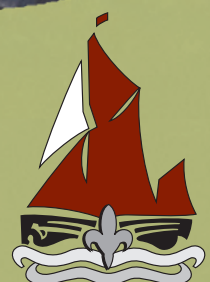


EB087

MALDON DISTRICT
Local Development Plan
Preferred Options Consultation (2012)



MALDON DISTRICT
COUNCIL

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1 INTRODUCTION AND CONTEXT

1.1 Introduction

- 1.1.1** The Local Development Plan sets out the spatial 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 strategic development management policies and strategic site allocations.
- 1.1.2** The core responsibility of the Local Development Plan is to respond to local ambitions, aspirations and priorities for the District over the plan period from 2014 to 2029. The Local Development Plan preferred options have 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 Local Development Plan. In addition, specialist studies and ongoing strategies have together built a comprehensive evidence base with a strong local focus.
- 1.1.3** The Local Development Plan sets out the scale and distribution of 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, drive the quality of design and maintain 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 centres; and
 - Policies to support a sustainable transport and road infrastructure network.
- 1.1.4** The Local Development Plan 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.
- 1.1.5** The Local Development Scheme was published in January 2012 (MDC, 2012d). This sets out the stages that the Local Development Plan will go through and when the Plan is expected to be adopted.

INTRODUCTION AND CONTEXT

1.1.6 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 the Central Area Policy and settlement hierarchy;
3. Design and Climate Change – Sets out the design standards as well as the climate change and conservation 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 monitored.

Legal Status and Scope of the Local Development Plan

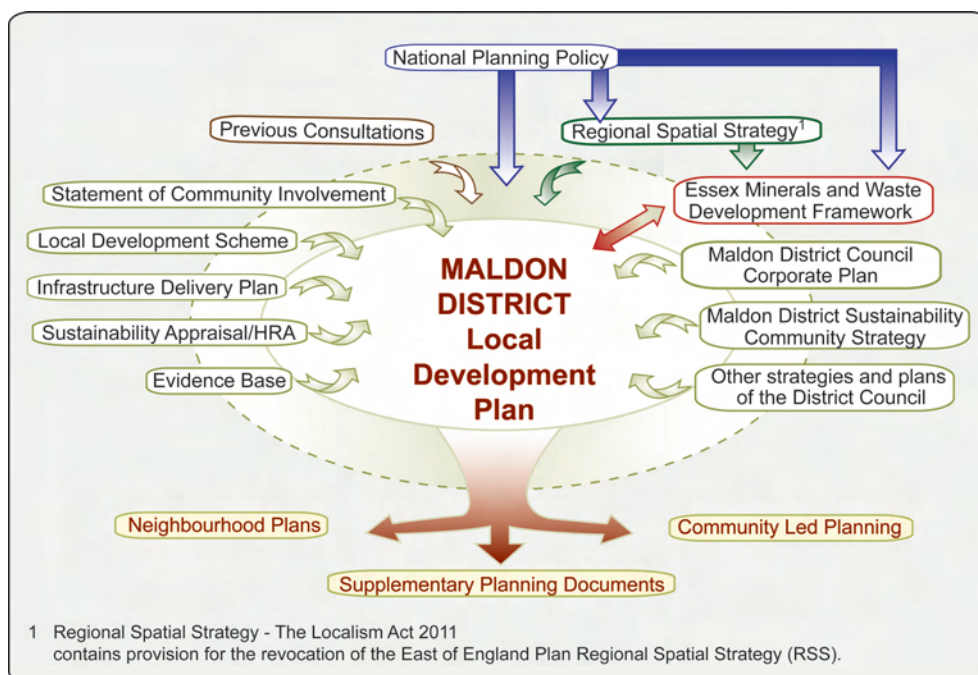
1.1.7 The Local Development Plan has been prepared under the legislative provision of the Planning and Compulsory Purchases Act 2004 (HM Government, 2004). It has also been prepared using the Town and Country Planning (Local Planning) (England) Regulations 2012 (HM Government, 2012).

1.1.8 Once the Local Development Plan is adopted it will replace the Maldon District Replacement Local Plan (MDC, 2005b) saved policies. The Local Development Plan 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.

1.1.9 The Local Development Plan has taken into account national planning policy, currently set out in the National Planning Policy Framework (NPPF) (DCLG, 2012a), Planning Policy for Traveller Sites (DCLG, 2012) and National Policy Statements. The National Planning Policy Framework sets out a presumption in favour of sustainable development, which is the core aspect of national planning policy.

- 1.1.10** In accordance with the 'Duty to Co-operate' the Local Development Plan has been produced through close partnership working with the neighbouring authorities to ensure that sub-regional and cross boundary planning issues have been taken into account.
- 1.1.11** Previously, an adopted Development Plan Document was required to align with the policies set out in the East of England Plan which formed the adopted Regional Spatial Strategy for the East of England Region. However, with the enactment of the Localism Act 2011, the Secretary of State has the power to revoke Regional Spatial Strategies, and therefore the Local Development Plan has been prepared in anticipation of this forthcoming revocation.

Figure 1 Local Development Plan Scope



Preparation Process

- 1.1.12** Between 2011 and 2012 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. However, in response to changes to the planning system, the Council took the decision in 2011 to develop a Local Development Plan that would not only set the spatial strategy but would also include strategic allocations and development management policies. The Local Development Plan 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.

INTRODUCTION AND CONTEXT

1.1.13 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. Two 'Issues and Options' consultation rounds were undertaken for the Local Development Framework Core Strategy in March 2007 (MDC, 2007b) and September 2007 (MDC, 2007c). 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.

Figure 2 Local Development Plan Preparation Process



1.1.14 The key stages of the plan preparation process are outlined in Figure 2 above.

The Preferred Options Document

1.1.15 This Preferred Options document sets out the preferred policies for the Local Development Plan and outlines the alternative options which have been considered. At this stage the Council is seeking views on these preferred options. Following the consultation the Council will consider the comments which have been submitted, and may amend the draft Local Development Plan.

- 1.1.16** The Local Development Plan 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.
- 1.1.17** To ensure that the policies set out in the Local Development Plan are in line with the objective of sustainable development, a Sustainability Appraisal (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 Sustainability Appraisal addresses the requirements of the European Union Strategic Environmental Assessment Directive (OJEC, 2001) comply with the Habitats Directive (OJEC, 1992). This document suggests recommendations for policies on sustainability grounds.
- 1.1.18** An Equality Impact Assessment will be carried out on the draft Local Development Plan prior to its submission to the Secretary of State. The Equality Impact Assessment will consider issues relating to gender, age, ethnicity, religion/belief, disability, sexuality and low disposable income.

1.2 Local Context and Spatial Profiles

- 1.2.1** 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.

Our Rural District

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

Our Coastal District

- 1.2.3** 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.

Our Economy

- 1.2.4** The towns 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

INTRODUCTION AND CONTEXT

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.

Our Spatial Interactions

1.2.5 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.

Our Heritage

1.2.6 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 and historic interest, 20 Scheduled Monuments, one Registered Park and Garden, and one Registered Battlefield where the Battle of Maldon took place in AD 991. There are also 13 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 buildings and open space of a nationally important World War One Airfield.

Our Quality of Life

1.2.7 Out of 376 English local authority areas, the District is ranked the 53rd highest for quality of life, 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.

Our People

1.2.8 In 2008, the District of Maldon had a population of approximately 62,500. Whilst the District's population has doubled over the last 40 years, it still has one of the lowest population densities in Essex at just under 174 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. There is also projected to be a decline in the ratio of working age people.

Our Ecological Diversity

1.2.9 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).

Our Communities

1.2.10 The District is geographically split in 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.

The Central Area (Maldon and Heybridge)

1.2.11 Maldon and Heybridge are two distinctive towns that are separated by the River Blackwater. These two towns 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.

1.2.12 Heybridge has two distinctive parts, Heybridge urban area and the Heybridge Basin area. 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 canal. Many of its buildings date from the development of the canal in the late eighteenth and early nineteenth centuries, with some twentieth century replacement buildings.

1.2.13 Maldon is a medieval town that was first mentioned in 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. In the conservation area of Maldon, there are 185 listed buildings. As well as this, Maldon is known internationally for its salt production and as a centre for Thames Sailing Barges.

Picture 1 Maldon High Street



The North and West Area

- 1.2.14** The North and West Area includes the wards of Great Totham, Purleigh, Tollesbury, Tolleshunt D'Arcy, Wickham Bishops and Woodham.
- 1.2.15** The Great Totham ward includes the settlements of Great Totham, Little 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. Great Totham village forms the main settlement in the ward and is characterised by its surrounding leisure facilities such as golf courses and wooded areas.
- 1.2.16** 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 station on the Southminster branch line. Cold Norton and its immediate hinterland has many leisure facilities such as golf courses and allotments. Stow Maries is a small village that includes an important World War One airfield. Purleigh is an historic village that was mentioned in the Domesday Book.
- 1.2.17** 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.

- 1.2.18** 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.
- 1.2.19** 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.

Picture 2 Wickham Bishops Church



The South and East Area

- 1.2.20** The South and East Area incorporates the Dengie Peninsula and includes Burnham-on-Crouch, Southminster and the wards of Althorne, Mayland and Tillingham.
- 1.2.21** Burnham-on-Crouch is the second largest town in the District after Maldon. It is separated into two wards: Burnham-on-Crouch North; and Burnham-on-Crouch South. Combined, the wards have a population of approximately 8,000. Burnham-on-Crouch is predominantly known for its coastal trading history and sailing activities. Burnham-on-Crouch is the principal service town for the south of the District. It has a rich and diverse history associated with its maritime connections including oyster trading and yachting. Burnham-on-Crouch continues to have a strong association with yachting and sailing, with a number of clubs which include the Crouch Yacht Club, the Royal Corinthian Yacht Club and the Royal Burnham Yacht Club.

INTRODUCTION AND CONTEXT

- 1.2.22** Althorne ward is predominantly rural and includes the villages of Althorne, Latchingdon, Mundon and part of Maylandsea. 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 historic assets.
- 1.2.23** 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.
- 1.2.24** 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.
- 1.2.25** Tillingham ward includes the historic settlements of Tillingham, Bradwell-on-Sea, Bradwell Waterside, Dengie and Asheldham. The area is predominantly characterised by its rural setting. The ward is characterised by its marsh land 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 Church of St Peter-on-the-Wall, which is one of the oldest churches in the British Isles.

Picture 3 Burnham-on-Crouch Riverside



2 SPATIAL VISION AND DEVELOPMENT STRATEGY

2.1 Spatial Vision

- 2.1.1** The Local Development Plan responds to the aims 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 Local Development Plan, reflecting the objectives of the national planning policy.
- 2.1.2** 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 Local Development Plan 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.
- 2.1.3** The preferred 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).
- 2.1.4** The spatial vision for the District is as follows:

Our 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, and proportionately taking into account local need as well as environmental and infrastructure limit. This approach will maintain the quality of life for the community and ensure the delivery of new affordable homes, new 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 sustainable and proportionate for the District taking into account local need as well as environmental and infrastructure limits. This approach will maintain the quality of the life which is valued by the local community. Growth will be focused in the most sustainable, accessible and appropriate locations taking into account constraints and the need to protect valued local countryside.

SPATIAL VISION AND DEVELOPMENT STRATEGY

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.

2.2 Objectives

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

- i. To provide sufficient, well designed, quality housing to meet our housing target, increase the supply of affordable housing across the District, and focus future development in sustainable locations, within settlement boundaries and strategic growth areas.
- ii. To identify strategic growth areas to provide for the District's future needs to improve the quality of life for all.
- iii. To maintain a diverse, vibrant, viable economy, encouraging diversification and enhancement of skills and employment opportunities across the District.
- iv. To facilitate the development of appropriate rural enterprises and protect and enhance rural service provision across the District.
- v. To develop and support sustainable tourism within the District.
- vi. To protect and enhance the distinctive natural, built and historic environment of the District.
- vii. 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.
- viii. To minimise the negative impacts of climate change by encouraging zero or low carbon development across the District.
- ix. 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.

SPATIAL VISION AND DEVELOPMENT STRATEGY

- x. To maintain, improve and co-ordinate public transport provision, and promote sustainable modes of transport.
- xi. 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.
- xii. To facilitate and promote sustainable development in appropriate locations throughout the District.
- xiii. To facilitate the delivery of new infrastructure to meet the needs of the community.
- xiv. To ensure the delivery of regeneration and enhancement of the Central Area (incorporating Maldon Central, Causeway Regeneration Area and the Leisure Quarter).

2.3 Policy S1 Sustainable Development

Issue

2.3.1 Achieving sustainable development is a fundamental aim of the planning system and the principles of 'sustainable development' are central to this Local Development Plan. The national planning policy definition of sustainable development has three key dimensions that are mutually dependent upon each other and need to be in balance. These three dimensions can be summarised as follows:

- 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.
- 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.
- 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.

SPATIAL VISION AND DEVELOPMENT STRATEGY

- 2.3.2** An important aspect of sustainable development is to provide a local response to growing concerns about climate change and its impact on the natural and built environment. This will require minimising our contribution towards the problem and responding to the potential effects that climate change may bring.

Key Evidence Base Documents

- Report of Spatial Vision Workshops (PAS, 2011)

The Preferred Approach

- 2.3.3** The Council's preferred approach is to embed the principles of sustainable development throughout the entire Local Development Plan. This section of the Local Development Plan will set out several key overarching sustainable objectives from which the policies in the rest of the document are derived, which will inform, and should be read in conjunction with, all the other policies in this Plan.
- 2.3.4** 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.
- 2.3.5** To ensure that the policies and proposals set out in the Local Development Plan contribute to sustainable development, each preferred policy has been subject to a sustainability appraisal (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 Sustainability Appraisal Report provides an independent qualitative appraisal of this document.

Preferred Policy

The Council will embed the principles of sustainable development throughout the entire Local Development Plan.

All development proposals should be guided by the policies and planning principles set out in this document in order to achieve sustainable development. The purpose of the Local Development Plan is to provide a locally derived planning framework for the District which helps to deliver economic, social and environmental gains in a positive, balanced and coherent manner. The following principles will be embedded into the Local Development Plan and will be used in policy and decision making:

- i. Incorporate the presumption in favour of sustainable development and plan positively and proportionately to meet the development needs of the District;
- ii. 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 of the District;
- iii. Deliver a sustainable level of housing growth which is appropriate and proportionate to the District's needs and will deliver a wide choice of high quality homes in the most sustainable locations;
- iv. Promote the effective use of land and prioritise development on previously developed land and the strategic growth areas;
- v. Support growth within the environmental limits of the District;
- vi. Emphasise the importance of high quality design in all developments;
- vii. Create sustainable communities by retaining and delivering local services, facilities and a good mix of appropriate land uses and spaces;
- viii. Enable and adapt to the effects of climate change including from flooding and coastal management. Mitigate the impacts of climate change through promoting energy efficiency measures and low carbon, renewable, and decentralised energy generation;
- ix. Conserve and enhance the natural environment by providing protection to local biodiversity and geodiversity, and effective management of the District's green infrastructure network;
- x. Conserve and enhance the historic environment by identifying the importance of local heritage, and providing protection to heritage assets in accordance with their significance;

SPATIAL VISION AND DEVELOPMENT STRATEGY

- xi. 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;
- xii. Maintain the rural character of the District by maintaining settlement boundaries and preventing coalescence; and
- xiii. Prioritise sustainable modes of transport and improve access for all in the community.

Alternative Options

National planning policy states that local planning documents must be prepared with the objective of contributing to the achievement of sustainable development. Therefore, the Council does not consider that there are any reasonable alternative options as the consideration of sustainable development is a national requirement which lies at the heart of the planning system.

Consultation Questions S1

- S1a Do you agree with the preferred approach? Please explain.
- S1b Do you agree that there are no reasonable alternative options? Please explain.
- S1c Are there any other options that the Council should consider?

2.4 Policy S2 Strategic Growth

Issue

2.4.1 The total number of households in the District has risen over the last couple of decades and is predicted by the Department of Communities and Local Government to continue to significantly rise over the next 15 years and beyond. This projected household increase has arisen because of the combined impact of:

- An ageing population;

SPATIAL VISION AND DEVELOPMENT STRATEGY

- Increased inward migration mainly from other parts of Essex and London;
- A reduction in household sizes. Growth in local resident household numbers is a result of the general trend towards smaller families and an ageing population.

2.4.2 In addition to the projected housing growth, the Council's evidence base has identified a need to provide a better and more balanced future housing offer, and a wider range of housing choices across the District, including the delivery of affordable housing in both urban and rural areas.

2.4.3 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. Although the provision of additional housing is the priority for this Plan, the Plan 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. This will need to be achieved in a sustainable and proportionate manner and within the environmental and physical limits of the District.

Key Evidence Base Documents

- East of England Plan (GO-East, 2008)
- Greater Essex Demographic Forecasts Phase 2: Scenario development incorporating Phase 1: Model development (Edge Analytics, 2012)
- Heart of Essex Economic Futures (NLP, 2012)
- Heart of Essex Housing Growth Scenarios (RTP, 2012)
- Household Projections, England (based on 2008 population projections) (DCLG, 2010c)
- Infrastructure Delivery Plan (MDC, 2012)
- Strategic Housing Land Availability Assessment (URS, 2012)
- Strategic Housing Market Assessment (DCA, 2009)
- The Localism Act (HM Government, 2011a)
- Issues and Options Report 1 (MDC, 2007b)
- Issues and Options Report 2 (MDC 2007c)
- Core Strategy Preferred Options Consultation Summary Report (MDC, 2012d)

The Preferred Approach

Housing Levels

2.4.4 Until recently local housing and employment targets for the District were set by the East of England Plan (GO-East, 2008). In the Maldon 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

SPATIAL VISION AND DEVELOPMENT STRATEGY

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.

- 2.4.5** 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, 2011a) will result in the abolition of the East of England Plan and instead local authorities will be free to set their own housing targets through their Local Development Plans. National planning policy requires local planning authorities to prepare their plans 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 National Planning Policy Framework as a whole.
- 2.4.6** The Local Development Plan seeks to set out a housing target for the District to cover the period from 2014 to 2029. Deriving this target is a complex process. The starting point, as set out in national planning policy, is the Sub National Population Projections, produced by the CLG (DCLG, 2010c). These trend based projections suggest that there is a need for 397 dwellings in the District per annum over the next 15 years. The natural change element of population growth is negative, where deaths outnumber births. This reflects the older population profile and lower working age population compared with neighbouring areas. This projected household growth is actually based on a number of factors with the most important being a changing demographic profile with a significant increase in the retired population of the District, which has resulted in decreasing household sizes. There is also a strong trend of migration from this age profile into the District from other parts of Essex and London.
- 2.4.7** In consideration of these projected demographic trends and household growth, the Heart of Essex Growth Scenarios study tested a number of potential housing growth scenarios.
- 2.4.8** The lowest option tested the number of houses required to maintain the existing population levels. For the District this meant that a housing figure of 146 dwellings per annum would be required. This scenario would result in a retired population that comprises 40% of the overall population and a 25% decline in the number of children in the District. The working age population would fall by over 10% which could be significant both for local businesses seeking to employ local people but also for the wider economy with less money available to be spent locally. It is considered that this scenario may potentially create unsustainable communities, could be considered contrary to national planning policy and undermine local aspirations. If the East of England Plan targets were planned for, would be likely to result in a declining population over the plan period.

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- 2.4.9** The second scenario tested the number of new homes needed to keep the size of the working age population stable. Taking into account demographic changes i.e. an ageing population and smaller household sizes, this scenario shows that if a decline in the working age population is to be avoided, then 263 additional households are needed in the District each year. More new homes are needed in the District to generate one additional worker compared with the rest of Essex. This is due to the age profile of the District, where a greater number of homes will be taken up by older people who will not join the workforce.
- 2.4.10** This level of growth would constitute a 120% increase in housing beyond that prescribed in the East of England Plan and would require significant greenfield development. Additional assessments undertaken as part of the Infrastructure Delivery Plan (MDC, 2012) have indicated that there are a number of significant infrastructure constraints across the District. In particular there are constraints in respect to highways, sewerage, flood risk and school and health provision that would limit the ability of the District to deliver this number of dwellings. The intrinsic value of the countryside has been identified through various consultations as a key component of the character of the District. This would be threatened. The level of housing growth prescribed under this scenario would be likely to result in a reduced quality of life for existing and future residents and may not be deliverable or sustainable for the the District.
- 2.4.11** The Council's preferred approach to arriving at a locally derived housing target is based on the need for delivering the maximum amount that can reasonably and proportionately be accommodated within the environmental and infrastructure limits of the District. The Council assessed a number of growth locations through the Infrastructure Delivery Plan (MDC, 2012) and the Strategic Housing Land Availability Assessment (URS, 2012) to identify sustainable growth potential taking into account the local opportunities and constraints. This approach demonstrated that the Council could sustainably deliver approximately 200 dwellings per annum and would constitute a significant increase in the housing targets prescribed in the East of England Plan. This approach would increase the population levels in a sustainable manner and would also increase the economic output with year on year increase in GVA. This approach has the potential to have a greater housing and employment alignment.

Economic Growth

- 2.4.12** The Heart of Essex Economic Futures Study (NLP, 2012) indicated that the Council's preferred minimum housing target of 200 dwellings per year will assist in increasing the economic output of the District with projected increases in GVA. In parallel to the housing growth, it is important that a proactive economic strategy is taken forward to maximise economic growth and future employment opportunities. The Council's forthcoming Economic Prosperity Strategy will therefore seek to promote and secure measures to maximise the local labour supply and enhance economic productivity e.g. increasing economic activity rates, raising skill levels.

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- 2.4.13** The District has a strong entrepreneurial base with high levels of self-employment compared to other parts of Essex and relatively low levels of unemployment. 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.
- 2.4.14** The greatest threat to the local economy will come from the challenges of the global market and the need to remain competitive. The District is also projected to experience declines in some sectors such as general manufacturing and utilities. The declines in these sectors are projected to be largely offset by growth in professional services, education, tourism, health and agriculture (NLP, 2012). The Council will therefore actively support key sectors in the local economy that will bring forward economic growth. In particular, the District has a number of key niche sectors that have a strong local presence such as plastics, computers and electronics, agricultural and food which have the opportunity and economic base in which to support employment creation and growth in economic output over plan period. The Council will need to build upon its economic strengths and diversify the District's economy to provide a range of job opportunities across the District. This will be implemented through the forthcoming Economic Prosperity Strategy.
- 2.4.15** The Council seeks to adopt a flexible and responsive approach to employment land use. The Council will plan for strategic growth areas that will not only deliver housing, but will also incorporate a significant number of employment uses to create mixed-use neighbourhoods. The level of economic growth to be delivered within the strategic growth areas will be determined on a site-by-site basis to take into account of local circumstances and the economic potential of the site and the District. However, it is expected that a substantive employment element will be included within each strategic growth area that will support growth in a variety of sectors including the District's key niche sectors. The employment approach for each area will be incorporated into future Masterplans.

Spatial Distribution

- 2.4.16** Existing 'previously developed land ' availability or land available for residential development within settlement boundaries is strictly limited. As a result future growth will largely need to be accommodated on greenfield land.
- 2.4.17** The Council's preferred strategic approach, as noted above, is based on the consideration of opportunities, the environmental and infrastructure constraints, and advice received both from statutory and non-statutory bodies and organisations to ensure the strategic growth areas are realistically capable of being implemented. It also takes into account local aspirations for growth identified through consultation and as part of evidence base.

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2.4.18 Consideration has also been given to the previous consultations which gave a clear steer as to where strategic growth should be concentrated. There were a number of common themes that emerged from these consultations which included:

- Housing, employment growth and additional services to be focused in Maldon, Heybridge and Burnham-on-Crouch;
- The delivery of future growth should be aligned with the programmes of the strategic partners e.g. water, emergency services, health etc;
- Strong support for economic growth in the south-east of the District;
- Strong support for economic growth in the north-west villages;
- Strong support for housing growth in Southminster; and
- No growth should be located within areas that are at risk of flooding.

2.4.19 The preferred approach seeks to direct this growth as part of a planned growth strategy that will seek to deliver the new homes and jobs and the social facilities associated with a sustainable community, such as schools, shops, leisure and medical facilities to the following areas:

- Land to the south of Maldon;
- Land to the north of Heybridge;
- Land to the west of Burnham-on-Crouch; and
- Land around North Fambridge.

2.4.20 Not all the locations suggested for strategic growth were considered appropriate by the Council. The reasons for this are outlined below. The locations considered are illustrated by the Strategic Growth Option plan below.

2.4.21 A fundamental objective of the Council's preferred option is to ensure that the District's strategic growth brings improvements to the quality of life for all. Planned extensions to the existing areas identified above will provide the most sustainable option. The preferred approach does recognise that the preferred strategic growth areas have a number of infrastructure constraints that need to be overcome. The key infrastructure requirements that are necessary to enable this growth in a sustainable manner are set out in the preferred policy below. This infrastructure will benefit both new and existing residents as it would result in improvements such as: increasing the capacity of the local highway network; improved public transport provision; increased school provision; increased medical provision; and significant increases to public open space. Without this infrastructure, the delivery of sustainable communities will not be possible.

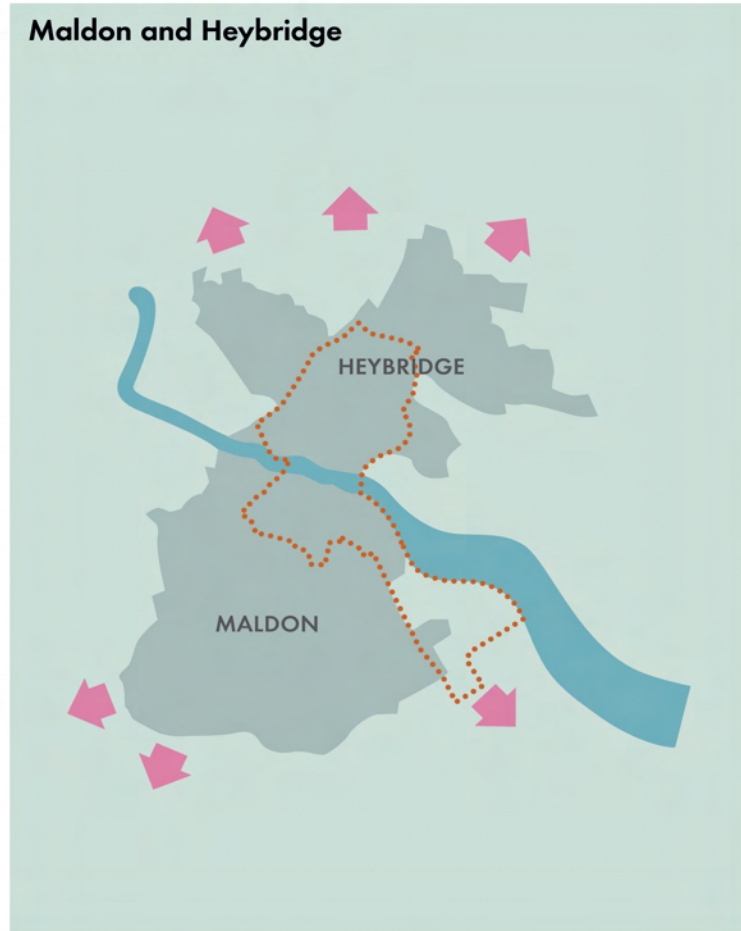
2.4.22 The Key Diagram below indicates the 'areas of search' in which the strategic growth areas will be located. The 'areas of search' are not site allocations but broad areas in which all the proposed land uses will be located e.g. housing, employment, schools, medical facilities, parks and green spaces. The 'areas of search' have been identified through the Strategic Housing Land Availability Assessment. It is not anticipated that the entirety of these 'areas of search' will be developed. For example, at Heybridge,

only between a quarter and a third of land within the 'area of search' would be required for housing purposes. And in the case of North Farnbridge, an area of 800 metres from the railway station that is not within a flood risk zone is identified. This distance is based on acceptable walking distances to the railway station and will encourage increased public transport use. But again only a small proportion of land will be required for housing purposes. Each of the strategic growth areas will be brought forward through Council-led strategic planning, partnership working and detailed masterplans. Policy S3 sets out the preferred approach for setting out a framework in which to develop these areas into sustainable communities that will benefit all.

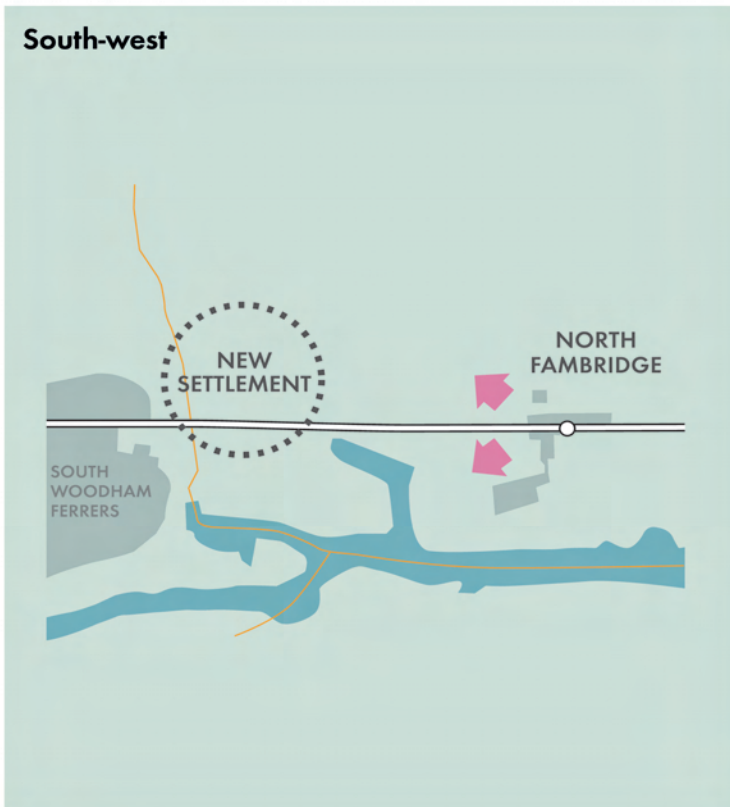
North-west



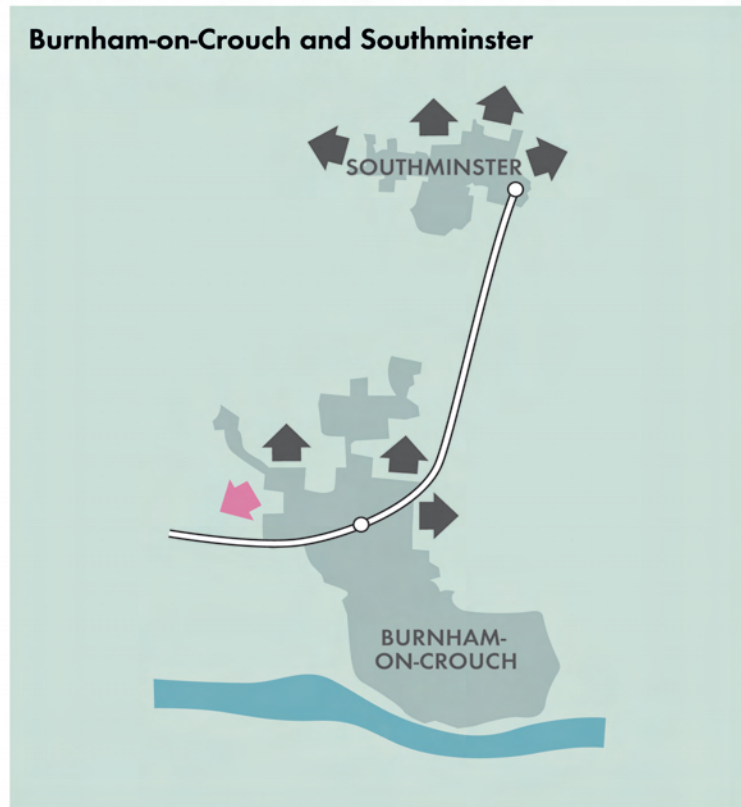
Maldon and Heybridge



South-west



Burnham-on-Crouch and Southminster



- Preferred direction of growth
- Discounted direction of growth
- Built up area
- Railway
- A12
- River
- Discounted area of search
- Central area
- District boundary

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Preferred Policy

The Council will promote sustainable development to deliver economic growth and a minimum of 3,000 dwellings between 2014 and 2029.

Development will be focused in the most suitable and accessible locations and will be managed to make sure that it delivers opportunities and benefits and achieves sustainable development, whilst continuing to preserve and enhance the features that make the District an attractive place to live, work and visit.

Development proposals will be expected to make an efficient use of land and take a sequential approach that gives priority to previously developed land within the defined settlement boundaries and the planned strategic growth areas at Maldon, Heybridge, Burnham-on-Crouch and North Fambridge.

The residential supply to meet the minimum requirements between 2014 and 2029 is as follows:

Residential Supply	Indicative Dwelling Capacity
Strategic Growth Areas:	2,900
<ul style="list-style-type: none"> ● Land South of Maldon (1,250) ● Land North of Heybridge (900) ● Land west of Burnham-on-Crouch (450) ● North Fambridge (300) 	
Existing Commitments across the District	300
Total	3,200

The strategic growth areas at Maldon, Heybridge and Burnham-on-Crouch will include a mix of uses that will promote strategic economic growth. The strategic growth area at North Fambridge will include a mix of uses to support the needs of the local community.

In partnership with key stakeholders and service providers, the Council has identified the following 'Key Strategic Infrastructure Projects' that are necessary to support the delivery of the strategic growth areas.

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Strategic Growth Areas	Indicative Key Strategic Infrastructure Projects
Land South of Maldon	<ul style="list-style-type: none"> ● Local centre ● Early years school provision ● New primary school (up to 1.9ha of land required) and/or expansion of existing primary schools ● Expansion of Plume School ● Vocational training centre ● Enhanced medical provision ● Highway upgrade to existing junctions and relieve congestion on A414 ● Enhanced sewerage infrastructure ● Allotments ● Public open space and green infrastructure enhancement
Land North of Heybridge	<ul style="list-style-type: none"> ● Local centre ● Early years school provision ● New primary school (up to 1.9ha of land required) and/or expansion of existing primary schools ● Enhanced medical provision e.g. a new GP medical centre ● Purpose-built library ● Public open space and green infrastructure enhancement including a country park ● Allotments ● Highway upgrade including a north Heybridge Link road

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Strategic Growth Areas	Indicative Key Strategic Infrastructure Projects
Land West of Burnham-on-Crouch	<ul style="list-style-type: none"> ● Enhanced medical provision ● Highway and access upgrades including potential new road crossing of the railway ● Early years school provision ● Enhanced primary school provision ● Public open space and green infrastructure enhancement
North Fambridge	<ul style="list-style-type: none"> ● Highway and access upgrades ● Small-scale retail to serve local needs ● Allotments ● Public open space and green infrastructure enhancement ● Village sewerage treatment plant ● Enhanced medical facilities ● Public transport improvements e.g. improve bus access

Within the District's villages, sustainable growth that contributes to meeting local need and aspirations, and sustaining vibrant local communities will be supported where it is brought forward through a Neighbourhood Plan.

Maldon District Local Development Plan Key Diagram



EB087



SPATIAL VISION AND DEVELOPMENT STRATEGY

Alternative Growth Options

Alternative Growth Option 1: Population Stable (146 dwellings per annum)

The Council assessed the merits of adopting an approach based on delivering enough dwellings to maintain the existing population levels. As stated above, this approach is not considered robust and is not being followed by the Council for the following reasons:

- The approach is not considered compliant with national planning policy;
- This approach would result in a retired population that comprises 40% of the overall population by the end of the plan period;
- This approach would result in a reduction in the working age population which will detrimentally impact upon the local economy;
- This approach would result in a significant decline in the number of children in the District which would impact upon the viability of the local schools; and
- This approach would not maximise the opportunity to improve and enhance local infrastructure.

Alternative Growth Option 2: Workforce Stable (263 dwellings per annum)

The second option was to deliver 275 dwellings per annum. This scenario provides sufficient houses to increase the size of the resident population and maintain the size of the working age population in the District. This approach is not considered robust and is not being followed by the Council for the following reasons:

- The significant increase in dwelling numbers is considered to be at a level that exceeds the environmental and infrastructure limits of the District. It would place unsustainable and disproportionate pressure on: the local highway network; sewerage; schools; and health facilities. It would have an unacceptable and detrimental impact on the intrinsic value of the countryside which is valued by the local community.
- It would result in a significant increase in the numbers of dwellings that have historically been delivered in the District. There is concern about the deliverability of this option and the robustness of this approach.

Alternative Growth Option 3: Meeting Projected Need (397 dwellings per annum)

This scenario would deliver the number of dwellings required to meet the projected housing need over a 15 year period. The scenario would require a minimum of 397 dwellings per annum to be delivered in the District. As with Scenario 2, it is considered that this level of growth would exceed the environmental and infrastructure limits of the District and lead to unsustainable and disproportionate growth. It would lead to a significant amount of greenfield land release which would detrimentally impact on the character of the District.

Alternative Spatial Options

The preferred spatial option is based on those areas that the Council considered to be suitable and capable of delivering the required growth with associated infrastructure provision. A number of other sites and locations were discounted. The reasons for this are set out below.

Alternative Spatial Distribution Option 1: Concentrated Growth at Southminster

Southminster was identified as a potential growth location during previous development plan consultations. Under this option up to 500 dwellings would be delivered at various sites around Southminster. All of these sites were discounted because of significant infrastructure and environmental constraints, and most pressingly, there are significant existing sewerage capacity constraints that would be extremely challenging to overcome.

Alternative Spatial Distribution Option 2: Concentrated Growth at the North West Villages

The north west villages of Little Braxted, Wickham Bishops, Great Totham and Langford were identified as potential growth locations during the previous consultations. These locations were discounted because of significant infrastructure and environmental constraints. Only a small number of north west village sites has come forward through the Strategic Housing Land Availability Assessment process and so it is unclear whether strategic housing could be delivered at these villages. Notwithstanding this issue, there are significant constraints in respect to school provision and sewerage constraints that would be difficult to overcome.

Alternative Spatial Distribution Option 3: Dispersed Growth

Under this option approximately 675 dwellings would be dispersed throughout the parishes of the District. This strategy would rely upon sites coming forward as windfall sites. It is not clear whether this approach would be deliverable and whether there are sufficient sites to meet the need. This piecemeal approach would also fail to unlock the infrastructure necessary to deliver the strategic growth and would inadvertently create increased pressure on existing services. This approach would increase reliance upon the private car to access jobs, local shops and services as many of the villages have poor public transport accessibility and would result in unsustainable patterns of growth.

Alternative Spatial Distribution Option 4: Enhanced South West Growth

The enhanced south west growth option is based on the creation of a new settlement of approximately 1,000 dwellings to the east of South Woodham Ferrers. No land has been identified for housing within an area close to South Woodham Ferrers through the SHLAA. It is not clear whether a new settlement could be deliverable and achievable within this

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Plan period. This approach would require significant infrastructure to deliver a new settlement which could undermine viability. This would be a long-term project that may not be deliverable as part of a 15 year housing supply and could undermine the housing strategy for other parts of the District. Furthermore, neither Chelmsford Borough Council nor South Woodham Ferrers Town Council has expressed a desire to expand the town at the present time.

Alternative Spatial Distribution Option 5: Growth to the North and/or East of Burnham-on-Crouch

Land to the north of Burnham-on-Crouch could potentially deliver strategic growth. However, this may reduce the visual gap between existing built-up areas. The land to the east of Burnham-on-Crouch was discounted because of significant highway capacity issues that would be difficult to overcome.

Consultation Questions S2

- S2a Do you agree with the housing targets within the preferred approach? Please explain.
- S2b Is there another housing target that the Council should consider?
- S2c Do you agree with the preferred spatial distribution of sites? Please explain.
- S2d Are there any other sustainable locations that the Council should consider for housing growth?
- S2e Do you have any other comments on the spatial strategy?

2.5 Policy S3 Place Shaping

Issue

- 2.5.1** Place shaping is a holistic process that aims to bring together all the component parts of a successful place. Place shaping provides an opportunity to encourage an integrated approach to development by focusing on, and creating better social, physical and economic environments. The strategic growth areas identified in Policy S2 comprise extensions to Maldon, Heybridge, Burnham-on-Crouch and North Fambridge and need to be planned carefully to ensure that they become successful places. The Local Development Plan has an important role to play in the creation of sustainable

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communities at these strategic growth areas. It is important that these areas work as places and are attractive, prosperous and encourage safe communities where people want to live or visit.

Key Evidence Base Documents

- By Design: Urban Design in the Planning System - Towards Better Practice (ODPM, 2000)
- Core Strategy Preferred Options Consultation Summary Report (MDC, 2012d)
- Maldon District Characterisation Assessment (QUBE, 2006)
- Issues and Options Report 1 (MDC, 2007b)
- Issues and Options Report 2 (MDC 2007c)
- Urban Design Compendium Volume 1, (Llewellyn Davies, 2000)
- Urban Design Compendium Volume 2, (Llewellyn Davies, 2007)

The Preferred Approach

2.5.2 The Council's preferred approach seeks to develop successful and desirable strategic growth areas. The Council considers that a structured approach to each area is needed. This will be achieved through the development of a masterplan for each area that incorporates design coding specific for that area. The masterplans will highlight how the design and delivery of infrastructure across the whole area are integrated and importantly, how they provide the conditions to generate a powerful and appropriate sense of place. The masterplanning principles will shape and influence proposals when considering planning applications.

2.5.3 This policy sets out the framework and key principles that will guide the masterplans. The key principles seek to integrate and embed the key 'garden city' principles, which include:

- High quality design of new homes;
- Delivering a variety of homes to meet the needs of all in society;
- Improving the quality of life;
- Increasing public involvement in community decisions;
- Delivering better public services;
- Building schools, health and transport as an integral part of development;
- Improving the environment through the provision of generous green spaces linked to the wider countryside, including a mix of public and private networks of well managed, high quality gardens, open spaces and landscaped areas;
- Access to strong local cultural, recreational and shopping facilities;
- Integrated and accessible transport systems; and
- Building more environmentally friendly buildings.

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Preferred Policy

The strategic growth areas at Maldon, Heybridge, Burnham-on-Crouch and North Fambridge will be planned as high quality, vibrant and distinctive 'garden suburbs' that will complement and enhance the character of the District and protect and enhance the environmental qualities of the surrounding area. A Spatial Masterplan for each of the strategic growth areas will be prepared to plan development. The Spatial Masterplan will also include a Design Code and incorporate the 'garden suburb' design principles.

The strategic growth areas will be planned within an appropriate setting that minimises any adverse visual or landscape impacts on the surrounding area and provides an attractive landscaped environment that maximises biodiversity. Appropriate management strategies will be developed to ensure high quality, robust and effective implementation, adoption and maintenance of the landscape areas.

The development of these areas will be fully integrated with the surrounding built areas through a variety of transport modes including walking, cycling and public transport. Sufficient highway capacity will be required to serve all stages of development. All new roads will be designed and located to minimise any adverse impacts on the surrounding area.

The strategic growth areas will make provision for local centres that will support and enhance economic and social well-being. The local centres will include, where appropriate, community services, health and other facilities that are essential to successfully establish a sustainable community, and provide for the day-to-day needs of local residents for convenience shopping. The local centre will contribute to meeting the needs of the population, and will be accessible to all by a variety of sustainable transport methods. Where appropriate, joint provision and co-location of community services will be provided where this meets the community needs, and is accessible to all.

An indicative density range of 30 to 50 dwellings per hectare should be used for large scale housing schemes within the strategic growth areas. Throughout each of the strategic growth areas a range of appropriate development densities will be provided following a design-led approach, including higher densities in and around the local centres and at public transport stops, and lower densities on sensitive outer edges of the development. It is important that development is sympathetic to its surroundings. There will be a good mix of house types, sizes and tenures that contribute to meeting the housing needs and demands of the District. Strategic growth areas should contribute positively towards meeting affordable housing needs.

The strategic growth areas at Maldon, Heybridge and Burnham-on-Crouch will include employment provision to meet the needs and aspirations of the business community. The employment provision will be located in areas with convenient access to the primary road network and will be accessible to the local centres.

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A partnership approach will be established with relevant stakeholders to secure and deliver the critical and necessary infrastructure requirements, as set out in Policy S2. The necessary infrastructure requirements will be funded through Community Infrastructure Levy, S106 and other funding mechanisms.

Alternative Options

The Council does not consider that there is a reasonable alternative to this policy as to not have a place shaping policy would result in a series of urban extensions that will not contribute to creating sustainable communities and successful places.

Consultation Questions S3

- S3a Do you agree with the preferred approach? Please explain.
- S3b Do you agree that there are no alternative options to the place shaping policy? Please explain.
- S3c Is there anything else that should be added to the place shaping policy?

2.6 Policy S4 Central Area Policy

Issue

- 2.6.1** The Central Area is the focus of the District's retail, employment, transport, leisure and community functions and has many key assets, including a strong sense of identity based on its riverside and coastal location and its local heritage and cultural traditions. Stretching from Maldon High Street, the Causeway and the Bentalls Shopping Centre and incorporating Hythe Quay and the Promenade Park, the Central Area has within it a large proportion of the area's key landmarks. Maldon High Street alone has 86 listed buildings and many parts of the area are designated within the Conservation Area. These historic assets contribute to the area both visually and in relation to their economic output. However, in order to retain its economic importance, the Central Area will need to be improved to tackle key future challenges. The future prosperity of this area and the wider Maldon District will be dependent upon utilising this distinctiveness to the area's advantage.

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Key Evidence Base Documents

- Central Area Characterisation Study (Allies and Morrison Urban Practitioners, 2012)
- Employment Land Review (RTP, 2009)
- Heart of Essex Economic Futures (NLP, 2012)
- Maldon Conservation Area Reviews and Character Appraisals (ECC, various dates)
- Maldon District Characterisation Assessment (QUBE, 2006)
- Maldon District Retail Monitoring Survey (MDC, 2011)
- The Causeway: Retail Impact Assessment (GVA Grimley, 2010)
- The Greater Essex Integrated County Strategy (ECC, 2010)

The Preferred Approach

- 2.6.2** The 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. 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.
- 2.6.3** The key assets within the Central Area should be well connected to form a single leisure and tourism destination. Tourism is a very 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.
- 2.6.4** 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

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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.

- 2.6.5** 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.
- 2.6.6** The lower end of the High Street has potential. 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 rest of the High Street and other areas such as the leisure quarter. This area is a critical part of the Central Area, as it connects different parts of the Central Area, such as linking The Hythe, Leisure Quarter and the central section of the High Street.

Picture 5 Fullbridge, Maldon



Figure 3

Central Area Key Diagram



Preferred Policy

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, 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 strategy for the Central Area comprises the following:

- i. Consolidate and strengthen its role as a market town to allow a range of retail, commercial and community uses to meet the needs of its resident population and rural hinterland.
- ii. Retain its role as a tourist, arts and cultural centre, offering a range of accommodation and visitor attractions and facilities.
- iii. Provision of a new high quality market to support the needs of its resident population and rural hinterland and to act as a visitor attraction.
- iv. Diversify and increase the employment and commercial floorspace available to offer increased job prospects within the wider area. This will include the provision of: workspaces suitable for small and medium sized enterprises; affordable workspaces; and support of existing businesses that are seeking to expand.
- v. Residential development will be encouraged where it does not undermine the economic objectives for the area and where the new housing is appropriate for households in the local market and contributes to a balanced town centre resident community.
- vi. Increase public access next to, and enhance the setting of the riverside to create a vibrant environment that incorporates a range of uses.
- vii. Actively manage traffic and visitors to the town and surrounding area through enhanced public transport provision and the use of effective car park management.
- viii. 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 heritage assets.

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- ix. Retain and enhance the quality of the historic character of the built environment and historic skyline within the context of its riverside, estuarine and rural location.
- x. Protect the sensitive environmental relationship between the Central Area and the adjacent environmentally designated areas including River Blackwater and Chelmer and Blackwater Navigation.
- xi. Minimise flood risk and ensure that flood defences are effectively managed.

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 Masterplan.

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	Wherever 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 educational/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

Alternative Options

1. To rely on other Local Development Plan policies.

Given that the Central Area is the focus of the District's retail, employment, transport, leisure and community functions, it is considered that a specific policy is required to guide growth, development and regeneration. Without this policy, it is considered many of the opportunities for improving the socio-economic function and quality of this area could be lost or eroded over time.

2. To produce an Area Action Plan to plan this area.

The Council considers that this approach would delay the delivery and implementation of the strategy for this area. It is considered that the preferred approach will provide a sufficient framework in which to plan this area.

Consultation Questions S4

- S4a Do you agree with the preferred approach? Please explain.
- S4b Do you support any of the alternative options? Please explain.
- S4c Are there any other options that the Council should consider?

2.7 Policy S5 Settlement Hierarchy and Boundaries

Issue

- 2.7.1** 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.
- 2.7.2** The hierarchy will help to group settlements by size and function, and relate to the designation of settlement boundaries.
- 2.7.3** However, it should be noted that the hierarchy does not in itself dictate the levels of growth for individual settlements. Rather, it reflects changes which will occur in the District in accordance with the future development strategy.

SPATIAL VISION AND DEVELOPMENT STRATEGY

Key Evidence Base Documents

- Rural Facilities Survey (MDC, 2011d)
- Maldon Landscape Character Assessment (CBA, 2006)

The Preferred Approach

2.7.4 The Council's preferred approach is to group all settlements in the District into four different categories (towns, larger villages, smaller villages and other rural villages) in accordance with their size and function. The following considerations have been applied in determining the preferred settlement hierarchy for the District:

Table 1 Settlement Hierarchy Categories

Classification	Description
Towns	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 smaller 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 Rural Villages	Smaller rural villages with no defined settlement boundary.

2.7.5 Outside of the identified strategic growth areas, the Council's preferred approach is to direct new development to areas within the defined settlement boundaries. This is considered to be the most appropriate approach to prevent unsustainable development in the countryside. Detailed maps for the proposed settlement boundaries can be referred to in the Proposed Site Designations and Settlement Boundaries document.

SPATIAL VISION AND DEVELOPMENT STRATEGY

Preferred Policy

The settlement hierarchy of the District is as follows:

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

The Council will support appropriate developments within the defined settlement boundaries in accordance with other policies in the Local Development Plan.

Alternative Options

1. To not to have a defined settlement hierarchy and only identify each settlement by giving it a settlement boundary where required.

This option was adopted by the existing Replacement Local Plan. However, this approach is considered insufficient to reflect the varying nature and function between different settlements within the District. In addition, some established settlements do not have defined settlement boundaries.

2. To have no defined settlement boundaries and rely only on other national and local planning policies to manage developments in the countryside.

The District's countryside has an intrinsic value that makes an essential contribution to the local quality of life. The countryside has a few international and national designations. The use of settlement boundaries will therefore allow for appropriate protection in line with the Council's strategic objectives. A less controlled approach is also more difficult to support the delivery of appropriate infrastructure.

Consultation Questions S5

- S5a Do you agree with the preferred approach? Please explain.
- S5b Do you agree with the proposed settlement boundaries? If not, please suggest any amendments.
- S5c Do you support any of the alternative options? If so, please explain.
- S5d Are there any other options that the Council should consider?

2.8 Policy S6 Development in the Countryside

Issue

- 2.8.1** Policy S5 seeks to direct development to areas within defined settlement boundaries. The Council recognises the need to provide further clarification in terms of the types of development that may be more suitably located in the countryside.

Key Evidence Base Documents

- Not applicable

The Preferred Approach

- 2.8.2** The preferred approach seeks to reinforce the Council's priority which is to protect the countryside for its intrinsic value. 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. This is because some land uses or activities may be more suitable in the countryside rather than in the urban areas.

Preferred Policy

In areas outside of the defined settlement boundaries that are not allocated or covered by any other policies in the Local Development Plan, priority will be given to the protection of the countryside for its landscape, natural resources, ecological, historical, archaeological, agricultural and recreational value.

Planning permission will be refused in areas outside the defined settlement boundaries unless it is for:

- i. Agriculture and forestry and related development;
- ii. Appropriate rural diversification, recreation, tourism and employment generating proposals;
- iii. Equestrian related activities;
- iv. Rural exception sites for affordable housing developments;
- v. Appropriate sites for Travellers and Travelling Showpeople; and/or
- vi. Appropriate infrastructure, community services and other services and facilities to meet local and District need.

Alternative Options

1. To have no defined settlement boundaries and rely only on other national and local planning policies to manage developments in the countryside.

The District's countryside has an intrinsic value that makes an essential contribution to the local quality of life. The countryside has a few international and national designations. The use of settlement boundaries will therefore allow for appropriate protection in line with the Council's strategic objectives.

Consultation Questions S6

- S6a Do you agree with the preferred approach? Please explain.
- S6b Do you support the alternative option? If so, please explain.
- S6c Are there any other options that the Council should consider?

3 DESIGN AND CLIMATE CHANGE

3.1 Policy D1 Design Quality and Built Environment

Issue

- 3.1.1** 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.
- 3.1.2** Inclusive design should ensure that new development can be used by all people. The achievement of high quality and inclusive design should be considered in all development, including individual buildings, public and private spaces and wider area development schemes.
- 3.1.3** 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.

Key Evidence Base Documents

- Essex Design Guide (ECC, 1997)
- Landscape and Visual Impact Assessment (ECC, 2010a)
- Maldon District Characterisation Assessment (Qube, 2006)
- Maldon District Historic Environment Characterisation Project (ECC, 2008a)
- Maldon District Vehicle Parking Standards SPD (MDC, 2006)
- Maldon Historic Skyline Survey (ECC, 2009c)
- Maldon Landscape Character Assessment (CBA, 2006)

The Preferred Approach

- 3.1.4** The Council will seek to ensure that all development will not have a detrimental impact on its surrounding area and local context. 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.

DESIGN AND CLIMATE CHANGE

- 3.1.5** 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 within the proximity of a heritage asset, new development should respect the importance, character and local context of the asset. Good design should seek to positively respond to the important features of the asset, and enhance its overall setting and function.
- 3.1.6** There will be a continuing need to respect the local character and local identity in new development. The design of new development should reflect the local distinctive character of the District identified within the Maldon District Characterisation Assessment (MCD, 2006), Essex Design Guide (ECC, 1997), and Maldon District Design Guide. The Maldon District Characterisation Assessment provides guidance to developers on the essential characteristics of towns, villages, and hamlets in the area, and is being used to inform the production of a 'Maldon District Design Guide'. The Maldon District Design Guide 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, to encourage new development to respect and fit in with the character and context of the Essex towns and villages.
- 3.1.7** Policy S3 sets out a design approach for the planned growth at the strategic growth areas. Development at these locations will be expected to incorporate the design principles of both Policy D1 and Policy S3.
- 3.1.8** The Council will establish a Design Review Panel to encourage high quality design. The Maldon District Design Guide will set out the purpose and function of this Panel.

Picture 6 Heybridge Basin



Picture 7 The Belvedere, Fullbridge, Maldon



Preferred Policy

All development must:

- i. 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. Designated heritage assets;
 - f. Designated nature conservation/sites; and
 - g. Energy and resource efficiency.
- ii. Provide sufficient and usable 'amenity space';
- iii. Protect the amenity of surrounding areas taking into account privacy, overlooking, outlook, noise, smell, lights, sense of overbearing, pollution, daylight and sunlight;
- iv. Contribute positively towards the public realm and space around the buildings;
- v. Include safe and secure vehicle and cycle parking in accordance with the Council's adopted parking standards;
- vi. Maximise connectivity within the development and to the surrounding area including the provision of high quality and safe pedestrian and cycle routes;
- vii. Contribute to and enhance local distinctiveness;
- viii. Incorporate design measures to reduce social exclusion, the risk of crime, and the fear of crime; and
- ix. Encourage convenient and effective use of internal and external space.

All developments must demonstrate that they are in general conformity with the design principles set out in the 'Maldon District Design Guide'.

Alternative Option

1. To have a more prescriptive approach to design identified within the Local Development Plan which would identify specific design details for each area, such as identifying appropriate building materials or vernacular design details.

This option is not considered appropriate. This information would be more appropriate within an accompanying document such as a design guide, where a greater level of detail can be provided. Being too prescriptive could be contrary to national planning policy and hinder economic growth.

Consultation Questions D1

- D1a Do you agree with the preferred approach? Please explain.
- D1b Do you support the alternative option? If so, please explain.
- D1c Are there any other options that the Council should consider?

3.2 Policy D2 Climate Change & Environmental Impact of New Development

Issue

- 3.2.1** The UK 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. On this basis the Council signed the Nottingham Declaration on Climate Change, which is a voluntary pledge to address the issues of climate change. In signing the declaration, the Council has given a public commitment that it will play its part in addressing the causes and possible impacts of climate change.

Key Evidence Base Documents

- Climate Change Toolkits, 2nd Edition, (RIBA, 2009)
- LDP Evidence: Final Advice Note (PAS, 2011)
- Planning and Energy Act (HM Government, 2008)
- The Code for Sustainable Homes: Setting the standards in Sustainable Homes (DCLG, 2008)
- The Fourth Assessment Report (AR4) (IPCC, 2007)

The Preferred Approach

- 3.2.2** The Council will seek to ensure that all developments will be sustainable and will seek to prevent and mitigate against adverse environmental impacts and climate change impacts, 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.
- 3.2.3** The Code for Sustainable Homes (DCLG, 2008) and BREEAM standards for residential and non-residential developments are important sustainability tools to ensure that all new buildings contribute to the sustainable development objectives and deliver real improvements in building performance. In accordance with national planning policy and the national timetable, the Council will also seek to incorporate these standards, together with renewable and low carbon technologies with the aim of moving towards zero carbon buildings. This approach will contribute to the reduction in the consumption of fossil fuels and the District's carbon footprint.
- 3.2.4** The Council considers that the introduction of the lifetime homes standard represents an important component of the sustainability objectives as it will ensure that homes are designed for people to remain in for as much of their life as possible and are adaptable to the differing needs at different stages of their life cycle. The demographic structure of the District is changing with a strong projected growth in the elderly population. Given that the demands placed upon a dwelling during its life cycle will change, it is considered that this lifetime standard should apply to all residential developments.
- 3.2.5** It is possible to minimise the amount of waste produced and to ensure that it is treated and disposed of in an environmentally acceptable way. When meeting the need for development provision in the District, the Council considers that new development should minimise construction and demolition waste by making use of recycled building materials. In addition, the Council considers that new developments should provide adequate facilities for storage, recycling and collection of waste during construction and occupation in accordance with the Government guidance 'Site waste – it's criminal, a simple guide to Site Waste Management Plans' or equivalent successor document.

- 3.2.6** In compliance with the Environmental Protection Act 1990, the Council is seeking to ensure that land contamination is identified through risk-based inspection and remediated as part of the development process. It is, under the Act, the developer's primary responsibility to ensure that the development is safe and suitable for use and to include any remediation.
- 3.2.7** In developing the preferred approach, the Council has been mindful that a sense of 'balance' needs to be achieved between the incorporation of sustainability measures into new developments and the impacts of such measures on the deliverability and viability of development projects.

Preferred Policy

All developments will aim to minimise their impact on the environment by incorporating the following principles:

- i. Development should make the fullest contribution to minimising energy demand and carbon dioxide emissions. Developments of five or more dwellings or non-residential developments of 1,000 square metres or more should secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless this is not feasible or viable;
- ii. All residential development should achieve a minimum of Code for Sustainable Homes Level 3 and move towards zero carbon development by 2016 in accordance with national planning policy;
- iii. All non-residential development should achieve a minimum of BREEAM 'Very Good' rating and move towards zero carbon development by 2019 in accordance with national planning policy;
- iv. All residential development should meet the Lifetime Homes standard;
- v. Development will maximise the use of building materials from sustainable sources and apply sustainable construction methods;
- vi. Development will reduce water consumption and improve water efficiency;
- vii. Development will reduce surface water run-off by incorporating Sustainable Drainage Systems (SuDS) or an alternative approach approved by the relevant authority;

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- viii. Development will incorporate recycling facilities within all developments in accordance with the Council's adopted waste strategies;
- ix. All major development proposals 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 development proposals to be supported by a Site Waste Management Plan;
- x. Developments will minimise all forms of possible pollution including air, land, water, odour, noise and light. Proposals must demonstrate that the development is an acceptable use of the land and any detrimental impacts and potential risks to the human and natural environment (from or to the development and subsequent use) are adequately addressed by appropriate avoidance and mitigation measures;
- xi. Where appropriate, development will include measures to remediate land affected by contamination and locate development safely away from any hazardous source;
- xii. Where appropriate, development will include measures to address land instability issues where identified;
- xiii. Maintain and enhance local air quality in accordance with national objectives; and
- xiv. Seek to reduce the need to travel, particularly by car. For example, encouraging sustainable transport methods and providing flexibility to enable home working or similar facilities.

Alternative Options

1. To include no additional requirements and accept construction to the Building Regulation standards.

National planning policy requires local planning authorities to adopt proactive strategies to mitigate and adapt to climate change through supporting the move to a low carbon future. The Planning and Energy Act (HM Government, 2008) allows a proportion of renewable and low carbon energy from developments.

2. To require a higher proportion of energy to be produced on-site from local renewable / sustainable sources.

This option was not considered suitable as national planning policy states when setting any local requirement for a building's sustainability, the Council should do so in a way consistent with the Government's zero carbon buildings policy and adopt national standards. Consequently, there needs to be special justification to exceed national requirements. It is not considered that there is any special justification to exceed national requirements in the District.

Consultation Questions D2

- D2a Do you agree with the preferred approach? Please explain.
- D2b Do you support any of the alternative options? If so, please explain.
- D2c Are there any other climate change targets or standards that the Council should apply?
- D2d Are there any other options that the Council should consider?

3.3 Policy D3 Conservation and Heritage Assets

Issue

- 3.3.1** Heritage assets are a finite resource and hold significant value to the nation and are designated in the public's interest. They are the cherished and precious reminders of the past and provide a sense of place, pride and identity in their locality. Heritage

assets contribute to our cultural, social and economic life as a beneficial and sustainable resource. One of the Government's Core Principles is to conserve heritage assets in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations.

- 3.3.2** The Government is committed to the delivery of sustainable development and one of the key dimensions of sustainability is protecting and enhancing the historic environment and to seek improvements to its quality. Great weight should be given to the objective of conserving designated heritage assets. Development that fails to give due weight to conservation is not sustainable development. National planning policy also restricts development where substantial harm or adverse impacts are identified to designated heritage assets under the relevant Act.
- 3.3.3** Heritage assets are the valued components in the District that have shaped our towns, villages and hamlets and characterised 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.

Key Evidence Base Documents

- Coastal and Inter-tidal Archaeology Survey (ECC, 2009a)
- Maldon Conservation Area Reviews and Character Appraisals (ECC, various dates)
- Historic Settlement Assessments (ECC, various dates)
- Maldon District Characterisation Assessment (QUBE, 2006)
- Maldon District Historic Environment Characterisation Project (ECC, 2008a)
- Maldon Historic Barns Project (ECC, 2009b)
- Maldon Historic Skyline Survey (ECC, 2009c)
- Maldon Landscape Character Assessment (CBA, 2006)
- Landscape and Visual Impact Assessment (ECC, 2010)
- Local List of Buildings of Architectural or Historic Interest (MDC, 2012a)
- The Localism Act 2011 (HM Government, 2011a)

The Preferred Approach

- 3.3.4** 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. Economic, social and environment improvement should be sought jointly and simultaneously as pursuing sustainable development involves seeking improvements to the quality of the historic environment.

Managed and sustainable development is sought through an understanding of the significance of heritage assets to minimise negative impact or significant harm via a Heritage Statement.

- 3.3.5** The Council is committed to safeguarding and enhancing the historic environment through its: numerous grant schemes; approved conservation area reviews and appraisals; encouraging sustainable development of good design that takes account of the distinctive character of settlement landscapes and townscapes; and exemplary schemes recognised through its Conservation and Design Awards for innovative design and good practice in conservation.
- 3.3.6** Given the significance of conservation 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 can be justified either on the grounds that the harm is necessary to deliver public benefits that outweigh that harm, or because the asset is demonstrably non-viable and it is better to free-up the site than retain the asset.
- 3.3.7** Conservation areas are designated heritage assets, so great weight should be given to their conservation. 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 and may amount to substantial or less than substantial harm, depending on the degree of contribution to significance of the conservation area overall. There is a positive obligation to look for opportunities to enhance or better reveal the significance of a conservation area.
- 3.3.8** Account should always be taken of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, potential to contribute to sustainable communities, and the desirability of new development making a positive contribution to local distinctiveness.
- 3.3.9** Developers are required to record an advance understanding of the significance of 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. The evidence shall be made publicly available.

Preferred Policy

All development proposals that affect a heritage asset and its setting will be required to:

- i. Preserve or enhance its special historic character, setting and townscape / landscape value in a manner which is appropriate to its significance; and
- ii. Submit a Heritage Statement to explain the significance of the building, giving justification for the works, and clearly identifying their impact on the building's fabric and character. Where appropriate this may be set out in a Design and Access Statement.

Development proposals which affect a heritage asset will have to be in accordance with respective national legislation and policy guidance.

The total or partial demolition of a listed building, locally listed building, historic agricultural building or a building within a conservation area will be refused unless there is clear and convincing justification. Extensions, additions, alterations and the change of use to these buildings will only be permitted if the Council is satisfied that the proposal would not harm the building, its setting and any features that contribute to their special architectural or historic interest.

Where a heritage asset requires significant repairs to maintain its heritage value and the cost for repair is unobtainable by any other means, the notion of 'Enabling Development' could be considered on a site by site basis if this could help to secure the long term future of the heritage asset, and that the public benefits clearly outweigh the harm.

Where development might affect geological deposits and archaeological finds or standing archaeology, an assessment from an appropriate specialist source should be carried out and the relevant historic environment record consulted. The assessment should be carried out during an early stage of the planning process to assess the likely impact on known potential or sensitive archaeology. The assessment should also include appropriate action including excavation, in situ preservation, and recording.

Alternative Options

National planning policy states that local planning authorities should set out in their Local Development Plan a positive strategy for the conservation and enjoyment of the historic environment. Therefore, the Council does not consider that there are any reasonable alternative options as the conservation and enhancement of the historic environment is a national requirement which should be included within local planning policy.

Consultation Questions D3

- D3a Do you agree with the preferred approach? Please explain.
- D3b Do you agree that there are no reasonable alternative options? Please explain.
- D3c Are there any other options that the Council should consider?

3.4 Policy D4 Renewable and Low Carbon Energy Generation

Issue

- 3.4.1** The Climate Change Act 2008 (DECC, 2008) 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.
- 3.4.2** 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 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.

Key Evidence Base Documents

- LDP Evidence: Final Advice Note (PAS, 2011)
- Maldon Landscape Character Assessment (CBA, 2006)
- National Policy Statement for Nuclear Power Generation (EN-6) (Department of Energy and Climate Change, 2011)
- The Climate Change Act 2008 (DECC, 2008)
- The Fourth Assessment Report (AR4) (IPCC, 2007)
- Renewable Energy Directive (EU, 2009)

The Preferred Approach

- 3.4.3** Renewable and low carbon energy sources include, those from biomass and energy crops, waste heat from industrial processes, energy from waste, ground and air source heating and cooling, hydro, solar thermal, photovoltaic generation, wind and nuclear power.

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- 3.4.4** The preferred approach in 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. There are currently no plans for developing any specific energy projects within the District. However it is recognised that such projects can contribute to reducing greenhouse gases. This policy will consider such schemes on a site by site basis to consider the impact of such development on their own and/or as a cumulative effect.
- 3.4.5** There are a number of areas within the District that are sensitive to specific energy projects, for example, there are several international and national statutory designations, and regional and local designations both for habitats and species. The Landscape Character Assessment also highlights a number of key areas within the District which are sensitive to change. It is important that any projects avoid or mitigate harm to the areas in which they are located and fully consider how to reduce or mitigate against any potential detrimental visual impact.
- 3.4.6** When determining the siting and design of any energy installation, the Council will give consideration to the proximity of noise sensitive developments. Appropriate mitigations will be expected to ensure that any generated noise is at an acceptable level. Consideration will also need to be given to the impact on telecommunications. This includes systems used by the police and emergency services.
- 3.4.7** Developers should engage with the local community early in the design process to help identify issues that could help influence the overall design of a scheme. Developers should explore the potential for community benefits and to explore how energy schemes can enhance community interests.
- 3.4.8** Bradwell 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 mitigation of local impacts.
- 3.4.9** The time frame for construction of a new nuclear power station, should it go ahead, broadly reflects the time frame of this Local Development Plan. However, given the uncertainty of this project at this stage, it would be inappropriate to consider the local issues and how these issues should be assessed. The situation involving a new nuclear power station at Bradwell will be monitored and, if appropriate, local planning policy may be reviewed.

Preferred Policy

The Council will encourage the delivery of renewable energy projects provided that they:

- i. Will not adversely impact upon internationally, nationally and locally designated sites;
- ii. Will not create unacceptable noise levels;
- iii. Will not create an unacceptable visual impact;
- iv. Will not impact upon highway safety;
- v. Will not cause harm to residential amenity; and
- vi. Will not impact on telecommunications including those used by the police and emergency services.

Development proposals that do not meet all of the above criteria will not be approved by the Council.

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

Alternative Options

1. To identify locations of specific sites where renewable and low carbon energy projects may be located.

No sites or locations have been put forward by landowners, developers or operators for consideration as renewable and low carbon locations. It is therefore unclear which sites are suitable, deliverable and achievable. The Council considers that assessing each application on its merits in line with the preferred approach provides the most progressive flexible and responsive approach to this policy area.

2. To not provide a local planning policy relating to renewable energy and, instead, use national planning policy to guide decision making within the District.

National planning policy does not require the Council to consider renewable energy within the Local Development Plan. However, the location of renewable and low carbon energy generation facilities such as wind farms and new nuclear power stations are national issues which are likely to affect the District in the future. It is the responsibility of the local planning authority to consider the appropriateness of installing new facilities for renewable and low carbon energy within the District. Therefore, it is considered appropriate that relevant planning policy should be provided within the Local Development Plan to guide local decision making in relation to local issues.

Consultation Questions D4

- D4a Do you agree with the preferred approach? Please explain.
- D4b Do you support any of the alternative options? If so, please explain.
- D4c Are there any other options that the Council should consider?

3.5 Policy D5 Flood Risk

Issue

- 3.5.1** The effect of climate change and global warming is resulting in sea level rise 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.

- 3.5.2** 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 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.
- 3.5.3** 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 local flood authority, Essex County Council is producing the Essex Local Flood Risk Management Strategy, which will provide guidance on managing flooding from these sources.

Key Evidence Base Documents

- Coastal and Inter-Tidal Archaeology Survey (ECC, 2009a)
- Draft Essex and Suffolk Shoreline Management Plan (Environment Agency, 2010)
- Draft Essex Local Flood Risk Management Strategy (ECC, 2011)
- Maldon Scoping Water Cycle Study (Entec, 2010)
- Mid Essex Strategic Flood Risk Assessment (Scott Wilson, 2008)

The Preferred Approach

- 3.5.4** As recommended in national planning policy and in conjunction with guidance produced by the Environment Agency and relevant flood authority, the 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 to be undertaken to ensure that new development is located in areas with the lowest probability of flooding.
- 3.5.5** Development within a flood risk area will need to demonstrate that flood risk will not be increased elsewhere. Where appropriate, the Council will seek new development to improve the risk of flooding for the surrounding area.
- 3.5.6** 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 Environment Agency defined Flood Zones which consist of:

DESIGN AND CLIMATE CHANGE

- 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: Is the functional flood plain

- 3.5.7** The Causeway area is the principal industrial and employment area of the District and includes land designated in Flood Zones 2 and 3. The Strategic Flood Risk Assessment (Scott Wilson, 2008) stated that this risk is likely to increase over the next century. However, given the overriding need for regeneration in this area, an appropriate balance will be sought between continuing existing uses on the site, creating or improving flood defences, and protecting the natural environment which could be affected by flood defence works.
- 3.5.8** Where there is a risk of flooding, the Council would expect development to consider flood resilient design measures and Sustainable Drainage Systems (SuDS). The SuDS approach encourages water drainage management at the source to minimise potential flood risk. The Council encourages SuDS measures promoted by the Environment Agency which includes permeable pavements, green roofs, swales and basins, infiltration trenches and filter drains. SuDS measures can also be integrated with the network of green infrastructure which includes ponds, wetlands, and floodable parks and gardens.

Picture 8 A Spring Tide at the Hythe Maldon



Preferred Policy

The Council's strategic approach is to direct strategic growth towards lower flood risk areas (Flood Zone 1).

- i. To minimise the risk of flooding, all development must:
 - a. Not result in an increased flood risk to the site or its surrounding areas;
 - b. Not be in the functional floodplain (Flood Zone 3b) unless it is in accordance with national planning policy;
 - c. Undertake an appropriate Flood Risk Assessment, Sequential Test and/or where necessary, Exception Test in accordance with national planning policy;
 - d. Demonstrate how it will maximise opportunities to reduce the cause and impact of both fluvial and surface water flooding e.g. through design measures such as SuDS and flood resilient design, making best use of appropriate green infrastructure as part of the flood mitigation measure.

- ii. New development in Flood Zone 3a or in areas identified as having severe flood risk by a Surface Water Management Plan, will be restricted to the following categories:
 - a. Water compatible uses as defined by national planning policy;
 - b. Minor development as defined by national planning policy; and
 - b. Changes of use to an equal or lower risk category in the flood risk vulnerability classification, where there is no operational development.

Alternative Option

1. To not provide a local planning policy relating to flooding and, instead, use national planning policy to guide decision making on development in the flood risk areas.

National planning policy does not require the Council to include local policies relating to flooding within the Local Development Plan. However, the coastal geography of the District and the need to identify land for new development are issues which the Council is required to manage. It is the responsibility of the local planning authority to consider the appropriateness of new development in the context of the local environment. Therefore, it is considered appropriate that relevant planning policy should be provided within the Local Development Plan to guide local decision making in relation to local issues.

Consultation Questions D5

- D5a Do you agree with the preferred approach? Please explain.
- D5b Do you support the alternative option? If so, please explain.
- D5c Are there any other options that the Council should consider?

4 ECONOMIC PROSPERITY

4.1 Policy E1 Existing Employment Uses

Issue

- 4.1.1** The District's economy comprises key employment in high quality manufacturing, construction, business, and light and general industry, as well as non-traditional employment in key 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.
- 4.1.2** The largest sector of employment in the District is manufacturing. Whilst this sector experienced declines during the 2008 and 2009 recession, it had been relatively stable for the 10 years prior to this. The District also has a higher proportion of construction and agricultural based businesses compared with other parts of Essex.
- 4.1.3** There is approximately 400,000 sq m of employment space within the District, with approximately 60% being industrial space. Over the last decade, the employment space has been relatively stable, with slight gains in office and warehousing space, and small industrial losses.
- 4.1.4** One of the District's key strengths is its strong entrepreneurial base with high levels of self-employment compared to other parts of Essex and low levels of unemployment. This is reflected in its Growth Value Added contribution which amounts to approximately £1 billion. There has also been a 1.1% year on year business growth since 2010, which is projected to grow by 1.7% per annum to 2031 (NLP, 2012).
- 4.1.5** The greatest threat to the District's economy will come from the challenges of the global market and the need to remain competitive. Despite the projected increases in Growth Value Added, the District is also projected to experience declines in key sectors such as manufacturing and utilities sectors. The declines in these sectors are projected to be largely offset by growth in professional services, education, tourism, health and agriculture. There also local opportunities within the District to promote growth in the specialised computer and electronic sector and civil engineering (NLP, 2012).
- 4.1.6** The Council will need to build upon its economic strengths and diversify the District's economy to provide a range of job opportunities.

Key Evidence Base Documents

- Employment Land Review (RTP, 2009)
- Essex Local Economic Assessment (ECC, 2011)
- Heart of Essex Economic Futures (NLP, 2012)
- Maldon District Annual Monitoring Report (MDC, 2011b)
- Rural Gap Analysis (MDC, 2010f)

The Preferred Approach

4.1.7 The Council will support the District's key employment sectors, whilst maintaining the necessary infrastructure and local services to ensure a sustainable economy. Through the forthcoming Economic Prosperity Strategy, the Council will promote and secure measures to maximise the local labour supply and enhance economic productivity e.g. increasing economic activity rates, raising skill levels.

4.1.8 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 support structures 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.

4.1.9 The Council's focus will therefore be on developing 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 employment land at the strategic growth areas and the protection and modernisation of key employment sites, identified below, over the Plan period (proposed employment designations can be referred to in the Proposed Site Designations and Settlement Boundaries document):

- Beckingham Business Park, Tolleshunt Major
- Burnham Business Park, Burnham-on-Crouch
- Hall Road Industrial Estate
- Hallmark Industrial Estate, Southminster
- Langford Waterworks, Langford
- Mapledean Industrial Estate, Latchingdon
- Mayfair Industrial Area, Latchingdon
- Mayland Industrial Estate, Mayland
- Oval Park, Langford
- Southminster West Business Park, Southminster

- Springfield Industrial Estate, Burnham-on-Crouch
- Station Approach Industrial Area, Burnham-on-Crouch
- The Causeway, Maldon and Heybridge
- West Station Yard Industrial Estate, Maldon
- Woodrolfe Road, Tollesbury
- Wycke Hill Business Park, Maldon

- 4.1.10** The Employment Land Review sets out the existing employment sites that are considered to have continued economic value and economic potential and therefore should continue to be protected. The protection of these existing employment sites over the plan period will ensure a sustainable distribution of business premises and employment land, to maintain a range of potential economic and employment opportunities throughout the District that will support emerging growth sectors. Employment floorspace, including office, warehousing and industrial space, that falls within Class B of the Use Classes Order will be encouraged and supported within these areas. Given the projected changes to the economy, these existing employment areas will require modernisation to ensure that they are responsive to changing economic demands and contribute to the economic contribution the District makes to the wider economy.
- 4.1.11** The Council's economic evidence base has identified a need to release approximately 10 ha of Class-B employment space over the plan period to take account of the projected sectoral changes. In light of this evidence, the Council has identified 14.3 ha of employment space that is designated for employment purposes in the Replacement Local Plan that will not be carried forward through the Local Development Plan. Through the proposed Strategic Growth Areas, the Council will also seek to promote and secure new and flexible employment space that meets the needs and aspirations of Maldon District's existing and future businesses.
- 4.1.12** Small and medium 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 that can accommodate small units and managed workspace suitable for start-ups. The Council will also promote the provision of employment space for small and medium sized enterprises within new developments.
- 4.1.13** Mixed-use redevelopment of surplus employment land and premises may be supported where it will enable the delivery of significant good quality and affordable commercial floorspace that will provide a positive contribution to the local economy. It is important that such developments will not compromise the supply of employment land within the District and undermine the economic strategy for the area. The success of many existing employment areas will rely on the physical separation of uses and it may not

ECONOMIC PROSPERITY

always be appropriate to promote mixed use development. The redevelopment for higher density, mixed uses must not compromise the economic offer and economic opportunity of these areas.

- 4.1.14** Given the rural location, provision of broadband and support for rural workspace hubs will be vital to unlocking this additional potential, as well as adequate provision of employment land to help modernise the local authority's stock of employment space.
- 4.1.15** Bradwell has been identified by the Government as one of the potential sites to accommodate additional nuclear provision. If this site were to come forward during the plan period, the local economy would experience a significant opportunity and growth in construction in the short term and fuel refining sectors over the longer term.

Preferred Policy

The Council will encourage innovation and investment in the District to support sustainable economic growth by increasing enterprise, capacity and quality of existing employment land.

The identified existing employment areas will be retained and protected for Class B uses and sui generis uses of an employment nature. Complementary and supporting uses will be considered acceptable where they serve an essential ancillary function to the employment area and will not result in a material change of Class B character and function. The Council will support improvements to the quality of all retained employment sites and will work with partners to maintain their viability by ensuring adequate infrastructure is in place.

The Council will support and encourage the development of better quality and flexible local workspaces, including accommodation for small and medium sized enterprises, to reflect the needs of growth sectors and expanding local businesses.

Mixed use redevelopment of surplus employment land and premises may be considered appropriate where it includes a substantive Class B employment element that will support economic growth within the District. The Class B employment element would be required to be delivered in tandem or in advance of any non-employment uses. Mixed-use redevelopment will not be considered acceptable where it detrimentally impacts upon the competitiveness of an employment area.

Outside the designated employment areas, proposals for employment generating uses will be supported where they do not impact upon the amenity of the surrounding area. To prevent loss of existing employment uses, proposals which would cause the loss of an existing employment use outside of the designated employment areas will not be permitted unless:

- i. The present use and activity on site significantly harms the character and amenity of the adjacent area; or
- ii. The site would have a greater benefit to the local community if an alternative use were permitted; or
- iii. Continued use of the site for employment purposes is no longer viable, taking into account the site's existing and potential long-term market.

Alternative Option

1. To provide greater protection for Council's employment sites.

This is deemed to be less flexible and unresponsive to future economic changes. It is also not in compliance with national planning policy which indicates that designated employment sites should be considered for other appropriate uses where there is no reasonable prospect of a site being used for its designated use.

Consultation Questions E1

- E1a Do you agree with the preferred approach? Please explain.
- E1b Do you agree with the proposed employment designations?
- E1c Do you support the alternative option? If so, please explain.
- E1d Are there any other options that the Council should consider?

4.2 Policy E2 Retail Provision

Issue

- 4.2.1** National planning policy requires local authorities to manage and enable the growth of town centre environments to support the viability and vitality of retail areas, and provide a diverse retail offer which reflects the individuality of town centres. When allocating main town centre uses outside of designated town centres, national planning policy requires a sequential approach to considering appropriate sites, where proposals for town centre uses not in an existing centre should only be considered where it can be shown that no appropriate sites are available within an existing town centre.
- 4.2.2** The Heart of Essex Economic Futures study (NLP, 2012) identifies that after manufacturing, retail is the second largest sector of employment in the District. However, the Retail Capacity Update (GVA Grimley, 2009) has identified that there is not anticipated to be significant need for new convenience goods and comparison goods floorspace in the District up to 2024. Therefore, there should be a focus on maintaining and enhancing existing retail functions in the District.
- 4.2.3** 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 surrounding retail centres at Chelmsford and Colchester, the District has smaller retail centres which service a more localised demand. The District includes a large number of independent and niche retail functions. However, there is a leakage of retail spend from the District to surrounding areas, particularly in relation to comparison goods.

Key Evidence Base Documents

- Employment Land Review (RTP, 2009)
- Heart of Essex Economic Futures (NLP, 2012)
- Maldon District Retail Monitoring Survey (MDC, 2011)
- North Essex Authorities Retail Study (GVA Grimley, 2006)
- North Essex Retail Study, Retail Capacity Update (GVA Grimley, 2009)

The Preferred Approach

- 4.2.4** 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.
- 4.2.5** To manage existing retail provision and maintain and enhance a vibrant local economy, the Council has designated specific retail frontage areas (proposed retail frontages can be referred to in the Proposed Site Designations and Settlement Boundaries document). The three town centres of Maldon, Heybridge, and Burnham-on-Crouch

contain Primary Retail Frontage areas. Primary Retail Frontage areas are considered to be the most important retail areas, and are afforded the highest level of protection. It is important that the retail character and function of these frontages is not eroded as they are important for local economic vitality. The units within Primary Retail Frontage areas should be protected for A1 retail uses, and will seek to maintain active and attractive frontages.

- 4.2.6** Secondary Retail Frontage areas are also protected for retail uses, but allow a wider range of uses to be considered at the sites. Other business uses proposed in Secondary Retail Frontage areas should offer important services for the areas that they serve, and should maintain the character of active and attractive frontages of retail areas. Secondary Retail Frontage areas are located in the District's three town centres, and also in the larger villages of Southminster and Mayland. 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, and will consider widening the area of search throughout the District in future updates.
- 4.2.7** The Council will apply a sequential test to proposals for town centre uses, including significant retail provision, which are not located in existing centres or identified retail areas. The Council will seek to locate retail functions within town centres and identified retail areas, and then in edge of centre locations only if suitable town centre and retail area sites are not available. Applications for small scale retail provision in villages and rural areas outside of retail frontage areas will not be required to apply a sequential test.

Preferred Policy

The Council's strategic approach is to protect and enhance existing retail provision in the District's towns and villages as well as maintaining the character, vibrancy and identity of smaller and independent shops. Retail developments which protect, provide and enhance retail functions in the District will be supported in principle.

Within the designated Primary Retail Frontage, ground floor retail units will be protected for A1 retail uses. A2, A3, A4 and A5 uses will be resisted, unless it can be demonstrated that they will not have a detrimental impact on the function, vitality or viability of the Primary Retail frontages. Other uses will not be permitted.

Within the designated Secondary Retail Frontage, ground floor retail units will be protected for A1 retail uses but a wider range of uses may be supported to maintain the diversity and vitality of the town centres as a whole. Proposals for non-retail uses along Secondary Retail Frontages should:

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

Change of use which will result in ground floor frontages being turned into residential use will not be supported.

Applications for Significant retail provision at an edge of town and out of town retail location will be considered against relevant assessments as required by national planning policy.

Alternative Options

1. To not identify retail frontage areas, and allow development management to determine the opportunities for change of use on a site by site basis.

The preferred approach is required to maintain and enhance the overall attractiveness, viability and vitality of existing retail functions in the District. The identification of retail frontage areas provides greater clarity to applicants on how retail based proposals in identified areas will be determined by the Council.

2. To seek to reduce the allocation of retail areas in the District in response to the national trend of reduced demand for retail premises in relation to the current economic climate, and potential future reduced demand for retail premises in relation to the increasing use of internet shopping.

Evidence suggests that the District currently has a relatively vibrant retail sector that should be supported by appropriate local planning policy. Retail areas in the District have not experienced the levels of reduced demand experienced in other areas of the country, in part due to the large number of independent and niche retail functions located in the District. Therefore, the preferred approach should continue to maintain and enhance existing retail provision.

Consultation Questions E2

- E2a Do you agree with the preferred approach? Please explain.
- E2b Do you support any of the alternative options? If so, please explain.
- E2c Are there any other options that the Council should consider?

4.3 Policy E3 Village Shops and Services

Issue

4.3.1 The District's rural shops and services form an important component to rural life. To many residents they are a vital resource in meeting day to day functions. However, the rural shops and services are under threat from numerous forms of development. Given their importance there is a need to secure and maintain retail functions within the rural settlements across the District.

Key Evidence Base Documents

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

The Preferred Option

4.3.2 The Local Development Plan seeks to continue to apply strict controls to prevent any further loss of retail and service functions in rural villages. Applicants seeking to change the use of a retail premises resulting in a loss of shops and services will need to demonstrate to the Council's satisfaction that viability has been fully and appropriately investigated, and that effective marketing has been undertaken where necessary to demonstrate that there is no viable appropriate non-residential use. In order to demonstrate effective marketing, the property should be marketed for a minimum of three months and the marketing strategy should be agreed with the Council in advance.

Preferred Policy

Outside of the designated retail frontages, the Council will seek to retain and encourage local retail and service provision such as village shops, pubs and post offices. Where a proposal will result in a loss of local shops or services, it will have to demonstrate, to the Council's satisfaction that:

- i. There will be no significant loss of local retail and service facilities as a result, or an alternative provision in the locality can meet the local needs;
- ii. The existing business/service is not and cannot be made viable; and
- iii. Effective marketing has been undertaken to demonstrate that there is no viable and appropriate alternative non residential use.

Development proposals which help to increase the provision of, and accessibility to, appropriate rural shops and services will be encouraged.

Alternative Options

1. A more flexible approach may be implemented to allow the change of use of local retail units within villages.

Such an approach could result in the loss of significant village services and shops which could have a detrimental impact on the sustainability of the District's villages.

2. To not provide a local planning policy relating to village shops and services and, instead, use national policy and other local policies to guide decision making.

National planning policy does not require the Council to include local policies relating to village services and shops within the Local Development Plan. However, the protection of village shops and services is an important issue in the District. It is the responsibility of the local planning authority to consider the appropriateness of proposed changes to village shops and services. Therefore, it is considered appropriate that relevant planning policy should be provided within the Local Development Plan to guide local decision making in relation to local issues.

Consultation Questions E3

- E3a Do you agree with the preferred approach? Please explain.
- E3b Do you support either of the alternative options? If so, please explain.
- E3c Are there any other options that the Council should consider?

4.4 Policy E4 Agricultural and Rural Diversification

Issue

- 4.4.1** National planning policy recognises the importance of encouraging economic growth in rural areas in order to create jobs and prosperity. It states that local authorities should promote the development and diversification of agricultural and other land-based rural business.
- 4.4.2** The diversification into non-agricultural 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 low cost accommodation and encourage local entrepreneurial activity.

Key Evidence Base Documents

- Employment Land Review (RTP, 2009)
- Heart of Essex Economic Futures (NLP, 2012)
- The Taylor Review of Rural Economy and Affordable Housing (DCLG, 2009)

The Preferred Approach

- 4.4.3** The policy seeks to support local agricultural business by allowing flexibility to appropriate uses which are directly linked to the agricultural use, and support the rural economy by allowing flexibility to rural diversification. The strategic approach is therefore supportive of such developments except where the scale or nature of development has a demonstrably adverse impact on the wider economy and environment. Rural diversification should not take place at the expense of the local economy and environment. It is therefore a priority for the Council to strictly control the extent and possible impact of proposed developments and the external features in relation to the development of the local economy, built and natural environment, infrastructure and the local communities.

Preferred Policy

- i. New buildings or activities associated with agriculture, but which are not agricultural in nature will be supported if:
 - a. There is a justifiable and functional need for the additional building/activity;
 - b. The function of the proposed building/activity is directly linked, and ancillary to, the existing agricultural use; and
 - c. The building/activity could not reasonably be located in existing towns, villages or allocated employment areas.

- ii. 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. The building to be used is of permanent, substantial and sound construction;
 - d. The building is of a suitable type, scale and condition for the proposed use;
 - e. Any building work respects the building's historic or architecture importance;
 - f. 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
 - g. The use of the building would not lead to dispersal of activity on such a scale as to prejudice the vitality and viability of nearby towns, villages and businesses.

Alternative Options

1. To establish a more flexible approach to farm and agriculture diversification in order to stimulate local economic development.

A more flexible approach may be detrimental to the environment and may not be the most sustainable option.

2. To have a policy approach which is more restrictive to farm and agricultural development.

A more restrictive approach may result in less inward investment into the District's farms and agricultural areas, which could result in less economic activity in agricultural areas.

Consultation Questions E4

- E4a Do you agree with the preferred approach? Please explain.
- E4b Do you support either of the alternative options? If so, please explain.
- E4c Are there any other options that the Council should consider?

4.5 Policy E5 Tourism

Issue

- 4.5.1** National planning policy supports the development of the tourism industry where it is considered appropriate, particularly in relation to ensuring the vitality of town centres and supporting the rural economy. Local authorities should support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors.
- 4.5.2** Tourism is an important component of the District's economy. In 2008, tourism related employment equated to 10.2% of the total employment in the District. Employment in this sector almost doubled over the period 1995 – 2008. The Maldon District Tourism Strategy Research study (East of England Tourism, 2009) indicates that 2.96 million visits were made to the District in 2007 which generated £142 million tourism related income and supported over 2,700 jobs.

Key Evidence Base Documents

- Economic Impact of Tourism - Essex County 2007 (East of England Tourism, 2007)
- Heart of Essex Economic Futures (NLP, 2012)
- Maldon District Tourism Strategy Research (East of England Tourism, 2009)

The Preferred Approach

4.5.3 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. In view of this, the Council will support proposals which will contribute to improving the tourism offer and assets. Alongside promoting growth in the tourism sector, the Council will also seek to protect existing tourism provision in the District. In order to demonstrate this the site should be marketed effectively for a minimum of three months and the marketing strategy should be agreed in advance with the Council.

Picture 9 Northey Island - Open Day



Preferred Policy

- i. The Council will support developments which will contribute positively to the growth of local tourism in a sustainable manner. Development for new tourist attractions, facilities and accommodation will be supported where the development can demonstrate that:
 - a. There is an identified need for the provision proposed;
 - b. Where possible, there is good connection with other tourist destinations, the green infrastructure network and local services, preferably by walking, cycling or other sustainable modes of transport; and
 - c. There will not be any significant detrimental impact on the character and amenity of neighbouring uses or the surrounding area.
- ii. 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 uses other than residential.

Alternative Option

1. To consider tourism with general employment policies.

Tourism is an important part of the District's economy. The preferred approach seeks to take advantage of this positive feature of the District's economy. A reduced focus on tourism is considered to be detrimental to a growing sector which is important to the economic future of the District as a whole.

Consultation Questions E5

- E5a Do you agree with the preferred approach? Please explain.
- E5b Do you support the alternative option? If so, please explain.
- E5c Are there any other options that the Council should consider?

4.6 Policy E6 Skills, Training and Education

Issue

4.6.1 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. In comparison to the rest of Essex, the District has the highest proportion of working age people with no qualifications, and one of the lowest proportions of adults that have not achieved qualifications equivalent to NVQ level 4 or above. Assisting residents to access local jobs will promote better economic performance for the District, and help to reduce social issues related to exclusion, poverty and health.

Key Evidence Base Documents

- Essex Local Economic Assessment (ECC, 2011)
- Heart of Essex Economic Futures (NLP, 2012)
- Infrastructure Delivery Plan (MDC, 2012)
- The Greater Essex Integrated County Strategy (ECC, 2010)

The Preferred Approach

4.6.2 The Council will support support skills, training and educational development through a range of relevant programmes and initiatives, and identify funding opportunities. Additionally, the Economic Prosperity Strategy will set out future strategic economic development priorities for the District. The Council will support initiatives which improve the ability of local people to access jobs, such as providing advice on job applications, training, interviews, lifelong learning and development, and providing vocational training, apprenticeships, childcare provision, support for rural transport and work experience placements.

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Preferred Policy

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 it will:

- i. Require development with significant employment opportunities to promote access to local skills, training and education opportunities; and
- ii. Support a range of programmes and initiatives and identify funding requirements accordingly.

Alternative Option

1. To provide no local planning policy for supporting skills, training and educational development and, instead, use national planning policy and other local policies to guide decision making.

The preferred approach is considered important to facilitate the development of a highly skilled economy in the District. There is considered to be greater benefit to residents and the local economy in supporting the development of skills, training, and education. This is an important component of sustainable development and will complement the Economic Prosperity Strategy.

Consultation Questions E6

- E6a Do you agree with the preferred approach? Please explain.
- E6b Do you support the alternative option? If so, please explain.
- E6c Are there any other options that the Council should consider?

5 HOUSING

5.1 Policy H1 Affordable Housing

Issue

- 5.1.1** Affordable housing is required for eligible households whose needs are unable to be met within the open market. Affordable housing includes: social rented; affordable rented; and intermediate/shared ownership.
- 5.1.2** There is a significant shortage in the availability of affordable housing in the District. As a result, 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, 2012b) and the Sustainable Community Strategy (MDC, 2010b).
- 5.1.3** It is evident that the existing thresholds for affordable housing within the Maldon District Replacement Local Plan (MDC, 2005b) (up to 30% affordable for schemes of 15 or more dwellings within urban areas, and up to 30% affordable for schemes of 12 or more dwellings within rural areas) will not be able to deliver the quantity of affordable housing required in the future to address the local need. This is also reflected by the latest evidence which indicates that in order to meet the identified local needs, emerging policy should seek to increase the proportion of the affordable housing requirement and set a lower threshold in terms of the size of proposals which are required to provide affordable housing.
- 5.1.4** The inclusion of an up to date policy within the Local Development Plan 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.

Key Evidence Base Documents

- Corporate Plan (MDC, 2012b)
- Maldon Strategic Housing Market Assessment Update (DCA, 2009)
- Older Persons Housing Strategy (MDC, 2010)
- Strategic Housing Land Availability Assessment (URS, 2012)
- The Renewed Maldon District Sustainable Community Strategy (MDC, 2010b)
- Viability Study (Three Dragons, 2010)

The Preferred Approach

- 5.1.5** In light of the need to increase the supply of affordable housing in the District, the Council will require all developments of five or more dwellings, or comprising a site area of at least 0.5 ha, to make a contribution towards affordable housing provision

reflecting the local need. 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. The following six sub-areas have been defined to reflect the local market conditions within the District: Northern Rural; Maldon Central and South; Rural South; Maldon North; Rural South East Higher; and Rural South East Lower. These areas are outlined below alongside appropriate post code areas. Additionally, the Strategic Growth Areas identified in Policy S2 will be considered together as a further sub-area.

Table 2 Housing Market Sub-Areas

Sub Market	Post code Areas	Settlements / Areas
Northern Rural	CM8 3 CM9 8	Wickham Bishops, Little Braxted, Great Braxted, Great Totham, Little Totham, Goldhanger, Tolleshunt D'Arcy, Tolleshunt Major, Tolleshunt Knights, Tollesbury, Osea Island
Maldon North	CM9 4	Langford, Heybridge
Maldon Central and South	CM9 6 CM9 5	Maldon Central and High Street area, Fambridge Road, Ulting, Woodham Walter, Woodham Mortimer, Mundon, Northey Island
Rural South	CM3 6	Purleigh, Cold Norton, Stow Maries, North Fambridge, Latchingdon, Althorne, Mayland
Rural South East Higher	CM0 8	Burnham-on-Crouch, Southminster
Rural South East Lower	CM0 7	Steeple, St Lawrence, Asheldham, Dengie, Tillingham, Bradwell-on-Sea

5.1.6 The affordable housing provision required is expected to be located on the same site and to be compliant with other policy requirements. If there is any doubt about viability on a particular site, it will be the responsibility of the developer to make a case to the satisfaction of the Council that applying the Council's affordable housing requirement will render the scheme unviable.

5.1.7 An affordable housing contribution may include providing free serviced land, a transfer agreement of land approved by the Council, or through the transfer of homes to an approved Registered Provider (RP). 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.

- 5.1.8** The Council's forthcoming Affordable Housing Guide will support the implementation of this policy, and will contain relevant definitions, details of local values, and guidance for developers. The Guide will be reviewed and updated where necessary to ensure that it remains relevant and effective.
- 5.1.9** In providing affordable housing the Council will usually require the developer to contribute free serviced land to an RP. In some cases it may be more appropriate for the developer to transfer completed units to a nominated RP.
- 5.1.10** Affordable housing provision should meet local needs wherever possible and be effectively managed. 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.
- 5.1.11** The affordable housing contribution being proposed must be subject to consultation with the Council's Strategic Housing Service prior to the submission of a planning application.

Preferred Policy

All housing developments that provide a gross of five or more homes, or comprise an area of 0.5 ha or larger, 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	Requirement
All strategic growth locations	40%
Northern Rural, Maldon Central and South and Rural South	40%
Maldon North and Rural South East Higher	30%
Rural South East Lower	25%

In principle, contribution for affordable units should be in the form of on-site, free serviced land being denoted to provide the number, size, type and tenure of affordable homes required. An appropriate level of pepper-potting in the physical distribution of affordable units on site will be encouraged.

Where the Council is satisfied that the appropriate amount of affordable homes cannot be delivered on-site, either in part or at all, the Council may allow off-site provision for affordable housing within a reasonable proximity to the development and in a reasonable timescale.

In exceptional circumstances the Council may consider allowing commuted sums to be paid for by the developer where affordable housing cannot be delivered on-site or in the locality. Commuted sums will also be charged for an incomplete number of units on site. For example, when a scheme needs to contribute land for 3.5 affordable units, the Council will expect a contribution of free-serviced land for three affordable units and a commuted sum equal to the value 0.5 affordable units.

All commuted sums collected will be ring-fenced for the delivery of affordable housing schemes in accordance with the Council's strategic housing objectives. All affordable housing developments and the calculation of commuted sums should be in conformity with the details set out in the 'Maldon District Affordable Housing Guide'.

Alternative Options

1. To include a more ambitious blanket requirement for 40% affordable housing provision across the District on schemes reaching the required threshold.

Whilst this option would be more ambitious, it may be considered too strategic by not considering local conditions and variations in economic viability which are known to exist across the District.

2. Incorporating a higher threshold for affordable housing contribution e.g. above 15 housing units, for when housing development schemes will be expected to contribute towards affordable housing provision.

Given that historically a relatively significant proportion of schemes in the District have been of a relatively small scale, this option would not help to significantly increase the supply of affordable housing in the District. Additionally, the evidence base suggests that adopting a threshold of less than 15 would not have a detrimental impact on viability.

3. To simplify the policy by not incorporating a commuted sums mechanism, therefore requiring developers to provide affordable housing on site.

Adopting a commuted sums mechanism is considered to increase the flexibility of the policy and enable the Council to maximise future benefits from affordable housing contributions in accordance with the Council's strategic housing objectives.

Consultation Questions H1

- H1a Do you agree with the preferred approach? Please explain.
- H1b Do you support any of the alternative options? If so, please explain.
- H1c Are there any other options that the Council should consider?

5.2 Policy H2 Housing Mix

Issue

- 5.2.1** 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.
- 5.2.2** The Strategic Housing Market Assessment (SHMA) (DCA, 2009) for the District identified that over three quarters of the current owner occupied stock consists of three or more bedrooms, and the number of one and two bedroom dwellings is half of the national average. There is a good existing supply of four bedroom dwellings which should be capable of meeting future demand for this housing type. The majority of demand for intermediate housing relates to one and two bedroom dwellings.

Key Evidence Base Documents

- Laying the Foundations: A Housing Strategy for England (HM Government, 2011)
- Maldon District Housing Needs Survey (DCA, 2003)
- Maldon Strategic Housing Market Assessment Update (DCA, 2009)

The Preferred Approach

- 5.2.3** 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.
- 5.2.4** When agreeing a suitable housing mix for development in the District, the Council will consider housing need and demand in the local area. The Council will consider the impact of future demographic and planned economic change as key drivers of the housing market, to encourage housing stock within the District which addresses future household change and supports economic growth strategies. The Council will discourage new housing development which fails to offer dwellings for a range of demographic groups.
- 5.2.5** For both market and affordable housing, the Council will agree an appropriate mix of housing types within each development. In relation to the conclusions of the SHMA, and to address imbalances in the District's existing dwelling stock, 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.

Preferred Policy

All developments will be expected to provide a suitable mix and range of housing in terms of types and compositions to reflect the housing need and demand in the locality.

For affordable housing, the mix and tenure split of an affordable housing scheme must be agreed by the Council in order to provide a balanced supply to meet the identified need in the locality and in the District.

Alternative Options

1. To be more prescriptive and set specific targets for the provision of certain housing types within new housing developments of a certain size.

This may be considered too prescriptive and restrictive. The Council would prefer to offer a more flexible approach to planning for market and affordable housing schemes in the District.

2. To not consider housing mix within the Local Development Plan, and allow the provision of housing types to be managed by the housing market.

The Council has a duty to ensure that the development of new housing meets current and future demand for housing in the District.

Consultation Questions H2

H2a Do you agree with the preferred approach? Please explain.

H2b Do you support any of the alternative options? If so, please explain.

H2c Are there any other options that the Council should consider?

5.3 Policy H3 Accommodation for 'Specialist' Needs

Issue

- 5.3.1** Accommodation for 'specialist' needs refers to sheltered housing with care support, staffed hostels and 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.
- 5.3.2** 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.
- 5.3.3** 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.

Key Evidence Base Documents

- Laying the Foundations: A Housing Strategy for England (HM Government, 2011)
- Maldon District Housing Needs Survey (DCA, 2003)
- Maldon Strategic Housing Market Assessment Update (DCA, 2009)
- Older persons Housing Strategy (MDC, 2010a)

The Preferred Approach

- 5.3.4** The Council will seek to ensure that where a need for some form of specialist housing is identified as a priority, adequate provision can be made available through the planning system.
- 5.3.5** Many people with specialist needs will want to remain living independently in their existing homes or move into general purpose accommodation that is better suited to their requirements. However, in some cases there is a need either temporarily or permanently to provide supported accommodation, such as housing that is developed specifically for a particular group of people such as older people or people with disabilities.

Preferred Policy

Accommodation for a 'specialist' need will be considered acceptable where:

- i. There is a clearly identified need that cannot be addressed elsewhere in the District;
- ii. 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;
- iii. It will not detrimentally impact on the capacity of public services, including health and social care; and
- iv. The development is accessible to services, facilities and public transport that is appropriate for the intended occupier.

Proposals which 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.

Alternative Options

1. To provide no control over accommodation for specialist needs within local planning policy, and consider need as proposals come forward on a site by site basis.

National planning policy does not require the Council to include local planning policies relating to accommodation for specialist needs. However, the Council has an obligation to ensure that the housing needs for all people in the District are considered and provided for wherever possible. Therefore, it is considered appropriate that a local planning policy is included in the LDP to manage the impact, concentration, and accessibility of accommodation for specialist needs in the District.

2. To provide explicit targets for specialist accommodation based on housing need for areas across the District.

This level of detail may not be required to meet the scale of need for specialist accommodation in the District. It is unclear from the available evidence whether this approach would be deliverable and therefore robust.

Consultation Questions H3

- H3a Do you agree with the preferred approach? Please explain.
- H3b Do you support either of the alternative options? If so, please explain.
- H3c Are there any other options that the Council should consider?

5.4 Policy H4 Effective Use of Land

Issue

- 5.4.1** 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.
- 5.4.2** The Council recognises that, as part of the organic growth of local communities, smaller scale housing developments in places outside of the defined strategic growth areas will continue to contribute significantly 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.
- 5.4.3** An important feature for the more efficient use of land is increasing housing density where this is compatible with the local context.

Key Evidence Base Documents

- Landscape and Visual Impact Assessment (ECC, 2010a)
- Maldon District Annual Monitoring Report (MDC, 2011b)
- Maldon District Characterisation Assessment (QuBE, 2006)
- Maldon District Historic Environment Characterisation Project (ECC, 2008a)
- Maldon Landscape Character Assessment (CBA, 2006)

The Preferred Approach

Density

- 5.4.4** The current Replacement Local Plan (MDC, 2005b) adopted a generic density target of between 30-50 dwellings per hectare (dph) for all housing developments within the District. Some flexibility has been allowed for lower density development in rural

villages and higher density development in urban areas where they can be justified. The Council believes this approach is now too prescriptive and is inefficient to deliver the Council's objectives. The preferred approach is therefore to allow more flexibility to housing density by emphasising the need for all housing developments to incorporate high quality design and take into account all sustainability considerations e.g. parking provision, local character, specific local needs and constraints etc.

Alterations, Extensions or Additions

5.4.5 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 streetscene.

Replacement Dwellings

5.4.6 A replacement dwelling refers to the demolition of an existing dwelling and replacing it with a new one on site. The Council's preferred approach is to 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. Therefore the Council may consider restricting the potential for the dwelling to be extended further where this is appropriate.

Backland or Infill Development

5.4.7 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. As set out in national planning policy, it is the Government's intention to avoid inappropriate development of residential gardens. 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.

Extension to residential curtilage into the Countryside

5.4.8 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. The Council's preferred approach is therefore to ensure that any proposals for garden expansion respect existing patterns as well as the residential amenity of neighbouring properties.

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

Preferred Policy

i. Density

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

- a. The location and the setting of the site;
- b. The existing character and density of the surrounding area;
- c. Accessibility to local services and facilities;
- d. The capacity of local infrastructure;
- e. Parking standards;
- f. Proximity to public transport; and
- g. The impacts upon the amenities of neighbouring properties.

ii. Alterations, Extensions or Additions

Development which includes the alteration, extension and/or addition to a building must maintain, and where possible enhance, the character and sustainability of the original building and the surrounding area.

All alterations, extensions and additions must 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 of the sustainability of the original building.

iii. Replacement Dwellings

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

- a. The residential use of the original dwelling has not been abandoned; and
- b. The original dwelling is not a temporary or mobile structure; and
- c. The original dwelling is not worthy of retention because of its design and relationship to the surrounding area;
- d. The proposed replacement dwelling is of an appropriate scale to the plot and its setting in the landscape; and
- e. The proposed replacement dwelling is of a design appropriate to its setting.

iv. Backland and Infill Development

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

- a. There is a significant under-use of land and development would make more effective use of it;
- b. There would be no material impact upon the living conditions and amenity of nearby properties; and
- c. There will be no loss of land which is of a local social, economic or environmental significance.

v. 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:

- a. The proposal will not involve the loss of any important landscape features or ecology interests; and
- b. That provision is made for suitable landscaping to ensure boundary treatment is of an appropriate rural character and appearance.

Alternative Options

1. The Council could adopt blanket density targets across the District.

The Council considers that it may not be appropriate to advocate blanket targets even if they are indicative, as the ability to consider locally appropriate density levels allows development to react to site specific circumstances.

2. To provide a more prescriptive approach and identify specific density targets for sites within the District.

A more prescriptive approach may be inefficient in delivering the Council's development objectives. The Council would prefer a more flexible approach to allow greater consideration of high quality design in relation to parking provision and local character.

Consultation Questions H4

- H4a Do you agree with the preferred approach? Please explain.
- H4b Do you support either of the alternative options? If so, please explain.
- H4c Are there any other options that the Council should consider?

5.5 Policy H5 Rural Exception Schemes

Issue

- 5.5.1** The preservation of the rural environment is essential to maintaining 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 over-development.
- 5.5.2** 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.

- 5.5.3** Due to the proximity to 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 Scheme provides the opportunity to respond to heightened sensitivity of new development experienced in rural communities, providing the local community with greater influence in controlling development within their communities, and respond to local housing need.
- 5.5.4** The Rural Exception Scheme allows small sites to be used for affordable housing in perpetuity where sites would not normally be designated for housing. Rural exception sites 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 Council's discretion, for example where they are essential to enable the delivery of affordable dwellings without grant funding.

Key Evidence Base Documents

- Laying the Foundations: A Housing Strategy for England (HM Government, 2011)
- Living Working Countryside: The Taylor Review of Rural Economy and Affordable Housing (DCLG, 2009)
- Maldon District Housing Needs Survey (DCA, 2003)
- Maldon Strategic Housing Market Assessment Update (DCA 2009)

The Preferred Approach

- 5.5.5** 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 housing can be found within the local area, and where no sites are allocated within the Local Development Plan or relevant Neighbourhood Plans.
- 5.5.6** The availability and condition of existing infrastructure servicing any proposed scheme should also be considered when identifying a suitable site as well as access to services.
- 5.5.7** 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 including long term mechanisms to limit occupancy to local people.

Preferred Policy

Outside of the defined settlement boundaries and strategic growth areas, land may be released for a Rural Exception Scheme for affordable housing development. Isolated sites in the countryside will not generally be considered acceptable by the Council. Any Rural Exception Scheme must adhere to the following process:

- i. Engage with local community and undertake a local needs assessment in accordance with national guidelines; and then
- ii. Select and appoint a suitable provider in association with the Council; and then
- iii. Agree with the Council the quantum and composition of development most suitable to the locality based on identified need, site availability, and an 'open book' viability assessment; and then
- iv. Identify a number of potential sites in the locality and select the most suitable site.

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 in exceptional circumstances, where it is necessary to enable development.

Developers will have to enter into a legal agreement with either the Council or an affordable housing provider to ensure that the affordable housing provided through the Rural Exception Scheme will be managed to meet the need for affordable housing in perpetuity. The legal agreement will also control occupancy for people in housing need in the locality.

Rural Exception Sites may be identified and brought forward through Neighbourhood Plans.

Alternative Options

1. To not have a rural exception policy and rely on national planning policy.

The Rural Exception Scheme is a nationally recognised scheme identified in national planning policy. Given the rural characteristics of the District, it is essential that local planning policy identifies the importance of this policy option.

2. To allow more flexible mixed tenure exception schemes.

The Council considers that this approach could encourage unsuitable and unsustainable patterns of growth.

Consultation Questions H5

- H5a Do you agree with the preferred approach? Please explain.
- H5b Do you support either of the alternative options? If so, please explain.
- H5c Are there any other options that the Council should consider?

5.6 Policy H6 Provision for Travellers

Issue

- 5.6.1** For the purposes of the Local Development Plan the term 'Travellers' refers to gypsies and travellers. The Council has adopted the following definition of Travellers which will be incorporated into the Local Development Plan and used in the future for planning purposes:

“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 or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.”

- 5.6.2** National planning policy 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 is required to assess and plan for the need for Traveller sites over a reasonable timescale.
- 5.6.3** The single issue review of the East of England Plan (RSS) (GO-East, 2009) set regional targets for the allocation of Traveller sites across Essex. A Gypsy and Traveller Accommodation Assessment (GTAA) (Fordhams, 2009) was also produced on behalf of the Essex Planning Officers Association in November 2009. This provided an assessment of the accommodation and housing related support needs of Travellers and Travelling Showpeople in Essex (including Southend).
- 5.6.4** The Council undertakes a bi-annual monitoring exercise to monitor the number of traveller pitches in the District.

Key Evidence Base Documents

- 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 (EERA, 2009)
- Gypsy and Traveller Accommodation Assessment (Fordhams, 2009)
- Planning Policy for Travellers Sites (DCLG, 2012)

The Preferred Approach

- 5.6.5** Due to the forthcoming revocation of the RSS and in accordance with national planning policy, the Council has sought to identify a more locally determined assessment of the need for Traveller pitches in the District. In order to do this the Council has utilised available evidence including local monitoring data.
- 5.6.6** In comparison to the RSS, the GTAA provides a more up to date and locally focused assessment of the need for Traveller pitches in the District. However, baseline information used in this assessment differs from monitoring information collected by the bi-annual monitoring conducted by the Council. The Council has sought to identify the future need for Traveller pitches in the District by applying the most up-to-date baseline monitoring data to the methodology used by the GTAA. Through this process a total requirement of 64 pitches by 2019 and 70 pitches by 2027 has been identified for the District. Please refer to Appendix 6 and the GTAA for further details of the relevant calculations and methodology.
- 5.6.7** By utilising monitoring data, the Council is seeking to allocate 54 pitches for Travellers through the Local Development Plan. This includes 49 existing pitches with planning permission, and five pitches currently without planning permission which the Council is seeking to formalise and allocate through the Local Development Plan. The allocation also includes seven unimplemented pitches which have planning permission

but have not been developed at the current time. Proposed Travellers' designations can be referred to in the Proposed Site Designations and Settlement Boundaries document.

- 5.6.8** The Council will seek to meet identified need by considering proposals through the development management process using a sequential approach of intensification and expansion of existing sites, considering proposals within existing development boundaries, and then considering proposals on other sites that the Council deems suitable. Any future proposals for additional travelling showpeople sites will also be assessed using the same approach. The Council will review the allocation and requirement for Traveller pitches, short stay sites and travelling showpeople sites during the plan period at an appropriate time in the future when new evidence becomes available.
- 5.6.9** The Council's preferred approach to planning for Traveller sites aims to promote peaceful and integrated co-existence between the site and the local community, and to consider the effect of the local environmental quality (such as noise and air quality) on the health and well-being of residents on Traveller sites. The allocation of sites will seek to secure provision of suitable accommodation from which Travellers can access education, health, welfare and employment infrastructure.
- 5.6.10** 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.
- 5.6.11** 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.
- 5.6.12** The allocation for short stay sites and sites for travelling showpeople in the RSS was made on a County wide basis, to be distributed to a local level on a basis of need and proximity to transport routes as determined locally. Given that there is no significant known future need for short stay sites or sites for travelling showpeople identified within the District, future provision is not considered to be a strategic issue for inclusion within the Local Development Plan. Therefore, no additional future provision is planned at the current time. Unimplemented planning permissions for three short stay pitches and one site for travelling showpeople exist at the current time.

HOUSING

Preferred Policy

The Council will work closely with partners and adjacent authorities to deliver sufficient and appropriate Travellers' provision to meet the identified need in the District.

	Number of permanent pitches
LDP Allocation	54
Total requirement by 2019	64
Total requirement by 2027	70

Traveller sites will be designated at the following locations:

Site	Pitch allocation
Wood Corner Caravan Park, Woodham Walter	20
Brickhouse Road, Tolleshunt Major	6
The Orchards, Lea Lane, Great Braxted	7
Land at Broomfields Farm, Lea Lane, Great Braxted	1
The Oaks, Lea Lane, Great Braxted	3
The Stables, Colchester Road, Great Totham	1
Two Acres, Loamy Hill Road, Tolleshunt Major	1
The Birches, Cherry Blossom Lane, Cold Norton	3
The Poplars, Cherry Blossom Lane, Cold Norton	1
New Redgates Farm, Fambridge Road, Purleigh	1
Office Lane, Little Totham	4
Tarry Wood, Park Wood Lane, Little Totham	1
Homelea, Two Elms and The Loft, Brick House Road, Tolleshunt Major	4
Eaglefield, Plains Road, Little Totham	1
Total	54

i. The following sequential approach will be applied when considering proposals for new Travellers' or Travelling Showpeople provision, in the following order of preference (a-d):

- a. Existing identified sites which could provide additional provision through intensification and/or improved orientation;
- b. Existing identified sites which could provide additional provision through appropriate expansion;
- c. Sites within existing development boundaries or strategic growth areas; and
- d. Other sites in the District which are deemed suitable by the Council.

ii. The following criteria will also be applied in assessing development proposals for new Travellers' and Travelling Showpeople provision:

- a. Appropriate in scale to the nearest settlement, having regard to factors such as the existing quantum of development, and the availability of infrastructure, services and facilities;
- b. Sufficient and safe access, parking provision and manoeuvring space for vehicles, emergency access, and all users;
- c. Impact on and from neighbouring uses; and
- d. Consistency with other relevant policies in the Local Development Plan.

Alternative Options

1. To use the RSS targets and methodology for taking the targets beyond 2011 to identify a Traveller pitch target for the District up to 2021. The RSS identified a requirement of 54 pitches in the District in 2011. Using the recommended RSS methodology of a 3% compound annual increase in pitch numbers up to 2021, would create a requirement of 16 pitches between 2011 and 2021. This would amount to 70 Traveller pitches in the District in 2021.

This option uses a clear and robust methodology outlined in the RSS. However, the baseline information used in the RSS does not correlate with up to date monitoring data collected by the Council. The use of more up to date and locally derived baseline information provided in the GTAA and Council monitoring data is considered to be a more appropriate approach to assess current and future need.

2. To use the RSS targets and methodology, alongside 2012 monitoring data, to identify targets up to 2011. Taking forward the RSS targets (as conducted in option 1 above) to 2012 identifies a target of 56 pitches. This is ten pitches above the 2012 monitoring data, and therefore identifies an under supply of ten pitches that should be considered in addition to the methodology proposed in option 1. Therefore, this would create a requirement of 26 pitches between 2011 and 2021, and would amount to 80 pitches in the District in 2021.

This option uses the clear and robust methodology outlined in the RSS, and also provides the opportunity to consider any level of undersupply that may have developed before 2012. However, the baseline information used in the RSS does not correlate with up to date monitoring data collected by the Council. The use of more up to date and locally derived baseline information provided in the GTAA and Council monitoring data is considered to be a more appropriate approach to assess current and future need.

3. To undertake a Traveller needs survey and detailed site assessments for the District to establish locally derived data that can be used to undertake a new assessment of the accommodation needs of Travellers in the District and identify a five year supply of Traveller sites.

Is considered disproportionate at the current time given that the progression of the Local Development Plan is of significant importance for the District. Undertaking this additional work would potentially delay the adoption and implementation of the Local Development Plan.

4. To undertake a call for appropriate Traveller sites within the District, to allow for the allocation of new sites to meet proposed demand for Traveller pitches.

Due to the relatively low level of demand for Traveller sites in the District, this process is not considered appropriate. The need for Traveller sites in the District can be managed through the intensification or expansion of existing sites, and by providing new sites through the development management process.

Consultation Questions H6

- H6a Do you agree with the preferred approach? Please explain.
- H6b Do you support any of the alternative options? If so, please explain.
- H6c Are there any other options that the Council should consider?

5.7 Policy H7 Agricultural and Essential Workers' Accommodation

Issue

- 5.7.1** As part of the general concept of protecting the District's countryside and directing new development to areas within existing settlement boundaries, it is not considered appropriate to allow any further temporary or permanent residential use in the countryside. However, there are cases where the demands of farming, forestry, or other rural based enterprises, such as commercial equine related businesses, make it essential for one or more persons engaged in this work to live at or very close to the site of their work.

Key Evidence Base Documents

- Heart of Essex Economic Futures (NLP, 2012)

The Preferred Approach

- 5.7.2** The Council will generally resist residential development in the countryside. However as an exception, the preferred policy approach will allow agricultural and essential workers' dwellings where it is proven to be necessary for such housing to be in the countryside in order to sustain the effective operation of a viable rural business.
- 5.7.3** This preferred policy provides guidance on how and in what circumstances provision of agricultural and essential workers dwellings will be permitted. Applications for planning permission in such circumstances will need 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 a dwelling in the countryside where it would not otherwise be permitted. It will also be necessary to establish that the enterprise 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 is essential for the enterprise, and not just convenient. Where the need has been demonstrated, the proposed dwellings will be modest in size, in line with the function of providing appropriate care, and be related to the needs of the holding in terms of its scale.

Preferred Policy

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

- i. 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;
- ii. There are no suitable alternative dwellings available, or which could be made available, in the locality to serve the identified functional need;
- iii. It can be demonstrated that the enterprise is, or will be in the case of new businesses, a viable business with secure future prospects;
- iv. The size and nature of the proposed dwelling is commensurate with the needs of the enterprise concerned; and
- v. The development is not intrusive to the countryside, is designed to have a satisfactory impact upon the character and appearance of the area, and is acceptable when considered against other planning requirements.

In addition to the above requirements, if a new dwelling is essential to support a new agricultural, forestry, fishery or other commercial equine business-related enterprise, it will normally, for the first three years, be provided temporarily by a caravan, a wooden structure which can easily be dismantled, or other temporary accommodation. Any subsequent proposals to provide permanent accommodation at any site will be considered using the criteria above.

Planning permission will be subject to an appropriate occupancy condition.

Alternative Option

1. To not provide a local planning policy relating to agricultural and essential workers accommodation and, instead, use national planning policy to guide decision making within the District.

As a predominantly rural authority, there are local pressures in the District relating to protecting the countryside and providing residential accommodation in the countryside for agricultural and essential workers. It is the responsibility of the local planning authority to consider the appropriateness of proposals in the countryside. Therefore, it is considered appropriate that relevant planning policy should be provided within the Local Development Plan to guide local decision making in relation to these local issues.

Consultation Questions H7

- H7a Do you agree with the preferred approach? Please explain.
- H7b Do you support the alternative option? If so, please explain.
- H7c Are there any other options that the Council should consider?

5.8 Policy H8 Provision for Houseboats

Issue

- 5.8.1** The small groups of houseboats in the District's rivers and estuaries form part of the District's varied character and provide a unique type of housing. In planning terms, houseboats are considered to be a form of residential development similar to that of any land based housing. For example, they are likely to require the similar infrastructure such as car parking provision, access roads, refuse disposal points and toilet facilities.
- 5.8.2** There is a lack of clear national guidance specifically related to houseboat development and it is therefore important for the Local Development Plan 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.

Key Evidence Base Documents

- Not applicable

The Preferred Approach

- 5.8.3** The coastline of the District is protected by a number of different international and national designations, the wildlife interest of which is particularly sensitive to disturbance. Any use or development that may adversely affect the nature conservation value of the estuaries will not be permitted. The stationing of houseboats is likely to increase disturbance levels throughout the year and the risk of pollution occurring in the coastal area. The Council therefore does not wish to see houseboats stationed within or adjacent to nationally or internationally designated nature conservation sites in the District.
- 5.8.4** Much of the River Blackwater, River Crouch and Chelmer and Blackwater Navigation are located outside of the defined settlement boundaries. The stationing of new houseboats in these areas would not conform to the Local Development Plan's strategic approach toward directing new development into areas within settlement boundaries. The use of the rivers for residential purposes also competes with other maritime uses, which have a greater need to be located on or adjacent to the rivers. The Council considers that this finite resource is better used to exploit the industrial heritage of the river and tourist and leisure interest than for residential use.

Preferred Policy

Planning permission for houseboats and associated activities will only be granted if:

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

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

Alternative Option

1. To not include a local houseboat planning policy and rely on national planning policy and other local planning policies in the Local Development Plan to guide decision making.

National planning policy does not require the Council to include local policies relating to houseboats. However, given the District's coastal and estuarine location, and the number of existing houseboats within the District, it is considered appropriate that relevant planning policy should be provided within the Local Development Plan to guide local decision making in relation to this local issue.

Consultation Questions H8

- H8a Do you agree with the preferred approach? Please explain.
- H8b Do you support the alternative option? If so, please explain.
- H8c Are there any other options that the Council should consider?

6 NATURAL ENVIRONMENT AND GREEN INFRASTRUCTURE

6.1 Policy N1 Green Infrastructure Network

Issues

- 6.1.1** The definition of green infrastructure was established in the Natural England Green Infrastructure Guidance (Natural England, 2011) as “a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features”. It covers a wide range of spaces and facilities including nature reserves, protected areas, parks, gardens, sport pitches and other recreation facilities which are designed, developed and managed to meet the environmental, social and economic needs of communities.
- 6.1.2** High quality green infrastructure helps to enhance townscape and visual amenity, promote a sense of place and community identity, and improve the health and sense of well-being of people. Networks of green spaces and corridors provide opportunities for recreation, walking and cycling and also benefit wildlife by conserving and enhancing habitats, and providing buffers from development to important wildlife sites and watercourses. It is part of, and contributes to, a high quality natural and built environment which can help to enhance the quality of life for present and future residents and visitors as well as delivering a sustainable community. The multi-functionality of green infrastructure also means that it can deliver.
- 6.1.3** As a predominantly rural and coastal area, the District has a wide variety of green infrastructure, ranging from small amenity open space within urban areas, through to nationally and internationally designated natural habitats. Green infrastructure is a key component of sustainable communities and the Council is committed to maintaining and enhancing the quality of the District’s environment and residents’ quality of life 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 preferred policy N2 and N3, as natural conservation areas, sites of biodiversity value, open space and recreation facilities are all part of the green infrastructure network.
- 6.1.4** The District is in a coastal area and characterised by relatively remote settlements with a few major towns. Maritime related tourism and recreation provide important economic activities in the District. However, the coast is vulnerable to the effects of climate change which present a threat to existing 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.

NATURAL ENVIRONMENT AND GREEN INFRASTRUCTURE

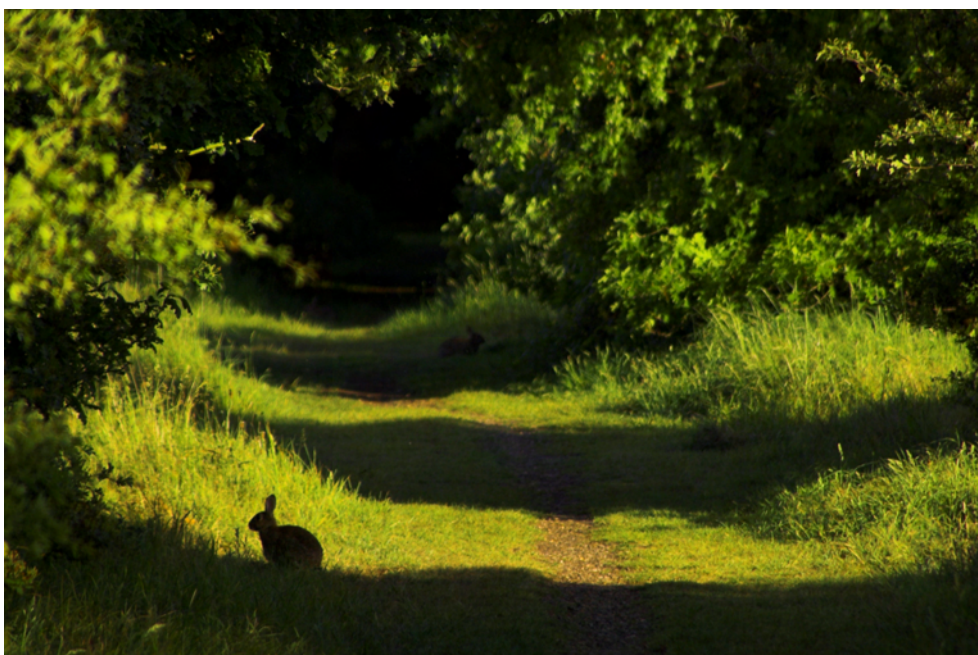
Key Evidence Base Documents

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

Preferred Approach

- 6.1.5** Provision for growth is necessary to maintain the vitality and viability of the District's towns and villages. This will place increasing pressure on the existing green infrastructure network but also present an opportunity to enhance it. Investment will be needed to improve green infrastructure resources to meet recreational, health, climate change adaptation and other requirements. This includes enhancing access to the coast and rivers.
- 6.1.6** The preferred strategic policy approach is therefore to identify, manage and enhance the District's green infrastructure network. All new developments will be required to contribute positively towards a high quality network of green infrastructure by integrating green infrastructure into design and addressing local need as identified in the Maldon District Green Infrastructure Study.
- 6.1.7** The Council will also seek to work together with partners in addressing the various issues faced by the District's coastal communities and habitats including economic regeneration, access to the coast, flooding and shoreline management.

Picture 10 The Green Environment of Maldon District



Preferred Policy

A strategic multi-functional network of green infrastructure will be identified, managed and where possible, enhanced. Open spaces and areas of significant biodiversity interest will be protected. The creation, restoration, enhancement, expansion and interconnection of these sites will be encouraged as part of the green infrastructure network.

There will be a presumption against any development which may lead to the loss, degradation, fragmentation and/or isolation of existing and proposed green infrastructure. Where there is no adverse impact or the adverse impact can be satisfactorily mitigated, development proposals which promote the use and enjoyment of the natural environment will be encouraged.

In principle, all development must:

- i. 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;
- ii. 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; and
- iii. Where appropriate, be accompanied by a viable, long term management plan and to the Council's satisfaction.

Appropriate development proposals and projects will be supported by the Council to improve public access to the coast and the countryside. The Council will work with appropriate stakeholders to consider the range of issues that affect the coast and coastal communities.

NATURAL ENVIRONMENT AND GREEN INFRASTRUCTURE

Alternative Option

1. To adopt a 'do nothing' or 'maintain the status quo' approach to planning for the District's green infrastructure provision.

National planning policy recognises the important value of green infrastructure. In relation to development in the District, it will be necessary to ensure that there is a network of accessible, multi-functional green space to provide recreational opportunities while maintaining and improving biodiversity. Taking this into account, the option to 'do nothing' or 'maintain the status quo' is not regarded as a reasonable alternative.

Consultation Questions N1

- N1a Do you agree with the preferred approach? Please explain.
- N1b Do you support the alternative option? If so, please explain.
- N1c Are there any other options that the Council should consider?

6.2 Policy N2 Natural Environment and Biodiversity**Issues**

- 6.2.1** The District's natural landscape is dominated by the two estuaries and the associated extensive flat and gently undulating alluvial plain. The rich soils, most of which are classified good to very good, have been intensively cultivated for centuries. Yet 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. 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 as Ramsar Sites, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) or National Nature Reserves (NNR).
- 6.2.2** 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.

Key Evidence Base Document

- Conservation (Natural Habitat &c) Regulations 1994 (HM Government, 1994)
- Essex Biodiversity Action Plan (Essex Biodiversity Project, 2011)
- European Habitat Directive (European Union, 1992)
- Green Infrastructure Study (MDC, 2011a)
- Maldon District Annual Monitoring Report (MDC, 2011b)

The Preferred Approach

- 6.2.3** Strict protection will be applied to all international and national designations in accordance with the European Habitat Directive (European Union, 1992) and the Conservation (Natural Habitat &c) Regulations 1994 (HM Government, 1994). Developers will have to submit a clear and robust technical report, including consultation with appropriate agencies, to inform the Appropriate Assessment as well as any necessary assessments required to identify potential impacts to national designations.
- 6.2.4** 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 may require the developer to submit an ecological survey where there is a reason to suspect the presence of important wildlife or that the site is of local ecological value.

Picture 11 Maldon District's Coastal Habitat



Preferred Policy

International and National Designations

In accordance with international and national regulations, strict protection will be applied to designated protection areas such as international designations including Ramsar site, Special Protection Area (SPA), and Special Area of Conservation (SAC); and national designations including Sites of Special Scientific Interest (SSSI) and National Nature Reserve (NNR).

Any development which could have an adverse effect on internationally important sites will be subject to an Appropriate Assessment. Development that may have an adverse impact on national designations will not normally be allowed unless other benefits of the development clearly outweigh the identified impacts.

Where the loss of internationally or nationally 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.

Sites of Local Ecological Importance

Development proposals must be accompanied by an ecological survey if:

- i. There is a reason to suspect the presence of protected species or species requiring protection as identified in the Essex Biodiversity Action Plan (or any successor document adopted by the Council); or
- ii. The site is of known local ecological importance.

If any protected species and/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.

The Council will aim to protect the biodiversity and recreational value of any identified local wildlife sites and semi natural green spaces. Where the creation or relocation of habitat is required, development should result in no net loss of these sites in terms of quantity, quality and connectivity.

NATURAL ENVIRONMENT AND GREEN INFRASTRUCTURE

Where the creation or relocation of habitat is required, the new site should be delivered in the nearby locality to maintain a viable population locally and to avoid incremental and accumulative impact on local ecology.

Development proposals which help to improve the condition of existing sites, areas and designations will generally be encouraged.

Alternative Option

National planning policy states that Local Plans must be prepared with the objective of contributing to the achievement of sustainable development, which is closely connected to the consideration of the natural environment and biodiversity. Therefore, the Council does not consider that there are any reasonable alternative options as the consideration of the natural environment and biodiversity is a national requirement, and important to the achievement of sustainable development within the District.

Consultation Questions N2

- N2a Do you agree with the preferred approach? Please explain.
- N2b Do you agree that there are no reasonable alternative options? Please explain.
- N2c Are there any other options that the Council should consider?

6.3 Policy N3 Open Space, Sport and Leisure

Issues

- 6.3.1** Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being 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.
- 6.3.2** In accordance with the requirements of national planning policy, 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.

NATURAL ENVIRONMENT AND GREEN INFRASTRUCTURE

Key Evidence Base Documents

- Children's Play Strategy (MDC, 2007)
- Green Infrastructure Study (MDC, 2011a)

The Preferred Approach

- 6.3.3** In accordance with the Council's vision to help make the District a better place to live, work and enjoy, and national planning policies which seek to protect and promote open spaces, sport and recreation facilities, the preferred policy approach is to set out the intention to protect existing provision while ensuring all development contributes towards identified local needs.
- 6.3.4** With regard to local standards and requirements, the Maldon District Green Infrastructure Study (MDC, 2011a) assessed all existing provision for open space, sport and recreation facilities. It also indicates specific needs and deficits 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.

Picture 12 The Promenade Park, Maldon



Preferred Policy

In principle, all development must contribute towards the provision of local and strategic open space, sport and leisure facilities in the most appropriate form and at the most accessible location taking into account the Council's identified requirements as set out in the Green Infrastructure Study.

Development should not increase existing deficiencies of open space, sport and leisure facilities in the locality. Proposals affecting any existing or proposed public or private open space including district parks, local parks, children play spaces, sports grounds, sport facilities, cycleways, footpaths, and allotments, could be considered where:

- i. Alternative and improved provision can be created in the most appropriate and accessible location in the locality for existing and future users, and;
- ii. There is an identified excess provision within the catchment of the space/facility, and the development can address other types of green infrastructure deficiency in the locality.

Additionally, development that would result in the loss of, or negatively impact upon, small local amenity spaces*, registered commons*, or any sites contributing towards the integrity of the green infrastructure network, will not be supported.

Alternative Option

1. To set out detailed specific standards for open space, sport and leisure provision in the Local Development Plan.

The conditions and needs for local open space, sport and leisure facilities may change significantly over time. Referring local standards to the Green Infrastructure Study provides greater flexibility.

Consultation Questions N3

- N3a Do you agree with the preferred approach? Please explain.
- N3b Do you support the alternative option? If so, please explain.
- N3c Are there any other options that the Council should consider?

7 TRANSPORT AND ACCESS

7.1 Policy T1 Sustainable Transport

Issue

- 7.1.1** National planning policy requires the consideration of the transport system to be balanced in favour of sustainable transport modes. However, the Government recognises that this approach is dependent on the character and nature of the area. Different types of communities, and the urban or rural nature of settlements, will vary the ability of areas to provide sustainable transport. 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.
- 7.1.2** The consideration of sustainable transport should relate to transport options which support reductions in greenhouse gas emissions and reduce congestion, such as walking, cycling, car sharing, and public transport. Sustainable transport options such as walking and cycling can improve people's health and well being, where people can gain improved access to green infrastructure for recreation, and have the opportunity to participate in exercise on a regular basis. Increasing levels of walking and cycling can also have a positive impact on congestion levels in an area.
- 7.1.3** Currently, all towns and the majority of villages in the District are served by a bus service. However, the frequency and hours of operation vary considerably, with a relatively poor service in some of the more rural and remote parts of the District. The majority of 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, Broomfield and St Peter's hospitals (MDC, 2012).
- 7.1.4** The train line from Southminster provides an opportunity to reduce the reliance on the private car for transport. Rail patronage could be increased by improving train services, and improving connections to rail stations with buses servicing nearby settlements. Integration is required between bus and rail services to create a sustainable transport network which can provide an appropriate alternative to using the private car.

Key Evidence Base Documents

- Essex Local Transport Plan (ECC, 2011)
- Infrastructure Delivery Plan (MDC, 2012)

The Preferred Approach

- 7.1.5** Where transport is required to access employment, housing, retail provision, and key services and facilities, all residents should have access to a safe, reliable, comfortable, cost-effective, and sustainable public transport service. The Council will work with Essex County Council, the Highways Agency and bus and railway providers to improve accessibility, provide sustainable transport, reduce congestion and manage travel behaviour and demand for transport to reduce the rate of road traffic growth.
- 7.1.6** In general, the spatial pattern of future development in the District should reflect the availability, and potential availability, of sustainable transport infrastructure. The Council will encourage new development which would be likely to generate significant journeys in terms of numbers and length to be sited in locations that are, or have the potential to be, well served by public transport, and walking and cycling routes. Larger settlements in the District which currently benefit from a good range of sustainable transport options include Maldon, Heybridge, and Burnham-on-Crouch.
- 7.1.7** The Council will seek to encourage recreational walking and cycling, particularly in coastal and countryside areas of the District such as the Dengie, while also protecting sensitive nationally and internationally important environmental areas. Managed properly, walking and cycling routes can enable more people to access and enjoy all parts of the District, whilst helping to promote the health and vitality of the local population.
- 7.1.8** Appropriate public and private investment will be sought to improve bus services in order to attract more people onto 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 effectively targeted at settlements where more people 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.
- 7.1.9** 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 stations on the Southminster branch line, and to the mainline stations of Hatfield Peverel, Witham and Chelmsford.

7.1.10 The Council will require all developments which generate significant amounts of movement to provide a Travel Plan. Travel Plans should identify opportunities for sustainable transport, site access, and the impact of development on the surrounding transport network.

Preferred Policy

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 by supporting measures which:

- i. Secure provision for sustainable transport in new development;
- ii. Give priority to pedestrians, wheelchairs, cyclists and public transport over private vehicles;
- iii. Improve access to railway services by enhancing station facilities and the interchange arrangements between rail and other forms of transport;
- iv. Maintain and improve bus services in the District which connect the more rural and inaccessible communities with key settlements in the District and beyond;
- v. 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;
- vi. Develop a high quality, safe and more comprehensive cycle route and footpath network for the District;
- vii. Seek to provide simple, accurate, accessible and integrated public transport information to the public; and
- viii. Explore the potential to divert traffic away from the historic core of Maldon and Heybridge.

Alternative Option

1. The focus on sustainable transport is a nationally important issue, and requires the Council to include this within local planning policy. The Council could provide a more prescriptive approach by setting specific targets for the provision of public transport in certain areas, or identifying specific sustainable transport projects.

The Council has no direct control over the provision of public transport. This is the responsibility of delivery partners and private transport companies. Sustainable transport projects are provided as part of new development proposals, as new infrastructure is required. Therefore, the Council's preferred approach provides an appropriate steer to encourage the use and improvement of sustainable transport infrastructure in the District.

Consultation Questions T1

- T1a Do you agree with the preferred approach? Please explain.
- T1b Do you support the alternative option? If so, please explain.
- T1c Are there any other options that the Council should consider?

7.2 Policy T2 Accessibility

Issue

- 7.2.1** Accessibility relates to the ability of people to access employment, housing, retail and leisure, and all required services and facilities irrespective of age or physical ability. 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, access is fundamental to creating sustainable communities and promoting social inclusion, and ensuring that people can access the range of goods, key services and facilities required to support their everyday lives.
- 7.2.2** Car ownership has a large influence on accessibility. Groups in society, such as single pensioners and lone parents, are less likely to own a car, and are therefore more reliant on public transport. The provision of sustainable transport options can be highly important to facilitate improved accessibility for people without the use of a private car.

Key Evidence Base Documents

- Essex Local Transport Plan (ECC, 2011a)

The Preferred Approach

- 7.2.3** To ensure that residents can access required services and facilities, the Council will seek to encourage the areas of new development in existing settlements, close to or on existing public transport routes. Through this approach, the Council also aims to reduce congestion and the impact of new development on the existing transport infrastructure.
- 7.2.4** The majority of new housing, employment, services and facilities will be concentrated in the strategic growth locations, which are considered to be the more accessible areas in the District. This approach will make the provision of new public transport and other transport infrastructure more deliverable.
- 7.2.5** The Council's strategic approach to improve accessibility seeks 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 people's accessibility, and also reduce the District's over dependence on the car, reduce carbon emissions, and benefit the health and well being of residents;
 - Facilitate movement through better land use allocation and transportation management; and
 - Ensure that accessibility considerations are fully integrated into future planning decisions.

TRANSPORT AND ACCESS

Preferred Policy

To create an accessible environment for all people, all development must:

- i. Be located where there is physical and environmental capacity to accommodate the type and amount of traffic generated, taking into account the cumulative impact of developments;
- ii. Provide direct walking and cycling routes to nearby services, facilities and public transport where appropriate;
- iii. Improve accessibility to buildings, streets and public spaces, particularly for those with mobility impairments;
- iv. Provide sufficient parking facilities in accordance with the Council's adopted parking standards;
- v. Provide sufficient access to service and emergency vehicles; and
- vi. Give appropriate consideration to encourage a people-oriented space within the development.

Alternative Option

1. It is not considered that there is a reasonable alternative option.

The focus on accessibility is a nationally important issue, and requires the Council to include this within local planning policy. As ensuring accessibility for all people is a requirement of planning, there are no reasonable alternatives presented.

Consultation Questions T2

- T2a Do you agree with the preferred approach? Please explain.
- T2b Do you agree that there are no reasonable alternative options? Please explain.
- T2c Are there any other options that the Council should consider?

8 IMPLEMENTATION AND MONITORING

8.1 Policy I1 Infrastructure and Services

Issue

8.1.1 As well as providing the right type of development in the right location, it must be supported with the right infrastructure and associated facilities to integrate it successfully into the community. Successful and sustainable communities and new developments depend on suitable physical and social infrastructure being in place to meet the needs of their residents and businesses. It is important for the Local Development Plan to respond to the needs arising from growth and to enable the provision of sufficient infrastructure to meet the existing and future needs of the District.

Key Evidence Base Documents

- Infrastructure Delivery Plan (MDC, 2012)

The Preferred Approach

- 8.1.2** To ensure the delivery of sustainable communities across the District, the Local Development Plan aims to coordinate the provision of all types of infrastructure, services and community facilities to help sustain a good quality of life for all.
- 8.1.3** The Council has produced an Infrastructure Delivery Plan and Infrastructure Schedule (MDC, 2012) for the District which identifies the critical infrastructure required to support and enable the delivery of the Local Development Plan and sustainable communities. The Infrastructure Delivery Plan is a live document and will be monitored and updated regularly in partnership with infrastructure providers and other key stakeholders.
- 8.1.4** The Council will use Planning Obligations and the Community Infrastructure Levy to secure financial contributions, or works, to meet on and off-site infrastructure requirements which are required to support and mitigate the impacts of development. The Infrastructure Delivery Plan and Infrastructure Schedule will be used to inform planning obligation negotiations and the Community Infrastructure Levy charge. In addition to contributions sought from developers, infrastructure requirements may also be funded by service providers and other potential funding sources.
- 8.1.5** 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. The Council will therefore work with a wide range of infrastructure providers and stakeholders, such as Essex County Council, the water and utility companies, the Environment Agency and the NHS as well as many other organisations which have a stake in providing the facilities and services that

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communities and business need. Developers will be encouraged to liaise with infrastructure providers as early as possible in the development process to ensure essential infrastructure services are provided effectively.

- 8.1.6** For the purposes of this policy ‘infrastructure’ refers to the physical, social and green capital required to enable sustainable development. It will need to take account of the three principles of sustainability i.e. ‘society, economy and environment’ and integrate the requirements of each to ensure we can meet the needs of the present without compromising the ability of future generations to meet their own needs. The table below sets out important infrastructure areas that will impact upon the Maldon District over the next 15 years. This list is not exhaustive.

Table 3 Types of Infrastructure Requirements

Infrastructure Type	Services and Facilities
Social	<ul style="list-style-type: none"> • Affordable Housing • Gypsy and Traveller Sites • Education • GP Surgeries and Hospitals • Emergency Services - Police, Fire, Ambulance, • Community and Social Centres and Halls • Social Services • Cemeteries and Crematoria • Places of Worship • Libraries • Post Offices • Culture and Leisure Facilities
Green	<ul style="list-style-type: none"> • Open Space such as: parks and country parks; children’s play areas; sport pitches and grounds; allotments; and green public realm

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Infrastructure Type	Services and Facilities
	<ul style="list-style-type: none"> • Biodiversity such as: local wildlife sites; local nature reserves; private nature reserves; and SSSIs • Geology sites
Physical	<ul style="list-style-type: none"> • Transport such as: highways; rail; bus networks; footpaths; cycle routes; bridleways; waterways; and car parking • Energy – gas, electricity, renewable energy • Water - Water supply, water treatment, drainage, flood defences • Telecommunications, Broadband and wireless connections • Waste Collection and disposal, recycling

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Preferred Policy

Infrastructure Delivery

The Council will work with relevant partners and infrastructure providers to maintain and improve infrastructure provision in the District by:

- i. Ensuring that existing infrastructure and services are protected and improved to meet the existing and future needs of the District;
- ii. Ensuring that an appropriate level and type of infrastructure is provided for new developments where required to meet community and environmental needs;
- iii. Maximising opportunities for land use mix and co-location of facilities to reduce the need to travel and improve the viability of sustainable modes of transport; and
- iv. Giving clarity as to the requirements, process and delivery of infrastructure in the District.

The Infrastructure Delivery Plan includes details of infrastructure needs, cost for delivery, phasing, funding sources, responsibilities for delivery and contingency planning. In assessing infrastructure and service requirements the Council will have regard to the cumulative impact of developments.

Where appropriate, necessary infrastructure will be provided in advance of development 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 to take account of 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. The Council will also seek to introduce a Community Infrastructure Levy to ensure more equitable contributions are made to strategic infrastructure and service provision from new developments.

Alternative Option

1. To adopt a less pro-active approach, for example by providing less engagement with partners and no pre-application discussions.

This approach would not meet national planning policy and would not provide the opportunity for the Council to identify and meet the needs of the District.

Consultation Questions I1

- I1a Do you agree with the preferred approach? Please explain.
- I1b Do you support the alternative option? If so, please explain.
- I1c Are there any other options that the Council should consider?

8.2 Monitoring Framework

Monitoring Framework

- 8.2.1** The Local Development Plan is intended to be a flexible document, capable of responding to changing needs and circumstances, nationally, regionally and most importantly at the local level. Therefore it is important that there are adequate processes to monitor the implementation of the Local Development Plan. The main way to achieve this is through the production and reporting of the Annual Monitoring Report (AMR).
- 8.2.2** The AMR will include a framework to assess the effectiveness of policies and whether the District's spatial vision and strategies are being implemented as intended. The monitoring framework aligns the Local Development Plan themes and objectives against their relevant policies. It provides indicators and targets to facilitate an assessment of achievement. Indicators and targets have been developed to provide a consistent basis for monitoring the performance of the policies. They include a mix of Core Output Indicators (COI), local indicators, and indicators recommended by the Sustainability Appraisal (SA). Wherever possible they have been chosen to be SMART, i.e. Specific, Measurable, Achievable, Realistic and Timely. Some indicators will also be dependent upon external events.

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8.2.3 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 AMR will also be flexible to include new indicators for better monitoring where new data and information becomes available.

Policy S1 - Sustainable Development

Indicators	Targets	Source
N/A	N/A	N/A
LDP Objectives: i, ii, iii, iv,v, vi, viii, vii, ix, x, xi, xii, xiii, xiv		
SA Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17		

Policy S2 - Strategic Growth

Indicators	Targets	Source
Plan Period and housing targets	As set out in Policy S2	COI
Net additional dwellings – in previous years	To meet LDP housing target of 3,000 dwellings between 2014 and 2029	COI
Net additional dwellings – for the reporting year		
Net additional dwellings – in future years		
Managed Delivery Target (Housing Trajectory)		
Housing Trajectory and Five Year Land Supply	To maintaining a rolling five year supply of housing land	Local indicator
LDP Objectives: i, ii, iii, iv, vi, vii, viii, ix, x, xi, xii, xiii		
SA Objectives: 1, 2, 3, 4, 6, 7, 8, 10, 11, 13, 14, 15, 17		

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Policy S3 - Place Shaping

Indicators	Targets	Source
N/A	N/A	N/A
LDP Objectives: i, ii, iii, vi, vii, viii, ix, x, xi, xii, xiii		
SA Objectives: 1, 2, 3, 5, 6, 7, 10, 12, 14, 15, 17		

Policy S4 - Central Area Policy

Indicators	Targets	Source
N/A	N/A	N/A
LDP Objectives: iii, v, vi, vii, viii, x, xii, xiii, xiv		
SA Objectives: 1, 2, 3, 5, 6, 7, 8, 9, 11, 12, 13, 14, 15, 16, 17		

Policy S5 - Settlement Hierarchy and Boundaries

Indicators	Targets	Source
Net additional dwellings within defined settlement boundary and growth areas	N/A	Local Indicator
LDP Objectives: i, iii, vi, viii, x, xi, xii, xiii		
SA Objectives: 2, 4, 5, 14		

Policy S6 - Development in the Countryside

Indicators	Targets	Source
Net additional dwellings on sites outside of defined settlement boundary and growth areas	To be maintained at a relatively low level	Local Indicator
LDP Objectives: i, iii, iv, v, vi, viii, x, xi, xii		
SA Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 13, 14, 15, 16, 17		

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Policy D1 - Design Quality and Built Environment

Indicators	Targets	Source
Planning Appeals dismissed following refusal on Design / Heritage grounds	No specific target	Local Indicator
LDP Objectives: i, iii, v, vi, vii, viii, ix, xi, xiv		
SA Objectives: 1, 3, 4, 5, 6, 12,14		

Policy D2 - Climate Change and Environment Impact of New Development

Indicators	Targets	Source
Housing Quality – Building for Life Assessments	Increase	COI
No. of planning permissions incorporating SuDS schemes.	Increase	Local Indicator
Number of approved applications meeting and going above Code 3 of Code of Sustainable Homes	Increase	Local Indicator
LDP Objectives: i, iii, v, vi, vii, viii, ix, xi, xii		
SA Objectives: 1, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13		

Policy D3 - Conservation and Heritage Asset

Indicators	Targets	Source
Number of Designated Heritage Assets including Listed buildings, Scheduled Monuments, Historic Parks and Gardens, Registered Historic Battlefields, Ancient Woodland and Conservation Areas	No decrease or change in setting	SA
Number of Heritage assets at risk	Decrease	Local Indicator
LDP Objectives: i, iii, iv, v, vi, xi		
SA Objectives: 6, 10, 14		

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Policy D4 - Renewable and Low Carbon Energy Generation

Indicators	Targets	Source
Renewable Energy Generation	Increase	COI
LDP Objectives: i, iii, vii, viii, xiii		
SA Objectives: 6, 7, 11, 12, 13		

Policy D5 - Flood Risk

Indicators	Targets	Source
Extent of flood risk areas	No specific target	Contextual
Net additional dwellings in flood risk areas	decrease	Local indicator
LDP Objectives: vii, viii, ix, xii, xiii		
SA Objectives: 3, 7, 8, 9		

Policy E1 - Existing Employment Uses

Indicators	Targets	Source
IMD Employment	Improve	Contextual
Overall Employment Rate	Increase	Contextual
Total amount B1: Total amount of additional employment floorspace – by type	No specific target	COI
Total amount of employment floorspace on Previously Developed Land	No specific target	COI
New employment use approved outside of defined settlement boundaries, employment designations, and growth areas	No specific target	Local Indicator
Amount of vacant designated employment land	Decrease	Local Indicator
Amount of employment land lost to other uses	Decrease	Local Indicator
LDP Objectives: iii, iv, vii, viii, x, xii		
SA Objectives: 6, 7, 14, 15, 17		

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Policy E2 - Retail Provision

Indicators	Targets	Source
Total amount of floorspace for 'town centre uses'	No specific target	Local Indicator
Retail vacancy rate within Primary and Secondary retail frontages	To be maintained at a healthy level	COI
Proportion of non A1 use within Primary and Secondary retail frontages	To be maintained at a healthy level	Local Indicator
Number of A1 loss to other uses within Primary and Secondary retail frontages	To be maintained at a healthy level	Local Indicator
VAT registration per 10,000 population	Increase	Local Indicator
Business Demography: Enterprise Births & Deaths	To be maintained at a healthy level	Local Indicator
Breakdown of business by sector	N/A	SA
LDP Objectives: iii, v, x, xi, xii		
SA Objectives: 1, 6, 11, 13, 15, 17		

Policy E3 - Village Shops and Services

Indicators	Targets	Source
IMD – Barrier to Housing and Services	Improve	Local Indicator
LDP Objectives: iii, iv, v, xi, xii		
SA Objectives: 1, 4, 5, 15		

Policy E4 - Agricultural and Rural Diversification

Indicators	Targets	Source
Number and type of schemes permitted for rural diversification	No specific target	Local Indicator
LDP Objectives: i, iii, iv, v, vii, viii, xii		
SA Objectives: 6, 7, 10, 14, 15, 17		

IMPLEMENTATION AND MONITORING

Policy E5 - Tourism

Indicators	Targets	Source
Annual tourism income	Increase	Local Indicator
LDP Objectives: iii, iv, v, vi, vii, viii, x, xii		
SA Objectives: 1, 3, 5, 6, 11, 12, 14, 15, 16		

Policy E6 - Skills, Training and Education

Indicators	Targets	Source
IMD of Education, Skills and Training	Improve	Contextual
LDP Objectives: iii, xii		
SA Objectives: 15, 17		

Policy H1 - Affordable Housing

Indicators	Targets	Source
H5: Gross affordable housing completions	In accordance with Policy H1	COI
Total amount of commuted sums collected	No specific target	Contextual
LDP Objectives: i, ii, xi, xii		
SA Objectives: 1, 2, 4		

Policy H2 - Housing Mix

Indicators	Targets	Source
Mix and tenure split of affordable housing scheme	No specific target	Contextual
LDP Objectives: i, ii, xii		
SA Objectives: 2, 4		

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Policy H3 - Accommodation for 'Specialist' Need

Indicators	Targets	Source
Number of 'Specialist' Need Schemes approved by the Council	No specific target	Contextual
LDP Objectives: i, xii, xiii		
SA Objectives: 1, 2, 3, 6, 14		

Policy H4 - Effective Use of Land

Indicators	Targets	Source
New and Converted dwellings on previously developed land	No specific target	COI
LDP Objectives: i, ii, vi, vii, viii, xi, xii, xiv		
SA Objectives: 2, 6, 7, 8, 9, 10, 12, 13, 14		

Policy H5 - Rural Exception Schemes

Indicators	Targets	Source
Number of Rural Exception Schemes approved by the Council	No specific target	Contextual
LDP Objectives: i, xi, xii		
SA Objectives: 2, 4, 6, 7, 10, 14		

Policy H6 - Provision for Travellers

Indicators	Targets	Source
H4: Net additional pitches (Gypsy and Traveller)	In accordance with Policy H6	COI
Net additional transit sites and pitches for Travelling Showpeople	In accordance with Policy H6	Local Indicator
LDP Objectives: i, vi, xi, xii		
SA Objectives: 1, 2, 5, 6, 7, 8, 12, 14		

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Policy H7 - Agricultural and Essential Works Accommodation

Indicators	Targets	Source
N/A	N/A	N/A
LDP Objectives: i, xii, xiii		
SA Objectives: 2, 4, 5, 6, 7, 10, 11, 14, 15		

Policy H8 - Provision for Houseboats

Indicators	Targets	Source
Net additional houseboats	No specific target	Local Indicator
LDP Objectives: i, xii, xiii		
SA Objectives: 2, 6, 7, 8, 12, 14		

Policy N1 - Green Infrastructure Network

Indicators	Targets	Source
IMD - Living environment	Improve	Contextual
IMD - Health Deprivation and Disability	Improve	Contextual
Addition / Loss of green infrastructure to other uses	No net loss of green infrastructure to other uses	Local Indicator
Water quality of the District's main watercourses	Achieve good status or potential in the water body (Water Framework Directive)	SA
New planning permission granted on known Mineral Safeguarding Areas	Zero	SA
Household, construction and industrial waste produced	Decrease	SA

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Indicators	Targets	Source
% of household waste recycled and/or composted	To recycle or compost at least 40% by 2010, 45% by 2015 and 50% by 2020 (UK waste Strategy)	SA
% use of recycled aggregates in construction	Decrease	SA
Extent of Green Infrastructure including SuDS and linkages	Increase	SA
LDP Objectives: ii, iii, iv, v, vii, viii, x, xi, xii, xiii		
SA Objectives: 1, 3, 5, 6, 7, 9, 10, 12, 14, 15		

Policy N2 - Natural Environment and Biodiversity

Indicators	Targets	Source
Number, area and condition of areas of biodiversity and geological importance including international, national, regional and locally designated sites	No net loss of areas of biodiversity importance 95% of SSSI are favourable or in a recovering condition (National PSA target)	COI, SA
BAP species and habitats	Increase in extent and number	SA
Area of ancient woodland	Maintain	SA
Area of created inter-tidal habitat	Increase	SA
LDP Objectives: ii, iii, iv, v, vi, vii, viii, x, xi, xii, xiii		
SA Objectives: 3, 7, 9, 10, 14, 16		

Policy N3 - Open space, Sport and Leisure

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Indicators	Targets	Source
Adult participation in sport	70% of population participats in 30 mins activity, 5 times a week by 2020 (Source: The Framework for Sport in England: A Vision for 2020)	Contextual
Hectares of accessible green space per 1,000 population	1ha accessible green space per 100 population	Local Indicator
Hectares of accessibile green space per 1,000 people	Maintain current level	SA
Participation in sport and active recreation	70% of population participants in 30 minutes activity, 5 ttimes a week by 2020 (Sport England)	SA
LDP Objectives: ii, iii, iv, v, vii, viii, x, xi, xii, xiii		
SA Objectives: 1, 3, 7		

Policy T1 - Sustainable Transport

Indicators	Targets	Source
New residential development within 30 minutes public transport time of: a) GP b) Primary Schools c) Secondary Schools d) Employment and major health centre	Increase	Local Indicator

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Indicators	Targets	Source
Percentage of development in rural areas within 800 metres or 13 minute walk of an hourly bus service.	Increase	Local Indicator
N/A	N/A	N/A
LDP Objectives: ii, iii, iv, v, vii, viii, x, xii, xiii, xiv		
SA Objectives: 1, 3, 4, 5, 6, 11, 12, 16		

Policy T2 - Accessibility

Indicators	Targets	Source
Number of applications permitted contrary to advice from ECC Highways	No applications approved contrary to advice from ECC Highways on accessibility ground	Local Indicator
LDP Objectives: ii, iii, iv, v, vii, viii, x, xii, xiii, xiv		
SA Objectives: 1, 2, 3, 4, 5, 6, 11, 12		

Policy I1 - Infrastructure and Services

Indicators	Targets	Source
Crime level	Decrease	Local Indicator
New provision of social infrastructure including schools and health facilities	Increase	Local Indicator
Provision & amount of planning gain secured through S106 agreements	No specific target	Local Indicator
Amount of CIL collected	No specific target	Local Indicator
LDP Objectives: ii, iii, iv, v, vi, vii, viii, ix, x, xi, xii, xiii, xiv		
SA Objectives: 1, 2, 3, 4, 5, 11, 12, 15		

Appendix 1: Glossary

Affordable Housing

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

Annual 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 is April to March.

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.

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 issues.

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 Area

An area of special architectural and/or historical interest, the character or appearance of which it is desirable to preserve or enhance. It is a recognition of the value of a group of buildings and their surroundings and the need to protect not just individual buildings but the character of the area as a whole.

Local Development Framework Core Strategy

The Local Development Framework Core Strategy previously 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.

Appendix 1: Glossary

East of England Plan

The East of England Plan is the regional spatial strategy (RSS) for the region which was prepared by the East England Regional Assembly. Provisions within the Localism Act give power to the Secretary of State to revoke the East of England Plan.

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.

Independent Examination

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

Issues and Options consultation

This was the first stage in the production of the Local Development Plan for the District.

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 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

The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. Once adopted the Local Development Plan will legally form part of the Development Plan for the District, superseding the Replacement Local Plan (2005). The Local Development Plan incorporates Core Strategy, Site Allocations and Development Management policies in one Development Plan document.

Local Wildlife Sites (LoWS)

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.

Neighbourhood Development Order

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.

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.

Saved Plan or Saved Policies

The Planning and Compulsory Purchase Act allows for existing plans or policies to be “saved”; that is they will remain a material consideration as part of the development plan.

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.

Appendix 1: Glossary

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 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.

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.

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.

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Appendix 3: Sustainability Objectives

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: LDP Policies

Local Development Plan Policies

S1 Sustainable Development

S2 Strategic Growth

S3 Place Shaping

S4 Central Area Policy

S5 Settlement Hierarchy

S6 Development in the Countryside

D1 Design Quality and Built Environment

D2 Climate Change and Environmental Impact of New Development

D3 Conservation and Heritage Assets

D4 Renewable and Low Carbon Energy Generation

D5 Flood Risk

E1 Existing Employment Uses

E2 Retail Provision

E3 Village Shops and Services

E4 Agriculture and Rural Diversification

E5 Tourism

E6 Skills, Training and Education

H1 Affordable Housing

H2 Housing Mix

H3 Accommodation for 'Specialist' Needs

H4 Effective Use of Land

H5 Rural Exception Schemes

Appendix 4: LDP Policies

- H6 Provision for Travellers
- H7 Agricultural and Essential Workers Accommodation
- H8 Provision for Houseboats
- N1 Green Infrastructure Network
- N2 Natural Environment and Biodiversity
- N3 Open Space, Sport and Leisure
- T1 Sustainable Transport
- T2 Accessibility
- I1 Infrastructure and Services

Appendix 5: Previous Consultation

Appendix 5: Previous Consultation

Date	Event	Promotion	Who were consulted
Autumn 2005	A new planning system for the Maldon District (LDF)	MD Courier	All householders / web site
Mar 2007	Core Strategy Issues & Options 1 - Facing the Future	Consultation / Questionnaire / Road Shows / MD Courier	All consultees / public / all householders / web site
Sept / Dec 2007	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
Spring 2008	Facing the Future!	MD Courier	All householders / web site
Sept 2008	Assessment of Potential Development	Call for Sites	All consultees / development control's agents
Winter 2008	LDF What will Maldon District be like by 2021?	MD Courier	All householders / web site
Jan 2009	Central Area Action Plan	Workshop	Members / English Heritage / LSP Steering Group
Spring 2009	LDF What will the Maldon District be like by 2021?	MD Courier	All householders / web site
Apr 2009	Core Strategy Development Plan Document	Consultation	All consultees / Maldon District Business Club
May 2009	Core Strategy Preferred Options	Workshops	Parish and town councils / LSP Steering Group
Nov 2009	Maldon District LDF - Revised Timetable	Update	All consultees except Members and parish councils
Winter 2009	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 councils
2010 Jun	Viability Study (Three Dragons)	Workshop	Agents / officers / ECC / district councillors

Appendix 5: Previous Consultation

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
Oct 2011	Delivering a Shared Common Spatial Vision	PAS Planning Advisory Service Workshop	Members / stakeholders
Oct 2011	Delivering a Shared Common Spatial Vision - North West Area	Planning Advisory Service Workshop	Parish councils
Oct 2011	Delivering a Shared Common Spatial Vision - South East Area	Planning Advisory Service Workshop	Parish councils
Nov 2011	Delivering a Shared Common Spatial Vision - Central Area	Planning Advisory Service Workshop	Parish councils
Autumn 2011	Planning the Future of the Maldon District Local Development Plan Update	MD Courier	Web site
Nov 2011	LDP - Spatial Planning Update	Workshop	Parish / town councils
Dec 2011	Agents Forum - Local Development Plan Update and Pre applications	Seminar	Agents
Jan 2012	Housing Growth Scenario Consultation Workshops	Workshops x 3	Parishes / stakeholders / community groups / agents / District Councillors
Jan / Feb 2012	Infrastructure Planning	Workshops	Key stakeholders including infrastructure providers / Parish / town councils
Mar / Apr 2012	Maldon District Local Development Plan Sustainability Appraisal Scoping Report	Consultation	Statutory bodies
Spring 2012	Planning the future of the Maldon District - Local Development Plan Update	MD Courier	Web site
Apr 2012	Local Development Plan Update and Neighbourhood Planning	Workshops	Parish / town councils
May 2012	LDP Developer Forum	Meeting	ATLAS / officers / Members / developers

Appendix 6: Requirements for Local Traveller Provision

Appendix 6: Requirements for Local Traveller Provision

RSS requirements: The RSS stated that there were 39 authorised pitches in the District in 2006, and allocated a minimum additional pitch requirement of 15 between 2006 and 2011. It stated that beyond 2011, provision should be made for an annual 3% compound increase in residential pitches, which would require the District to provide 16 additional pitches by 2021.

(EERA, 2009)

GTAA requirements: The GTAA stated that there were 52 authorised pitches in the District in 2008. It identified that and there was a need for an additional 17 pitches by 2021.

(Fordham, 2009)

GTAA Traveller Pitch Need Assessment 2008-2013 and 2014-19

		GTAA Maldon DC Assessment (2008-2013)	Maldon DC 2014 update (2014-2019)
1	Current occupied authorised residential pitches	52	47*
Current residential supply			
2	Number of unused residential pitches available	8	7
3	Number of existing pitches expected to become vacant through mortality	1	0.9
4	Number of households on sites expected to leave the area in the next five years	0.3	0.3
5	Number of households on sites expected to move into housing in the next five years	1.4	1.3
6	Residential pitches planned to be built or to be brought back into use 2008-2013	0	0
7	Additional supply generated by movement within the stock	10.6	9.8
Total supply		21.3	19.3
Current residential need from sites			

Appendix 6: Requirements for Local Traveller Provision

		GTAA Maldon DC Assessment (2008-2013)	Maldon DC 2014 update (2014-2019)
8	Households sharing pitches causing overcrowding	12.8	11.6
9	Existing households on pitches moving and requiring pitches in the area	3.3	3.2
10	Existing households on unauthorised sites requiring pitches in the area	0	0
11	Existing households on overcrowded pitches requiring pitches in the area	7.3	6.6
12	New households forming on sites requiring pitches	6.2	6.2
13	Households expected to arrive from elsewhere	0.3	0.3
Total gross requirement		29.9	27.9
Current residential need from housing			
14	Existing households in housing moving and requiring pitches in the area	0.7	0.7
15	Households in overcrowded housing requiring pitches in the area	0.2	0.2
16	Households in housing requiring pitches	0.3	0.3
Total need		1.2	1.2
Balance of need and supply			
Total additional (five year) pitch requirement		9.8	19.8
Total number of pitches in five years		70	64

*N.B. The Council's monitoring data identified a total of 54 pitches of which 47 are actually implemented and occupied.

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