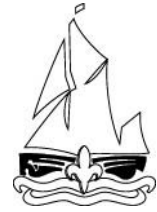


**CIRCULATED AT  
THE MEETING**



**REPORT of  
HEAD OF PLANNING SERVICES**

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to  
**PLANNING AND LICENSING COMMITTEE  
14 NOVEMBER 2013**

**URGENT ITEM OF BUSINESS**

**LOCAL DEVELOPMENT PLAN SOUTHMINSTER UPDATE**

**1. PURPOSE OF THE REPORT**

- 1.1 This matter is brought forward for consideration with the agreement of the Chairman of this Committee, as further Member consideration is required of the potential for Southminster to accommodate strategic growth through the Local Development Plan (LDP) prior to the finalisation of the emerging Local Development Plan.
- 1.1 The Committee will be aware that the Council has considered the growth potential of Southminster on a number of occasions previously through the Local Development Plan and Local Development Framework Core Strategy process. Whilst Southminster represents one of the larger settlements in the District, has known developer interest, land available for development (as demonstrated in the Strategic Housing Land Availability Assessment) and the village is served by a railway station and a range of local services and facilities, constraints exist which mean that Southminster has been discounted as a future location for strategic growth through the Local Development Plan process. However, some uncertainty has arisen in relation to the nature and extent of the constraints which exist in Southminster which requires the strategic growth potential of the village to be reconsidered.

**2. AREA FOR DECISION / ACTION**

- 2.1 The Maldon District Core Strategy Preferred Options (2009) identified Southminster as a location for limited growth in accordance with the strategic housing location strategy to concentrate growth within and around the key urban areas. Southminster was considered to have relatively good links compared to other rural villages, including a railway station, retail and employment facilities. However it was acknowledged that the existing sewerage network had limited capacity and accessibility to / from the settlement is more limited than Maldon, Heybridge and Burnham-on-Crouch. Potential locations for housing in Southminster would be subject to resolving infrastructure constraints and sustainability issues.
- 2.2 The Maldon Scoping Water Cycle Study was produced by Entec on behalf of Maldon District Council and Anglian Water in 2010. This document identifies that sewerage capacity in Southminster is limited. This indicates that the limited capacity of the Southminster wastewater treatment works is a major constraint to future growth. Although there are plans to increase the flow limit they should not be regarded as

providing headroom to accommodate any growth. The proposed flow increases have come to light as a result of an Anglian Water and Environment Agency compliance review and are required to better reflect the existing situation.

- 2.3 The Infrastructure Delivery Plan (Baseline) produced in 2012 indicated that sewerage capacity is a major constraint to development at Southminster. The treatment works is operating at capacity and there is limited scope for increasing capacity. Any new development would require a new Environment Agency flow consent, and investment may require approval from OFWAT (the Water Services Regulation Authority). There is a significant viability concern in respect of development at this location. In addition, further assessment of the highway capacity of Southminster would be required prior to any development being allocated at this location, and new development would place significant pressure on General Practitioner (GP) capacity locally. Education capacity, water and utilities supply, and flooding would only provide a limited constraint to future development.
- 2.4 The Local Development Plan Preferred Options identified Southminster as a possible location for growth, but this option was discounted because of significant infrastructure and environmental concerns, and most pressingly, due to the existing sewerage capacity constraints that would be extremely challenging to overcome.
- 2.5 In May 2013 representatives from Maldon District Council and Anglian Water met to further explore and clarify the constraints which exist in the District in relation to sewerage infrastructure to further inform the emerging LDP. The meeting concluded that the sewerage infrastructure constraints which exist at Southminster are significant, and it would therefore not be appropriate for the LDP to plan for strategic growth at this location within the plan period 2014 – 2029. The small amount of existing capacity which exists at the treatment works is already accounted for and will be used to service consented development in the future. Anglian Water are supportive of the direction of growth towards sustainable locations with existing available water recycling capacity and believe that growth in areas of existing capacity should be the preferred approach as opposed to locations where significant investment is needed and environmental constraints would need to be overcome. Anglian Water clearly indicated that they supported the stance taken by the Council in not proposing any strategic growth at Southminster through the LDP process. This supplemented the advice provided previously, including similar discussions which were held in September 2012.
- 2.6 Most recently, the Council again considered the option of growth at Southminster following the ‘growth capacity testing’ in relation to the LDP in July 2013, and concluded that the option of growth at Southminster (growth scenario 7) should again be discounted (Minute No. 185 refers). Growth at Southminster was discounted due to concerns in relation to the viability of improvements required to upgrade the sewerage network, in addition to the traffic and transport implications of growth at this location. Relevant documentation considered by the Council in relation to the growth capacity testing of Southminster in July 2013 is appended as **APPENDIX 1**. This includes responses from Anglian Water, the Environment Agency and Royal Haskoning (Sustainability Appraisal consultants).
- 2.7 In addition to the sewerage infrastructure and sewage treatment concerns, Southminster was also considered a less sustainable location for growth than Maldon,

Heybridge or Burnham-on-Crouch due to the relative isolation of the settlement and the need for considerable infrastructure upgrades to service an increased population. However Southminster does already benefit from direct access to the rail network, and the availability of some local services and facilities.

- 2.8 The Draft Local Development Plan produced in 2013 establishes the revised proposed spatial growth strategy for the future of the District to meet objectively assessed needs for housing. A fundamental objective of the Plan is to ensure that the District's strategic growth brings improvements to the quality of life for all. The Council's strategic approach is therefore based on the consideration of development capacity, the environmental and infrastructure constraints, land availability, local opportunities as well as advice received both from statutory and non-statutory bodies and organisations. It also takes into account consultation responses received. This has led to a strategy that has concentrated development on the District's main settlements namely Maldon, Heybridge and Burnham-on-Crouch. A small proportion of growth is also allocated to the District's rural villages to help to maintain sustainable rural communities. Policy S7 sets the parameters for growth in the villages.
- 2.10 Since the 'growth capacity testing' was undertaken, it has become apparent that the Southminster Water Recycling Centre (formerly referred to as sewage treatment works) has obtained an increased flow permit within the current Anglian Water investment programme. However, such increase is designed to address current flow issues and Anglian Water has not been able to confirm that there will be sufficient sewerage capacity in Southminster to allow for strategically planned growth through the LDP.
- 2.11 Anglian Water will continue to assess the available capacity at the Water Recycling Centre in Southminster, and will work with Maldon District Council to reconsider the issue of future capacity through subsequent reviews of the Local Development Plan.

### **3. IMPACT ON CORPORATE GOALS**

- 3.1 The draft LDP supports corporate goals which underpin the Council's vision for the District and in particular: protecting and shaping the District and balancing the future needs of the community and meeting the housing needs of the District.

### **4. IMPLICATIONS**

- (i) **Impact on Customers** – The production of a Local Development Plan will give additional opportunities for the local community to contribute to planning for the future of the District through public consultation and engagement. The publication of the Draft Local Development Plan gives greater certainty to the local community, stakeholders and service providers on the future planning strategy for the Maldon District. The endorsement of the Draft Local Development Plan has enabled the document to become a material consideration in the determination of planning applications, superseding the Local Development Plan Preferred Options document which was published in July 2012.

In the longer-term the adoption of the Local Development Plan will supersede the Maldon District Replacement Local Plan ‘saved policies’ as the Development Plan for the District. This will provide a clear and up to date spatial vision and policy framework for the District.

- (ii) **Impact on Equalities** – The progression of the Local Development Plan will help to provide sustainable and well planned communities which promote social cohesion and help to provide for the future needs of the local community.
- (iii) **Impact on Risk** – An up to date Local Development Plan is required in the District in accordance with the National Planning Policy Framework in order to enable the Council to strategically plan for future needs, growth and sustainable development, and provide an adequate five year supply of deliverable land for housing.

The National Planning Policy Framework states that due weight will need to be given to adopted Local Policies contained within existing plans, including the ‘saved policies’ of the Maldon District Replacement Local Plan, according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the National Planning Policy Framework, the greater the weight that may be given). From the day of publication decision makers may also give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan. Therefore, the progression of the Local Development Plan and the publication of the Draft LDP document will provide a more up to date local planning framework in order to safeguard the District against speculative development.

The progression of the Local Development Plan will enable the Council to take forward a plan-led approach in relation to the future provision for gypsies and travellers in the District in accordance with national policy.

- (iv) **Impact on Resources (financial)** – A delay in plan production or any significant change in emerging policy direction would be likely to require additional work or alterations to the evidence base which may have significant financial resource and time implications for the Council.
- (v) **Impact on Resources (human)** – None.
- (vi) **Impact on the Environment** – The Local Development Plan will enable the Council to promote sustainable development and safeguard the local environment in accordance with the local priorities for the District. The Local Development Plan is being subject to Sustainability Appraisal and Appropriate Assessment in accordance with the European Union (EU) directive on Strategic Environmental Assessment. An additional Sustainability Appraisal and Appropriate Assessment will be required on any revisions and additions made to the Plan in the future.

## 5. CONCLUSIONS

- 5.1 The potential for Southminster to accommodate strategic growth within the Local Development Plan has been further explored following further discussions with Anglian Water and the responses received to the Draft LDP consultation. Whilst Southminster does represent one of the largest villages in the District, includes access to a railway station and a range of local services and facilities, it remains relatively less accessible than the main settlements of Maldon, Heybridge and Burnham-on-Crouch. Planning for new development in Southminster as part of the LDP would require further evidence gathering and work to be undertaken to assess impacts which would delay the progression of the Plan. Significant infrastructure constraints exist which would mean that strategic development at Southminster is unlikely to be viable or sustainable through the LDP process.

## **6. RECOMMENDATION**

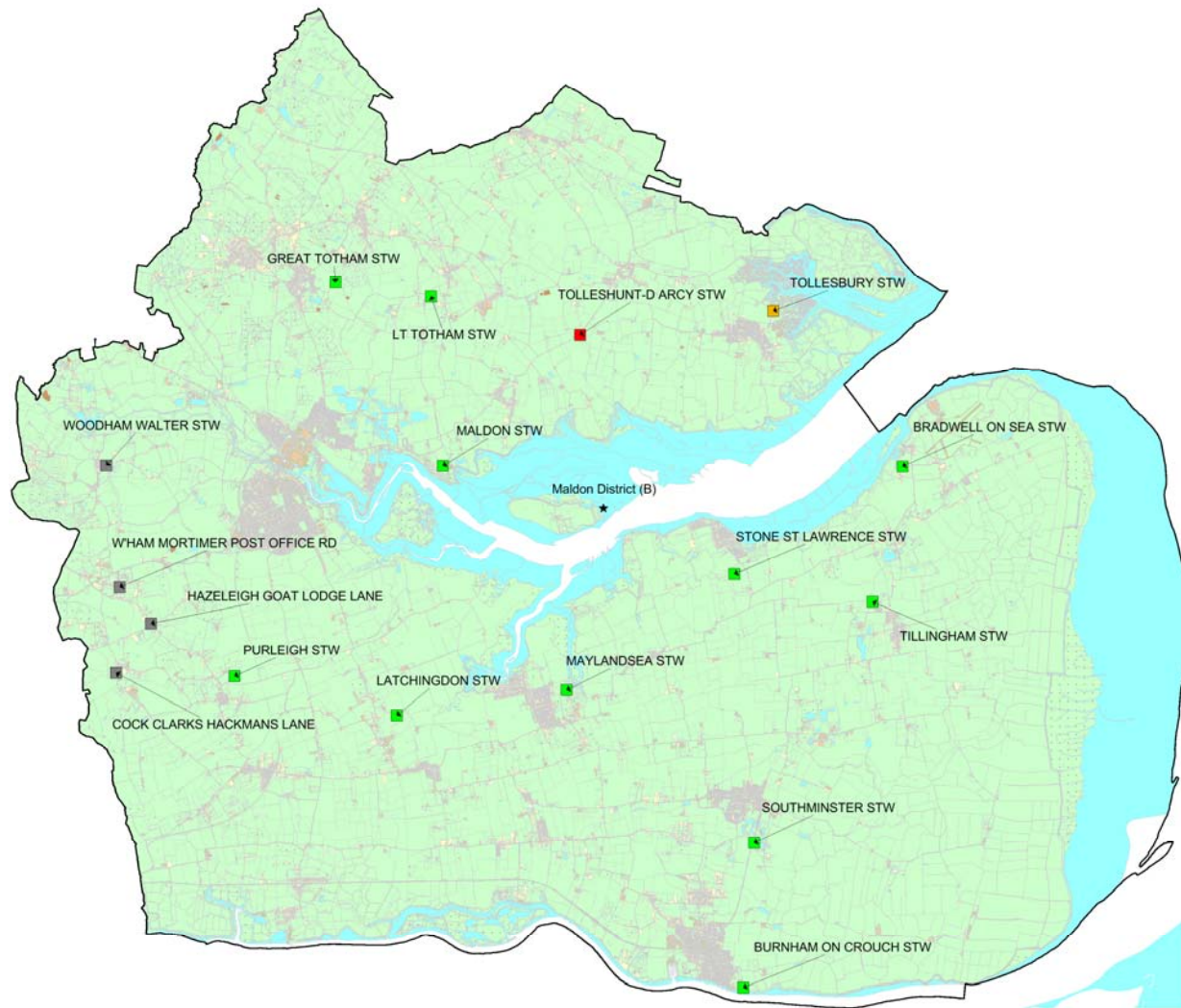
That Southminster continues to be discounted as a location for strategic growth within the Local Development Plan due to the significant infrastructure constraints which continue to exist at that location, and the relatively poor accessibility and reduced sustainability in relation to the main settlements in the District which form the focus for the Council's spatial strategy for concentrated growth (Maldon, Heybridge and Burnham-on-Crouch).

### Background Papers:

Maldon District Draft Local Development Plan and associated evidence base (2013).

Enquiries to: David Coleman, Strategic Planning Policy Manager, (Tel: 01621 876283).

# MALDON DISTRICT COUNCIL – LDF CONSULTATION



## Key – current status with no growth

- No capacity
- Limited capacity
- Capacity available
- Very small package WwTW Limited capacity

## Growth sites:

### Maldon

- Served by Maldon WwTW
- Lofts Farm
  - North Heybridge
  - Scraley Road
  - Holloway Road
  - Limebrook Way
  - Wycke Hill (Dartmouth Park Estate)
  - Wycke Hill (Linden Homes)

### North Fambridge

- Served by Latchingdon WwTW
- Land west of North Fambridge

### Burnham-on-Crouch

- Served by Burnham-on-Crouch WwTW
- Land North of Maldon Road

### Southminster

- Served by Southminster WwTW
- Pantile Hill
  - New Moor Farm

## Treatment Works - (approx. available capacity (props))

Gt Totham – 400 props;	Lt Totham – 20 props;	Tolleshunt D’Arcy – 0 props;	Tollesbury – 10 props;
Maldon – 4000 props;	Bradwell-on-Sea – 10 props;	Stone St Lawrence – 80 props;	Tillingham – 50 props;
Latchingdon – 190 props;	Maylandsea – 1000 props;	Southminster – 120 props;	Burnham-on-Crouch – 1000 props;
Purleigh – 100 props;			

(WwTW - Waste Water Treatment Works)

## Tai Tsui

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**From:** Tai Tsui  
**Sent:** 03 July 2013 11:34  
**To:** Tai Tsui  
**Subject:** FW: Maldon Local Development Plan - Growth Capacity Testing

**From:** Bull Sue [<mailto:sBull@anglianwater.co.uk>]  
**Sent:** 02 July 2013 14:56  
**To:** Tai Tsui  
**Subject:** RE: Maldon Local Development Plan - Growth Capacity Testing

Dear Tai

Information provided is for the purposes of this exercise, i.e. looking at strategic growth and allocation in Maldon Local Plan . Anglian Water would not expect to see or comment on planning applications for minor development; the additional flows from one or two dwellings would be negligible.

Regards  
Sue

SEWAGE TREATMENT WORKS (STW)	SETTLEMENT
MAYLANDSEA STW	ALTHORNE
SOUTHMINSTER STW	ASHELDHAM
BRADWELL ON SEA STW	BRADWELL ON SEA
BURNHAM ON CROUCH STW	BURNHAM ON CROUCH
LATCHINGDON STW	COLD NORTON
TILLINGHAM STW	DENGIE
MALDON STW	GOLDHANGER
GREAT TOTHAM STW	GREAT BRAXTED
GREAT TOTHAM STW	GREAT TOTHAM
MALDON STW	HEYBRIDGE
MALDON STW	LANGFORD
LATCHINGDON STW	LATCHINGDON
GREAT TOTHAM STW	LITTLE BRAXTED
LT TOTHAM STW	LITTLE TOTHAM
MALDON STW	MALDON
MAYLANDSEA STW	MAYLAND
LATCHINGDON STW	MUNDON
LATCHINGDON STW	NORTH FAMBRIDGE
PURLEIGH STW	PURLEIGH & COCK CLARKS
SOUTHMINSTER STW	SOUTHMINSTER
STONE ST LAWRENCE STW	ST LAWRENCE
MAYLANDSEA STW	STEEPLE
LATCHINGDON STW	STOW MARIES
TILLINGHAM STW	TILLINGHAM
TOLLESBURY STW	TOLLESBURY
TOLLESHUNT-D ARCY STW	TOLLESHUNT DARCY
TIPTREE STW	TOLLESHUNT KNIGHTS
LT TOTHAM STW	TOLLESHUNT MAJOR
GREAT TOTHAM STW	WICKHAM BISHOPS
WOODHAM WALTER STW	WOODHAM WALTER

## **Maldon District LDP 2014 – 2029 Growth Capacity Testing**

### **1. Are there existing identified infrastructure / environmental constraints? What will be the maximum level of additional growth that can be accommodated under existing infrastructure capacity (including projected upgrades)?**

We would encourage your council to revisit your evidence base, in particular your Water Cycle Study in order to robustly answer this question.

The main environmental constraints arise from meeting the requirements of the Water Framework Directive, including the Habitats Directive, in the receiving waters of the waste water treatment works that serve the proposed growth. Of particular concern is growth in the catchments of STW that are nearing permitted flow capacity (and therefore will need a flow increase during the plan period), particularly where they discharge to sensitive environments.

Whilst it may be helpful to have an absolute figure for the additional growth that can be accommodated to guide the planning process, it is very difficult to provide as the outstanding capacity of a works is dependant on so many different factors, including future behaviours. Anglian Water Services Ltd monitor and report on their STWs within the parameters of the permit issued. Whilst this monitoring falls outside the planning process, this is considered sufficient to assess capacity on an annual basis, and it is this (along with other sources of information) which is used by Anglian Water Services Ltd and us to advise councils and to inform water company Asset Management Planning and potential investment.

Notwithstanding the above, in light of the information currently available there is concern regarding the growth proposed for North Fambridge and Southminster. As previously highlighted, the construction of a new treatment plant to serve growth in North Fambridge would not be looked upon favourably. Further, the capacity of the local Latchingdon STW and Southminster STW should be regarded as being at capacity, and providing additional capacity to accommodate growth in the short term may be a constraint. It is therefore important that any growth is suitably phased to ensure adequate infrastructure is in place prior to connection.

Maldon STW is thought to be nearly at capacity, however there are fewer concerns here, and there are no known capacity issues with the works serving Burnham on Crouch.

### **2. What are, if any, the development quantum thresholds (or trigger points) for future infrastructure delivery?**

Please see our comments to (1).

### **3. If a shortfall is identified in terms of infrastructure capacity, are there any realistic mitigation measures, both on a growth area level and site specific level, which may help to overcome such a constraint? Where possible please provide us with details about the measures suggested including estimated costing and delivery timescale.**

Suitably phasing growth will enable the most cost effective infrastructure requirements to be identified and delivered. Encouraging developments that reduce water usage will also contribute towards ensuring the full quantum of growth can be delivered.



- 4. Given potential constraints, mitigation measures and site specific issues, will certain sites within a growth area be considered more suitable / deliverable than others within each of the growth option areas? Please explain your preference.**

We have no preference between sites within a growth area, however we would emphasise that growth in Southminster may be particularly constrained.

- 5. Are there any other area / site specific considerations which should be considered in relation to each growth options?**

We have no comments to make.

- 6. What technical studies may be required to further understand potential impacts and mitigation measures (including costs) for the growth options?**

It would be advisable for your council to update your Water Cycle Study, or at least bring together us with the water companies to discuss the issues and prepare a statement of common understanding. This should consider the implications of proposed growth in Chelmsford.

- 7. Where applicable, please validate or update on any previous advice MDC has received from you (Appendix 3).**

The advice we have previously provided is still relevant and valid.

#### **Specific Questions to Environment Agency**

- **Where possible, please specify any tidal and fluvial flood risk as well as potential mitigation measures and associated cost to individual sites in all of the growth options as identified in Appendix 1.**

We note the new sites listed within Table 1. However we have not received Appendix 1 and so we cannot provide specific comments with respect to tidal and fluvial flood risk and possible mitigation measures. That said the general advice and guidance on flood risk made in our letter of 28 August 2012 to your council is still relevant.

Note

To : Tai Tsui, David Coleman  
From : Emma Mundy  
Date : 24 June 2013  
Copy : Matthew Hunt  
Our reference : 9X1918/N00003/303653/PBor

**Subject : Maldon Growth Capacity Testing Sustainability Appraisal**

## INTRODUCTION

This note outlines the Sustainability Appraisal (SA) undertaken for the additional target and specific growth areas identified by Maldon District Council. The total number of housings to be delivered within the District has increased and there is now a shortfall of 700 dwellings between the objectively assessed need and what is identified within the draft plan. These growth areas are to provide 700 extra dwellings to meet the revised housing land supply targets set within the Maldon District Local Plan.

A detailed assessment against the SA objectives has been undertaken for each of the 7 growth areas (G01 –G07) using information from Policy S2 to provide a baseline. This assessment is presented in Tables 1 to 7 below. Where specific issues for the sites which comprise the growth areas arise, these have also been highlighted in the summary assessment table (Table 8) and accompanying text.

The assessment and comments offered are strategic and would benefit from information on infrastructure and service provision.

The key for the assessment tables is as follows:

Symbol	Meaning/Score
+++	Major positive impact
++	Moderate positive impact
+	Minor positive impact
0	Neutral/No impact
-	Minor negative impact
--	Moderate negative impact
---	Major negative impact

**Table 1: GO1 (North Heybridge)**

SA/SEA Objectives		Description of Effect	Scale of Effect			Recommendations/comments
			ST	MT	LT	
<b>Social</b>						
1	To maintain and improve accessibility to services and facilities for all sectors of the community.	The provision of housing close to the District's main settlements will ensure suitable access for all the community. Local pressures on services and facilities may occur from increased development at Heybridge.	+	++	++	Confirmation of sustainable levels of service provision is required.
2	To provide and maintain an adequate level of good quality affordable housing of appropriate size, tenure, mix and location to meet local needs.	The extra provision of housing in the strategic growth areas will help to meet the housing needs of the District.	+	+	+	
3	To promote healthier lifestyles, improve levels of health and well-being.	Overall, the option would be located in a more developed area with better access to existing formal recreational and health facilities. However development at Site H4 would result in an impact to existing recreational areas.	+	+	+	
4	To reduce rural isolation and social exclusion geographically and demographically through encouraging viable and vibrant communities.	Reinforces growth around Maldon and Heybridge which could increase the impression of rural isolation throughout the rest of the District. It does not actively address rural isolation.	-	-	-	
5	To maintain and improve public transport provision, promote sustainable modes of transport and reduce journey miles undertaken by car.	The provision of extra housing near Heybridge will result in the reduction in the length of future journeys and the potential for increased usage of sustainable transport.	++	++	++	
<b>Environmental</b>						
6	To protect and enhance the local townscape, heritage assets and their settings.	No obvious direct effects.	0	0	0	

SA/SEA Objectives		Description of Effect	Scale of Effect			Recommendations/comments
			ST	MT	LT	
7	To protect and enhance biodiversity and important wildlife habitats.	Increased development near the upper section of the Blackwater Estuary has the potential to put additional pressure on the designated sites	-	-	-	Potential impacts considered and mitigated by ensuring appropriate infrastructure (e.g. water management).
8	To protect quality and levels of local water resources.	No obvious direct effects.	0	0	0	
9	To minimise the risk and hazards of flooding by adapting to the impacts of climate change, including sea level rise.	No obvious direct effects.	0	0	0	
10	To ensure efficient use of land and protect geodiversity, soil quality and mineral resources.	The further development of land directly adjacent to Heybridge will ensure the efficient use of land.	+	+	+	
11	To reduce emissions of greenhouse gases.	The provision of housing close to Heybridge has the potential to reduce greenhouse gas emissions from transport as alternative modes of transport will be readily available.	+	+	+	
12	To maintain air quality levels in line with national and/or WHO targets.	The increase in housing near North Heybridge that potential to cause localised air quality issues around Maldon and Heybridge.	-	-	-	
13	To reduce natural resource consumption.	No obvious direct effects.	0	0	0	
14	To maintain and enhance the quality of the countryside and local landscape character.	The focus of development immediately adjacent to settlement boundaries is likely to maintain the existing landscape character.	+	+	+	
<b>Economic</b>						
15	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	An increase in housing in North Heybridge may improve the local economy as it will increase the potential workforce for employers in the more urbanised areas.	+	+	+	

SA/SEA Objectives		Description of Effect	Scale of Effect			Recommendations/comments
			ST	MT	LT	
16	To develop and support sustainable tourism within the District.	No obvious direct effects.	0	0	0	
17	To support employment diversity to create jobs that matches the skills profile for the local population.	No obvious direct effects.	0	0	0	

**Table 2: GO2 (South Maldon)**

SA/SEA Objectives		Description of Effect	Scale of Effect			Recommendations
			ST	MT	LT	
<b>Social</b>						
1	To maintain and improve accessibility to services and facilities for all sectors of the community.	The provision of housing close to the District's main settlements will ensure suitable access for all the community. Local pressures on services and facilities may occur from increased development at Maldon.	+	++	++	Confirmation of sustainable levels of service provision is required.
2	To provide and maintain an adequate level of good quality affordable housing of appropriate size, tenure, mix and location to meet local needs.	The provision of additional housing in the strategic growth areas will help to meet the housing needs of the District.	+	+	+	
3	To promote healthier lifestyles, improve levels of health and well-being.	The option would be located in a more developed area with better access to formal recreational and health facilities.	+	+	+	
4	To reduce rural isolation and social exclusion geographically and demographically through encouraging viable and vibrant communities.	Reinforces growth around Maldon which could increase the impression of rural isolation throughout the rest of the District. It does not actively address rural isolation.	+	+	+	

SA/SEA Objectives		Description of Effect	Scale of Effect			Recommendations
			ST	MT	LT	
5	To maintain and improve public transport provision, promote sustainable modes of transport and reduce journey miles undertaken by car.	The provision of extra housing near Maldon will result in the reduction of journeys and the potential for increased usage of sustainable transport of working from home facilities.	++	++	++	
<b>Environmental</b>						
6	To protect and enhance the local townscape, heritage assets and their settings.	No obvious direct effects.	0	0	0	
7	To protect and enhance biodiversity and important wildlife habitats.	No obvious direct effects.	0	0	0	
8	To protect quality and levels of local water resources.	No obvious direct effects.	0	0	0	
9	To minimise the risk and hazards of flooding by adapting to the impacts of climate change, including sea level rise.	No obvious direct effects.	0	0	0	
10	To ensure efficient use of land and protect geodiversity, soil quality and mineral resources.	The further development of land directly adjacent to Maldon will ensure the efficient use of land resource.	+	+	+	
11	To reduce emissions of greenhouse gases.	The provision of housing close to Maldon has the potential to reduce transport related greenhouse gas emissions as alternative modes of transport will be readily available.	+	+	+	
12	To maintain air quality levels in line with national and/or WHO targets.	The increase of housing near Maldon has the potential to cause localised air quality issues.	-	-	-	
13	To reduce natural resource consumption.	No obvious direct effects.	0	0	0	
14	To maintain and enhance the quality of the countryside and local landscape character.	The focus of development immediately adjacent to settlement boundaries is likely to maintain the existing landscape character across the District.	+	+	+	

SA/SEA Objectives		Description of Effect	Scale of Effect			Recommendations
			ST	MT	LT	
<b>Economic</b>						
15	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	An increase in housing in the main settlements may improve the local economy as it will increase the potential workforce for employers.	+	+	+	
16	To develop and support sustainable tourism within the District.	No obvious direct effects.	0	0	0	
17	To support employment diversity to create jobs that matches the skills profile for the local population.	No obvious direct effects.	0	0	0	

**Table 3: GO3 (Burnham-on-Crouch)**

SA/SEA Objectives		Description of Effect	Scale of Effect			Recommendations
			ST	MT	LT	
<b>Social</b>						
1	To maintain and improve accessibility to services and facilities for all sectors of the community.	The provision of housing close to the District's main settlements will ensure suitable access for all the community. Local pressures on services and facilities may occur from increased development at Burnham-on-Crouch.	+	++	++	
2	To provide and maintain an adequate level of good quality affordable housing of appropriate size, tenure, mix and location to meet local needs.	The provision of housing in the strategic growth areas supports meeting the housing needs of the District.	+	+	+	
3	To promote healthier lifestyles, improve levels of health and well-being.	The option would be located in a more developed area with better access to formal recreational and health facilities.	+	+	+	

SA/SEA Objectives		Description of Effect	Scale of Effect			Recommendations
			ST	MT	LT	
4	To reduce rural isolation and social exclusion geographically and demographically through encouraging viable and vibrant communities.	The further provision of housing at Burnham-on-Crouch will help to reduce rural isolation across the District by creating a larger settlement in the south east of the District.	+	+	++	
5	To maintain and improve public transport provision, promote sustainable modes of transport and reduce journey miles undertaken by car.	No obvious direct effects.	0	0	0	
<b>Environmental</b>						
6	To protect and enhance the local townscape, heritage assets and their settings.	The large expansion of Burnham-on-Crouch has the potential to impact the settlements townscape.	-	-	-	
7	To protect and enhance biodiversity and important wildlife habitats.	The development of housing directly adjacent to the settlement boundary will help to maintain the important biodiversity features of the District.	+	+	+	
8	To protect quality and levels of local water resources.	The increase in development is likely to have some additional demand on water quality and usage.	-	-	-	
9	To minimise the risk and hazards of flooding by adapting to the impacts of climate change, including sea level rise.	No obvious direct effects.	0	0	0	
10	To ensure efficient use of land and protect geodiversity, soil quality and mineral resources.	The further development of land directly adjacent to Burnham-on-Crouch will ensure the efficient use of land.	+	+	+	
11	To reduce emissions of greenhouse gases.	An increase in residential development at Burnham-on-Crouch could result in increased travel associated with moving around the District and travelling to other key settlements such as Maldon and Heybridge.	-	-	-	



SA/SEA Objectives		Description of Effect	Scale of Effect			Recommendations
			ST	MT	LT	
12	To maintain air quality levels in line with national and/or WHO targets.	No obvious direct effects.	0	0	0	
13	To reduce natural resource consumption.	No obvious direct effects.	0	0	0	
14	To maintain and enhance the quality of the countryside and local landscape character.	The focus of development within settlement boundaries is likely to maintain the existing landscape character.	+	+	+	
<b>Economic</b>						
15	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	An increase in housing in the main settlements may improve the local economy as it will increase the potential workforce for employers.	+	+	+	
16	To develop and support sustainable tourism within the District.	No obvious direct effects.	0	0	0	
17	To support employment diversity to create jobs that matches the skills profile for the local population.	No obvious direct effects.	0	0	0	

**Table 4: GO4 (Rural Allocations)**

SA/SEA objectives		Description of Effect	Scale of Effect			Recommendations
			ST	MT	LT	
<b>Social</b>						
1	To maintain and improve accessibility to services and facilities for all sectors of the community.	The increase in housing throughout the rural settlements will maintain access to existing facilities and services.	+	+	+	Confirmation of sustainable levels of service provision is required.
2	To provide and maintain an adequate level of good quality affordable housing of appropriate size, tenure, mix and location to meet local needs.	The further provision of housing will help to meet the wider housing needs of the District, especially those not within the main settlements.	+	+	+	
3	To promote healthier lifestyles, improve levels of health and well-being.	The spread of development across a number of settlements is unlikely to improve healthier lifestyles through access to recreational areas.	-	-	-	
4	To reduce rural isolation and social exclusion geographically and demographically through encouraging viable and vibrant communities.	Further development in the smaller settlements in the District could increase the sense of rural isolation across the wider area.	-	-	-	
5	To maintain and improve public transport provision, promote sustainable modes of transport and reduce journey miles undertaken by car.	No obvious direct effects.	0	0	0	
<b>Environmental</b>						
6	To protect and enhance the local townscape, heritage assets and their settings.	The spread of development throughout a large number of settlements will help to limit the impact on individual villages.	+	+	+	
7	To protect and enhance biodiversity and important wildlife habitats.	The development of housing throughout the rural settlements may impact the rural features and habitats in this area.	+	+	0	
8	To protect quality and levels of local water resources.	The spread of development across a number of small settlements has the potential to put increased pressure on local water resources and limit the ability to upgrade infrastructure.	-	-	-	
9	To minimise the risk and hazards of flooding by adapting to the impacts of climate change, including sea level rise.	No obvious direct effects.	0	0	0	
10	To ensure efficient use of land and protect geodiversity, soil quality and mineral resources.	The further provision of housing on the boundary of existing settlements is considered to be an effective use of land.	+	+	+	
11	To reduce emissions of greenhouse gases.	An increase in residential development throughout the District could result in increased travel associated with moving around the wider area and traveling to the	-	-	-	

		main settlements.				
12	To maintain air quality levels in line with national and/or WHO targets.	No obvious direct effects.	0	0	0	
13	To reduce natural resource consumption.	No obvious direct effects.	0	0	0	
14	To maintain and enhance the quality of the countryside and local landscape character.	Development within the boundaries of existing settlements and where numbers are spread throughout a large number of settlements will help to maintain existing landscape character.	+	+	+	
<b>Economic</b>						
15	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.	An increase in housing throughout the District may improve the local economy as it will increase the potential workforce for employers.	+	+	+	
16	To develop and support sustainable tourism within the District.	An increase in development throughout the District could improve the potential for District-wide tourism ventures.	+	+	+	
17	To support employment diversity to create jobs that match the skills profile for the local population.	No obvious direct effects.	0	0	0	

**Table 5: GO5 (North Farnbridge)**

SA/SEA objectives		Description of Effect	Scale of Effect			Recommendations
			ST	MT	LT	
<b>Social</b>						
1	To maintain and improve accessibility to services and facilities for all sectors of the community.	The creation of a larger settlement will likely support the development of service provision in that area of the District over time.	+	+	++	
2	To provide and maintain an adequate level of good quality affordable housing of appropriate size, tenure, mix and location to meet local needs.	The creation of a larger settlement will include the provision of a mix of housing to suit local needs.	+	+	++	
3	To promote healthier lifestyles, improve levels of health and well-being.	The option would be located in a developed area with access to formal recreational and health facilities, although the larger increase in the population is likely to put pressure on existing facilities.	-	-	-	
4	To reduce rural isolation and social exclusion geographically and demographically through encouraging viable and vibrant communities.	The creation of a larger settlement close to an existing area of development and near a rail line is likely to reduce rural isolation and create a viable community	+	+	+	
5	To maintain and improve public transport provision, promote sustainable modes of transport and reduce journey miles undertaken by car.	No obvious direct effects.	0	0	0	
<b>Environmental</b>						
6	To protect and enhance the local townscape, heritage assets and their settings.	The larger increase in dwellings at one settlement is likely to impact on the existing townscape.	-	-	-	
7	To protect and enhance biodiversity and important wildlife habitats.	No obvious direct effects.	0	0	0	
8	To protect quality and levels of local water resources.	The large increase in housing at one settlement has the potential to put increased pressure on local water resources.	-	-	-	
9	To minimise the risk and hazards of flooding by adapting to the impacts of climate change, including sea level rise.	No obvious direct effects.	0	0	0	
10	To ensure efficient use of land and protect geodiversity, soil quality and mineral resources.	The further provision of housing on the boundary of existing settlements is considered to be an effective use of land.	+	+	+	
11	To reduce emissions of greenhouse gases.	Travel will still be required to connect to the rest of the District and the main settlements. In the long term, access to the railway may help to reduce greenhouse gas emissions.	-	-	-	

12	To maintain air quality levels in line with national and/or WHO targets.	No obvious direct effects.	0	0	0	
13	To reduce natural resource consumption.	No obvious direct effects.	0	0	0	
14	To maintain and enhance the quality of the countryside and local landscape character.	By developing around the boundary of an existing settlement, the landscape character of the surrounding area will be preserved.	+	+	+	
<b>Economic</b>						
15	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.	An increase in housing in North Fambridge may improve the local economy as it will increase the potential workforce for employers. In addition the creation of a larger settlement in the south could in the long term also benefit the local economy.	+	+	++	
16	To develop and support sustainable tourism within the District.	No obvious direct effects.	0	0	0	
17	To support employment diversity to create jobs that match the skills profile for the local population.	No obvious direct effects.	0	0	0	

**Table 6: GO6 (Latchingdon)**

SA/SEA Objectives		Description of Effect	Scale of Effect			Recommendations / comments
			ST	MT	LT	
<b>Social</b>						
1	To maintain and improve accessibility to services and facilities for all sectors of the community.	The large expansion of Latchingdon could have either a positive or negative impacts on accessibility to services depending on whether new development includes the provision of new facilities.	++/--	++/--	++/--	
2	To provide and maintain an adequate level of good quality affordable housing of appropriate size, tenure, mix and location to meet local needs.	The creation of a larger settlement will ensure the provision of a mix of housing to suit local needs.	+	+	+	
3	To promote healthier lifestyles, improve levels of health and well-being.	The large expansion of Latchingdon could have either a positive or negative impacts on the promotion of healthier lifestyles depending on whether new development includes the provision of new facilities.	++/--	++/--	++/--	
4	To reduce rural isolation and social exclusion geographically and demographically through encouraging viable and vibrant communities.	The creation of a larger settlement in the middle of the District will help to reduce rural isolation. The associated public transport improvements which might be expected, will help connect the rest of the District to the main settlements	++	++	++	
5	To maintain and improve public transport provision, promote sustainable modes of transport and reduce journey miles undertaken by car.	The creation of a large development around an existing settlement will enable the expansion of existing public transport and reduce reliance on cars, although travel will be required to the rest of the District.	+	+	+	
<b>Environmental</b>						
6	To protect and enhance the local townscape, heritage assets and their settings.	The large expansion of an existing small settlement is anticipated to significantly change the existing townscape.	--	--	--	
7	To protect and enhance biodiversity and important wildlife habitats.	No obvious direct effects.	0	0	0	

SA/SEA Objectives		Description of Effect	Scale of Effect			Recommendations / comments
			ST	MT	LT	
8	To protect quality and levels of local water resources.	No obvious direct effects.	0	0	0	
9	To minimise the risk and hazards of flooding by adapting to the impacts of climate change, including sea level rise.	Development at Latchingdon will be located outside of flood zones.	+	+	+	
10	To ensure efficient use of land and protect geodiversity, soil quality and mineral resources.	The expansion of Latchingdon using directly adjacent land is considered to be an efficient use of land.	+	+	+	
11	To reduce emissions of greenhouse gases.	Travel will still be required to connect to the rest of the District and the main settlements. In the long term access to the railway may help to reduce greenhouse gas emissions.	-	-	-	
12	To maintain air quality levels in line with national and/or WHO targets.	The increase of housing around the small village of Latchingdon could cause localised air quality issues.	-	-	-	
13	To reduce natural resource consumption.	No obvious direct effects.	0	0	0	
14	To maintain and enhance the quality of the countryside and local landscape character.	The large expansion of an existing small settlement is anticipated to significantly change the landscape character of the surrounding area.	--	--	--	
<b>Economic</b>						
15	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.	An increase in housing in Latchingdon may improve the local economy as it will increase the potential workforce for employers and create a larger settlement in the centre of the District which has good road links and is close to the rail line.	+	+	++	
16	To develop and support sustainable tourism within the District.	No obvious direct effects.	0	0	0	

SA/SEA Objectives		Description of Effect	Scale of Effect			Recommendations / comments
			ST	MT	LT	
17	To support employment diversity to create jobs that matches the skills profile for the local population.	No obvious direct effects.	0	0	0	



**Table 7: GO7 (Southminster)**

SA/SEA objectives		Description of Effect	Scale of Effect			Recommendations
			ST	MT	LT	
<b>Social</b>						
1	To maintain and improve accessibility to services and facilities for all sectors of the community.	The provision of housing an existing settlement will ensure suitable access for all the community. However, local pressures on existing services and facilities may occur from increased development.	+	+	++	Confirmation of sustainable levels of service provision is required.
2	To provide and maintain an adequate level of good quality affordable housing of appropriate size, tenure, mix and location to meet local needs.	The creation of a larger settlement at Southminster will ensure the provision of a mix of housing to suit local needs.	+	+	++	
3	To promote healthier lifestyles, improve levels of health and well-being.	The option would be located in a more developed area with better access to formal recreational and health facilities.	+	+	+	
4	To reduce rural isolation and social exclusion geographically and demographically through encouraging viable and vibrant communities.	The creation of a larger settlement close to an existing area of development and on the rail line is likely to reduce rural isolation and create a viable community	+	+	+	
5	To maintain and improve public transport provision, promote sustainable modes of transport and reduce journey miles undertaken by car.	No obvious direct effects.	0	0	0	
<b>Environmental</b>						
6	To protect and enhance the local townscape, heritage assets and their settings.	By developing around the boundary of an existing settlement, the townscape of Southminster will be largely preserved.	+	+	+	
7	To protect and enhance biodiversity and important wildlife habitats.	The provision of further housing at Southminster could put increased pressure on nearby biodiversity features.	-	-	-	
8	To protect quality and levels of local water resources.	The large increase in housing at one settlement has the potential to put increased pressure on local water resources.	-	-	-	
9	To minimise the risk and hazards of flooding by adapting to the impacts of climate change, including sea level rise.	No obvious direct effects.	0	0	0	
10	To ensure efficient use of land and protect geodiversity, soil quality and mineral resources.	The use of land directly adjacent to an existing settlement is considered to be an effective use of land.	+	+	+	
11	To reduce emissions of greenhouse gases.	Travel will still be required to connect to the rest of the District and the main settlements. In the long term	-	-	-	

		access to the railway may help to reduce greenhouse gas emissions.				
12	To maintain air quality levels in line with national and/or WHO targets.	No obvious direct effects.	0	0	0	
13	To reduce natural resource consumption.	No obvious direct effects.	0	0	0	
14	To maintain and enhance the quality of the countryside and local landscape character.	By developing around the boundary of an existing settlement, the landscape character of the surrounding area will be preserved.	+	+	+	
<b>Economic</b>						
15	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.	An increase in housing in Southminster may improve the local economy as it will increase the potential workforce for employers. In addition the creation of a larger settlement in the south could in the long term also benefit the local economy.	+	+	++	
16	To develop and support sustainable tourism within the District.	No obvious direct effects.	0	0	0	
17	To support employment diversity to create jobs that match the skills profile for the local population.	No obvious direct effects.	0	0	0	



## Option summary

### GO1

Development to the north of Heybridge will be able to utilise existing services, facilities, open spaces and public transport. This will result in an associated decrease in greenhouse gas emissions. There are opportunities for higher density development which can ensure that a housing mix is provided, although there may also be local air quality issues as a result.

However, the expansion of one of the main settlements may also reinforce the sense of rural isolation in the rest of the District. There is also the potential for increased pressure on the upper reaches of the Blackwater Estuary, causing disturbance to the features of the designated sites.

#### *Sites*

Development at Site H1 benefits from being part of the masterplan area and can ensure an efficient use of land whilst improving access to local services and facilities. However, impacts to the environment need to be considered, given the location of woodland close to the site.

Development at Site H4 could potentially have flood risk issues and will result in the loss of recreational areas, which will need to be provided elsewhere.

If Site BS1 is developed alone it has the potential to create an isolated settlement, disconnected from Heybridge and the wider District.

Sites BS1 and BS2 are close to water bodies and impacts to these features would need to be managed from both a water quality and ecological perspective.

### GO2

Development in this area will have similar impacts to that of GO1, given the proximity to one of the main settlements in the District, Maldon. The existing services, facilities and public transport will be available for use by the new population and these will have associated positive impacts on greenhouse gas emissions. The issue of rural isolation will still remain as development will be focused in an already developed area.

#### *Site*

There are opportunities to intensify the number of housings developed on Site M1 which would result in a more efficient use of land, although this could cause localised air quality issues. Overall, there is little difference between the selection of Site M1 or M2.

### GO3

Socially, increased development at Burnham-on-Crouch could enhance the area and help to spread development more equitably through the district. However, the maintenance of service provision is likely to be more difficult and would require new infrastructure to be provided to support the larger population. There could also be an impact on water resources and water quality as there are existing sewerage capacity issues which would need to be addressed. There is expected to be some economic benefit to the eastern areas of the District given this increase in development and access to the railway.

#### *Sites*

There are no additional impacts from any of the specific sites.

### GO4

Overall, there would be no significant benefits in respect of the sustainability objectives. Specifically the spread of development across a wide number of rural settlements would not reduce rural isolation. By dispersing growth across the District it is likely that maximum benefits will not be achieved. Dispersed growth makes it harder to develop a business case for infrastructure and service provision. Dependency on cars will remain unless there is an increase in public transport across the District. This use of cars will also have an associated effect on greenhouse gas emissions and natural resources.

- Judging from your conclusion for GO4 and GO5, can I assume that if we are to go down the rural

allocation route, it will be better to concentrated it in a smaller number of villages so to maximise sustainability?

#### **GO5**

This growth area would meet several of the social objectives and could have a positive impact on the local economy. The creation of a larger settlement away from the main settlements could improve rural isolation by providing a more accessible centre for facilities and services to be developed. Dependency on cars will remain unless there is an increase in public transport across the District. This use of cars will also have an associated effect on greenhouse gas emissions and natural resources. However, the existing railway link provides an alternative mode of transport for people travelling outside of the District.

#### *Sites*

There are no additional impacts from any of the specific sites.

#### **GO6**

The increased development will result in a significant population increase at Latchingdon and be a larger new development in the currently sparsely population centre of the District. This could have either a negative or positive impact in association with the social objectives, depending on the appropriate provision of services and facilities. However, given the central location of this settlement, rural isolation overall may be reduced. The relatively short distance from Latchingdon to settlements with rail links could decrease the length of car journeys and also provide economic benefits.

Given the size of the development, there will be a significant change to the townscape of Latchingdon and also to the wider landscape character. The large development will also affect other environmental objectives particularly those associated with greenhouse house emissions, air quality and the use of natural resources.

#### **GO7**

Increased development at Southminster could socially enhance the existing area and help to spread development more equitably through the District. However, the maintenance of service provision is likely to be more difficult as new infrastructure would need to be provided to maintain existing access levels. There could also be an impact on water resources and water quality as there are existing sewerage capacity issues which would need to be determined. The existing railway links could provide an alternative mode of transport for people in the new development areas. There is expected to be some economic benefit to the eastern areas of the District.

#### *Sites*

S4 would be located near to a Site of Special Scientific Interest (SSSI) and measures would need to be put in place to ensure that this site is not affected.