified functional need;
- 3) It can be demonstrated that the enterprise is, or will be in the case of new businesses, a viable business with secure future prospects;
- 4) The size and nature of the proposed structure is commensurate with the needs of the enterprise concerned; and
- 5) The development is not intrusive to the countryside, is designed to minimise adverse impact upon the character and appearance of the area, and is acceptable when considered against other planning requirements.

In addition to the above requirements, where on-site accommodation is essential to support a new agricultural or forestry or other rural business-related enterprise, permission will only be granted in the first instance for a temporary structure which can easily be removed within three years of the date of planning consent. Any further proposals following this period will be considered using the criteria above.

All planning permission in relation to agricultural and essential workers' accommodation will be subject to an appropriate occupancy condition.

Policy Clarification

- 5.62 The Council will support permanent (or temporary) accommodation in the countryside in exceptional circumstances to sustain the effective operation of a viable rural business. Evidence will be required within an application to outline why accommodation is required to support the business in that particular location. Any evidence provided should seek to establish, to the Council's satisfaction, that the business needs one or more workers to be readily available at most times, for example to provide essential care to animals or processes at short notice. The application must demonstrate that new residential accommodation on that site is essential, rather than convenient, for the enterprise.
- 5.63 Applications for planning permission will be required to demonstrate that the rural enterprise or intention to engage in one is genuine and will be sustained for a reasonable period of time that is sufficient to warrant accommodation in the countryside where it

would not otherwise be permitted. Therefore, applications relating to new businesses will only be considered for temporary accommodation, such as a caravan or structure which can easily be dismantled, for three years following planning consent.

- 5.64 Any planning consent granted in relation to agricultural and essential workers accommodation will include a planning condition ensuring that the future occupancy of the accommodation will only be allowed for full-time employees of the business located on the specified site.

5.65 KEY EVIDENCE BASE DOCUMENTS:

- Heart of Essex Economic Futures (NLP, 2012) (EB060)

Policy H8 Provision for Houseboats

Context

- 5.66 The small groups of houseboats in the District's rivers and estuaries provide a unique type of housing which forms part of the District's varied character. In planning terms, houseboats are considered to be a form of residential development similar to that of land based housing, requiring similar infrastructure such as car parking provision, access roads, refuse disposal points, and where possible access to main infrastructure networks.
- 5.67 There is a lack of clear national guidance specifically related to houseboat development and it is therefore important for the LDP to ensure that houseboat developments will not have any detrimental impacts on the District's environment, and the appearance and amenity of the surrounding areas.

Policy H8 Provision for Houseboats

Planning permission for houseboats and associated activities may be considered appropriate if it can be demonstrated that:

- 1) The proposal does not have a significantly detrimental impact on the surrounding area in terms of pollution, biodiversity value, character and appearance;
- 2) The proposal is within or adjacent to settlement boundaries; and
- 3) The proposal does not conflict with activity, privacy and amenity of neighbouring uses.

Where planning permission is granted for the mooring of houseboats, the Council will require the applicant to enter into a legal agreement for the removal and disposal of any vessel so moored if it subsequently sinks, or becomes unfit for habitation, derelict or is otherwise abandoned

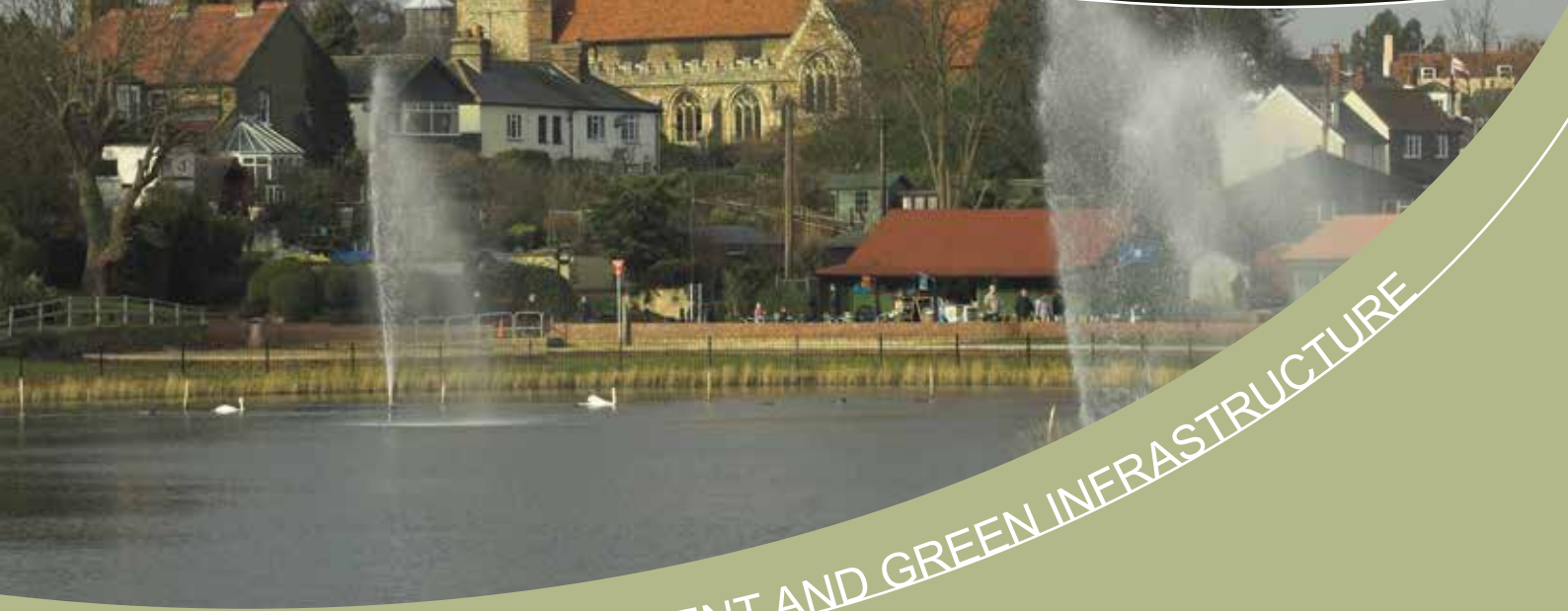
Any proposal for the replacement of houseboats will have to comply with the above requirements.

Policy Clarification

- 5.68 The coastline of the District is protected by a number of international and national designations such as Ramsar Sites, Sites of Special Scientific Interest (SSSIs), Special Protection Areas (SPAs), Special Areas of Conservation (SACs), and National Nature Reserves (NNRs). The Council will not support any proposed use or development that may adversely affect internationally, nationally, and development at locally designated sites of biodiversity value.
- 5.69 In relation to the principles of sustainable development, the Council will direct development and residential based changes of use to occur within defined settlement boundaries. The Council will also seek to prioritise riverside areas of the District for river / maritime leisure and tourism related uses.

5.70 KEY EVIDENCE BASE DOCUMENTS:

- No relevant documents.



NATURAL ENVIRONMENT AND GREEN INFRASTRUCTURE

Policy N1 Green Infrastructure Network

Context

- 6.1 A high quality multi-functional green infrastructure network of green and blue assets that is well connected is a key component of sustainable communities.
- 6.2 The Council is committed to maintaining and enhancing the quality of the environment and by setting out a clear strategic approach for the protection, enhancement, creation and management of networks of green infrastructure. This approach also serves as a framework for policies N2 and N3, as environmental conservation areas, sites of biodiversity value, open space and recreation facilities are also part of the green infrastructure network.
- 6.3 The District is predominantly rural and coastal, it is characterised by relatively remote settlements with a few major towns. Maldon's coast, estuary, waterways and lakes form some of the District's most valuable assets, these include the Dengie Peninsula, Blackwater Estuary, Crouch Estuary, Maldon and Burnham-on-Crouch's historic riversides, and the Chelmer and Blackwater Navigation. They all make valuable contributions to the local economy, tourism, biodiversity and visual amenity of the District.
- 6.4 Key assets such as National Cycle Routes, Protected Lanes, The Blackwater Rail Trail, Promenade Park and Riverside Park, will be connected and enhanced to meet the needs of residents and visitors for the long term. These sites and routes are identified on the Policies Map and Green Infrastructure Study (or successor documents) and play an important strategic role in Maldon's green infrastructure network.
- 6.5 Maritime related tourism and recreation are important economic activities in the District. However, the coast is vulnerable to the effects of climate change which present a threat to existing facilities, habitats and flood defences. An integrated coastal approach is therefore necessary to recognise the special needs for coastal communities with respect to economic development, biodiversity, tourism and recreation. Appropriate development proposals and projects will be supported by the Council to improve public access to the coast and the countryside.
- 6.6 To make better use of Maldon's green and blue infrastructure assets, access is paramount. The local and strategic scale should be connected with pedestrian, cycle, horse riding and wildlife friendly corridors, linking small amenity open spaces within urban areas through to larger open space, the countryside and nationally and internationally designated natural habitats. Enhancing access to the District's best assets, its recreation facilities and its coast and countryside is vital to improving people's quality of life and health and wellbeing.

Policy N1 Green Infrastructure Network

A strategic multi-functional network of green infrastructure will be identified, managed and where possible, enhanced. Open spaces and areas of significant biodiversity or historic interest will be protected. Development which results in the creation, restoration, enhancement, expansion and interconnection of these sites will be encouraged.

There will be a presumption against any development which may lead to the loss, degradation, fragmentation and / or isolation of existing or proposed green infrastructure.

Where there is no adverse impact or the adverse impact can be mitigated without loss in value, development proposals which promote the use and enjoyment of the natural environment will be encouraged.

To preserve and enhance a multi-functional green infrastructure network, including green infrastructure identified in this Plan and any other new green infrastructure, all development should:

- 1) Maximise opportunities for the restoration, enhancement and connection of the District's green infrastructure network throughout the lifetime of the development, both on-site and for the wider community;
- 2) Maximise opportunities to integrate green infrastructure with other types of land uses and/or design measures to maximise the collective social, economic and environmental benefits;
- 3) Seek to meet local standards and address any deficiencies as identified in the Maldon District Green Infrastructure Study and future strategies adopted by the Council; and
- 4) Where appropriate, be accompanied by a viable, long term management plan to the Council's satisfaction.

The requirement for new green infrastructure associated with developments will be subject to the legal tests (currently set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010) and subject to the proviso that no obligation or policy burden shall threaten the viability of the development.

Policy Clarification

- 6.7 Green infrastructure covers a wide range of green and blue infrastructure assets including open spaces, natural assets and facilities including woodlands, nature reserves, country parks, village greens, parks, gardens, cemeteries, churchyards, allotments, sports pitches and other recreational facilities which are designed, developed and managed to meet the needs of local communities.
- 6.8 The multi-functionality of green infrastructure can enhance the quality of life for residents and visitors, help wildlife adapt to climate change and contribute to sustainable transport use and sustainable communities. High quality green infrastructure helps to enhance townscape and visual amenity, promote a sense of place and community identity, and improve residents' health and sense of wellbeing. Networks of green spaces and corridors provide opportunities that encourage better health and wellbeing through recreation, walking, cycling and horse riding. They also benefit wildlife by conserving and enhancing habitats, and providing buffers from development to important wildlife sites and watercourses.

- 6.9 Provision of green infrastructure for growth, where appropriate, is necessary to maintain the vitality and viability of the District's towns and villages. Growth will place increasing pressure on the existing green infrastructure network but also present opportunities to enhance it. New development should be connected to green infrastructure networks and provide high quality, direct linkages across the development where possible. Developments should also expect to make contributions through onsite provision of green infrastructure, or monetary contribution, where any deficiency is identified.

6.10 KEY EVIDENCE BASE DOCUMENTS:

- Children's Play Strategy (MDC, 2007) (EB058)
- Green Infrastructure Guidance (Natural England, 2011)
- Green Infrastructure Study (MDC, 2011) (EB041a)
- Maldon District Nature Conservation Study (Essex Ecology Services Ltd, 2007) (EB070)

Policy N2 Natural Environment, Geodiversity and Biodiversity

Context

- 6.11 The District's natural landscape is dominated by the two estuaries and the associated extensive flat and gently undulating alluvial plain. The presence and distribution of these habitats is strongly influenced by geology and landform. There are significant areas of natural and semi-natural habitats that make an important contribution to the area's diverse landscape character and biodiversity. Habitats include woodland, grassland, estuary, salt marsh, mudflats, freshwater and open water. Many of the areas are of international, national and local importance and subsequently have been designated.
- 6.12 Strict protection and control will be applied to all international and national designations in accordance with the European Habitats Directive (92/43/EEC) and the Conservation of Species and Habitats Regulation (2010). These designated areas are mainly coastal, including the Mid-Essex Coast and the Essex estuaries, which contain important habitats for birds and marine life. Where required, development proposals should be accompanied by a supporting technical report, including consultation with appropriate agencies, to inform the Appropriate Assessment as well as any other necessary assessments required to identify potential impacts to international and national designations.
- 6.13 On a local level, there has been increasing awareness of the importance of nature conservation and biodiversity which is under threat from development pressures and the impacts of climate change. Locally significant habitats and species requiring protection, restoration or enhancement, are identified in the Essex Biodiversity Action Plan.
- 6.14 To protect the District's natural environment and biodiversity, developments should not have a detrimental impact on sites of local ecological significance both in terms of quantity, quality and connectivity. The Council will require the developer to submit an ecological survey where there is a reason to suspect the presence of important wildlife or habitats.

Policy N2

Natural Environment, Geodiversity and Biodiversity

Development proposals which help to improve the condition of existing international, national or local designations will be encouraged.

All development should seek to deliver net biodiversity and geodiversity gain where possible. Any development which could have an adverse effect on sites with designated features, priority habitats and / or protected or priority species, either individually or cumulatively, will require an assessment as required by the relevant legislation or national planning guidance.

Where any potential adverse effects to the conservation value or biodiversity value of designated sites are identified, the proposal will not normally be permitted.

Mitigation Measures

In exceptional circumstances where the loss of designated sites is demonstrated to be unavoidable, developers will be required to provide 'like for like' replacement, relocation and / or compensation towards the loss of habitats and be able to demonstrate that such measures are at least of an equal value to the loss on a site by site basis. Any compensatory habitat created should be ecologically functional in advance of the loss.

If any protected species and / or priority habitats / species or significant local wildlife are found on site, or their habitat may be affected by the proposed development, the proposal must make provision to mitigate any negative biodiversity impacts it may create.

Where the creation or relocation of habitat is required as part of the mitigation measures, the Council will have to be satisfied that:

- 1) There is no net loss of habitats in terms of quantity, quality and connectivity to the local ecological network; and
- 2) Any new or replacement habitat is delivered as close as possible to the development site in order to maintain a viable population locally and to avoid incremental and accumulative impact on local ecology.

Biodiversity by design

Wherever possible, all development proposals should incorporate ecologically sensitive design and features. Where appropriate, development proposals near any watercourses or water bodies should provide a sufficient buffer which will be beneficial from the perspective of minimising the encroachment of development, providing ecological enhancements, and preventing pollution.

Policy Clarification

- 6.15 The Council will seek to protect, restore and enhance sites of biodiversity and geodiversity interest by according appropriate weight to international, national and local sites. These are listed in Appendix 5 and shown on the Policies Map. Developments should seek to deliver net biodiversity and geodiversity gain where possible.
- 6.16 **International Designations**
In accordance with international treaties and regulations, strict tests will be applied to developments within, adjacent to or near designated areas including Ramsar sites, Special Protection Areas (SPA) and Special Areas of Conservation (SAC).

6.17 **National Designations**

Nationally designated sites, including Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR), Marine Conservation Zones (MCZs) and identified Ancient Woodlands, will be given strong protection in accordance to the tests outlined in the Habitats Regulations.

6.18 **Locally Important Sites**

The Council will seek to protect and enhance the biodiversity, geodiversity and recreational value of any identified sites of local importance such as Local Wildlife Sites (LWS), Regionally Important Geological Sites (RIGS), Local Geological Sites (LoGS), Local Nature Reserves (LNR), and any other sites of potential ecological value.

6.19 Development proposals must also be accompanied by an ecological survey where:

- a) There is a reason to suspect the presence of protected species or species requiring protection including but not limited to, features and species included and protected by relevant international and national legislations, the Essex Biodiversity Action Plan, the IUCN Red List of Threatened Species, and Birds of Conservation Concerns (Red / Ember category); or
- b) The site or area is of known local ecological importance including, but not limited to, Local Wildlife Sites, aged or veteran trees, protected lanes, hedges, meadows and other areas that may also have local importance by virtue of the presence of Essex Red Data List or significant populations of protected species.

6.20 **KEY EVIDENCE BASE DOCUMENTS**

- The Conservation of Habitats and Species Regulations (HM Government, 2010)
- Essex Biodiversity Action Plan (Essex Biodiversity Project, 2011)
- European Habitats Directive (European Union, 1992)
- Green Infrastructure Study (MDC, 2011) (EB041a)
- Maldon District Annual Monitoring Report (MDC, 2013) (EB050a)



Policy N3 Open Space, Sport and Leisure

Context

- 6.21 Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities. National planning policy seeks to protect existing open spaces, sport and recreation facilities, and to create new provisions where appropriate. It also requires local authorities to introduce local requirements for open space provision based on robust and up-to-date assessments.
- 6.22 The Council is committed to protecting and maintaining existing formal and informal open spaces, sports pitches, children's play areas, leisure and recreation facilities, while ensuring all new development contributes towards any identified local needs. The Council's policy is to enable, support and empower communities to be safe, active and healthy, as a corporate priority as well as part of the sustainable community's objectives.
- 6.23 Maldon District is home to many high quality leisure facilities with a regional importance such as the Promenade Park and Splash Park, Riverside Park, the Blackwater and Chelmer Navigation, the River Crouch, Five Lakes Country Club and Stow Maries Aerodrome. To improve health, well-being and active lifestyles through the provision of high quality leisure activities, the Council will generally support developments which improve the accessibility, attractiveness and recreational value of these facilities.
- 6.24 A Leisure Quarter is identified as part of the Maldon and Heybridge Central Area Masterplan Policy S5. This Leisure Quarter is an ideal location and good opportunity to improve leisure provision, or meet identified deficiencies, for residents of the Maldon and Heybridge area.

Policy N3 Open Space, Sport and Leisure

Proposals for development on open space (including district parks, local parks, children's play areas, cycle ways, bridleways, footpaths and allotments), sports and recreational buildings and land, including playing fields, will not be allowed unless:

- 1) Through an assessment there is clear evidence that the open space, buildings or land are surplus to requirements to meet local needs; or
- 2) The resulting loss would be replaced by new open space, buildings or land of equivalent or better provision in terms of quantity and quality and in a suitable location accessible by the local community; or
- 3) The development is for alternative sports and recreational provision and the need for that provision clearly outweighs the loss of open space, buildings or land.

These provisions will apply to all open spaces identified on the Policies Map and any other open spaces which exist or are newly created.

In principle, development must contribute towards improving the provision, quality and / or accessibility of local and strategic open space, sports, and associated community and leisure facilities.

Appropriate contribution or direct provision should be provided at the most suitable and accessible locations, taking into account the Council's Green Infrastructure Study (or any successor document), Sports and Physical Activity Plan or other relevant strategies adopted by the Council..

As a minimum, development should not increase existing deficiencies of open space, sports and leisure facilities in the locality.

The requirement for new open space, buildings or sports infrastructure associated with developments will be subject to the legal tests (currently set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010) and subject to the proviso that no obligation or policy burden shall threaten the viability of the development.

Development that would result in the loss of, or negatively impact upon, any public rights of way or any space / facility contributing towards the integrity of the green infrastructure network, will not normally be supported

Policy Clarification

- 6.25 The Council has carried out a robust and up-to-date assessment to identify areas of open space to protect, and to inform what new provision is needed to meet existing deficiencies and future needs. For local standards and requirements, the Maldon District Green Infrastructure Study, or any successor document, should be referred to.
- 6.26 The Maldon District Green Infrastructure Study (MDC, 2011a) (or successor document) assessed all existing provision for open space, sport and recreation facilities. It also indicated specific needs and deficiencies in different areas within the District. Information and findings from the Green Infrastructure Study will be used in determining what open space, sports and recreational provision is required in the locality, and how new development and initiatives should contribute towards these requirements. The Council is also producing a Sports and Physical Activity Strategy and Plan to engage the community in having a healthy lifestyle and being active. Both documents will work together to provide the evidence of need based around capital and revenue infrastructure for sports and physical activity.
- 6.27 KEY EVIDENCE BASE DOCUMENTS:**
- Children's Play Strategy (MDC, 2007) (EB058)
 - Green Infrastructure Study (MDC, 2011) (EB041a)
 - Draft Sports and Physical Activity Strategy (MDC, 2013)



TRANSPORT AND ACCESS

Policy T1 Sustainable Transport

Context

- 7.1 National planning policy requires the consideration of the transport system to be balanced in favour of sustainable transport modes and that developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- 7.2 Currently, all towns and most rural villages within the District are served by bus routes. However, the frequency and hours of operation vary considerably, with relatively poor, and in some cases, no services in some of the more rural and remote parts of the District. Most bus routes are commercially operated with just a small proportion subsidised by Essex County Council. The 'Dengie Dart' service is an additional specialised rural demand responsive transport scheme, which provides a bus service linking parts of Dengie with Maldon Town Centre, St Peter's Hospital, and Broomfield Hospital in Chelmsford (MDC, 2012j).
- 7.3 The Crouch Valley Line provides an opportunity to ease the District's reliance on the private car for transport. Railway patronage could be increased by improving train services, and improving connections to rail stations with bus links to nearby settlements.

Policy T1 Sustainable Transport

The Council will work with the public and a range of partners to deliver a more sustainable transport network for the District. This will be achieved through the delivery of sustainable transport infrastructure set out in other Policies in this plan, including Policies S3, S4, S5, S6 and I1, and by supporting measures which:

- 1) Secure provision for sustainable transport in new development;
- 2) Give priority to pedestrians, wheelchairs, cyclists and public transport over private vehicles;
- 3) Improve access to railway services by enhancing station facilities and the interchange arrangements between rail and other forms of transport;
- 4) Enable the provision for new bus services as well as maintaining and improving existing services in the District which connect the more rural and inaccessible communities with key settlements in the District and beyond;
- 5) Promote and secure the provision for demand responsive services and community transport schemes to increase accessibility for the more rural and inaccessible communities within the District;
- 6) Develop a high quality, safe and more comprehensive cycle route and footpath network for the District;
- 7) Seek to provide simple, accurate, accessible and integrated public transport information to the public; and
- 8) Ease traffic congestion in the historic core of Maldon and Heybridge, as well as other 'hot-spots' identified within the District.

Transport Assessments and Statements will be required to have regard to the adopted Essex County Council's Development Management Policies or successor documents, in order to assess the impact of development in terms of highway safety and capacity for both access to the proposed development and the wider highway network. Travel Plans will also be required for proposed development as appropriate.

Policy Clarification

- 7.4 The Council will encourage and support proposals which help to provide sustainable access and travel choice for residents of the District.
- 7.5 New development which is likely to generate significant journeys in terms of numbers and length should be sited in locations that are well served by public transport, as well as walking and cycling routes. Transport Assessments and Statements will be required to have regard to Essex County Council's Development Management Policies or successor documents, in order to assess the impact of development in terms of highway safety and capacity for access to the proposed development and the wider highway network. A Travel Plan which identifies opportunities for safe, healthy and sustainable travel options will also be required as appropriate.
- 7.6 Public and private investment will be sought to improve bus services in order to encourage the use of public transport. This may include the provision of bus shelters, subsidies to support bus services, maintenance, and the upgrading of information systems. Such investments will be targeted in locations where more local residents are likely to make a modal shift from the private car to public transport. However, consideration should also be given to the importance of linking rural and less accessible communities to areas that can provide required services and facilities.
- 7.7 To optimise the capacity of rail services in the District and to encourage a modal shift away from using the private car, the Council will seek to improve sustainable transport connections to railway stations on the Southminster branch line, and to the mainline stations of Hatfield Peverel, Witham and Chelmsford.
- 7.8 The Council will seek to encourage recreational walking, cycling and horse riding, particularly in coastal and countryside areas of the District such as the Dengie, while also protecting sensitive nationally and internationally important environmental areas.
- 7.9 KEY EVIDENCE BASE DOCUMENTS:**
- Essex Local Transport Plan Strategy (ECC, 2011) (EB048)
 - Infrastructure Delivery Plan (MDC, 2013) (EB059b)

Policy T2 Accessibility

Context

- 7.10 National planning policy states that the ability of people to access key services and facilities can make an important contribution to the health and well-being of communities. Therefore local authorities need to ensure residents of new developments are appropriately linked to employment, housing, retail, leisure, and key services and facilities irrespective of their age or physical ability.

Policy T2 Accessibility

To create and maintain an accessible environment, development proposals should where relevant to the development involved:

- 1) Be located where there is physical and environmental capacity to accommodate the type and amount of traffic generated, or locations where the impact can be suitably mitigated, taking into account the cumulative impact of developments;
- 2) Provide safe and direct walking and cycling routes to nearby services, facilities and public transport where appropriate;
- 3) Improve accessibility to the countryside and the natural environment and to enhance and protect the provision of Public Rights of Way;
- 4) Improve accessibility to buildings, streets and public spaces, particularly for those with mobility impairments;
- 5) Provide sufficient parking facilities having regard to the Council's adopted parking standards;
- 6) Provide sufficient and safe access to service and emergency vehicles; and
- 7) Give appropriate consideration to encourage a people-oriented space within the development.

Policy Clarification

7.11 To ensure that residents can access required services and facilities, the Council will seek to ensure all new developments are well connected to existing public transport routes. The majority of new housing, employment, services and facilities will be concentrated in the Garden Suburbs and Strategic Allocations, which are focused within the more accessible areas in the District. This approach will make the provision of new public transport and other transport infrastructure more deliverable.

7.12 The Council's strategic approach to improve accessibility is to:

- Improve access to jobs, education, services and facilities
- Ensure reliable and efficient transport networks that meet local need and support economic activities
- Promote walking and cycling as alternative means of transport that can improve accessibility
- Reduce the District's over dependence on the car, reduce carbon emissions, and benefit the health and wellbeing of residents
- Facilitate movement through better land use allocation and transportation management; and
- Ensure that accessibility considerations are fully integrated into future planning decisions

7.13 Parking standards for different types of developments will need to have regard to the Council's adopted Vehicle Parking Standards SPD or successor documents.

7.14 KEY EVIDENCE BASE DOCUMENTS:

- Essex Local Transport Plan Strategy (ECC, 2011) (EB048)
- Vehicle Parking Standard SPD (MDC, 2006) (EB075)



IMPLEMENTATION AND MONITORING

Policy I1 Infrastructure and Services

Context

- 8.1 To ensure that development meets the needs of new and existing residents, and does not have an unreasonable detrimental impact on existing local residents and the surrounding area, new development should be supported by an appropriate level of new infrastructure. To ensure the delivery of sustainable communities across the District, and to help sustain a good quality of life for all residents, where appropriate the Council will seek to ensure the provision of required infrastructure, services, and community facilities, alongside new development.

Policy I1 Infrastructure and Services

The Council will work with relevant partners and infrastructure providers to maintain and improve infrastructure provision in the District through delivering the infrastructure associated with development proposals in policies in this Plan, including policies S3, S4, S5 and S6 and by :

- 1) Ensuring that existing infrastructure and services are protected and / or improved to meet the existing and future needs of the District;
- 2) Ensuring that an appropriate level and type of infrastructure is provided for new developments where required to meet community and environmental needs;
- 3) Maximising opportunities for reconfiguration, expansion and co-location of facilities to improve the infrastructure capacity, accessibility and viability;
- 4) Providing information on known infrastructure requirements in the District and the most appropriate methods of delivery; and
- 5) Requiring planning applications to take account of relevant business plans and programs produced by infrastructure providers to ensure development is appropriately phased and does not prejudice the planned delivery of infrastructure improvements.

In assessing infrastructure and service requirements, the Council will have regard to the cumulative impact of developments in the locality and across the District.

Where appropriate, necessary infrastructure will be required to be delivered in advance of development taking place to ensure that community and environmental benefits are realised from the start of development. On a strategic level, the Council may require certain developments to be phased in order to optimise infrastructure delivery.

Developer Contributions

Developers will be required to contribute towards local and strategic infrastructure and services necessary to support the proposed development. Where the development may impact upon the local area, a Section 106 contribution may be agreed between the Council and the developer to mitigate those impacts. Where the impact may be on the public highway network, then an agreement may be made under Section 278 of the Highways Act 1980 between the developer and the Highways Authority for the developer to undertake or pay for works.

In addition, development proposals within the each of the strategic growth areas (including all sites within the Garden Suburbs and Strategic Allocations as identified in Policy S2) will be expected to contribute collectively and proportionally towards delivering the necessary

infrastructure requirements which are related to the respective strategic growth areas (as identified in Policy S4 and S6). The broad approach to the pooling of strategic infrastructure costs associated with the LDP is set out in TABLE 1.

The Council will introduce a Community Infrastructure Levy (CIL) to further enable contributions to be made towards strategic infrastructure and service provision from new developments that are not included in TABLE 1. Where necessary, the Council will review developer contributions for Garden Suburbs and Strategic Allocations alongside the production and implementation of CIL.

Policy Clarification

- 8.2 The term 'infrastructure' includes a wide range of social, green, and physical services and facilities that are commonly required alongside new development. The following list is not exhaustive, but provides an indication of the types of infrastructure that should be considered in relation to new development in the District:
 - Social infrastructure: affordable housing, gypsy and traveller sites, education, GP surgeries and hospitals, emergency services including police, fire, and ambulance, community and social centres and halls, social services, cemeteries and crematoria, places of worship, libraries, post offices, culture and leisure facilities
 - Green infrastructure: parks and country parks, children's play areas, sport pitches and grounds, allotments, and green spaces within the built environment, local wildlife sites, local nature reserves, private nature reserves, SSSIs, and sites of geological interest
 - Physical infrastructure: highways, railways, bus networks, footpaths, cycle routes, bridleways, waterways, car parking, gas networks, electricity and renewable energy networks, water supply, water treatment and drainage, flood defences, telecommunications, broadband and wireless connections, recycling, waste collection and disposal
- 8.3 The Council will continue to review the impact of new development in the District, and with support from associated infrastructure providers, the Council will carefully monitor the impact of growth to ensure the timely provision of sufficient infrastructure to meet the existing and future needs of the District.
- 8.4 To maintain and provide infrastructure and other community services effectively, it is essential that there is a partnership working approach between the public, private and voluntary sector agencies. Developers will be encouraged to liaise with infrastructure providers as early as possible in the development planning process to ensure essential infrastructure services are provided effectively.
- 8.5 In addition to the statutory requirements of a local plan consultation, and in accordance with the requirements of the Duty to Cooperate, the Council maintains regular contact with key infrastructure providers including Anglian Water, Essex and Suffolk Water, Essex County Council, Essex Fire and Police Services, local schools, NHS and the Clinical Commissioning Group (CCG). Through contact with these groups, the production of the LDP has been informed by knowledge of the capacity of water, sewerage and drainage, schools, highways, emergency services, and GP surgery infrastructure in the District. Alongside the NHS, the Council has also been considering future options for St Peter's Hospital.

IMPLEMENTATION AND MONITORING

TABLE 1
DEVELOPER CONTRIBUTION POOLING ARRANGEMENTS FOR STRATEGIC INFRASTRUCTURE

PDC	Pooled developer contributions	SELEP	South East Local Enterprise Partnership
ECC	Essex County Council	CIL	Community Infrastructure Levy

KEY	INFRASTRUCTURE	FUNDING SOURCE
TRANSPORT	North Heybridge relief road	Site 2(d)
	South Maldon relief road (A414/Wycke Hill)	PDC
	B1018 Langford Road / Heybridge Approach	PDC
	B1018 Heybridge Approach / A414 roundabout	PDC
PASSENGER TRANSPORT	Burnham-on-Crouch highway improvements (B1010 / B1021 junction)	PDC
	A414 / Spital Road roundabout	SE LEP
	A414 Oak Corner Junction	PDC
	Eves Corner Junction, Danbury	SE LEP
EARLY YEARS & CHILD CARE	Passenger Transport Improvements for South Maldon	PDC
	Passenger Transport Improvements for North Heybridge	PDC
	Passenger Transport Improvements for Burnham-on-Crouch	ECC and CIL
	Stand-alone 56-place EY&C facility in South Maldon	PDC
PRIMARY SCHOOLS	56-place EY&C facility in South Maldon within new primary school (see Primary schools)	PDC
	Stand-alone 56-place EY&C facility in North Heybridge	PDC
	56-place EY&C facility in North Heybridge (see Primary schools)	PDC
	One 56-place EY&C facility in Burnham-on-Crouch	PDC
SECONDARY SCHOOLS	1.5 form entry primary school in South Maldon	PDC
	One class base expansion of existing primary school in Maldon	PDC
	1 form entry primary school & combined 56 place EY&C North Heybridge	PDC
	Replacement temporary class base at St Mary's School Burnham-on-Crouch	PDC
YOUTH AND CHILDREN'S FACILITIES	Expansion of Plume School – Lower	PDC
	Expansion of Plume School - Upper	PDC
	Teen shelters, skateboard facilities and access to shared community facilities in South Maldon	PDC
	Teen shelters, skateboard facilities and access to shared community facilities in North Heybridge	PDC
INFRA-STRUCTURE	Teen shelters, skateboard facilities and access to shared community facilities in Burnham-on-Crouch	PDC
	NEAPs and LEAPs in South Maldon	PDC
	NEAPs and LEAPs in North Heybridge	PDC
	NEAPs and LEAPs in Burnham-on-Crouch	PDC
GREEN INFRA-STRUCTURE	Sports facilities in South Maldon	PDC
	Sports facilities in North Heybridge	PDC
	Sports facilities located outside of the Garden Suburbs in other areas of the District	CIL
	Sports facilities in Burnham-on-Crouch	CIL
HEALTH	Allotments in South Maldon	PDC
	Allotments in North Heybridge	PDC
	Allotments outside of the Garden Suburbs in other areas of the District	CIL
	Improved facilities in Maldon	PDC
FLOOD ALLEVIATION	New health facility in North Heybridge	PDC
	Improved facilities in Burnham-on-Crouch	PDC
	Heybridge Strategic Flood Alleviation	Site 2(d)

- 8.6 To outline known infrastructure requirements particularly associated with strategic growth in the District and the wider area, the Council has produced an Infrastructure Delivery Plan (MDC, 2013j). The IDP provides details of critical infrastructure required to support and enable strategic growth in the District, and where known outlines costs for delivery, potential phasing, funding sources, and responsibilities for delivery. The Council's infrastructure evidence base documents will be regularly monitored and updated in partnership with infrastructure providers and other key stakeholders.
- 8.7 Infrastructure is often provided by developers through planning conditions, planning obligations and / or the CIL. Planning conditions are commonly used for provision of essential on-site design requirements and infrastructure provision. The long-term maintenance of integral and critical infrastructure is usually secured through adoption agreements between the developer and a suitable organisation, for example roads and street lighting with the highways authority; sewers with the utility provider; amenity open space with a suitable council or private contractor.
- 8.8 Planning obligations are tailored to a specific development and must be directly related to its impact. The obligation can include financial contributions towards infrastructure, or the completion of specific infrastructure as part of the development. An obligation should only relate to infrastructure requirements specifically related to the proposed development, and should be used to address matters that are necessary to make a development acceptable in planning terms. Planning obligations are legally enforceable under Section 106 of the Town and Country Planning Act 1990.
- 8.9 Planning obligations can also be provided through a section 278 agreement. Under section 278 of the Highways Act 1980, the Highways Authority can enter into a legal agreement with a developer for the developer to either pay for or make alterations or improvements to the public highway, to facilitate development. Under the CIL Regulations, infrastructure provided through a section 278 agreement is not subject to the same pooling restrictions as section 106 agreements. Therefore, any infrastructure works allocated in TABLE 1 for five contributions through section 106 arrangements could be attributed to further sites following a section 278 agreement with the Highways Authority. The Council will investigate further options relating to the provision of Section 278 agreements with the Highways Authority and relevant developers.
- 8.10 Infrastructure requirements which are directly related to more than one development site can be funded through pooled planning obligations, e.g. S106, from a number of relevant developers. Using pooled planning obligations instead of CIL payments provides greater certainty that infrastructure will be delivered as required to support new development allocated in the LDP. The IDP identifies strategic infrastructure projects which are directly related to sites within Garden Suburbs and Strategic Allocations. These strategic infrastructure projects are essential to make the development sites acceptable in planning terms. TABLE 1 outlines how planning obligations will be pooled between relevant development sites to fund the delivery of required infrastructure projects. The IDP provides further details and explanations on the pooling arrangements. The development of the North Heybridge Garden Suburb brings the opportunity to deliver an integrated Strategic Flood Alleviation scheme and development.
- 8.11 CIL is a levy imposed by the local authority to raise funds from owners or developers of land undertaking new building projects in their area. The financial contributions received through CIL charges will be shared between the Council, Essex County Council, and the relevant parish or town council, and will be used by the District Council to fund infrastructure projects identified in the CIL Charging Schedule. The Council will be producing a CIL Charging Schedule alongside the production of the LDP.

- 8.12 In addition to contributions sought from developers, infrastructure requirements may also be funded by service providers as identified within their business plans and programs, and through funding provided by the South East Local Enterprise Partnership. The Council will require planning applications to take account of relevant business plans and programs produced by infrastructure providers to ensure development does not prejudice the planned delivery of infrastructure improvements. Examples of business plans produced by infrastructure providers include the Anglian Water business plan produced every five years to outline proposed future investment; the Commissioning School Places in Essex document produced every five years by Essex County Council to outline future capacity of schools; and the Primary Care Strategy currently being prepared by NHS England and the Commissioning Plan 2013/14 produced by the Mid Essex Clinical Commissioning Group to direct investment in the NHS. Where appropriate, the business plans of all relevant key infrastructure providers should be considered in the production of planning applications submitted to the Council.
- 8.13 The Infrastructure Delivery Plan (MDC, 2013j) identifies all relevant strategic infrastructure requirements and sets out funding sources, as well as the timescale and mechanism for delivery. The Infrastructure Delivery Plan indicates how the cost and delivery of infrastructure will be apportioned to individual Garden Suburbs and Strategic Allocations. Individual schemes will still be required to address fully any site specific design or infrastructure requirements, as well as other policy requirements such as affordable housing provision.
- 8.14 **KEY EVIDENCE BASE DOCUMENTS:**
- Local Plan and Community Infrastructure Levy Viability Study Update (HDH Planning and Development, 2013) (EB040a)
 - Infrastructure Delivery Plan (MDC, 2013) (EB059b)
 - Assessment of Impact of Proposed Development Sites in Heybridge, South Maldon and Burnham-on-Crouch on Highway Network (ECC / Essex Highways, 2013) (EB004c)
 - Commissioning Plan 2013/14 (CCG, 2012)
 - Commissioning School Places in Essex 2012-2017 (ECC, 2012)
 - Anglian Water Business Plan 2010-2015 (AW, 2010)

Policy I2 Health and Wellbeing

Context

- 8.15 The population of Maldon is projected to experience the largest increase in people aged 64 and over in Essex. Coupled with the level of population growth projected in the District over the next 15 years, and potential growth in areas close to the District such as Witham and South Woodham Ferrers, there will be increasing pressure and demand on healthcare provision in the District.
- 8.16 The Maldon Health Needs Assessment (HNA) (CCG, 2013) has identified pockets of deprivation in the District where pronounced health inequalities exist, particularly around Maldon town, where there is evidence of income deprivation among older age residents and an increased proportion of residents with long term illnesses.
- 8.17 A household is identified as being in fuel poverty if it needs to spend more than 10% of its income on fuel to maintain a satisfactory heating regime (usually 21 degrees for the main living area, and 18 degrees for other occupied rooms). Nearly one fifth of Maldon residents live in fuel poverty, which raises significant health and wellbeing concerns.
- 8.18 The level of GP provision in the District is deemed to be 'insufficient' by the HNA, with a physical capacity deficit of around 800m2 and an 'over-registration' of 8,500 patients.

Policy I2 Health and Wellbeing

The Council will aim to improve the District's health and wellbeing by:

- 1) Addressing health issues identified in the Maldon HNA and other plans and initiatives produced by Essex Public Health, NHS England, the Mid Essex Clinical Commissioning Group, Essex Health & Wellbeing Board or any associated or successor bodies, to deliver modern healthcare which meets the needs of the District;
- 2) Maximising accessibility to services, particularly for vulnerable groups, through better service integration and locating new services where access can be improved;
- 3) Promoting suitable types of residential developments which cater for the ageing population and support healthy and independent lives; and
- 4) Ensuring increased access to the District's green spaces and opportunities for higher levels of physical activities.

All residential development of 50 dwellings or more, and any Class C developments comprising residential, nursing and care home developments will be required to undertake a Health Impact Assessment that measures wider impact upon healthy living and the demands that are placed upon the capacity of health services and facilities arising from the development. Where significant impacts are identified, planning permission will be refused unless measures to meet the health service requirements of the development are provided and / or secured by planning obligations, or by CIL, as appropriate.

The Council will work with the NHS and other delivery bodies to ensure that the future health needs of the District are comprehensively addressed. New developments will be required to support the provision of new or improved facilities for health and social care. The Council will resist the loss of existing health facilities, including St Peter's Hospital in Maldon, unless appropriate new provision has been secured that meets the long term health needs of the District. If it is considered necessary as a result of future strategy development by the NHS and other delivery bodies, a focused review of the Local Development Plan will be undertaken to ensure the health needs of the District are met.

Policy Clarification

- 8.19 In accordance with the NPPF, the Council will seek to maintain and support the development of strong, vibrant and healthy communities with accessible local services that reflect the needs of the community it supports.
- 8.20 The Maldon HNA was produced by Essex Public Health on behalf of the Mid Essex Clinical Commissioning Group (CCG), to provide a comprehensive assessment of the health-related issues facing the District, and outline recommendations for priorities, resource distribution and service provision that will improve health and wellbeing and reduce health inequalities.
- 8.21 There are a number of health related boards which seek to influence the provision of health facilities in the area through strategies, plans and initiatives. Key groups include the Essex Health and Wellbeing Board, a forum for leaders from the health care system in Essex organised through Essex County Council; NHS England, which has taken on many of the functions of the former Primary Care Trusts (PCTs) with regard to the commissioning of primary care health services, and some nationally-based functions previously undertaken by the Department of Health; and the Mid Essex Clinical Commissioning Group (CCG), which is the statutory body responsible for designing and buying health and wellbeing services in the Mid Essex areas including Maldon District. The Council will seek to work with these groups, or any associated or successor organisations, to improve the District's health and wellbeing.
- 8.22 The Council will encourage and support key health related groups to consider and plan for the impact of significant growth in the older population of the District and on the utilisation and development of health services in the District and surrounding areas. The Council will encourage the CCG and local partners to review how services are provided, to minimise the need for local residents to travel long distances to access some services which could be better provided locally where people live.
- 8.23 Vulnerable groups are people that are considered to experience a higher risk of poverty and social exclusion than the general population. This can include ethnic minorities, migrants, disabled people, homeless people, those struggling with substance abuse, isolated elderly people, children, people that are unemployed or economically inactive, and people at risk of losing their jobs. These groups have a greater potential to experience difficulties that can lead to further social exclusion, such as low levels of education and unemployment or underemployment.
- 8.24 The Council will encourage residential developments which meet the needs of the increasing older population of the District. This can be provided by housing considered to be especially suitable for older people, either because of the dwelling type (e.g. bungalows), specific design features (including 'lifetime homes') or because of adaptations to suit older people's needs, or by specialist housing for elderly people. Specialist housing often has special design features and facilities, and usually includes visiting or on-site support and care.
- 8.25 Healthy living can be promoted through the design of new development, and most development has a potential impact upon the health services and facilities that are provided in the District. The extent of these impacts need to be assessed to ensure that an adequate level of health and services continue to be provided for the community as a whole. Development proposals where there is potential for significant health impacts will be required to produce a comprehensive Health Impact Assessment.

- 8.26 Health Impact Assessments consider the impact of a new development on promoting healthy lifestyles and in particular providing opportunities to encourage healthy activities such as walking and cycling. The assessment should also consider the impact of the development proposals on the capacity of existing health services and facilities. The District Council will require Health Impact Assessments to be prepared in accordance with the advice and best practice for such assessments as published by the Department of Health and other agencies. The District Council will liaise with the Mid Essex CCG, NHS Property Services Ltd and other relevant bodies where necessary to ensure Health Impact Assessments meet appropriate health related aims and objectives.
- 8.27 The development of a community hospital to replace St Peter's is a long held priority for Maldon District Council. There are a number of significant problems with the physical condition and suitability of several buildings on the St Peter's Hospital site. As such, the existing St Peter's Hospital in Maldon is no longer able to provide an adequate setting for delivering modern, flexible and accessible healthcare services. In addition, the health needs of the population of Maldon District are changing as the population ages. A different type of health facility is required to meet these challenges, as the current facilities are not able to provide accommodation that is sufficiently flexible and large enough to accommodate the existing and future health service needs of the District and prevents the NHS from achieving its strategic goals.
- 8.28 The NHS is currently considering options for updating the existing St Peter's facility on the existing site and identifying new suitable locations around Maldon Town. The Council is actively supporting the NHS through this process.
- 8.29 KEY EVIDENCE BASE DOCUMENTS:**
- Infrastructure Delivery Plan (MDC, 2013) (EB059b)
 - Maldon District Health Needs Assessment (CCG, 2013) (EB069)

Monitoring Framework

- 8.30 The LDP is intended to be a flexible document, capable of responding to changing needs and circumstances nationally, regionally and locally. Therefore it is important that there are adequate processes to monitor and manage the implementation of the LDP policies.
- 8.31 Following changes brought in by the Local Planning Regulations 2012, local authorities are no longer required to submit a monitoring report to the Secretary of State on an annual basis. Instead monitoring should be undertaken continuously and up-to-date monitoring information should be made available to the public as soon as practical.
- 8.32 It is the Council's intention to produce an Authority Monitoring Report (AMR) annually to provide a consistent basis for monitoring purposes. The AMR will include a monitoring framework to assess whether the LDP policies are being implemented as intended. This monitoring framework will align the LDP policies with the planning objectives set in the LDP and the Sustainability Appraisal. The effectiveness of the policies will be assessed against a range of indicators and targets.
- 8.33 Wherever possible they have been chosen to be SMART, i.e. Specific, Measurable, Achievable, Realistic and Timely. Where targets are not met, the AMR will seek to identify actions that the Council may take to address the issues. This could include formal review and amendments to the policies and strategies. The following tables provide an outline of how the LDP policies will be monitored. The AMR will be flexible to include new indicators for better monitoring where new data and information becomes available.
- 8.34 The AMR will also be used to monitor the progress and implementation of the Council's adopted Local Development Scheme.

S1 - Sustainable Development

TARGETS	INDICATORS
No specific targets. The effectiveness of this policy will be judged on the collective performance of all LDP policies.	N/A

S2 - Strategic Growth

TARGETS	INDICATORS
To meet the LDP housing target of a minimum of 4,650 dwellings between 2014 and 2029. The delivery of infrastructure requirements in accordance with Policy I1 and TABLE 1. Ensuring that sufficient infrastructure capacity exists to accommodate the LDP planned growth at Maldon, Heybridge and Burnham-on-Crouch.	<ul style="list-style-type: none"> - Annual update of Five Year Housing Land Supply Statement - Progress and delivery of strategic infrastructure via S106 agreements, S278 agreements and CIL - Current and projected capacity of local infrastructure including: <ul style="list-style-type: none"> - The Plume Academy*; - Primary schools in the Maldon, Heybridge and Burnham-on-Crouch area*; - Early Years and Childcare facilities in the Maldon, Heybridge and Burnham-on-Crouch area; - Highway capacity in and around the Maldon, Heybridge and Burnham-on-Crouch area** - Capacity in the wider highway network including Wood Corner, Eve's Corner, Well Lane and Hatfield Peverell**
<p>* Information on schools capacity is available through the 'Commissioning School Places in Essex' report produced by ECC on an annual basis</p> <p>** Traffic Volume data available from Essex Highway Data Collection Unit on a regular basis</p>	

S3 – Place Shaping

TARGETS	INDICATORS
Development proposals for the Garden Suburbs and Strategic Allocations must incorporate the principles set out in Policy S3	- The production and implementation of master plans for the Garden Suburbs in south of Maldon and north of Heybridge.

S4 – Maldon and Heybridge Strategic Growth

TARGETS	INDICATORS
Development proposals for the Garden Suburbs and Strategic Allocations must incorporate the principles set out in Policy S4	<ul style="list-style-type: none"> - The production and implementation of master plans for the Garden Suburbs in south of Maldon and north of Heybridge. - Progress and delivery of identified strategic infrastructure requirements.

S5 – The Maldon and Heybridge Central Area

TARGETS	INDICATORS
Development proposals for the Maldon and Heybridge Central Area must incorporate the principles set out in Policy S5	<ul style="list-style-type: none"> - The production and implementation of a masterplan for the Maldon and Heybridge Central Area. - Progress and delivery of key projects.

S6 – Burnham-on-Crouch Strategic Growth

TARGETS	INDICATORS
Development proposals in the Burnham-on-Crouch Strategic Allocations must incorporate the principles set out in Policy S6	<ul style="list-style-type: none"> - Progress and delivery of identified strategic infrastructure requirements.

S7 – Prosperous Rural Communities

TARGETS	INDICATORS
To maintain and enhance sustainable rural communities.	<ul style="list-style-type: none"> - Net additional dwellings outside of defined settlement boundaries, Garden Suburbs and Strategic Allocations

S8 – Settlement Boundaries and the Countryside

TARGETS	INDICATORS
No specific targets. The effectiveness of this policy will be judged on the collective performance of relevant LDP policies.	N/A

D1 – Design Quality and Built Environment

TARGETS	INDICATORS
To ensure that new development is visually attractive, responsive to local character, helps to promote healthy communities, and creates buildings which are durable, adaptable, and function well within the surrounding area to create a safe and accessible environment.	The production and implementation of the Maldon District Design Guide, in accordance with the LDS

D2 – Climate Change & Environmental Impact of New Development

TARGETS	INDICATORS
No specific targets.	N/A

D3 – Conservation and Heritage Assets

TARGETS	INDICATORS
To preserve and enhance the District's heritage assets	<ul style="list-style-type: none"> - Number of Heritage Assets (designated and non-designated) damaged or destroyed - Number of Heritage Assets (designated and non-designated) improved - Number of Heritage Assets on the 'Heritage at Risk' register.

D4 – Renewable and Low Carbon Energy Generation

TARGETS	INDICATORS
To reduce greenhouse gas emission through achieving the government renewable energy target.	- Amount of electricity generated from major renewable / low carbon energy generation schemes

D5 – Flood Risk and Coastal Management

TARGETS	INDICATORS
To reduce and / or mitigate flood risks for existing and future developments.	<ul style="list-style-type: none"> - Net additional dwellings built within EA Floodzone 2 or 3 - Incidences of flooding affecting properties - Implementation of the Surface Water Management Plan - Progress and delivery of strategic flood alleviation scheme at North Heybridge

D6 – Advertisements

TARGETS	INDICATORS
No specific targets.	N/A

E1 – Employment

TARGETS	INDICATORS
Effective use of existing employment designations	<ul style="list-style-type: none"> - Amount of vacant employment land - Amount of employment land lost to other uses
Improved employment provision	<ul style="list-style-type: none"> - IMD Employment - Overall employment and unemployment rate - Net additional employment floorspace - Take up of new employment allocations

E2 – Retail Provision

TARGETS	INDICATORS
Improved retail provision	<ul style="list-style-type: none"> - Retail vacancy rate within the defined Town Centre Areas and Primary and Secondary retail frontages (annual Retail Monitoring Survey) - Proportion of A1 and non A1 uses within the defined Town Centre Areas and Primary and Secondary retail frontages - VAR registration per 10,000 population - Business Demography: Enterprise Births and Deaths - Breakdown of Business by sector

E3 – Community Services and Facilities

TARGETS	INDICATORS
Enhanced provision of community services and facilities	<ul style="list-style-type: none"> - IMD Barrier to Housing and Services

E4 – Agricultural and Rural Diversification

TARGETS	INDICATORS
No specific targets	N/A

E5 – Tourism

TARGETS	INDICATORS
Improved tourism provision	<ul style="list-style-type: none"> - Annual tourism income

E6 – Skills, Training and Education

TARGETS	INDICATORS
Improved skill level	<ul style="list-style-type: none"> - IMD Education, Skills and Training

H1 – Affordable Housing

TARGETS	INDICATORS
Improved affordable housing provision	<ul style="list-style-type: none"> - Net additional affordable housing delivered - Total amount of Commuted Sums collected - The production and implementation of the Strategic Housing SPD, in accordance with the LDS - Net additional housing delivered for elderly population

H2 – Housing Mix

TARGETS	INDICATORS
A balanced housing mix for local residents	- Number of new properties delivered by number of bedrooms

H3 – Accommodation for ‘Specialist’ Needs

TARGETS	INDICATORS
Improved provision to cater for the District’s ‘specialist’ housing needs	- Number and capacity of existing specialist need schemes in the District

H4 – Effective Use of Land

TARGETS	INDICATORS
To encourage the use of previously developed land	- Net additional dwellings on previously developed land

H5 – Rural Exception Schemes

TARGETS	INDICATORS
No specific targets.	N/A

H6 – Provision for Travellers

TARGETS	INDICATORS
To meet the planned target for G&T provision.	<ul style="list-style-type: none"> - Total number of approved G&T pitches - Total number of approved transit pitches for Travelling Showpeople - Size of shortfall for G&T provision

H7 – Agricultural and Essential Workers’ Accommodation

TARGETS	INDICATORS
No specific targets	N/A

H8 – Provision for Houseboats

TARGETS	INDICATORS
No specific targets	N/A

N1 – Green Infrastructure Network

TARGETS	INDICATORS
Improvement Green Infrastructure provision	<ul style="list-style-type: none"> - IMD Living Environment - Loss of green infrastructure to other uses - The production and implementation of a Green Infrastructure Strategy

N2 – Natural Environment and Biodiversity

TARGETS	INDICATORS
Maintaining and enhancing the natural environment and biodiversity	<ul style="list-style-type: none"> - Number, area and condition of areas of biodiversity and geological importance including internal, national and locally designated sites - BAP species and habitats

N3 – Open Space, Sport and Leisure

TARGETS	INDICATORS
Maintaining and enhancing the District's open spaces and sports and leisure facilities	<ul style="list-style-type: none"> - Loss of open spaces and sports or leisure facilities to other uses - Hectares of accessible green space per 1,000 population - Adult participation in sport

T1 – Sustainable Transport

TARGETS	INDICATORS
Improved provision for public transport	<ul style="list-style-type: none"> - New residential development within 30 minutes public transport time of GP/ Primary School/Secondary School/ Employment and major health centre - Percentage of new development in rural areas within 800 metres or 13 minute walk of an hourly bus service

T2 – Accessibility

TARGETS	INDICATORS
No specific targets.	N/A

I1 – Infrastructure and Services

TARGETS	INDICATORS
No specific targets. The effectiveness of this policy will be judged on the collective performance of all LDP policies	<ul style="list-style-type: none"> - Progress and delivery of strategic infrastructure via S106 agreements, S278 agreements and CIL - Current and projected capacity of local infrastructure including early years and childcare, primary education, secondary education and health provision

I2 – Health and Wellbeing

TARGETS	INDICATORS
No specific targets	<ul style="list-style-type: none"> - Progress and delivery of new Community Hospital or a similar healthcare facility



APPENDICES

APPENDIX 1 Acronyms and Glossary

List of Acronyms

AMR	Authority Monitoring Report
AQMA	Air Quality Management Areas
CCG	Clinical Commissioning Group
CIL	Community Infrastructure Levy
DPD	Development Plan Document
EIA	Equality Impact Assessment
EPOA	Essex Planning Officers Association
EPS	Maldon District Economic Prosperity Strategy
GP	General Practice
HRA	Habitats Regulations Assessment
IDP	Infrastructure Development Plan
LDF	Local Development Framework
LDP	Maldon District Local Development Plan
LDS	Maldon District Local Development Scheme
LNR	Local Nature Reserve
LWS	Local Wildlife Sites
MCZ	Marine Conservation Zones
NNR	National Nature Reserve
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
RIGS	Regionally Important Geological Sites
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SCI	Statement of Community Involvement
SHMA	Strategic Housing Market Assessment
SHLAA	Strategic Housing Land Availability Assessment
SMEs	Small and Medium Sized Enterprises
SNPP	Sub National Population Projections
SPA	Special Protection Area
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
SWMP	Surface Water Management Plan
VDS	Village Design Statement

GLOSSARY

Affordable Housing

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.

Air Quality Management Areas (AQMA)

Air Quality Management Areas (AQMA) are designations used by DEFRA to manage areas with air pollution.

Authority Monitoring Report (AMR)

Produced by the Council to provide an assessment of the progress made against targets and the performance of policies. The monitoring period will generally be from April to March. Previous editions were known as Annual Monitoring Report.

Appropriate Assessment

An assessment of the effect of a development on the Natura 2000 network (A Europe-wide network of sites of international importance for nature conservation). The network comprises Special Protection Areas under the Birds Directive and Special Areas of Conservation under the Habitats Directive (collectively referred to as European sites)

Area Action Plans (AAPs)

Area Action Plans are used to provide the planning framework for areas where significant change or conservation is needed.

Article 4 Direction

A legal mechanism which withdraws deemed planning permission granted by the General Permitted Development Order.

Backland and Infill Development

Backland development refers to the development of land to the rear of existing buildings including garden land, whilst infill development refers to sites on the street frontage between existing buildings.

BREEAM

BREEAM is an environment assessment and rating method for buildings recognised nationally and abroad. The assessment evaluates a buildings specification, design, construction and use, and aims to encourage low carbon and low impact design, to minimise energy use and maximise the use of low carbon technologies.

Community Hub (local centre)

A Community Hub is a building that is accessible to all groups in the neighbourhood and builds strong working relationships with other local community services.

Community Infrastructure Levy

Community Infrastructure Levy is a mechanism by which local planning authorities can secure monies from development to help fund both strategic and local infrastructure needs. Section 106 agreements will still be used to secure affordable housing provision and site specific infrastructure requirements.

Community Right to Build Order

An Order made by the local planning authority that grants planning permission for a site-specific development proposal or classes of development.

Conservation Areas

A Conservation Area is an area of special architectural or historic interest, with a character or appearance which is considered to be desirable to preserve or enhance.

Design and Access Statements

Design and Access Statements are short reports which accompany and support planning applications where required, to outline design principles and concepts that have been applied to a proposal in relation to layout, scale, landscaping, and overall appearance.

Economic Prosperity Strategy

A Strategy that sets out the Council's priorities and aspirations for the economic development of the District and a vision for how long-term business growth can be achieved.

Enabling Development

Enabling Development means allowing development to take place that would not normally be granted permission, to enable the delivery of a development which provides significant public benefit.

Environmental Impact Assessment (EIA)

A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Evidence Base

The information and data gathered to justify the "soundness" of the policy approach set out in the Local Development Plan, including physical, economic, and social characteristics of an area.

Geodiversity

The range of rocks, minerals, fossils, soils and landforms.

Garden Suburbs

Large scale development planned in a holistic and comprehensive way, including extensions to existing settlements. Development of this nature is based on the 'garden city' principles which in effect aim to improve quality of life by providing high quality design; infrastructure appropriate for the needs of the society such as public transport, public services, education and health facilities as well as community facilities and provision of green spaces, gardens, open spaces and landscaped areas integral to their design.

Green Infrastructure Network

Green Infrastructure is a network of high quality green spaces and other environmental features such as parks, public open spaces, playing fields, sports pitches, woodlands, and allotments. The provision of Green Infrastructure can provide social, economic and environmental benefits close to where people live and work.

Historic environment

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Heritage asset

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Independent Examination

Undertaken on the 'soundness' of the Submission Local Development Plan. The examination is held by an independent inspector appointed by the Secretary of State.

Flood Zone

Land within Flood Zones 2 and 3 are areas at medium or high risk from a source of flooding including from rivers and the sea, rainfall on the ground surface and rising groundwater, overwhelmed sewers and drainage systems, and from reservoirs, canals and lakes and other artificial sources.

Landscape Character Assessment

An assessment to identify different landscape areas which have a distinct character based on a recognisable pattern of elements, including combinations of geology, land-form, soils, vegetation, land use and human settlement.

Local Development Framework Core Strategy

The Local Development Framework Core Strategy was previously being developed to set out the key elements of the planning framework for the area. In the Maldon District the Core Strategy has now been incorporated into the Local Development Plan.

Local Development Order

An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

Local Development Scheme (LDS)

This is a public statement of the Council's programme for the production of Local Development Documents. The scheme will be revised when necessary.

Local Development Plan (LDP)

The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community and stakeholders. Once adopted the Local Development Plan will legally form part of the Development Plan for the District, superseding the Replacement Local Plan (2005).

Local Wildlife Sites (LWS)

Local Wildlife Sites, whilst not of national status, have a county-wide significance. Each site identified provides a high-grade habitat for a diverse range of flora and fauna meriting careful conservation. Sites are evaluated according to criteria, including: diversity of species; features of wildlife importance; rarity of habitat and species in local and county context; management and current use; public access and linkages with other sites and areas.

Main Town Centre Uses

National planning policy states that main town centre uses include retail development (including warehouse clubs and factory outlet centres), leisure, entertainment facilities and intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls), offices, and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

National Planning Policy Framework (NPPF)

Sets out the Government's planning policies for England, and provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflects the needs and priorities of their communities.

Neighbourhood Development Order (NDO)

An Order made by a local planning authority through which Parish Councils can grant planning permission for a specific development proposal or classes of development.

Neighbourhood Plans

A plan prepared by a Parish Council for a particular neighbourhood area.

Open space

All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Planning Obligation

A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Previously Developed Land (PDL)

Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Primary and secondary frontages

Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

Replacement dwellings

A replacement dwelling refers to the demolition of an existing dwelling and replacing it with a new one on site.

Rural exception sites and schemes

Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites and schemes seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Saved Plan or Saved Policies

The Planning and Compulsory Purchase Act 2004 (as amended) allowed existing plans or policies to be "saved"; that is they remained part of the development plan until superseded by up-to-date policies.

Self Build

Self Build housing is housing built or commissioned by individuals (or groups of individuals) for their own occupation.

Sequential Test

A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield land before greenfield sites and town centres before out of centre.

Shoreline Management Plan

A plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.

Site Waste Management Plan (SWMP)

A SWMP is often produced for large scale construction projects, and outlines how and where site waste will be transported and disposed.

Statement of Community Involvement (SCI)

A document setting out standards to be achieved by the local authority in involving the community in the preparation, alteration and continuing review of all Local Development Documents and planning applications.

Strategic Allocations

Allocations for specific or mixed uses of development contained in Development Plan Documents. The policies in the document identify any specific requirements for individual allocations.

Strategic Housing Land Availability Assessment (SHLAA)

An evidence base document which identifies sites with potential for housing and assesses their deliverability.

Strategic Housing Market Assessment (SHMA)

An evidence base document which analyses the local housing market characteristics and seeks to identify what factors influence those housing markets.

Sub National Population Projections (SNPP)

The Office of National Statistics (ONS) provides an independent view of the future population in each local authority, called the Sub National Population Projections (SNPP). The Department for Communities & Local Government (DCLG) uses these population numbers to estimate the number of new households likely to form in the future. The resulting projection can be viewed as a proxy for housing demand.

Surface Water Management Plan (SWMP)

A plan providing a large-scale assessment of the causes of surface water flooding, identification of areas at risk and prioritise areas for future detailed studies and alleviation work.

Sustainable Development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The National Planning Policy Framework places a requirement on local planning authorities to positively seek opportunities to meet the development needs of their area and guide development to sustainable solutions.

Sui generis

Uses which do not fall within any identified use class in the Use Classes Order are called 'sui generis' within national planning policy.

Supplementary Planning Document (SPD)

Documents which add further detail to the policies in the Local Development Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA)

The Planning and Compulsory Purchase Act 2004 requires Local Development Plans to be prepared with a view to contributing to the achievement of sustainable development. The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a Local Development Plan from the outset of the preparation process.

Sustainable Community Strategy (SCS)

A strategy, prepared by the Local Strategic Partnership which promotes the economic, environmental and social well-being of the Maldon District. It co-ordinates the actions of local public, private, voluntary and community sectors, contributing to District wide sustainable development.

Sustainable Drainage Systems (SuDS)

These are drainage systems designed to manage surface water and groundwater to sustainably reduce the potential impact of new and existing developments.

Sustainable transport

Efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Transport Assessment

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Travellers

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling show people or circus people travelling together as such.

Travelling Showpeople

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.

Windfall sites

Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

APPENDIX 2: References

- Althorne Community Together, 2015. Althorne Village Design Statement
- AMUP, 2012. Maldon and Heybridge Central Area Contextual Study. Allies and Morrison Urban Practitioners.
- AW, 2010. Anglian Water Business Plan 2010-2015. Anglian Water.
- Atkins, 2010a. Core Strategy Habitat Regulations Assessment: Screening Report.
- Atkins, 2010b. Core Strategy Sustainability Appraisal Report.
- BBP, 2015. The Development and Improvement Plan for the Causeway Regeneration Area. BBP
- CBA, 2006. Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment.
- CCG, 2012. Commissioning Plan 2013/14. Clinical Commissioning Group.
- CCG, 2013. Health Needs Assessment. Clinical Commissioning Group
- DCA, 2003. Maldon District Housing Needs Survey. David Couttie Associates.
- DCA, 2008. Strategic Housing Market Assessment. David Couttie Associates.
- DCA, 2009. Strategic Housing Market Assessment Update. David Couttie Associates.
- DCA, 2012. Strategic Housing Market Assessment Update 2012. David Couttie Associates.
- DCLG, 2008. Designing Gypsy and Traveller Sites: Good Practice Guide.
- DCLG, 2009a. Living Working Countryside: The Taylor Review of Rural Economy and Affordable Housing. Department for Communities and Local Government.
- DCLG, 2009b. Accommodation for Gypsies and Travellers and Travelling Showpeople in the East of England A Revision to the Regional Spatial Strategy for the East of England London:
- DCLG, 2010a. Indices of Multiple Deprivation. Department for Communities and Local Government.
- DCLG, 2010b. Land Use Change Statistics, Communities and Local Government. Department for Communities and Local Government.
- DCLG, 2010c. Household Projections, England (based on 2008 population projections). Department for Communities and Local Government.
- DCLG, 2012a. Planning Policy for Travellers Sites. Department for Communities and Local Government.
- DCLG, 2012b. National Planning Policy Framework (NPPF). Department for Communities and Local Government.
- DCLG, 2012c. Planning Policy for Travellers Sites. Department for Communities and Local Government.
- DECC, 2011. National Policy Statement for Nuclear Power Generation (EN-6). Department of Energy and Climate Change.
- DCLG, 2015. Planning Policy for Traveller Sites
- East of England Tourism, 2007. Economic Impact of Tourism - Essex County 2007.
- East of England Tourism, 2009. Maldon District Tourism Strategy Research.
- Ecology Services Ltd, 2007. Maldon Nature Conservation Study.
- EA, 2009a. South Essex Catchment Area Plan. Environment Agency.
- EA, 2009b. North Essex Catchment Area Plan. Environment Agency.

- EA, 2009c. River Basin Management Plan Anglian River Basin Direct. Environment Agency.
- EA, 2010. Essex and Suffolk Shoreline Management Plan. Environment Agency.
- ECC 1997. Essex Design Guide. Essex County Council.
- ECC, various dates. Historic Settlement Assessments. Essex County Council.
- ECC, various dates. Maldon Conservation Area Reviews and Character Appraisals. Essex County Council.
- ECC, 2001. Essex & Southend Waste Local Plan. Essex County Council.
- ECC, 2008a. Maldon District Historic Environment Characterisation Project. Essex County Council.
- ECC, 2008b. Joint Municipal Waste Management Strategy for Essex. Essex County Council.
- ECC, 2009a. Coastal and Intertidal Archaeological Survey. Essex County Council.
- ECC, 2009b. Maldon Historic Barns Project. Essex County Council.
- ECC, 2009c. Maldon Historic Skyline Survey. Essex County Council.
- ECC, 2010a. Landscape and Visual Impact Assessment. Essex County Council.
- ECC, 2010b. The Greater Essex Integrated County Strategy. Essex County Council.
- ECC, 2011a. Essex Transport Strategy: the Local Transport Plan for Essex. Essex County Council.
- ECC, 2011b. 21st Century Digital Essex: A strategy for world-class broadband for Essex. Essex County Council.
- ECC, 2011c. Waste Development Document Preferred Approach. Essex County Council.
- ECC, 2011d. Essex Local Economic Assessment. Essex County Council.
- ECC, 2012. Commissioning School Places in Essex 2012-2017. Essex County Council.
- ECC / Essex Highways, 2013. Assessment of Impact of Proposed Development Sites in Heybridge, South Maldon and Burnham-on-Crouch on Highway Network.
- ECC, 2013a. Essex Local Flood Risk Management Strategy. Essex County Council.
- ECC, 2013. Surface Water Management Plan. Essex County Council.
- ECC, 2013c. The Maldon Health Needs Assessment. Essex County Council.
- ECC, 2013d. Replacement Joint Waste Local Plan. Essex County Council.
- ECC, 2013e. Maldon and Heybridge Surface Water Management Plan.
- ECC, 2013f. Maldon Local Development Plan Further Assessment of Impact of Proposed Development Sites in Heybridge and South Maldon on Highway Network.
- ECC, 2014a. Maldon Local Development Plan Reallocation of 335 Dwellings from South Maldon to Heybridge Modelling Results.
- ECC, 2014b. Maldon Local Development Plan Technical Note – Impact of Proposed Development Sites in Heybridge and South Maldon on Wider Highway Network.
- ECC, 2014c. Minerals Local Plan.
- Edge Analytics, 2012. Greater Essex Demographic Forecasts Phase 2: Scenario development incorporating Phase 1: Model development.
- Edge Analytics, 2012. Greater Essex Demographic Forecasts Phase 3: Further Scenario Development.
- Edge Analytics, 2013. Greater Essex Demographic Forecasts Phase 4.
- EERA, 2009. Accommodation for Gypsy and Travellers and Travelling Showpeople in the East of England: A revision for the Regional Spatial Strategy for the East of England. East of England Regional Assembly.

- EECOS, 2007. Maldon District Local Wildlife Sites Review. Essex Ecology Services Ltd.
- Entec, 2010. Maldon Scoping Water Cycle Study.
- Essex Biodiversity Project, 2011. Essex Biodiversity Action Plan.
- Essex Gardens Trust, 2010. Historic Designed Landscapes of Essex.
- Essex Partnership, 2008a. Joint Strategic Needs Assessment 2008.
- European Union, 1992. European Habitats Directive.
- European Union, 2008. Ambient Air Quality Directive.
- European Union, 2009. Renewable Energy Directive.
- European Union, 2000. Water Framework Directive.
- Fenn Wright, 2015. Employment Land Review Update.
- Fordham, 2009. Essex Gypsy and Traveller Accommodation Assessment. Fordham Research.
- GVA Grimley, 2006. North Essex Authorities Retail Study.
- GVA Grimley, 2009. North Essex Retail Study, Retail Capacity Update.
- GVA Grimley, 2010. The Causeway: Retail Impact Assessment.
- Hardisty Jones, 2015. Employment Evidence and Policy Update.
- Heybridge Basin Conservation Society, 2006. Heybridge Basin Village Design Statement.
- HM Government, 1990. Environmental Protection Act.
- HM Government, 2002. National Emission Ceilings Regulations.
- HM Government, 2004. Planning and Compulsory Purchases Act 2004.
- HM Government, 2007. Town and Country Planning (Control of Advertisements) Regulations 2007.
- HM Government, 2008a. Planning and Energy Act.
- HM Government, 2008b. The Climate Change Act.
- HM Government, 2010a. The Conservation of Habitats and Species Regulations 2010.
- HM Government, 2010b. Air Quality Standards Regulations.
- HM Government, 2011a. Laying the Foundations: A Housing Strategy for England.
- HM Government, 2011b. The Localism Act.
- HM Government, 2012. Town and Country Planning (Local Planning) (England) Regulations 2012.
- IPCC, 2007. The Fourth Assessment Report (AR4). Intergovernmental Panel on Climate Change.
- Llewellyn Davies, 2000. Urban Design Compendium Volume 1.
- Llewellyn Davies, 2007. Urban Design Compendium Volume 2.
- MDC, various dates. Ward Profiles. Maldon District Council.
- MDC, 2005a. Affordable Housing Guide. Maldon District Council.
- MDC, 2005b. Maldon District Replacement Local Plan. Maldon District Council.
- MDC, 2006a. Maldon District Vehicle Parking Standards SPD. Maldon District Council.
- MDC, 2006b. Affordable Housing Guide. Maldon District Council.
- MDC, 2007a. Children's Play Strategy. Maldon District Council.
- MDC, 2007b. Adopted Statement of Community Involvement (as amended in 2012). Maldon District Council.
- MDC, 2007c. Issues and Options Report 1. Maldon District Council.
- MDC, 2007d. Issues and Options Report 2. Maldon District Council.
- MDC, 2009a. Core Strategy Preferred Options Consultation Document. Maldon District Council.

- MDC, 2009b. Maldon District Core Strategy Regulation 25 Consultation. Maldon District Council.
- MDC, 2010a. Older Persons Housing Strategy. Maldon District Council.
- MDC, 2010b. The Renewed Maldon District Sustainable Community Strategy. Maldon District Council.
- MDC, 2010c. Rural Gap Analysis. Maldon District Council.
- MDC, 2011a. Green Infrastructure Study. Maldon District Council.
- MDC, 2011b. Maldon District Rural Facilities Survey. Maldon District Council.
- MDC, 2011c. Corporate Plan. Maldon District Council.
- MDC, 2012a. Infrastructure Delivery Plan. Maldon District Council.
- MDC, 2012b. Maldon District Infrastructure Delivery Plan_Baseline report. Maldon District Council.
- MDC, 2012c. Local List of Buildings of Architectural or Historic Interest. Maldon District Council.
- MDC, 2012d. Core Strategy Preferred Options Consultation Summary Report. Maldon District Council.
- MDC, 2012e. Maldon District Retail Monitoring Survey 2012. Maldon District Council.
- MDC, 2012f. Maldon District Local Development Plan Preferred Growth Strategy. Maldon District Council.
- MDC, 2012g. Maldon District Local Development Plan Preferred Options Consultation Document. Maldon District Council.
- MDC, 2013a. Maldon District Annual Monitoring Report 2012. Maldon District Council.
- MDC, 2013b. Economic Prosperity Strategy. Maldon District Council.
- MDC, 2013c. Maldon District Retail Assessment. Maldon District Council.
- MDC, 2013d. Maldon District Provision for Travellers Future Allocations Assessment. Maldon District Council.
- MDC, 2013e. Draft Sports and Physical Activity Strategy. Maldon District Council.
- MDC, 2013f. Infrastructure Delivery Schedule. Maldon District Council. (Superseded by the updated Infrastructure Delivery Plan)
- MDC, 2013g. Maldon District Council Community Led Planning Protocol. Maldon District Council.
- MDC, 2013h. Local Development Scheme. Maldon District Council.
- MDC, 2013i. Maldon District Provision for Travellers Future Allocation Assessment. Maldon District Council.
- MDC, 2013j. Infrastructure Delivery Plan. Maldon District Council.
- MDC, 2013k. Maldon District Draft Local Development Plan Consultation Document. Maldon District Council.
- MDC, 2013l. South of Maldon Garden Suburb: Brief for Strategic Masterplan Framework. Maldon District Council
- MDC, 2013m. North of Heybridge Garden Suburb: Masterplan Brief. Maldon District Council
- MDC, 2016. Traveller Section Allocation Development Plan Document Draft Background Paper: Methodology and Site Selection
- MDLSP, 2011. Facing the Future; Maldon District Sustainable Community Strategy. Maldon District Local Strategic Partnership.
- Mouchel, 2010. Assessment of Impact of Potential Core Strategy Sites on Existing Junctions.
- Natural England, 2011. Green Infrastructure Guidance.
- NLP, 2012. Heart of Essex Economic Futures. Nathaniel Lichfield & Partners.
- ODPM, 2000. By Design: Urban Design in the Planning System - Towards Better Practice. Office of the Deputy Prime Minister.

- OJEC, 1992. Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora. The Official Journal of the European Union.
- OJEC, 2001. Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment. The Official Journal of the European Union.
- ORS, 2016. Maldon District Gypsy and Travellers Accommodation Assessment.
- PAS, 2011a. LDP Evidence: Final Advice Note. Planning Advisory Service.
- PAS, 2011b. Report of Spatial Vision Workshops. Planning Advisory Service.
- QUBE, 2006. Maldon District Characterisation Assessment.
- RIBA, 2009. Climate Change Toolkits, 2nd Edition. Royal Institute of British Architects.
- Royal Haskoning, 2012. LDP Sustainability Appraisal.
- Royal Haskoning, 2013. LDP Sustainability Appraisal Update.
- Royal Haskoning, 2014. Maldon District Pre-Submission Local Development 2014-29 LDP Sustainability Appraisal Report incorporating Strategic Environmental Assessment and Habitats Regulations Assessment.
- RTP, 2009a. Employment Land Review. Roger Tym & Partners.
- RTP, 2009b. Employment Land Review Addendum. Roger Tym & Partners.
- RTP, 2012. Heart of Essex Housing Growth Scenarios. Roger Tym & Partners.
- Scott Wilson, 2008. Mid Essex Strategic Flood Risk Assessment.
- SEPHO, 2011. Maldon Health Profile. South East Public Health Observatory.
- Three Dragons, 2010. Maldon District Council Viability Study.
- HDH Planning and Development, 2013. Local Plan and Community Infrastructure Levy Viability Study Update.
- URS, 2012. Maldon District Strategic Housing Land Availability Assessment.
- Wickham Bishops Parish Council, 2010. Village Design Statement.
- WYG, 2015. Maldon Retail Study.

APPENDIX 3: Sustainability Objectives

Social objectives

- To maintain and improve accessibility to services and facilities for all sectors of the community
- To provide and maintain an adequate level of good quality affordable housing of appropriate size, tenure, mix and location to meet local needs
- To promote healthier lifestyles, improve levels of health and well-being.
- To reduce rural isolation and social exclusion geographically and demographically through encouraging viable and vibrant communities
- To maintain and improve public transport provision, promote sustainable modes of transport and reduce journey miles undertaken by car

Environmental SA objectives

- To protect and enhance the local townscape, heritage assets and their settings
- To protect and enhance biodiversity and important wildlife habitats
- To protect quality and levels of local water resources
- To minimise the risk and hazards of flooding by adapting to the impacts of climate change, including sea level rise
- To ensure efficient use of land and protect geodiversity, soil quality and mineral resources
- To reduce emissions of greenhouse gases
- To maintain air quality levels in line with national and/or World Health Organisation (WHO) targets
- To reduce natural resource consumption
- To maintain and enhance the quality of the countryside, coasts, estuaries and local landscape character

Economic SA objectives

- To strengthen the local economy through supporting the growth and diversification of business sectors and improving the attractiveness of the District to investment in both urban and rural areas
- To develop and support sustainable tourism within the District
- To support employment diversity to create jobs that match the skills profile for the local population

APPENDIX 4: Previous Consultation

DATE	EVENT	PROMOTION	WHO WERE CONSULTED
2005 Autumn	A new planning system for the Maldon District (LDF)	MD Courier	All householders / web site
2007 Mar	Core Strategy Issues & Options 1 - Facing the Future	Consultation / Questionnaire / Road Shows / MD Courier	All consultees / public / all householders / web site
2007 Sept / Dec	Core Strategy Issues & Options 2 - Facing the Future - Some Further Questions plus your vision for Maldon District	Consultation / Workshops / MD Courier	All consultees / Maldon District Business Club / agencies / agents / landowners / developers / LSP Steering Group / parish and neighbouring councils / school students / all householders / web site
2008 Spring	Facing the Future!	MD Courier	All householders / web site
2008 Sept	Assessment of Potential Development	Call for Sites	All consultees / development control's agents
2008 Winter	LDF What will Maldon District be like by 2021?	MD Courier	All householders / web site
2009 Jan	Central Area Action Plan	Workshop	Members / English Heritage / LSP Steering Group
2009 Spring	LDF What will the Maldon District be like by 2021?	MD Courier	All householders / web site
2009 Apr	Core Strategy Development Plan Document	Consultation	All consultees / Maldon District Business Club
2009 May	Core Strategy Preferred Options	Workshops	Parish and town councils / LSP Steering Group
2009 Nov	Maldon District LDF - Revised Timetable	Update	All consultees except Members and parish councils
2009 Winter	LDF What will Maldon District be like in 2021? This is your opportunity to let us know what you think	MD Courier	All householders / web site
2010 Spring	What is 'Affordable Housing'	MD Courier	All householders / web site
2010 Apr / May	Agents Forum	Seminars	LDF agents / Agents Forum / CFS / Housing List
2010 May	Maldon Central AAP - Scoping Report	Consultation	Statutory bodies / relevant local organisations / town council
2010 Jun	Viability Study (Three Dragons)	Workshop	Agents / officers / ECC / district councillors

APPENDICES

DATE	EVENT	PROMOTION	WHO WERE CONSULTED
2010 Summer	What will Maldon District be like in 2026?	MD Courier	All householders / web site
2010 Oct	Agents Forum	Seminar	Only those agents requesting to remain on the Forum list
2010 Winter	Local Development Framework	MD Courier	All householders / web site
2010 Dec	Green Infrastructure Study	Consultation	Members / statutory bodies / sports clubs / Plume School
2011 Oct	Delivering a Shared Common Spatial Vision	Planning Advisory Service Workshop	Members / stakeholders
2011 Oct	Delivering a Shared Common Spatial Vision - North West Area	Planning Advisory Service Workshop	Parish councils
2011 Oct	Delivering a Shared Common Spatial Vision - South East Area	Planning Advisory Service Workshop	Parish councils
2011 Nov	Delivering a Shared Common Spatial Vision - Central Area	Planning Advisory Service Workshop	Parish councils
2011 Autumn	Planning the Future of the Maldon District Local Development Plan Update	MD Courier	Web site
2011 Nov	LDP - Spatial Planning Update	Workshop	Parish & town councils
2011 Dec	Agents Forum - Local Development Plan Update and Pre applications	Seminar	Agents
2012 Jan	Housing Growth Scenario Consultation Workshops	Workshops x 3	Parishes / stakeholders / community groups / agents / District Councillors
2012 Jan / Feb	Infrastructure Planning	Workshops	Key stakeholders including parish & town councils
2012 Mar / Apr	Maldon District Local Development Plan Sustainability Appraisal Scoping Report	Consultation	Statutory bodies
2012 Spring	Planning the future of the Maldon District - Local Development Plan Update	MD Courier	Web site
2012 Apr	Local Development Plan Update and Neighbourhood Planning	Workshops	Parish / town councils
2012 May	LDP Developer Forum	Meeting	ATLAS / officers / Members / developers
2012 July	LDP Preferred Options	Consultation / Radio / web site / MD Courier / Press Conference / Public Notice / Roadshow Events	All consultees / parish & town councils /
2012 Aug	LDP – Highways and Education	Meeting	ECC / officers

DATE	EVENT	PROMOTION	WHO WERE CONSULTED
2012 Sept	LDP Developer Forum	Workshop	ATLAS / officers / Anglian Water / ECC / Members / developer / landowner
2012 Sept	LDP – Anglian Water	Meeting	Anglian Water / officers
2012 Sept	LDP – Plume School	Meeting	Plume School / ECC / officers
2012 Oct	LDP - Education	Meeting	ECC / officers
2012 Oct / Nov	LDP Developer Forum	Site Meetings	ATLAS / officers / developer / landowner
2012 Nov	LDP - Member Tour	Tour	Members / officers
2012 Dec	LDP Developer Forum – Drainage Infrastructure	Workshop	ATLAS / Anglian Water / Env. Agency / SUDs / ECC / officers / developers
2012 Dec	LDP Developer Forum – Highways and Education Infrastructure	Workshop	ATLAS / officers / ECC / developers / agents
2012 Dec	Highways Modelling	Meeting	Officers / ECC
2013 Jan	Local Development Plan Update	Workshop	Officers / parish & town councils
2013 Jan	Primary Care Trust	Meeting	Officers / PCT
2013 Mar	LDP Duty to Co-operate – Heart of Essex	Meeting	Officers / ECC / Brentwood BC / Chelmsford CC
2013 Mar	LDP Duty to Co-operate – Thames Gateway	Meeting	Officers / ECC / Rochford DC / Castlepoint BC / Basildon BC
2013 Apr	Local Development Plan Update	Workshops	Officers / parish & town councils
2013 Apr	LDP Duty to Co-operate – Haven Gateway	Meeting	Officers / ECC / Braintree DC / Colchester BC / Haven Gateway Partnership
2013 May	LDP Maldon and Heybridge Visionary	Workshop	ATLAS / ECC / officers
2013 May	LDP Highways Modelling	Workshop	Officers / ECC / Chelmsford CC / Brentwood BC / Colchester BC / Braintree DC
2013 May	LDP Clinical Commissioning Group	Meeting	Officers / CCG
2013 May	LDP – Anglian Water	Meeting	Officers / Anglian Water
2013 May / Jun	LDP Developer Forum (individual sites)	Workshops	Officers / Members / developers
2013 Jun	Agents Forum – Viability Study and SHLAA / SHMA Update	Workshop	Officers / developers / agents / RSL / ECC / Water Authorities / Chelmsford CC / RCCE
2013 Jul	LDP Developer Forum – Strategic Highway Improvements	Meeting	Officers / ECC / developers
2013 Jul	Town & Parish Planning Workshop	Workshop	Parish and town councillors
2013 Aug	Draft LDP Consultation	Mailshot	ALL Consultees
2013 Aug	Draft LDP Consultation	Leaflet & Questionnaire	ALL households & businesses

APPENDICES

DATE	EVENT	PROMOTION	WHO WERE CONSULTED
2013 Sept	Draft LDP Consultation	Road Show x 13	Officers / Public
2013 Sept	LDP North Heybridge & South Maldon Master planning	Workshop x 2	ECC / Anglian Water / EA/ Developers
2013 Sept	LDP Parish / Town Councils – North-West & South-East Areas	Workshop x 2	Parish / Town Councillors
2013 Oct	LDP – Wentworth Primary School	Meeting	School Staff
2013 Oct	Highways Modelling	Meeting	ECC
2013 Oct	Developer Forum – Heybridge North	Meeting	ATLAS / Developers
2013 Oct	LDP North Heybridge Garden Suburb Master planning – Flood Alleviation	Meeting	EA / ECC
2013 Oct	Duty to Co-operate	Meeting	ECC / Brentwood / Rochford / Colchester / Tendring / Uttlesford / EH / EA / ESW / AW
2013 Oct	Duty to Co-operate – Highways Impact Assessment	Meeting	ECC / CCC / BDC
2013 Oct	Developer Forum – South Maldon Garden Suburb Masterplan	Meeting	ATLAS / NHS / EA / Anglian Water / ECC / Developers
2013 Nov	LDP Developer Forum – Infrastructure Delivery Plan and Viability Study	Workshop	HDH /ECC / EA / AW / E&S Water / Developers
2013 Nov	LDP Developer Forum – North Heybridge	Workshop	ATLAS / Developers
2013 Nov	PINS	Meeting	PINS
2013 Nov	South Maldon Garden Suburb Masterplan	Meeting	Working Group
2013 Nov	Draft LDP Update to Heybridge Parish Council	Meeting	Parish Councillors / Ward Members
2013 Nov	LDP Developer Forum – North Heybridge	Meeting	Developers
2013 Dec	Highways	Workshop	ECC
2013 Dec	Duty to Co-operate	Meeting	ECC / Brentwood / Colchester
2013 Dec	North Heybridge Masterplan	Workshop	ECC / Developers
Winter 2013	Draft LDP Update	Courier	All residents / MDC website
2014 Jan	LDP Pre-Submission Consultation	In accordance with SCI	In accordance with SCI
2014 Apr	Submission of Plan to Secretary of State		
Following the Submissions of the Plan to the Secretary of State the Council undertook the following public consultation			
2016 Sep	Main Modifications		
2017	Post Examination Modifications		

Appendix 5: Site Designations and Policies Map

I Local Development Plan Allocations

Site references and accompanying policies for Local Plan allocations including Strategic Growth Areas, Reserve Sites, the Maldon and Heybridge Central Area, Settlement boundaries. Employment and Retail Areas and Sites for Travellers can be found within the relevant policy chapter of the LDP.

II Local Open Spaces and Green Infrastructure

Allotments (AL)

The purpose of these parcels of land is to allow occupants to grow their own food and plants, but they are also a haven for wildlife and promote healthier, more sustainable lifestyles. Most allotments are managed by town / parish councils with a few in private ownership.

AL01	St Johns Road	AL07	King Street Allotments	AL13	Vicarage Lane Allotments
AL02	Station Road Allotments	AL08	Purleigh Allotments	AL14	Marsh Road Allotments
AL03	Chapel Road Allotments	AL09	Southminster Allotments	AL15	Bradwell Allotments
AL04	Blind Lane Allotments	AL10	Pump Mead Allotments	AL16	Latchingdon Allotments
AL05	Orchard Walk Allotments	AL11	Burnham Allotments	AL17	Woodham Walter Allotments
AL06	Maldon Hall Allotments	AL12	Cold Norton Allotments	AL18	Brickhouse Farm Allotments
				AL19	Hythe Quay Allotments

Amenity Green Spaces (AM)

Amenity spaces are small parcels of land which can be found in and around residential areas. They provide opportunities for informal recreation and enhance the quality of residential areas.

AM01	Festival Gardens 1	AM25	Everest Way 2	AM50	Pump Mead Close
AM02	Festival Gardens 2	AM26	Hunt Avenue 1	AM51	St Marys Church
AM03	Festival Gardens 3	AM27	Hunt Avenue 2	AM52	Glebe Way 1
AM04	Festival Gardens 4	AM28	The Roothings	AM53	Glebe Way 2
AM05	Hassler Green	AM29	Ulting Lane 1	AM54	Glendale Road 1
AM06	Thurstable Close 1	AM30	Ulting Lane 2	AM55	Glendale Road 2
AM07	Thurstable Close 2	AM31	Chandlers Quay	AM56	The Leas
AM08	Elysian Gardens Waterloo Memorial	AM32	Cherry Gardens 1	AM58	Worcester Close
AM09	Bull Green	AM33	Cherry Gardens 2	AM59	Willow Close
AM10	The Green	AM34	St Giles Close 1	AM60	Library Gardens
AM11	St Peters Close Woodland	AM35	St Giles Close 2	AM61	Millfield
AM12	Hall Estate 1	AM36	St Giles Close 3	AM63	Maple Way
AM13	Hall Estate 2	AM37	Orchard Road	AM64	Rectory Road
AM14	Hall Estate 3	AM38	Tennyson Road	AM65	St Nicholas Road 1
AM15	Church Green	AM39	Keats Close	AM66	St Nicholas Road 2
AM16	Rowan Drive 1	AM40	Wordsworth Avenue	AM67	Chancel Close 1
AM17	Rowan Drive 2	AM41	Longship Way	AM68	Chancel Close 2
AM18	Larch Walk	AM42	Longship Way 2	AM69	Birch Gardens
AM19	Sycamore Road	AM43	Viking Road	AM70	Buchanan Way 1
AM20	Wood Road	AM44	Viking Road 2	AM71	Buchanan Way 2
AM21	Heywood Way	AM45	Rectory Road	AM72	Lawlinge Road
AM22	Hilary Close 1	AM46	Falkland Green	AM73	Woodside
AM23	Hilary Close 2	AM47	The Glebe	AM74	Woodrolfe Green
AM24	Everest Way 1	AM48	George Everitt Memorial Park	AM75	Village Hall Field
		AM49	Bramley Way		

Local Wildlife Sites (Ma)

The Essex Wildlife Trust (EWT) has identified and assessed sites of biodiversity value at county level of significance. The EWT also encourage landowners to produce a Positive Conservation Management plan to protect and enhance these important areas.

Ma01	River Chelmer	Ma31	Langford Cut Meadows	Ma61	Howbridges Wood
Ma02	The Warren Golf Club Woods	Ma32	Pantile Wood	Ma62	New Wood
Ma03	Barnfield Wood	Ma33	Rookery Grove	Ma63	Chigborough Lakes
Ma04	West Bowers Wood	Ma34	Farther Howe Green	Ma64	Mundon Hall Oaks
Ma05	Wick/Fairwinds Woods	Ma35	Maldon Wick south of Limebrook Way	Ma65	Stamfords Farm
Ma06	Hyde Woods	Ma36	River Chelmer, Beeleigh to Fullbridge	Ma66	Mundon Fleet
Ma07	Thrift Wood	Ma37	Chantry Wood	Ma67	High Hall Wood
Ma08	Goldsands Road Pits and Lakes	Ma38	Eastland Wood	Ma68	Scotts Grove
Ma09	Squeaking-gate Wood	Ma39	Hilly Fields	Ma69	Nipsells Chase Scrub
Ma10	Great Wood, Purleigh	Ma40	Elms Farm Park	Ma70	Great and Little Woods, Tolleshunt Major
Ma11	The Wilderness	Ma41	Ironworks Meadow	Ma71	Oaklands Park Complex
Ma12	Cank Wood	Ma42	Maypole Wood	Ma72	Oxley Meadow
Ma13	Charity Lane (Strawberry Hall Lane)	Ma43	Shutheath Wood	Ma73	Wigborough Springs
Ma14	Manor Road Complex	Ma44	Braxted Park	Ma74	Long Wood
Ma15	Ulting Lane Special Roadside Verge	Ma45	Captains Wood	Ma75	Skinnners Wick Decoy Marsh
Ma16	Hawes Wood	Ma46	Middle Wood	Ma76	Burnham Riverside Park
Ma17	Hawes Wood Meadow	Ma47	North Fambridge Hall Wood	Ma77	Southminster Orchard Meadows
Ma18	Kent Wood	Ma48	West Hall Wood Complex	Ma78	St Mary's Churchyard, Tollesbury
Ma19	Parsonage Wood	Ma49	Heybridge Wood	Ma79	Tollesbury Managed Retreat
Ma20	Canney Wood	Ma50	Heybridge Creek	Ma80	Goldsands Road Pits and Lakes
Ma21	Wood Corner Grove	Ma51	Bog Grove	Ma81	Mill Farm Marshes
Ma22	Bog Wood	Ma52	Strowling Wood	Ma82	Asheldham Pits
Ma23	Sparkey Wood	Ma53	Kelvedon Hall Wood	Ma83	Asheldham Camp
Ma24	Hazeleigh Hall Wood	Ma54	Mountains Grove	Ma84	Stows Farm Lake
Ma25	Blackwater Rail Trail	Ma55	South Wood	Ma85	Bradwell Brook
Ma26	Stow Maries Halt	Ma56	Spickets Wood	Ma86	Bradwell Cemetary
Ma27	Likely Wood	Ma57	Heybridge Gravel Pit	Ma87	Bridgewick Marshes
Ma28	Howe Wood	Ma58	Tiptree Wood	Ma88	Marshhouse Decoy Pond
Ma29	Langford Church	Ma59	Mundon Furze	Ma89	Marshhouse Seawall
Ma30	Mope Wood Complex	Ma60	Limbourn Creek		

Fishing Lakes (FL) Fishing lakes provide opportunities for leisure activity and some biodiversity value through the surrounding riparian habits. Most are privately owned and managed with the actual lakes having limited biodiversity value.

FL01	Book Hall Lakes, Asheldham	FL13	New Hall Reservoir	FL25	Blunts Mere
FL02	Book Hall Lake, Tolleshunt Knights	FL14	Brickhouse Farm Reservoir	FL26	Cants Mere
FL03	Hunts Farm Reservoir	FL15	Ricketts Mere	FL27	Braxted Front Lake
FL04	Howells Farm	FL16	Chigborough Lakes	FL28	Braxted Back Lake
FL05	Totham Pit	FL17	Chigborough Fisheries 1	FL29	Braxted Reservoir
FL06	Bog Grove	FL18	Chigborough Fisheries 2	FL30	Oak Lakes Fisheries
FL07	Little London Reservoir	FL19	Bean Mere	FL31	Northwycke Lake
FL08	Rook Hall North Reservoir	FL20	Lofts Farm Pit	FL32	Beeleigh Bottom Lake
FL09	Slough House	FL21	Southminster Fisheries	FL33	Beeleigh Top Lake
FL10	Beckingham Hall Reservoir	FL22	Mayland Lakes	FL34	Marl Pit
FL11	Langford Little Park	FL23	Borowaters	FL35	Langford Little Park
FL12	Railway Pond	FL24	Wicks Mere		

Parks (PA) (RG) Parks offer a range of facilities including recreational, ecological, landscape, cultural or green infrastructure feature and are usually easily accessible. All the spaces classified as Public Parks are below, they are owned either by the District Council or respective parish/town council.

PA01	Tolleshunt Major Recreation Ground	PA16	Longfields	PA31	North Fambridge Recreation Ground
PA02	Tolleshunt D'Arcy Recreation Ground	PA17	Promenade Park	PA32	The West Field
PA03	Victory Recreation Ground	PA18	Brickhouse Farm	PA33	Steeple Parish Field
PA04	Tolleshunt Knights Recreation Ground	PA19	West Maldon Recreation Ground	PA34	Althorne Recreation Ground
PA05	Great Braxted Recreation Ground	PA20	The Downs Recreation Ground	PA35	Bradwell Parish Field
PA06	Great Totham Recreation Ground	PA21	Bell Meadow	PA36	Jubilee Field
PA07	Jubilee Recreation Ground	PA22	Woodham Mortimer Parish Field	PA37	King Georges Field
PA08	Sawyers Field	PA23	Purleigh Playing Field	PA38	Springfield Road Park
PA09	Little Totham Village Green	PA24	Cardnell Brothers Memorial Field	PA39	Leech Memorial Garden
PA10	Goldhanger Parish Field	PA25	Bakers Field	RG01	Wickham Bishops Sports Field
PA11	St George's Field	PA26	Orchard Meadows	RG02	Drapers Farm Sports Club
PA12	King George V Playing Field	PA27	King George V Memorial Field	RG03	Lawling Playing Field
PA13	Elizabeth Way Play Area	PA28	Hester Place	RG04	Milfield Recreation Ground
PA14	Oak Tree Meadow	PA29	Riverside Park	RG05	Bradwell Recreation Ground
PA15	Elms Farm Park	PA30	Cold Norton Parish Field		

Playing Pitches (CP) (FB) (RP) (SC)

Outdoor pitches, fields and facilities for playing sports, and school playing fields are listed below. A complete list, that includes indoor facilities and a more comprehensive range of sports, should be referred to within the Green Infrastructure Study (MDC, 2011a).

CP01	Great Braxted Cricket Ground	FB12	Wickham Bishops Sports Field	SC06	St Francis School Sports Field
CP02	Great Totham Cricket Pitch	FB13	King George V Field	SC07	St Francis Roman Catholic Primary School
CP03	Wickham Bishops Cricket Pitch	FB14	Promenade Park	SC08	Maldon Court Preparatory School
CP04	Drapers Fram Cricket Pitch	FB15	Cold Norton Parish Field	SC09	All Saints CE Primary School, London Road
CP05	Promenade Park Cricket Pitch	FB16	King George's Field	SC10	All Saints CE Primary School, Highlands Drive
CP06	Purleigh Cricket Pitch	FB17	Althorne Parish Field	SC11	Upper Plume School
CP07	Riverside Park Cricket Pitch	FB18	Lawling Playing Field	SC12	Maldon Primary School
CP08	Tillingham Cricket Pitch	FB19	Jubilee Field	SC13	Lower Plume School
CP09	Woodham Mortimer Cricket Club	FB20	Bradwell Parish Field	SC15	Wentworth Primary School
FB01	Leslie Field	FB21	West Field	SC16	Woodham Walter CE Primary School
FB02	Purleigh Football Pitch	FB22	King George V Memorial Field	SC17	Purleigh Community Primary School
FB03	Heybridge Swifts Football Ground	RP1	Bradwell Rugby Pitch	SC18	Maylandsea County Primary School
FB04	Maldon Town Football Club	RP2	Burnham Rugby Club 1	SC19	Southminster Primary School
FB05	Victory Recreation Ground	RP3	Burnham Rugby Club 2	SC20	Ormiston Rivers Academy
FB06	Tolleshunt D'Arcy Recreation Ground	RP4	Maldon Rugby Club	SC21	St Mary's CE Primary School
FB07	Tolleshunt Knights Recreation Ground	SC01	Tolleshunt D'Arcy Church of England School	SC22	Burnham-on-Crouch Primary School
FB08	Tolleshunt Major Recreation Ground	SC02	Tollesbury Primary School	SC23	Cold Norton County Primary School
FB09	Goldhanger Parish Field	SC03	Tollesbury Primary School Playing Field	SC24	St Nicholas C of E Primary School
FB10	Great Totham Recreation Ground	SC04	Great Totham Primary School	SC25	St Cedd's C of E Primary School
FB11	Jubilee Recreation Ground	SC05	Heybridge County Primary School	SC26	Latchingdon Primary School

Common Land (CL)

These are registered open spaces which have amenity and recreational value but, unlike parks, are not owned by the District Council or parish/town council (except Woodham Walter Common). Instead, the 'right to roam' is conferred to the general public which means anyone can use it for lawful sports and recreation.

CL01	Beckingham Green, Tolleshunt Major	CL04	Totham Hill Green, Great Totham	CL07	The Green, Tolleshunt Major
CL02	Shrub Hall Heath, Tolleshunt Knights	CL05	Little Totham Plains 1, Little Totham	CL08	Woodham Walter Common, Woodham Walter
CL03	Great Totham North Green, Great Totham	CL06	Little Totham Plains 2, Little Totham		

III Non Designated Heritage Assets

Churches and Cemeteries (CH)

A range in quality of amenity spaces, green spaces and community facilities can be found within the grounds of churches and cemeteries which therefore form important parts of the Green Infrastructure network, particularly in busy urban areas.

CH01	St Nicholas' Church, Tolleshunt Major	CH27	Fullbridge Church	CH53	Burnham Baptist Church
CH02	St Nicholas's Church, Tolleshunt D'Arcy	CH28	United Reformed Church	CH54	All Saints' Church
CH03	St Nicholas' Graveyard	CH29	Maldon Baptist Church	CH55	St Stephen's Church
CH04	Tollesbury Cemetery	CH30	Friends Meeting House	CH56	St Mary and St Margaret's Church
CH05	St Mary's Church	CH31	The Assumption of Our Lady Catholic Church	CH57	Holy Trinity Church
CH06	Tollesbury Congregational Church	CH32	Maldon Methodist Church	CH58	St Nicholas' Church
CH07	All Saints Church	CH33	Salvation Army Citadel	CH59	Tillingham Congregational Church
CH08	St John the Baptist Monastery	CH34	Elim Pentecostal Church	CH60	St James' Church
CH09	St John the Baptist Monastery Grounds	CH35	Islamic Centre	CH61	Dengie Cemetery
CH10	All Saints' Church	CH36	St Mary's Church	CH62	St Lawrence's Church
CH11	St Nicholas' Church	CH37	Maldon Cemetery	CH63	Batt's Road Chapel
CH12	United Reformed Church	CH38	Christian Outreach Centre	CH64	Church of St Lawrence & All Saints
CH13	The Barn Church	CH39	Kingdom Hall of Jehovah's Witnesses	CH65	St Andrew's Church Hall
CH14	St Peter's Church	CH40	St Michael the Archangel	CH66	St Andrew's Church
CH15	Little Totham Evangelical Church	CH41	All Saints' Church	CH67	Crouch Valley Meadows
CH16	St Peter's Church	CH42	All Saints' Church Graveyard	CH68	St Peter's on the Wall
CH17	St Bartholomew's Church	CH43	St Lukes Chapel	CH69	Bradwell Cemetery
CH18	St Bartholomew's Church Graveyard	CH44	St Barnabas' Church	CH70	St Thomas' Church
CH19	All Saints' Church	CH45	Baptist Church Cemetery	CH71	St Lawrence's Church
CH20	All Saints' Church Graveyard	CH46	Christchurch United Reformed Church	CH72	St Lawrence's Church Centre
CH21	St Giles' Church	CH47	St Leonard's Church	CH73	Christ Church
CH22	St Giles's Church Graveyard	CH48	Burnham Baptist Cemetery	CH74	St Mary's Church
CH23	St George's Church	CH49	Burnham Cemetery	CH75	The Othona Community
CH24	St Andrew's Church	CH50	St Mary's Church	CH76	St Margaret's Church
CH25	St Andrew's Church Hall	CH51	United Reformed Church	CH77	All Saints' Church Graveyard
CH26	Heybridge Cemetery	CH52	St Cuthbert's Catholic Church		

Historic Parks and Gardens (GA)

The following list of sites have been identified by the Essex Garden Trust and Maldon District Council. Excluding those indicated with an asterisk (*), the Trust has compiled an inventory of sites which they consider to be of local importance, either due to their quality or rarity, or to their association with a noted designer or horticulturalist which can be read in the Historic Designated Landscapes of Essex Handbook (EGT, 2010).

GA1	Beeleigh Abbey, Maldon	GA6	Great Ruffins, Wickham Bishops	GA11	Mountains, Great Totham
GA2	Bradwell Lodge, Bradwell-on-Sea	GA7	Langford Grove, Langford	GA12	Plume Library Gardens, Maldon*
GA3	Creeksea Place, Burnham-on-Crouch	GA8	Leech Memorial Garden, Maldon*	GA13	Promenade Park, Maldon
GA4	D'Arcy House, Tolleshunt D'Arcy	GA9	London Road Cemetery, Maldon	GA14	Woodham Walter Hall, Woodham Walter
GA5	Friary Walled Garden, Maldon	GA10	Market Hill Gardens, Maldon*		

Protected Lanes

Protected Lanes are an important feature in our landscape: they continue to have an articulating role, providing insights into past communities and the relationship of features within it over time. They have considerable ecological value as habitats for plants and animals, serving as corridors for movement and dispersal for some species and acting as vital connections between other habitats, and allow people to access historic landmarks and landscapes, encouraging recreation within the countryside.

Lane, West of Braxted Park	Manor Road	Grange Road (Part), Bridgewick Road & Keelings Road
Blind Lane	Honey Pot Lane	West Bowers Road & Stivvy's Road
Colchester Road	Southminster Road	Bumfords Lane
		Sextons Lane

IV Nationally and Internationally Designated Sites

Ancient Woodland

Ancient woodland is defined as land that has been continually wooded since at least 1600AD. Woodlands that pre-dates this is more likely to have grown up naturally and therefore it is not possible to recreate Ancient woodland habitat. Ancient Woodlands have significant biodiversity, cultural and historical value.

A schedule of Ancient Woodlands is maintained by Natural England.

Cank Wood	Mountains Grove
Canney Wood	Mundon Furze
Captain's Wood	Near Tuckett's Farm
Chantry Wood	New Wood, part of
Criers Wood	North Fambridge Hall Wood
Eastland Wood	Pantile Wood
Great Wood	Parsonage Wood
Hawe's Wood	Round Wood
Hazeleigh Hall Wood	Scotts Wood
Heybridge Wood	South Wood
Howbridges Wood	Sparkey Wood
Hyde Woods	Spicketts Wood
Kelvedon Hall Wood, part of	Squeaking Gate Wood
Kent Wood	Stowling Wood
Likely Wood	Thrift Wood
Long Wood, part of	Tiptree Wood, parts of
Maypole Wood, part of	West Hall Wood
Middle Wood	Wigborough Springs
Mope Wood	

Some of these woodlands are also listed in Part II of Appendix 5 under Local Wildlife Sites.

Ramsar Convention Designations for Wetlands

Essex Ramsar sites are internationally significant because they support rare species of plants and animals, regularly support 20,000 or more water birds and regularly support 1% of the individuals in a population of one species or subspecies of water bird. While these wetlands are internationally important, in policy terms, Ramsar sites in England are protected as European sites (as set out in The Conservation of Habitats and Species Regulations 2010).

	Blackwater Estuary		Dengie
	Crouch and Roach Estuaries		

National Nature Reserves (NNR)

National Nature Reserves are a selection of the very best parts of England's Sites of Special Scientific Interest. It is this underlying designation which gives NNRs their strong legal protection.

	Dengie Flats		Blackwater Estuary
--	--------------	--	--------------------

Special Sites of Scientific Interest (SSSI)

SSSIs are the country's very best wildlife and geological sites. They include some of our most spectacular and beautiful habitats representing the county's diversity of wildlife, habitats, geological and geophysical features. Natural England have strong legal jurisdiction over SSSI designations, further information is available on their website.

	Blackwater Estuary		Maldon Cutting
	Crouch & Roach Estuaries		Sandbeach Meadows
	Dengie		The Cliff, Burnham-on-Crouch
	Goldsands Road Pit		Tiptree Heath (Part)
	Lofts Farm Pit		Woodham Walter Common

Special Area of Conservation (SAC)

SACs are a selection of very important SSSIs that were entered in the Register of European Sites as part of the Natura 2000 network. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) are established to protect wild birds under the Birds Directive.

	Dengie Flats		Blackwater Estuary
--	--------------	--	--------------------

Special Protection Area (SPA)

SPAs are a selection of very important SSSIs that were entered in the Register of European Sites as part of the Natura 2000 network. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) are established to protect wild birds under the Birds Directive.

	Blackwater Estuary		Dengie
	Crouch and Roach Estuaries		

V Nationally Designated Heritage Assets

Scheduled Ancient Monuments (SAM)

A schedule of monuments considered to be of national importance by the government. Consent for works is granted by the Secretary of State and must be given in writing before works are started. Consent cannot be given retrospectively, and undertaking works before consent has been given is a criminal offence.

SAM01	Asheldham Camp, an Iron Age hillfort south of End Way Farm.	SAM12	Decoy pond 700m north east of Marsh House Farm.
SAM02	Saxon coastal fish weir at Sales Point.	SAM13	Square decoy pond 260m south of Pennyhole Fleet, Old Hall Marshes.
SAM03	Saxon Coastal fish weir 440m north west of Pewet Island	SAM14	Saxon Coastal fish weir at the northern end of The Nass.
SAM04	Saxon Shore fort and Anglo-Saxon monastery at Bradwell-on-Sea	SAM15	Decoy pond immediately north of Pennyhole Fleet, Old Hall Marshes.
SAM05	World War II minefield control tower 940m and pillbox 980m south east of Holliwell Farm	SAM16	Gore decoy pond 760m south east of Lauriston Farm.
SAM06	Mound east of Basin Road.	SAM17	Beckingham Hall (gatehouse and enclosure, walls including turrets)
SAM07	Pumping station and triple expansion engines. Formerly Southend Waterworks.	SAM18	Mill Mound: a bowl barrow 300m south-west of Beckingham Hall.
SAM08	The medieval leper hospital of St Giles.	SAM19	Wickham Bishops timber trestle railway viaduct.
SAM09	Purleigh moated mound.	SAM20	Complex of cropmarks including barrows East of Hoe Mill Barns.
SAM10	Crop mark site south west of Oldmoor.	SAM21	Woodham Walter Hall: an early C16 house and its associated garden earthworks.
SAM11	Earthworks in and east of Pandole Wood.		

Registered Battlefields

An English Heritage Register of Historic Battlefields, for the protection and promotion of a better understanding of their significance. Maldon District has the earliest site on the Register, made famous by the Anglo-Saxon poem, The Battle of Maldon. Whilst the archaeological value of the battlefield is currently unconfirmed, English Heritage must be consulted on any planning application affecting it.

Labelled	Battle of Maldon AD991
----------	------------------------

Registered Parks and Gardens

English Heritage ‘Register of Historic Parks and Gardens of special historic interest in England’. Local planning authorities must consider the impact of any proposed development on the landscapes’ special character. English Heritage must be consulted on any planning application affecting it.

Labelled	Braxted Park, Grade II* Registered Park
----------	---

Conservation Areas (CA)

These are areas of special architectural or historic interest which are designated by the Council. If you live in or run a business from a property in a conservation area you may need permission from the Council before making alterations such as cladding, replacing windows or doors, installing satellite dishes and solar panels, adding conservatories or other extensions, laying hard standing or building/demolishing walls. Areas with Article 4 Directions withdrawing Permitted Development rights are indicated with an asterisk (*).

CA1	Bradwell-on-Sea *(All dwelling houses)	CA5	Langford	CA9	Tillingham *(All dwelling houses)
CA2	Burnham-on-Crouch *(All dwelling houses)	CA6	Maldon *(some dwelling houses)	CA10	Tollesbury
CA3	Goldhanger	CA7	Purleigh	CA11	Tolleshunt D’Arcy
CA4	Heybridge Basin	CA8	Southminster *(All dwelling houses)	CA12	The Chelmer and Blackwater Navigation
				CA13	Stow Maries WWI Aerodrome

Appendix Six

List of Superseded Policies - Maldon District Replacement Local Plan 2005 Saved Policies and Maldon District Local Development Plan 2017

The Maldon District Local Development Plan replaces the following policies from the Maldon District Replacement Local Plan 2005 Saved Policies

Maldon District Replacement Local Plan Saved Policy		Maldon District Local Development Plan Superseded by
S1	Development boundaries and new development	S1 Sustainable Development S8 Settlement Boundaries and the Countryside
S2	Development outside development boundaries	S8 Settlement Boundaries and the Countryside
CON4	Development on unstable land	D2 Climate Change & Environmental Impact of New Development
CON5	Pollution prevention	D1 Design Quality & Built Environment D2 Climate Change & Environmental Impact of New Development
CON6	Contaminated land	D2 Climate Change & Environmental Impact of New Development
CON7	Development affecting airports	Deleted
CC1	Development affecting an internationally designated nature conservation site	S1 Sustainable Development D1 Design Quality & Built Environment N2 Natural Environment & Biodiversity
CC2	Development affecting a nationally designated nature conservation site	S1 Sustainable Development D1 Design Quality & Built Environment N2 Natural Environment & Biodiversity
CC3	Development affecting locally designated nature conservation site	S1 Sustainable Development D1 Design Quality & Built Environment N2 Natural Environment & Biodiversity
CC4	Local Nature Reserves	Deleted
CC5	Protection of wildlife at risk on development sites	D1 Design Quality & Built Environment N2 Natural Environment & Biodiversity
CC6	Landscape Protection	S1 Sustainable Development S3 Place Shaping S8 Settlement Boundaries and the Countryside D1 Design Quality & Built Environment
CC7	Special Landscape Areas	Deleted

APPENDICES

Maldon District Replacement Local Plan Saved Policy		Maldon District Local Development Plan Superseded by
CC10	Historic Landscape Features	S1 Sustainable Development D1 Design quality & Built Environment D3 Conservation & Heritage Assets N2 Natural Environment & Biodiversity
CC11	Coastal Zone	S1 Sustainable Development D1 Design Quality & Built Environment D5 Flood Risk & Coastal Management N2 Natural Environment & Biodiversity
CC12	Maldon Waterside Area	S1 Sustainable Development S5 Maldon & Heybridge Central Area
CC14	Agricultural Workers Dwellings	H7 Agricultural & Essential; Workers' Accommodation
CC15	Temporary accommodation for agricultural workers	H7 Agricultural & Essential; Workers' Accommodation
CC16	Agricultural occupancy conditions	H7 Agricultural & Essential; Workers' Accommodation
CC17	Intensive livestock units	D1(4) Design Quality & Built Environment E4 Agricultural & Rural Diversification
CC19	Rural Diversification	S7 Prosperous Rural Communities S8 Settlement Boundaries & the Countryside E4 Agricultural & Rural Diversification
CC20	Re-use of listed buildings in rural areas Currently or Formerly in agricultural use	S8 Settlement Boundaries & the Countryside D3 Conservation & Heritage Assets
CC21	Re-use of rural buildings for residential purposes	S1 Sustainable Development S8 Settlement Boundaries & the Countryside D1 Design Quality & Built Environment
CC22	Replacement dwellings	D1 Design Quality & Built Environment H4 Effective Use of Land
CC23	Garden extensions in the countryside	S8 Settlement Boundaries & the Countryside D1 Design Quality & Built Environment H4 Effective Use of Land
H1	Location of new housing	S2 Strategic Growth S8 Settlement Boundaries & the Countryside
H4	Land allocated for residential development	S2 Strategic Growth
H6	Housing density	H4 Effective Use of Land
H8	Conversion of dwellings and other buildings to flats	D1 Design Quality & Built Environment
H9	Affordable housing	H1 Affordable Housing

Maldon District Replacement Local Plan Saved Policy		Maldon District Local Development Plan Superseded by
H10	Rural Exceptions Sites	H5 Rural Exception Schemes
H11	Special Family Needs	H3 Accommodation for 'Specialist Needs'
H13	Houseboats	H8 Provision for Houseboats
H15	Replacement of mobile homes with permanent dwellings	H4 Effective Use of Land
E1	Protection of Existing Allocated Employment Areas	E1 Employment
E2	Allocation of Proposed Employment Sites	E1 Employment
E3	Mixed Use Development Timber Yard, Heybridge Basin	Deleted
E4	Mixed Use Development, Sadd's Wharf	S5 Maldon & Heybridge Central Area E1 Employment
E5	Frontage to the River Chelmer	S5 Maldon & Heybridge Central Area D1 Design Quality & Built Environment T1 Sustainable Transport
E6	Protection of existing employment uses	E1 Employment
E7	Development extension or intensification of employment premises within Development Boundaries	E1 Employment
E8	Working from home	S1 Sustainable Development S7 Prosperous Rural Communities D1 Design Quality & Built Environment E1 Employment
BE1	Design of New Development and Landscaping	D1 Design Quality & Built Environment
BE3	Public and private amenity spaces	D1 Design Quality & Built Environment
BE6	Extensions to dwellings	H4 Effective Use of Land
BE7	Design of Shop Fronts	D1 Design Quality & Built Environment E2 Retail Provision
BE8	Lighting	D1 Design Quality & Built Environment
BE9	Advertisements on buildings	D6 Advertisement
BE10	Display of advertisements remote from the site being advertised	D6 Advertisement
BE11	Advertisements within Conservation Areas and affecting Listed Buildings	D6 Advertisement
BE13	Development in Conservation Areas	D1 Design Quality & Built Environment D3 Conservation & Heritage Assets
BE14	Demolition of Listed Buildings	D3 Conservation & Heritage Assets
BE16	Extensions alterations to and additional buildings in the curtilage of Listed Buildings	D1 Design Quality & Built Environment D3 Conservation & Heritage Assets

Maldon District Replacement Local Plan Saved Policy		Maldon District Local Development Plan Superseded by
BE17	Preservation of Sites of Nationally Important Archaeological Remains and their Settings	D1 Design Quality & Built Environment D3 Conservation & Heritage Assets
BE18	Control of Development at a Site of Local Archaeological Value	D1 Design Quality & Built Environment D3 Conservation & Heritage Assets
BE20	The installation of satellite dishes in Conservation Areas and on Listed Buildings	D1 Design Quality & Built Environment D3 Conservation & Heritage Assets
SH1	Core Retail Areas	S5 Maldon & Heybridge Central Area E2 Retail Provision
SH2	Protection of the retail function of town and district centres	S5 Maldon & Heybridge Central Area E2 Retail Provision
SH4	Town and District Centre development proposals	S5 Maldon & Heybridge Central Area E2 Retail Provision
SH5	Local Shopping Centres in urban areas	E2 Retail Provision
SH6	Village shops and services	S7 Prosperous Rural Communities E2 Retail Provision E3 Community Services & Facilities
REC1	Allocation of land for formal public open space	N1 Green Infrastructure Network N3 Open Spaces, Sport & Leisure
REC2	Provision of public playing pitches	N3 Open Spaces, Sport & Leisure
REC3	Children's play space associated with new housing developments and elsewhere in the District	N3 Open Spaces, Sport & Leisure
REC4	Allocation of land for informal open space	N3 Open Spaces, Sport & Leisure
REC7	Protection of existing public and private open space	N1 Green Infrastructure Network N3 Open Spaces, Sport & Leisure
REC11	The Blackwater Rail Trail	N1 Green Infrastructure Network N3 Open Spaces, Sport & Leisure
REC12	Riding establishments	E4 Agricultural & Rural Diversification
REC14	Golf courses, extensions and facilities	E4 Agricultural & Rural Diversification E5 Tourism
REC15	Golf driving ranges	D1 Design Quality & Built Environment E4 Agricultural & Rural Diversification
REC16	Permanent uses of land or water for sport	D1 Design Quality & Built Environment N1 Green Infrastructure Network
REC17	Water recreation facilities	D1 Design Quality & Built Environment N2 Natural Environment & Biodiversity E5 Tourism
REC19	Hotel and guest house accommodation	E5 Tourism
REC20	Static and touring caravan sites, chalet sites and camping sites	E5 Tourism

Maldon District Replacement Local Plan Saved Policy		Maldon District Local Development Plan Superseded by
REC21	Redevelopment of tourist accommodation	E5 Tourism
T1	Sustainable transport and location of new development	S3 Place Shaping D1 Design Quality & Built Environment T2 Accessibility
T2	Transport infrastructure in new developments	T2 Accessibility I1 Infrastructure & Services
T3	Rail freight facilities	T1 Sustainable Transport
T4	Cycle Routes	T1 Sustainable Transport T2 Accessibility
T6	Improvement to pedestrian facilities	T2 Accessibility
T7	Shared car parking in new development	D1 Design Quality & Built Environment T1 Sustainable Transport T2 Accessibility
T8	Vehicle parking standards.	D1 Design Quality & Built Environment T2 Accessibility
PU1	Provision of Education Facilities	I1 Infrastructure & Services
PU2	Recycling facilities in new developments	D2 Climate Change & Environmental Impact of New Development
PU3	Protection of Health Care Facilities	I2 Health & Wellbeing
PU4	New Health Care Facilities	I2 Health & Wellbeing
PU6	Renewable Energy	D4 Renewable & Low Carbon Energy Generation

To view this document online
visit www.maldon.gov.uk/ldp

This document can be made available
on request in larger print, braille and
audio and in languages other than
English.

To obtain a copy in an alternative
format please contact the Planning
Policy Team at Maldon District Council
on 01621 876202.

