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HEAD OF PAID SERVICE'S OFFICE
HEAD OF PAID SERVICE
Richard Holmes

03 April 2019

Dear Councillor

You are summoned to attend the meeting of the;

PLANNING AND LICENSING COMMITTEE

on **THURSDAY 11 APRIL 2019** at **7.30 pm.**

in the Council Offices, Princes Road, Maldon.

A copy of the agenda is attached.

Yours faithfully

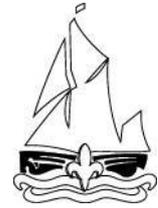


Head of Paid Service

COMMITTEE MEMBERSHIP	CHAIRMAN	Councillor Mrs P A Channer, CC
	VICE-CHAIRMAN	Councillor A K M St. Joseph
	COUNCILLORS	B S Beale MBE R G Boyce MBE M F L Durham, CC A S Fluker M R Pearlman R Pratt, CC S J Savage Mrs M E Thompson

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AGENDA
PLANNING AND LICENSING COMMITTEE
THURSDAY 11 APRIL 2019

1. **Chairman's notices (please see overleaf)**

2. **Apologies for Absence**

3. **Minutes of the last meeting** (Pages 5 - 40)

To confirm the Minutes of the meeting of the Committee held on 7 March 2019 (copy enclosed).

4. **Disclosure of Interest**

To disclose the existence and nature of any Disclosable Pecuniary Interests, other Pecuniary Interests or Non-Pecuniary Interests relating to items of business on the agenda having regard to paragraphs 6-8 inclusive of the Code of Conduct for Members.

(Members are reminded that they are also required to disclose any such interests as soon as they become aware should the need arise throughout the meeting).

5. **Public Participation**

To receive the views of members of the public on items of business to be considered by the Committee (please see below):

1. A period of ten minutes will be set aside.
2. An individual may speak for no more than two minutes and will not be allowed to distribute or display papers, plans, photographs or other materials.
3. Anyone wishing to speak must notify the Committee Clerk between 7.00pm and 7.20pm prior to the start of the meeting.

6. **Green Infrastructure Strategy Supplementary Planning Document** (Pages 41 - 302)

To consider the report of the Director of Strategy, Performance and Governance, (copy enclosed).

7. **Request to Seek Planning Permission, Burnham-on-Crouch** (Pages 303 - 308)

To consider the report of the Director of Service Delivery, (copy enclosed).

8. **Any other items of business that the Chairman of the Committee decides are urgent**

Reports for Noting

In accordance with the Council decision (Minute No. 542 refers), the following report is for noting and a copy has been placed in the Members' Room and on the I drive for Members' information.

- Planning Policy Update

NOTICES

Sound Recording of Meeting

Please note that the Council will be recording any part of this meeting held in open session for subsequent publication on the Council's website. At the start of the meeting an announcement will be made about the sound recording. Members of the public attending the meeting with a view to speaking are deemed to be giving permission to be included in the recording.

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Closed-Circuit Television (CCTV)

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**MINUTES of
PLANNING AND LICENSING COMMITTEE
7 MARCH 2019**

PRESENT

Chairman	Councillor Mrs P A Channer, CC
Vice-Chairman	Councillor A K M St. Joseph
Councillors	B S Beale MBE, R G Boyce MBE, A S Fluker, R Pratt, CC, S J Savage and Mrs M E Thompson

924. CHAIRMAN'S NOTICES

The Chairman drew attention to the list of notices published on the back of the agenda.

925. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor M R Pearlman.

926. MINUTES OF THE LAST MEETING

RESOLVED that the Minutes of the meeting of the Committee held on 24 January 2019 be approved and confirmed.

927. DISCLOSURE OF INTEREST

Councillor R Pratt disclosed a non-pecuniary interest as a Member of Essex County Council who were a consultee on a number of the reports due for consideration and any other matters arising which mentioned them.

Councillor S J Savage disclosed a non-pecuniary interest in Agenda Item 11 – Update on Planning Enforcement as he was a friend of one of the persons involved in an enforcement case detailed.

Councillor Mrs P A Channer disclosed a non-pecuniary interest in all matters as an Essex County Councillor and any matters pertaining to them.

928. PUBLIC PARTICIPATION

No requests had been received.

929. SECTION 106 AGREEMENTS - SIX MONTHLY UPDATE

The Committee considered the report of the Director of Strategy, Performance and Governance updating Members on Section 106 Agreements (S106) and a report considered by the Overview and Scrutiny Committee at its meeting on 27 February 2019.

The report provided details to demonstrate the Council's preparation in terms of monitoring S106, forecasting S106 income and preparing Project Initiation Documents (PIDs) for all projects. It was noted that regular meetings and communications were in place with all service managers and a communication channel between the Council, NHS England and Essex County Council (ECC) had been set up to ensure that all relevant information on S106 income was provided as soon as it became available. Officers had also requested that ECC set up an infrastructure delivery programme to Education and Highways for the District as the importance of encouraging and participating in regular meetings with external stakeholders was noted. This was to ensure that the District's key infrastructure was included and programmed for delivery as soon as funds became available.

A lengthy debate ensued, during which the following points were raised and where appropriate information provided by the Director of Strategy, Performance and Governance:

- Concern was raised regarding the allocation of some of the contributions detailed within Appendix 1 to the report and whether the use of these contributions was appropriate. In response the Director of Strategy, Performance and Governance advised that contributions were agreed through negotiation and linked to recommendations from statutory bodies who oversee such matters. He advised that what was reported could not be changed but Officers would look at how such contributions were dealt with in the future.
- Project H3 Provision of healthcare projects within the GP catchment area of Southminster (digitalisation of the records for the Trinity Medical Practice) - This project was discussed and reference was made to the S106 being for the provision of healthcare facilities in the village of Southminster and concern was raised regarding how this related to the digitalisation of medical records. In response, the Director of Strategy, Performance and Governance advised that the digitalisation was to free up space within the practice which could then be used to see additional patients.
- Project A6 Provision / maintenance of allotments in Burnham-on-Crouch – it was questioned whether the sum of £8,000 was sufficient for an allotment and its ongoing maintenance. The Director of Strategy, Performance and Governance advised he was happy to look at individual sums and would respond in writing to Members in respect of this.
- Some concern was raised regarding education and the provision of school places, in particular the need for ECC to review the cumulative impact of developments in the same areas rather than consider them individually. Reference was made to persons having moved into an area and being told no places were available in the local school and how other local schools which did have capacity had funding issues around recruiting new staff. Councillor Mrs Channer reported that ECC held meetings with planning portfolio holders, cabinet members, Committee Chairmen of Essex Authorities and lead officers

regarding matters to do with planning. The issue of responses from Education regarding School places looking at the cumulative impact had arisen and was being considered. The Director of Strategy, Performance and Governance reported that in addition, the Council was in discussion with the County Council to review its process and the way that figures were estimated to ensure that the correct schedule was in place. The Director of Strategy, Performance and Governance advised that a S106 would determine whether allocations in respect of education related to first occupation or prior to this.

- Reference was made to comments raised by the Overview and Scrutiny Committee when it considered the report on S106 at its last meeting. The Director of Strategy, Performance and Governance reported that the meeting took place following dispatch of the agenda for this meeting and that was why the Minutes with details of discussions that took place were not included with these papers.
- In response to further concern raised regarding Southminster GP Surgery as the lease on the current building was expiring, the Director of Strategy, Performance and Governance advised that the Council had regular meetings with the NHS and he agreed to raise this matter at the next meeting.

The Director of Strategy, Performance and Governance was requested to investigate and report back on:

- allocation of the community sum at Burnham-on-Crouch West;
- S106 monies from Thedhams farm which were to help provide a medical centre in Southminster and in addition, what could be done to assist the new building as the NHS had indicated it was not prepared to fund the services required in the new building.
- Whether the S106 monies relating to the Trinity GP practice, Mayland had been spent.

The Chairman of the Committee advised that in light of the queries raised by Members she would raise these with the Chairman of the Overview and Scrutiny Committee to highlight concerns raised by both Committees. The Director of Strategy, Performance and Governance advised that he could also raise matters with the Director of Resources who was the lead Director for the Overview and Scrutiny Committee. At this point the Chairman referred to Members reviewing the Minutes of the Overview and Scrutiny Committee.

In response to a question regarding consultation, the Director of Strategy, Performance and Governance highlighted the consultation process which had been undertaken in relation to S106 and agreed to circulate this to Members outside of the meeting.

Councillor R Pratt disclosed a non-pecuniary interest in this item of business as the Chairman of a Primary School in Burnham-on-Crouch.

The Committee asked that its thanks be conveyed to Mr Chowdhury, S106 / Community Infrastructure Levy Monitoring Officer for the huge amount of good work he had done on S106.

RESOLVED

- (i) that the contents of the report be noted;
- (ii) that the comments raised by Members (as set out above) be noted by Officers and responded to, where appropriate.

930. LOCAL DEVELOPMENT SCHEME 2019 - 2011

The Committee considered the report of the Director of Strategy, Performance and Governance seeking Members' agreement to update the Council's Local Development Scheme (LDS) (attached as Appendix 1 to the report). It was noted that the new scheme would replace that approved by the Council in February 2018 and consider the timetable for the progression of supplementary planning documents and other planning policy documents required to help delivery of the Local Development Plan (LDP) until 2021.

The report set out the Council's requirement under the Planning and Compulsory Purchase Act 2004 (as amended) to prepare and maintain a LDS which would set out the programme for the preparation of Local Development Documents, including Supplementary Planning Documents, as well as development briefs, evidence base documents and the Community Infrastructure Levy.

RESOLVED

- (i) That the contents of the Local Development Scheme be approved.

RECOMMENDED

- (ii) That the Local Development Scheme (attached as **APPENDIX 1** to these Minutes) be approved as the project plan for key planning policy documents until February 2021.

931. ECONOMIC DEVELOPMENT UPDATE

The Committee considered the report of the Director of Strategy, Performance and Governance providing an update to Members on key issues relating to Economic Development and an opportunity for feedback and input. Appendix 1 to the report provided an update on the activity of various economic development workstreams.

When presenting the report, the Director of Strategy, Performance and Governance advised that future reports would focus on the key strategic developments aligned to the new Corporate Plan.

In response to a question regarding the meaning of 'town centre commission' detailed in item 6.1 of the appendix to the report, the Director of Strategy, Performance and Governance advised that this was a phrase and referred to a committee / group / commission. He advised however, that this activity had been overtaken by the work of the Maldon and Heybridge Central Area Masterplan.

The Director of Strategy, Performance and Governance advised that a report on Tourism would be included in the next economic development update.

In response to a question regarding the Sense of Place Board, the Director of Strategy, Performance and Governance and Councillor Mrs P A Channer (who sat on the Board as Chairman of this Committee) provided Members with an update on the Board and the ongoing work to reinvigorate its work and improve its objectives which would also help the Council achieve its own objectives in terms of prosperity.

RESOLVED that the contents of the report be noted.

932. MALDON DISTRICT SKILLS STRATEGY

The Committee considered the report of the Director of Strategy, Performance and Governance seeking Members approval for the Maldon District Skills strategy (attached as Appendix A to the report), updated following a period of public consultation. Appendix B to the report provided a summary of the consultation responses and amendments made to the Skills Strategy.

The Skills Strategy sets out the skills challenges and the proposed actions to meet the skills needs of businesses, alongside maximising the opportunities for young people and those already in the labour market in the District between 2018 and 2023. The report sets out the objectives of producing the Strategy, its priorities and expected outcomes. The Chairman highlighted the importance of engaging with schools and that the Council should be looking to engage further with young people and primary schools to give them aspirations and highlight what would be available for the future.

In response to questions the Director of Strategy, Performance and Governance agreed to report back to the Committee on the following matters:

- the correlation between the working age population and over 65s approaching 29% of the population (as set out in section 1 of the appendix).
- How many over 65s were obliged to go out to work because of pensions being so low.

RESOLVED

- (i) That the Maldon District Skills Strategy, as updated following stakeholder and public consultation, be approved.

RECOMMENDED

- (ii) That the Maldon District Skills Strategy 2018 – 2023 (attached as **APPENDIX 2** to these Minutes), be adopted.

933. LOCAL DEVELOPMENT PLAN IMPLEMENTATION - MALDON AND HEYBRIDGE CENTRAL AREA MASTERPLAN

The Committee considered the report of the Director of Strategy, Performance and Governance providing an update on the work of the Maldon and Heybridge Central Area Masterplan Delivery Group (Masterplan Delivery Group).

Mrs Longman, Specialist – Local Plan, was in attendance and presented the report to the Committee. It was noted that the report provided an update on progress taking forward the objectives and identified projects set out in the Maldon and Heybridge Central Area Masterplan Supplementary Planning Document (SPD) and current project activity. A list of projects prioritised for the first year from March 2018 to April 2019 was detailed.

Appendix 1 to the report detailed the Masterplan Programme which set out specific timelines against project activities, priorities and critical path maps where key decisions must be taken and where Member briefings / Committee reports were required to make these decisions. The Masterplan Programme also informed the TEN (performance and risk management system) report on the Key Corporate Activities.

It was noted that good progress had been made on project priority and activity in the first year since adoption of the Maldon and Heybridge Central Area Masterplan SPD. The Council's website informed local community, interested groups and the business community and was an effective platform to become involved in the progress of Masterplan projects where required.

In response to a comment regarding the Council having previously set up a corporate project board and whether this board had ever met, the Director of Strategy, Performance and Governance agreed to investigate this and the governance arrangements put in place and advise Members accordingly.

The Committee discussed future reports on the Maldon and Heybridge Central Area Masterplan and it was agreed that the next report should be brought to the meeting scheduled for 5 September 2019 prior to the change in Committee structure, recently agreed by the Council.

The Committee thanked Mrs Longman for all her hard work on the Maldon and Heybridge Central Area Masterplan.

RESOLVED

- (i) that the update on the Maldon and Heybridge Central Area Masterplan be noted;
- (i) that a further update on the work of the Maldon and Heybridge Central Area Masterplan Delivery Group be reported to this Committee at its meeting on 5 September 2019.

934. UPDATE ON PLANNING ENFORCEMENT

The Committee considered the report of the Director of Strategy, Performance and Governance providing an update on planning enforcement matters and statistical data for September – November 2018. It was noted that the Area Planning Committees

received six monthly enforcement updates where queries regarding specific enforcement cases could be raised.

In his presentation of the report, the Director of Strategy, Performance and Governance advised how the Corporate Fraud and Enforcement Team were now operating at full capacity and this had resulted in an improvement in the number of planning enforcement cases being resolved. He drew Members' attention to the level of activity and number of cases dealt with recently, set out in the report.

In response to a question regarding individual case information being detailed in the report, Members were advised that these cases were in the public domain and full details had been previously published.

Councillor Mrs P A Channer reported that following a recent meeting of the Area Planning Committee Chairmen, Ms Berna Casey, Committee Services Advisor was looking at dates for future enforcement meetings for each of the Area Planning Committees. Councillor Mrs Channer advised that when held previously these had provided greater opportunity for Members to raise detailed questions in relation to specific cases as discussions were held in private session.

The Committee asked that its congratulations be passed to the Corporate Fraud and Enforcement Team for their continued hard work.

It was agreed that a further report on enforcement would be received by the Committee in three months' time (June 2019).

RESOLVED that the contents of the report be noted with a further update provided in three months (June 2019).

There being no further items of business the Chairman closed the meeting at 8.35 pm.

MRS P A CHANNER, CC
CHAIRMAN

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**MALDON DISTRICT COUNCIL
LOCAL DEVELOPMENT SCHEME
February 2019 – February 2021**



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Introduction

1. The Planning and Compulsory Purchase Act 2004, as amended by the Localism Act 2011, requires local planning authorities to prepare and maintain a Local Development Scheme (LDS). The purpose of the LDS is to set out the subject matter, area to be covered and timetable for the preparation and revision of local development documents, including Supplementary Planning Documents (SPDs) as well as other planning policy documents such as development briefs, Conservation Area character appraisals and LDP evidence base documents.
2. In essence, it is a project plan setting out the timetable for work to be undertaken from February 2019 until February 2021. It sets out details of the documents that will be given priority during this period.
3. This LDS has been prepared having regard to the Localism Act 2011, the Government's National Planning Policy Framework (NPPF) 2018, and the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017.
4. Unlike previous related regulations, the Local Planning Regulations 2012 do not contain any specific provisions relating to the preparation of the LDS, giving councils the freedom to report the information that they think most relevant to local people, while maintaining the requirement to keep the public informed about the status of planning documents. In particular, local planning authorities are no longer required to submit the LDS to the Secretary of State.
5. This LDS document will:
 - Provide details on Supplementary Planning Documents, other planning policy documents and Evidence Base documents that the Council intends to produce and a timetable for their preparation up to February 2021;
 - Outline the 'Milestones' to be achieved as part of the process leading to the adoption of the various documents;
 - Provide information on the Authority Monitoring Report;
 - Set out details on the approved Local Development Plan policies that are used to assess planning applications; and
 - Set out the resources available and any constraints.
6. It is important that plans for the future development of the District are produced in a timely and efficient manner. If not, development which is crucial to the social, economic and environmental well-being of the District and its residents may be delayed, the co-ordination of development and infrastructure provision may be difficult to achieve and it puts at risk the Council's ability to defend planning decisions at appeals.

Maldon District Development Plan

7. The Maldon District Local Development Plan (LDP) together with the Essex Minerals and Waste Local Plans and any 'made' neighbourhood plans are part of the Development Plan for the District. All planning applications should be in accordance with the Development Plan unless material considerations indicate otherwise.

Maldon District Local Development Plan

8. On the 21 July 2017, the Secretary of State Approved the Maldon District Local Development Plan (LDP). The LDP includes the following components:

- The spatial strategy for future growth within the District over the next 15 years;
 - Strategic development policies;
 - Development management policies; and
 - Land use allocations.
9. The diagram at **Appendix 1** sets out how the LDP sits within the hierarchy of planning policy and supporting documents. The Policies Map supports the LDP, but does not form part of it.
10. On approval, the LDP replaced the 'Saved Policies' in the Replacement Local Plan (2005) and became the development plan document for the District. The approved LDP policies are listed in **Appendix 2**.
11. The LDP will be monitored annually and by July 2022 the Council will complete an assessment of the LDP to identify whether a full or partial review is required. This will ensure that the policies remain relevant and and are effective.

Essex Minerals and Waste Local Plans

12. It should be noted that Essex County Council is the Minerals and Waste Planning Authority for Essex. The Essex Replacement Minerals Local Plan was adopted on the 8 July 2014 and the Replacement Waste Local Plan was adopted on the 11 July 2017.

Neighbourhood Plans

13. Although not produced by the Council, the Burnham-on-Crouch Neighbourhood Plan was 'made' by the Council on the 7 September 2017. Several other Neighbourhood Plans are in the pipeline. Further information on their progress can be found on the Council's website www.maldon.gov.uk
14. The LDP is supplemented by the following documents:
- a) Community Infrastructure Levy
 - b) Supplementary Planning Documents
 - c) Masterplans, Development Briefs and Design Codes
 - d) Conservation Area Appraisals
 - e) Statement of Community Involvement
 - f) Authority Monitoring Report
 - g) Evidence base

These are discussed in more detail below.

Community Infrastructure Levy

15. The Community Infrastructure Levy (CIL) was introduced by the Planning Act 2008 and defined in the CIL Regulations 2010 (as amended). CIL is a locally set charge on new development that the Council will implement across the District. It is based on the size and type of development and once set in an area is mandatory to be paid and non-negotiable. The funds raised must be used to provide infrastructure which is required to support new development across the area.
16. CIL must be informed by an Infrastructure Delivery Plan and a Whole Plan Viability Assessment. Both were published in 2014 and were subject to scrutiny at the LDP examination, although neither forms part of the LDP.
17. CIL rates are published within a Draft Charging Schedule. The CIL Regulations 2010 (as amended) currently require two stages of consultation to be undertaken before the Draft Charging Schedule can be submitted to government.

18. Consultation for the first stage - the Preliminary Draft Charging Schedule - was undertaken in January - March 2014. Consultation on the second stage - the Draft Charging Schedule - presented the CIL rates which the Council intended to submit for Examination in June - July 2014.
19. It is important that CIL is based on up-to-date evidence. As a result of the delay in the Local Development Plan being approved, the Council decided to review the evidence base to ensure they provide a sound foundation for a Levy. In the meantime the Government have proposed changes to the CIL Regulations. Therefore work on the Maldon CIL is not expected to recommence until the new legislation is published. However, another consultation will be required before the Draft Charging Schedule is submitted, expected to be Summer/Autumn 2019.
20. An examination into the Council's Draft Charging Schedule will then need to take place. This is largely reliant on the availability of a Planning Inspector, but a realistic timeframe is Autumn 2019/Winter 2020.

Document Title	Community Infrastructure Levy Charging Schedule
Role and Content	To establish a charging schedule for the application of a community infrastructure levy on new development
Coverage	Maldon District
Timetable	Consultation: Summer/Autumn 2019 Examination: Autumn 2019/Winter 2020 Adoption: Spring 2020
Chain of Conformity	<ul style="list-style-type: none"> • Relevant Planning Acts and Regulations • National Planning Policy Framework and Planning Practice Guidance • Maldon District Corporate Plan (2019 - 2023) • Local Development Plan • Infrastructure Delivery Plan • Whole Plan Viability assessment
Resource	<ul style="list-style-type: none"> • Local Plans team; • Other Council Officers; • Co-operation with neighbouring local planning authorities; • Co-operation with relevant stakeholders including infrastructure providers; • Use of technology and web-based communication to assist with consultation; and • Consultancy support to develop, review and update the evidence base and aid with the examination.

Table 1: Community Infrastructure Levy Charging Schedule - Summary

Supplementary Planning Documents

21. Supplementary Planning Documents (SPDs) can be produced to build upon and provide more detailed guidance on the policies in the Local Development Plan. SPDs are not subject to independent examination, but are subject to public consultation lasting 6 weeks. On adoption, SPDs will have material weight in decision-making on planning applications.
22. The Council adopted two Supplementary Planning Guidance documents and five SPDs between 2005 – 2007 (in Table 2). Over the last 10 or so years national and local policy has changed significantly. In the last year the Affordable Housing Guide and the Vehicle Parking Standards SPD have been formally revoked and replaced by new SPD's. The five

outstanding documents will be reviewed in 2019 to establish whether their content remains relevant. A formal decision whether to revoke, retain or update these documents will be made by Council in September 2019.

Title	Year of Adoption
Developer Contributions Guide	2006
Children’s Play Spaces	2006
Accessibility to Buildings	2006
Sadd’s Wharf	2007
Heybridge Basin Timber Yard	2007

Table 2: Existing Supplementary Planning Guidance/Documents

23. Seven SPD’s were adopted in 2017-2018.

Title	Year of Adoption
Maldon and Heybridge Central Area Masterplan	2017
Maldon District Design Guide	2017
South Maldon Garden Suburb Masterplan	2018
Renewable and Low Carbon Technologies	2018
Specialist Needs Housing	2018
Vehicle Parking Standards	2018
Affordable Housing and Viability	2018

Table 3: Existing Supplementary Planning Documents

24. The Council proposes to introduce two new Supplementary Planning Documents (see Table 4 overleaf).

Maldon District Green Infrastructure Strategy	
Role and Content	To provide a vision statement, concept plan, core principles and priority action plan to enhance the District’s green infrastructure network, in accordance with LDP Policies N1-N3.
Coverage	Maldon District
Timetable	<ul style="list-style-type: none"> December 2018 – January 2019 Consultation Draft March 2019 – Approval of Final SPD
Essex Coast Recreational disturbance Avoidance Mitigation Strategy	
Role and Content	<ul style="list-style-type: none"> To set out the approach to securing mitigation necessary to protect the Habitats sites of the Essex Coast from increased recreation pressure associated with new housing in accordance with LDP Policies N1 and N2 To identify the level of financial contribution to be sought from residential development; To set out how and when the Council expects financial contributions to be delivered.

Coverage	Basildon, Braintree, Brentwood, Castle Point, Chelmsford, Colchester, Maldon, Rochford, Southend, Tendring and Thurrock local authority areas
Timetable	<ul style="list-style-type: none"> • June 2019 – Consultation Draft • November 2019 – Approval of Final SPD
Chain of Conformity for both SPDs	<ul style="list-style-type: none"> • Relevant Planning Acts and Regulations • National Planning Policy Framework and Planning Practice Guidance • Maldon District Corporate Plan (2019 - 2023) • Local Development Plan • Evidence Base
Resource for both SPDs	<ul style="list-style-type: none"> • Consultants to develop the SPDs; • Local Plans team; • Other Council Officers; • Co-operation with neighbouring local planning authorities; • Co-operation with relevant stakeholders; and • Use of technology and web-based communication to assist with consultation.

Table 4: Proposed Supplementary Planning Documents

Masterplans, Development Briefs and Design Codes

25. Table 5 shows the masterplans and design codes that have been endorsed by the Council for use in the consideration of planning applications.

Title	Status
North Heybridge Garden Suburb Strategic Masterplan Framework	Endorsed by Council – October 2014
North Heybridge Garden Suburb Strategic Design Code	Endorsed by Council - February 2017
South Maldon Garden Suburb Strategic Design Code	Endorsed by Council – March 2016

Table 5: Master Plans and Design Codes

26. The Maldon and Central Area Masterplan SPD identifies several projects to deliver the objectives for the Masterplan area. A key project is to produce the North Quay Development Brief to guide the design and development of land in this part of The Causeway, Heybridge.

Title	North Quay Development Brief
Role and Content	To guide the development and regeneration proposals of employment generating mixed-use development within the North Quay area.
Coverage	North Quay, The Causeway and Heybridge Creek
Timetable	<ul style="list-style-type: none"> • September 2019 – Consultation Draft • December 2019 – Approval of Final Brief
Chain of Conformity	<ul style="list-style-type: none"> • Relevant Planning Acts and Regulations • National Planning Policy Framework and Planning Practice Guidance • Maldon District Council Corporate Plan (2019 - 2023) • Local Development Plan • Maldon and Heybridge Central Area Masterplan SPD • Evidence Base
Resource	<ul style="list-style-type: none"> • Local Plans team; • Other Council Officers; • Co-operation with relevant stakeholders including landowners, developers, infrastructure providers; and • Use of technology and web-based communication to assist with consultation;

Conservation Area Character Appraisals

- 27. There are 14 conservation areas in the District. Twelve have a character appraisal or statement, which summarises the area's special character and appearance and makes recommendations for its appropriate preservation and enhancement.
- 28. Two conservation areas at Stow Maries Aerodrome and the Chelmer and Blackwater Navigation do not have a review and appraisal - other documents are available which inform their sensitive management. To reflect availability of resources the Council intends to produce a character appraisal for the Chelmer and Blackwater Navigation over this LDS period.

Title	Chelmer and Blackwater Navigation Character Appraisal
Role and Content	To define the 'special architectural or historic interest' of the Conservation Area and identify what it is about the character and appearance of the area that should be preserved or enhanced. It may also identify any features that detract from the character of the area.
Coverage	Chelmer and Blackwater Navigation Conservation Area
Timetable	<ul style="list-style-type: none"> November 2019 – Consultation Draft March 2020 – Approval of Final Appraisal
Chain of Conformity	<ul style="list-style-type: none"> Relevant Planning Acts and Regulations National Planning Policy Framework and Planning Practice Guidance Maldon District Council Corporate Plan (2019 - 2023) Local Development Plan Navigation Landscape Character Assessment Evidence Base
Resource	<ul style="list-style-type: none"> Specialist – Conservation & Heritage Local Plans team; Other Council Officers; Co-operation with neighbouring local planning authorities; Co-operation with relevant stakeholders including Parish Councils; and Use of technology and web-based communication to assist with consultation

Statement of Community Involvement

- 29. The Statement of Community Involvement sets out how the community will be engaged in the preparation of planning policy documents and in determining planning applications in the District. The Council adopted its Statement of Community Involvement (SCI) in 2018.
- 30. The Council will complete an assessment by October 2023 to assess whether a full or partial review of the SCI is required.

Authority Monitoring Report

- 31. The Authority Monitoring Report (AMR) monitors the implementation and performance of policies and proposals in the LDP and will inform whether a LDP review is necessary. The AMR provides further details on the delivery of key LDP targets, including an Annual Position Statement relating to the Council's annual Five Year Housing Land Supply and an Infrastructure Position Statement relating to infrastructure delivery associated with development identified in the LDP.
- 32. The AMR is produced as a series of factsheets. The Council will update and publish the following aspects of the AMR annually in September each year:
 - A statement on the progress of each document in the LDS project plan;
 - An analysis of how or whether the policies of the LDP are delivering their objectives, including key targets, such as the number of net additional dwellings and the Five Year

- Housing Land Supply figure;
- Details of statutory returns such as the number of applicants on the self build register;
- Details relating to any neighbourhood plans that have been made in the last monitoring year;
- Progress on the Community Infrastructure Levy;
- Progress on infrastructure delivery.

33. The Council aims to will ensure that the monitoring of all other LDP indicators is kept as up to date as possible. But to effectively manage resources, the Council intends to update other elements of the AMR every two years, starting in September 2020.

LDP Evidence Base

34. The LDP and other policy documents will be supported by evidence-based documents. These documents do not form part of the Development Plan but provide robust and reliable evidence to inform production of new documents. These documents will also provide the evidence for supporting the Council's position through the planning application process. The current evidence base is available to view and download from the Council's website www.maldon.gov.uk/LDP.
35. Over the next two years the Council intends reviewing the Strategic Housing Market Assessment (SHMA) and the Economic Development Needs Assessment (EDNA). Production of these documents is resource intensive therefore it is intended that consultants will aid the production of these documents. The SHMA and an EDNA will be produced in 2019. The precise timetable will reflect the availability of consultants and the ability of the Council to fulfil its Duty to Cooperate requirements on these projects. The Accessibility of Settlements assessment is likely to be completed in 2020 by officers. Other evidence may be reviewed as resources permit.

Resources

36. The Local Plans Team will be responsible for the delivery of the LDP, the production of Supplementary Planning Documents, CIL, the SCI and the AMR. In addition to these resources, there will also be contributions from other officers within the Council. Other documents such as, the Recreational disturbance Avoidance and Mitigation Strategy SPD, the Green Infrastructure Strategy SPD and several evidence base documents will be produced by consultants within allocated budgets.
37. As far as possible, projects will be jointly undertaken by officers to ensure smooth work flow in case of any staff absence. The Council will consider employing consultants if the need arises within allocated budgets.
38. The Council will also continue to work closely with neighbouring authorities in joint working arrangements, such as for the Recreational disturbance Avoidance and Mitigation Strategy SPD, and for evidence base documents and research.

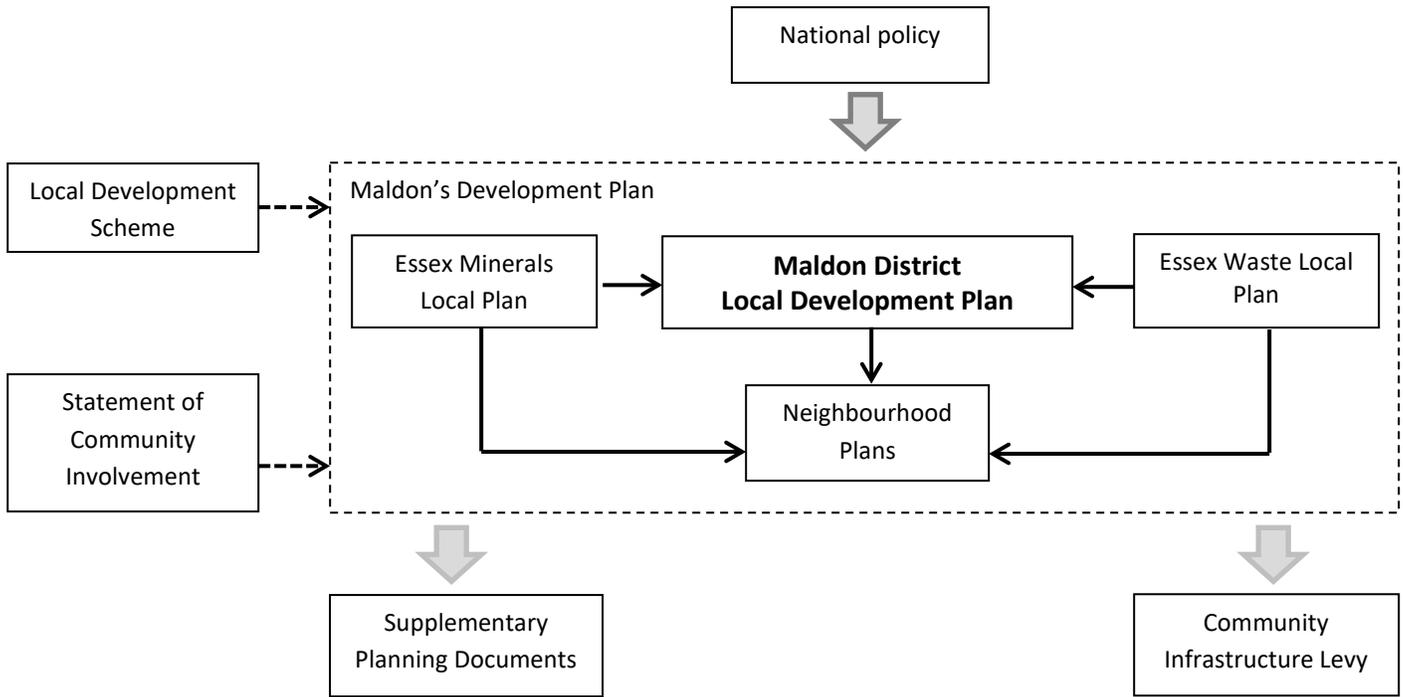
Risk Assessment

39. In preparing the LDS, the following risks have been identified that may affect or delay the process of delivering the Local Development Plan and the production of other planning policy documents. Contingency measures are suggested accordingly. The list is not exhaustive and does not include unlikely events which are difficult to foresee that temporarily cause a halt to normal Local Government.

Risk	Impact	Contingency	Responsibility
Revisions to national legislation and planning policy guidance – i.e. PPG	<ul style="list-style-type: none"> Out of date LDP and/or evidence base, lack of guidance available 	<ul style="list-style-type: none"> Monitoring of national planning policy revisions Quick turnaround of updates to evidence base Provision of guidance notes and/or SPDs to provide clarification on specific issues 	<p>Strategy, Policy and Communications Manager</p> <p>Senior Specialist Local Plans</p>
Delays in political agreement	<ul style="list-style-type: none"> Delays in agreeing plans and documents 	<ul style="list-style-type: none"> Use of progress briefings to retain political awareness Use of delegated powers wherever appropriate 	<p>Director of Strategy, Policy and Governance</p> <p>Strategy, Policy and Communications Manager</p>
Consultation fatigue (community being consulted too often on planning documents and by other agencies over a range of issues)	<ul style="list-style-type: none"> Poor response to consultations 	<ul style="list-style-type: none"> Minimise by arranging a coordinated programme and possibly integrating individual engagement activities with other agencies 	<p>Strategy, Policy and Communications Manager</p> <p>Senior Specialist Local Plans</p> <p>Senior Specialist – Communications, Marketing & Engagement</p>
Staff changes or staff loss (staff leaving post/time delays in recruitment)	<ul style="list-style-type: none"> Loss of institutional capacity Inconsistency Knowledge gaps 	<ul style="list-style-type: none"> On-going training and development to improve expertise and encourage staff retention; Loss of staff will be countered by recruiting permanent and where necessary temporary staff 	<p>Director of Strategy, Policy and Governance</p> <p>Strategy, Policy and Communications Manager</p>
Additional unforeseen evidence base requirements	<ul style="list-style-type: none"> Poor evidence base which could lead to applications being challenged 	<ul style="list-style-type: none"> Use of specialist consultants to cover particular gaps in expertise 	<p>Strategy, Policy and Communications Manager</p> <p>Senior Specialist Local Plans</p>
Budget Constraints	<ul style="list-style-type: none"> Insufficient budget to cover costs 	<ul style="list-style-type: none"> Annual budget review to identify budget needs based on LDS Council reserve of a contingency amount to fund additional financial needs. 	<p>Director of Resources</p> <p>Director of Strategy, Policy and Governance</p> <p>Strategy, Policy and Communications Manager</p>

Table 7: Risks

Appendix 1: Local Development Plan Diagram



Appendix 2: Maldon District Local Development Plan: Policy List

Policy	Policy Title
S1	Sustainable Development
S2	Strategic Growth
S3	Place Shaping
S4	Maldon and Heybridge Strategic Growth
S5	Maldon and Heybridge Central Area
S6	Burnham-on-Crouch Strategic Growth
S7	Prosperous Rural Communities
S8	Settlement Boundaries and the Countryside
D1	Design Quality and the Built Environment
D2	Climate Change & Environmental Impact of New Development
D3	Conservation and Heritage Assets
D4	Renewable and Low Carbon Energy Generation
D5	Flood Risk and Coastal Management
D6	Advertisements
E1	Employment
E2	Retail Provision
E3	Community Services and Facilities
E4	Agricultural 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
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
I2	Health and Wellbeing

Appendix 3: Glossary

Authority Monitoring Report

Assesses the implementation of the Local Development Scheme and the extent to which policies in the Local Development Plan are being successfully implemented.

Development Plan Documents (DPDs)

The plan which identifies the future development of the District, drawn up by the Council in consultation with the community.

Development Management Policies

A suite of policies in the LDP that provide detailed technical guidance relating to the delivery of specific types of new development or address specific detailed planning issues.

Evidence Base

The evidence that any development plan document is based on. Includes documents relating to housing, the economy, the environment, infrastructure and transport.

Local Development Plan (LDP)

Sets out the planning strategy for future growth of the District over the next 15 years. It provides a spatial strategy for the delivery of the required future employment, homes, retail, community facilities and infrastructure. It identifies sites for new development and protects land for a variety of uses such as open space.

Local Development Scheme

A project plan which sets out the timetable for delivery of planning policy documents, the resources and risk involved.

National Planning Policy Framework (NPPF)

Sets out the government's planning policies for England and how these are expected to be applied.

National Planning Practice Guidance (PPG)

A web based resource which provides more detailed guidance on the planning policies set out in the NPPF.

Policies Map

A visual representation of the policies in the LDP.

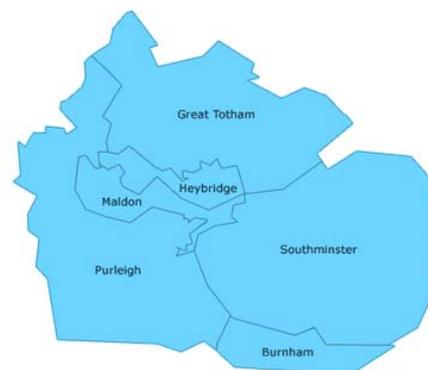
Statement of Community Involvement (SCI)

Sets out how the community will be engaged in the preparation of planning policy documents and in determining planning applications in the District.

Supplementary Planning Documents (SPD)

Adds further detail to the policies in the LDP. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Can be a material consideration in planning decisions but are not part of the development plan.

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Executive Summary

This strategy sets out the skills challenges and the proposed actions to meet the skills needs of businesses, alongside maximising the opportunities for young people and those already in the labour market in the District, between 2018 and 2023. The Maldon District Council Corporate Plan 2015/19 includes a Key Corporate Activity (KCA) to “Identify and work with partners to implement the Strategy to meet the skills need within the District” and an action plan will be developed from this strategy to deliver this KCA, as well as the objective to “raise aspirations and improved skills and training provision”.

The District has a strong economy but also faces a number of challenges in meeting the needs of businesses. Local businesses consistently inform us that lack of suitable skills is their number one barrier to growth. A skilled workforce contributes towards sustainable economic growth by increasing employability and enabling individuals to work more effectively and undertake more complex tasks. This raises the productivity and profitability of business and increases quality of life.

An effective Skills Strategy will also enhance opportunities for inward investment (working with Invest Essex and Essex County Council to attract more business to Essex) if we can demonstrate that we have a good supply of labour with the right skills sets. The Strategy will focus on meeting the needs of core sectors within the Maldon Economy, which research shows are:

- Manufacturing & Engineering
- Construction
- Health and Care
- IT, Digital & Creative
- Tourism, incorporating food and drink

It is essential to use dynamic and informed labour market intelligence to inform a responsive and effective skills strategy, and leverage existing delivery infrastructure of Essex’s Employment and Skills Board. Much of the data used in this strategy is via the Employment and Skills Boards intelligence bulletins and evidence base and it is envisaged that the Strategy will be delivered in partnership with the Board.

A number of key themes have been identified based on the current evidence base. These may be summarised as activities focused on people and activities aimed at supporting local business:

1. Activities focused on people centre around key themes such as developing our future workforce, raising attainment & skill levels and thereby helping people become employed and raising the level of their jobs
2. Activities focused on supporting local business include key themes such as developing a robust supply of skilled ambitious talent for our priority growth sectors, thereby encouraging greater investment and more jobs

Outcomes:

By 2023 we will:

- Maintain a vibrant and competitive economy, balancing the needs of industry and prosperity whilst sustaining a high quality of life, increasing incomes and promoting the Maldon District as a great place to live, play, work and do business.
- Reduce the rate of out-commuting by supporting the provision of rewarding, well paid jobs locally and assisting businesses to reach people who are not aware of these opportunities.
- Deliver a Maldon District Enterprise Centre to provide suitable accommodation and support for start-up businesses, fast growing SMEs and new inward investors arriving in the area, as well as a hub for training and other business support activities that enhance local skills.
- Facilitate the development of intelligent solutions to the question of accessibility to training facilities and businesses in rural areas by those who do not have access to a car.
- Work with businesses and further education providers to provide tailored and flexible training solutions for staff by encouraging businesses to provide modules for courses in areas that they have specialised expertise, e.g. electric motor winding or manufacture of wiring harnesses for motor vehicles.
- Support businesses to grow more rapidly through increased investment in technology, improved business processes and efficiency and improved skill levels.

Introduction

Maldon is a rural district situated along the Essex Coast, with a strong history of innovation and strengths in knowledge based production, as well as internationally recognized brands such as Maldon Salt and a continuing focus on marine heritage, especially the iconic Thames sailing barges, that help sustain a thriving visitor economy. Developments that could have a significant impact on the economic growth of the Maldon District in the near future include the current construction of two Garden Suburbs, the potential for a new nuclear power station at Bradwell on Sea and the delivery of an Enterprise Centre. The Causeway area is also experiencing regeneration, with the construction of the Blackwater Retail Park development, and the expansion of the District's leisure sector offer, including food and drink.

Following the analysis of various reports (listed at the end of this document) together with the feedback from a skills survey that was completed by a number of businesses across the District, we have been able to identify the sectors and skills shortages that this strategy seeks to assist.

Local businesses consistently inform us that lack of suitable skills is their number one barrier to growth. A skilled workforce contributes towards sustainable economic growth by increasing employability and

enabling individuals to work more effectively and undertake more complex tasks. This raises the productivity and profitability of business and increases quality of life.

An effective Skills Strategy will also enhance opportunities for inward investment (working with Invest Essex and Essex County Council to attract more business to Essex) if we can demonstrate that we have a good supply of labour with the right skills sets.

Section 1 - Maldon Skills & Economy Headlines

At a Glance

**Total
Population**

63,400

(NOMIS 2016)

Skills in demand
include:

Customer service

Communication

Organisation

(Essex Employment
& Skills Board
Maldon Profile
2017-18)

Key Employment
Sectors:

**Manufacturing
& Engineering**

Construction

(Essex Employment
& Skills Board
Maldon Profile
2017-18)

**Sector with
highest number of
vacancies:**

**Manufacturing
& Engineering**

**Working age
population**

37,500

(ESB Maldon Profile
2017-18)

90% of

**businesses Micro
(1-9 employees)**

**Travel to work outflows
13,782**

**Net travel to work
outflows 7,250**

(ONS 2011 Census)

23,000 jobs

**33,000 Economically
Active**

30,500 in employment

25,400 employees

4,000 self-employed

(NOMIS 2016)

3,400

Businesses

(NOMIS 2017)

1,200 Unemployed

**405 (1.1%) Job Seeker's
Allowance Count**

(NOMIS 2016)

**Over 65s are
approaching
29% of the
population**

The Key Sectors being prioritised by this strategy (due to their high levels of employment and growth opportunities and their levels of skills shortages) are as follows:

Manufacturing & Engineering and Construction – Both these sectors create significant employment for the District with **2,500** employees each. Both sectors have already reported their current skills shortages which will be further exacerbated with the potential for a new nuclear energy plant at Bradwell-on-Sea (within the next 10 years). However, coupled with demand for skills from significant local housing growth, this will also provide opportunities for upskilling of the existing workforce and provision of apprenticeships and work placements for new entrants.

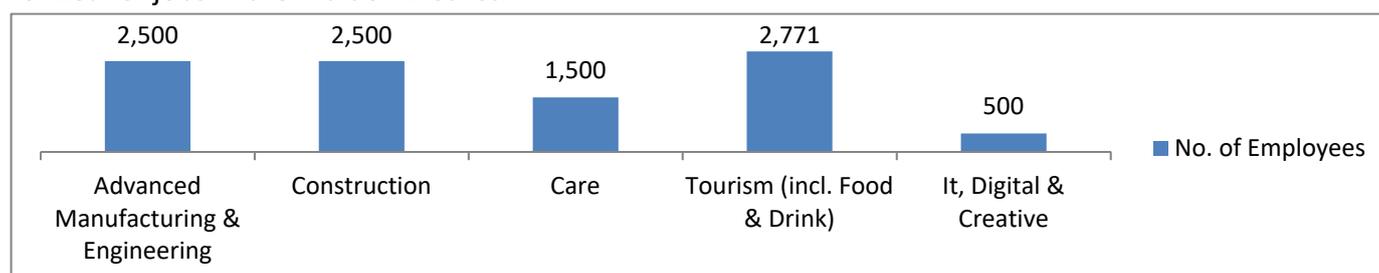
Maldon District is recognised for its high propensity of innovation in mechanical, electrical and electronic engineering in a range of industries including automotive, energy, marine, health, construction and aerospace. The council is also committed to the safeguarding of marine heritage skills and jobs in the District and to the development of this vibrant sector specific to our locality.

Health and Care which currently employs **1,500** in care and another **350** in health and will need to increase its recruitment because Maldon District has

- one of the highest projected population changes across Essex for the 70-74 age year group
- one of the highest predicted increases of people living with dementia
- and one of the highest predicted increases in older people by 2025

IT, Digital & Creative – The current **500** employed will need to increase as every industry will have a requirement for digital expertise in the future regardless of whether the business is directly related to this sector or not. Business needs will range from cyber security, digital media through to technological advancements (e.g. Artificial Intelligence and Robotics, 3D printing, CAD etc.)

Tourism incorporating food and drink – According to the most recent Economic Impact of Tourism Report 2016 there are **2,771** jobs in this industry in the District. Maldon District is a visitor destination due to its distinctive character, natural environment and heritage assets. It also has a growing niche food and drink market in particular with regards to the Crouch Valley wine region. A budget hotel is to be constructed on the Causeway which will also help to increase Tourism and the sector itself accounts for 15% of jobs in the Maldon District.



Please note that while employment figures for wholesale and retail in the Maldon District are also high at 4,000, this sector is receiving attention through provision of business support for cross-cutting digital

skills to assist employers embrace e-commerce to support their bricks and mortar businesses. The local logistics sector with 1,000 employees, is in decline and agriculture, while a very important and visible sector in the district, employs low numbers. All the employment figures above are based on the Essex Employment & Skills Board Maldon Profile 2017-18 apart from Tourism which is taken from the Economic Impact of Tourism Report (2016)

Alignment with the Industrial Strategy

The government's Industrial Strategy White paper was published in November 2017 and sets out the government's plans for growth. Objectives include helping businesses create better, higher-paying jobs, with investment in the skills, industries and infrastructure of the future.

The white paper focuses on five foundations of productivity:

- Ideas – the world's most innovative economy (Supporting greater R&D through increased tax credits and investing £725 million in new Industrial Strategy Challenge Fund programmes to capture the value of innovation)
- People – good jobs and greater earning power for all (Focus on STEM education and technical qualifications, such as T levels, as well as creating a new National Retraining Scheme that supports people to re-skill, beginning with a £64 million investment for digital and construction training.)
- Infrastructure – a major upgrade to the UK's infrastructure (considering transport, housing and digital infrastructure)
- Business environment – the best place to start and grow a business (with a focus on improving productivity of SMEs, including how to address the 'long tail' of less productive businesses)
- Places – prosperous communities across the UK (Agree Local Industrial Strategies that build on local strengths and deliver on economic opportunities)

Maldon District will align its skills strategy to national policy and local partners, such as the Essex Employment and Skills Board, South East Local Enterprise Partnership (SELEP) and the Haven Gateway Partnership, amongst others, but with a focus on local priorities. Where benefits can be captured for local people and businesses, we will interact with these institutions in order to tap into these opportunities, adopting, where possible, a common approach, such as over T-Level reform, the Apprenticeship Levy, and engaging employers on opening up more opportunities for work experience.

The skills gap and the impact of Brexit

Brexit is expected to have an impact on the skills gap in Maldon District as many businesses already recruit and employ European citizens at all levels, due to a shortage of domestic UK applicants. As evidence is mounting from recruiters that the UK is no longer attracting the same level of job applications from European citizens, this requires a greater focus on local UK labour and skills, such as upskilling existing employees.

Another factor impacting on local skills availability is out-commuting, with over half the economically active local employees travelling to work outside the area, somewhat compensated for by a smaller number travelling in. We therefore need to identify ways to encourage local people to take up local jobs, encouraging them to avoid a tiring and costly daily commute and enjoy the benefits of a high quality of life.

Skills Survey Results

As part of the research for this strategy we conducted an online skills survey (October - January 2018) with employers to identify their skills needs and to obtain further evidence of the specific skills requirements of Maldon District.

The number of local companies that participated in the survey were **33**. While this represents a very small percentage of total businesses in Maldon District, it includes several key businesses and provides us with a baseline to gather additional data in future analyses.

51% of these were micro sized companies (1-10 employees) and **39%** from the Advanced Manufacturing and Engineering sector. **71%** confirmed that they thought a skills training centre was required and **39%** employ apprentices.

The main trends identified by these survey results and the Essex Employment and Skills Board Report were

- The number of small and micro enterprises are on the increase
- Medium sized enterprises have the highest growth
- And most skills shortages and vacancies were within the Advanced Manufacturing and Engineering

Maldon District Enterprises & Employees

All enterprises and employee data is sourced from ONS datasets; Business Register and Employment Survey 2015 and UK Business Counts 2016.

Size of Enterprises by Employment Size Band

Business Size	No of enterprises
Micro (0 to 9)	2,975
Small (10 to 49)	280
Medium-sized (50 to 249)	40
Large (250+)	5

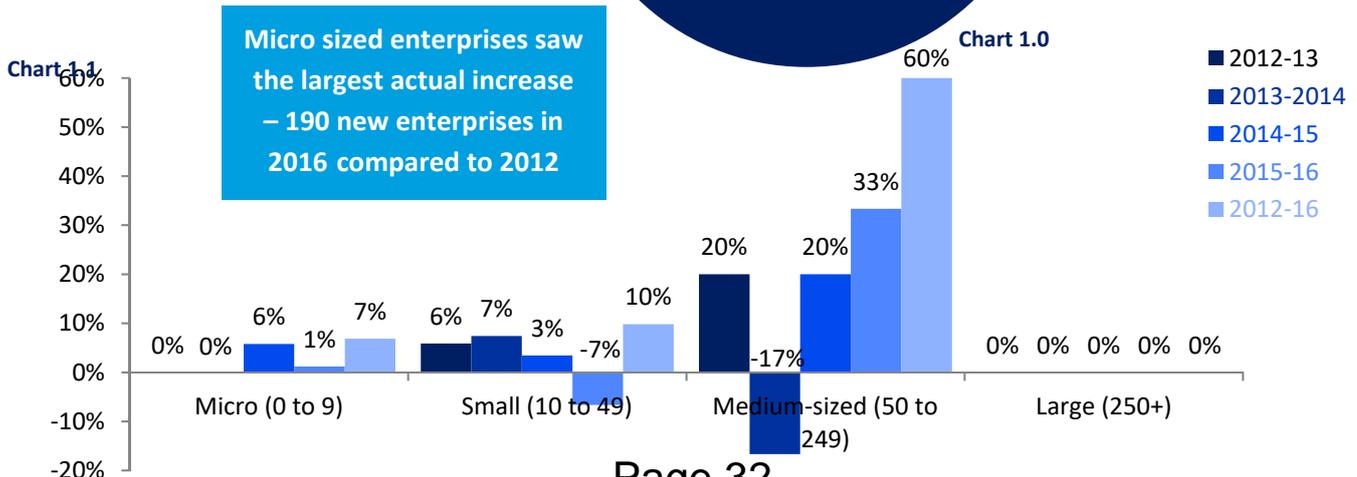
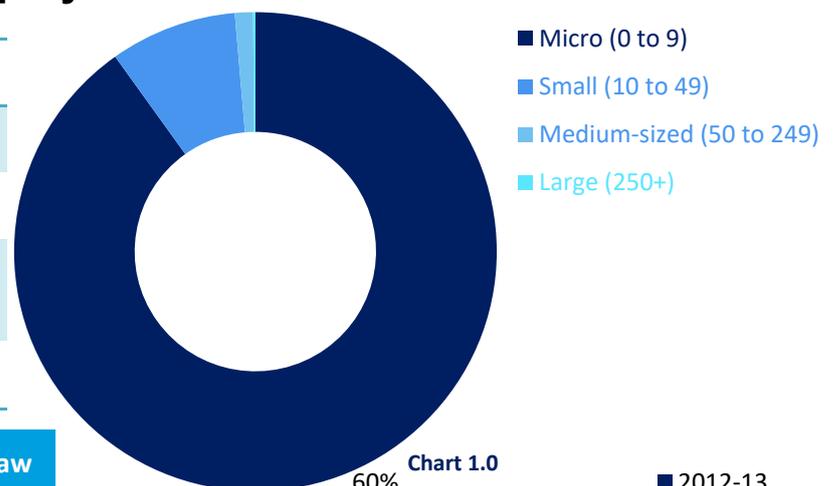


Chart 1.1 shows the annual percentage change of the size of enterprises in Maldon. Since 2012 all, except Large sized enterprises, experienced growth. The largest percentage increase between 2012 and 2016 was Medium sized enterprises, which saw a 60% increase over the 5 year period.

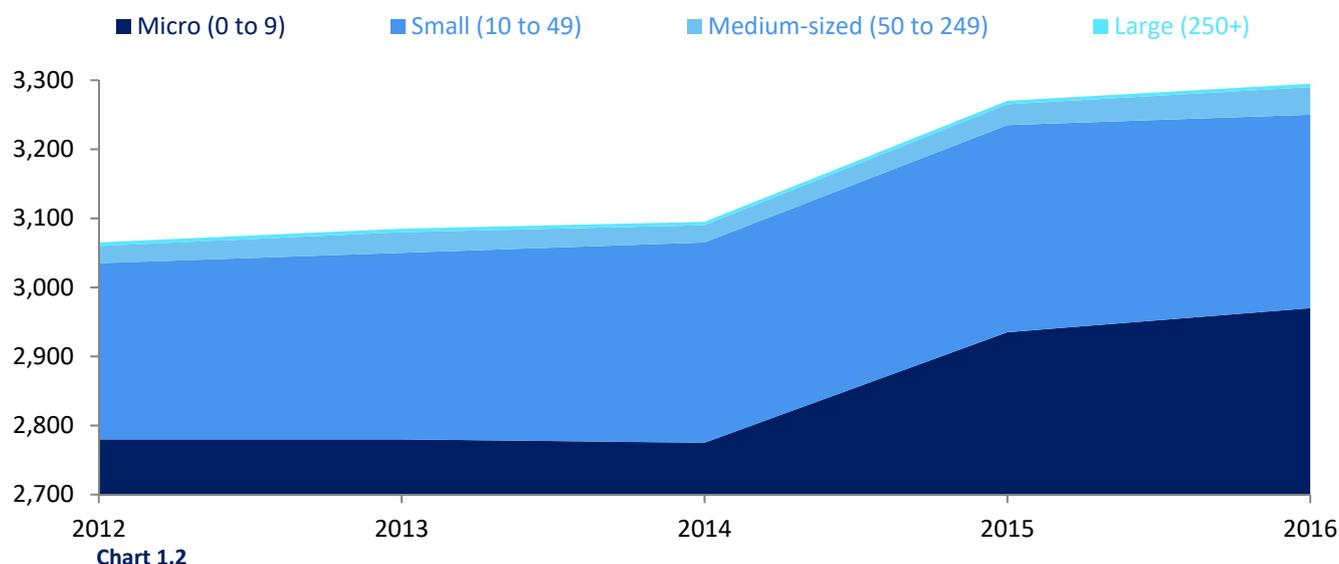


Chart 1.2 represents the combined total of all enterprises in Maldon between 2012 and 2016. The graph also divides the enterprises into their respective size, showing how the number within each category has changed over the last five years. (note the y axis scale)

As the chart illustrates the highest proportion of Maldon enterprises are in Construction and Professional, Scientific and Technical sectors. Maldon also has a strong presence of Advanced Manufacturing & Engineering and IT, Digital and Creative sectors.

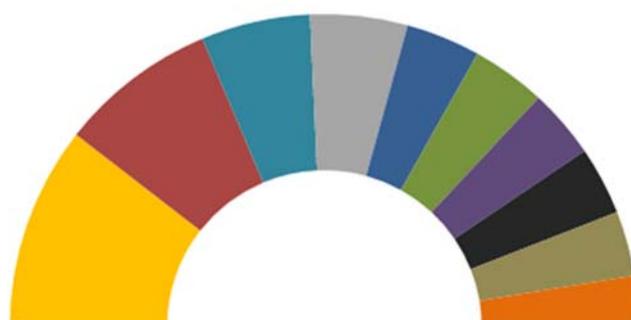
Please note that the number of enterprises identified in priority sectors is calculated using a specific set of SIC codes (defined in the relevant sector profile) therefore these figures may differ to industries identified using SIC sections.

Analysis of Vacancies

There were 2,087 job vacancies advertised in Maldon during 2016. Outlined below is data showing the distribution of salaries on offer, and the skills in demand. Vacancy data is sourced from www.labourinsights.com and is for the period Jan 1st 2016 and Dec 31st 2016

Skills in Greatest Demand – Top 10 Baseline Skills

Skills	Job Postings
Communication Skills	330
Organisational Skills	255
Customer Service	176
Microsoft Excel	157
Sales	120
Detail-Orientated	120
Team Work/ Collaboration	112
Mathematics	111
Planning	105
English	82
Postings with unspecified skill:	1,015



Skills in Greatest Demand – Top 10 Specialised Skills



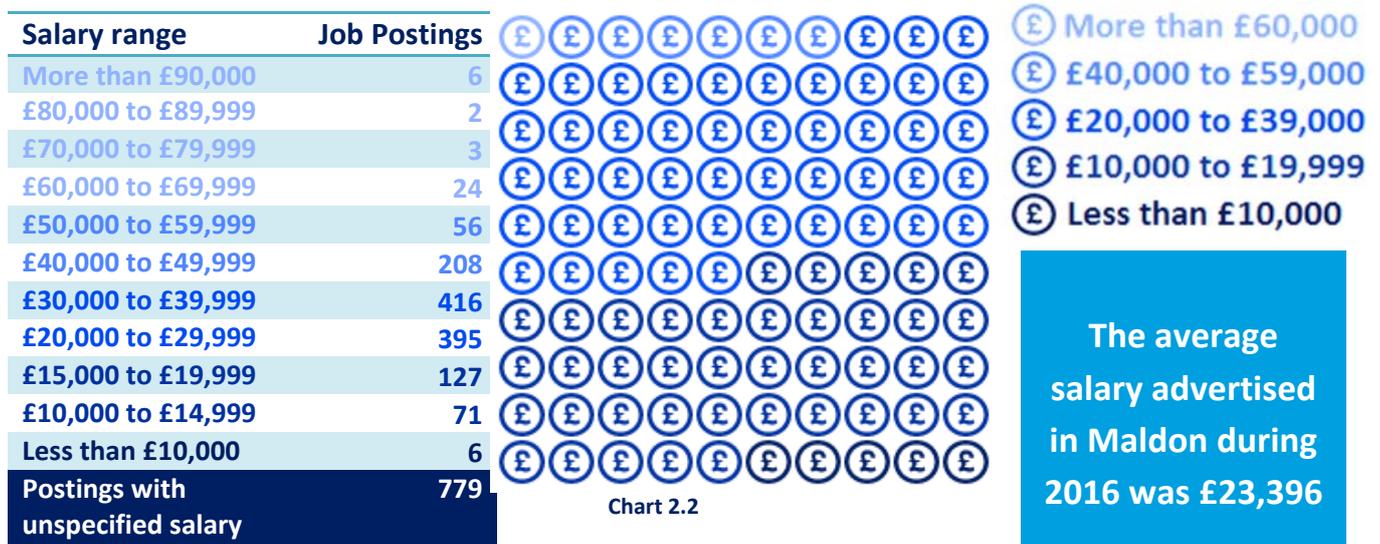
Skills	Job Postings
Teaching	136
Order and Invoice Processing	83
Product Sales	78
Sales Recruiting	63
Quality Assurance and Control	57
Administrative Functions	56
Sales Engineering	54
Accountancy	51
Machinery	50
Contract Management	45
Postings with unspecified skill:	1,015

Table 1.3

Other Skills in Demand



Distribution of Advertised Salary



Vacancies in ESB Priority Sectors

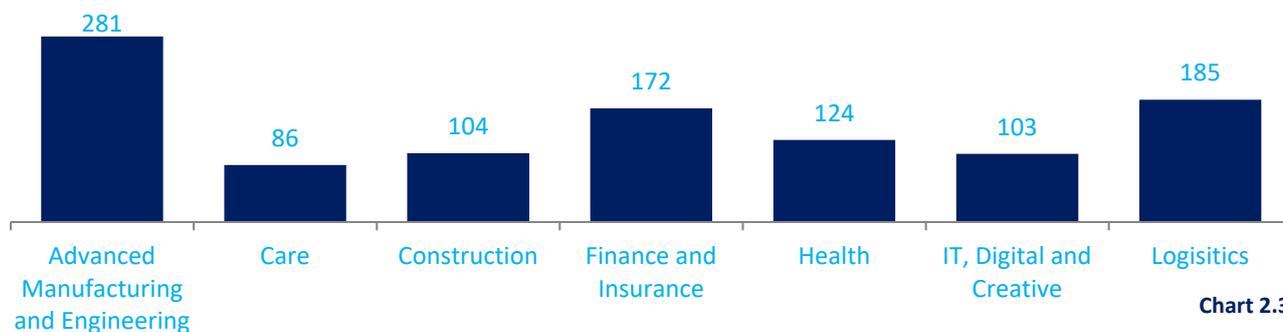


Chart 2.3 vacancy data shows that amongst the ESB priority sectors there were more than 200 vacancies advertised in 2016 for occupations in the Advanced Manufacturing and Engineering sector.

Education and Training

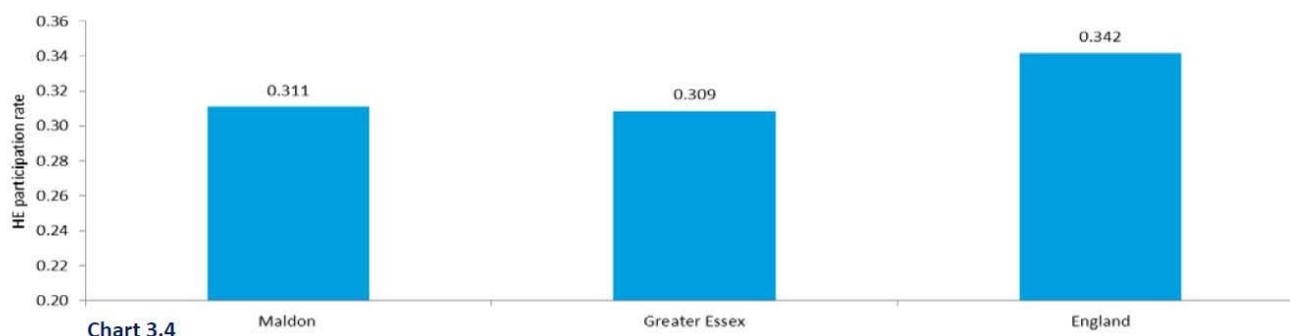
Education Providers

Secondary Schools in Maldon

School/College	Institution type (age range)	Ofsted inspection result	Ofsted inspection date
Ormiston Rivers Academy	11-18	2 Good	16 November 2016
Plume School	11-18	2 Good	27 February 2018

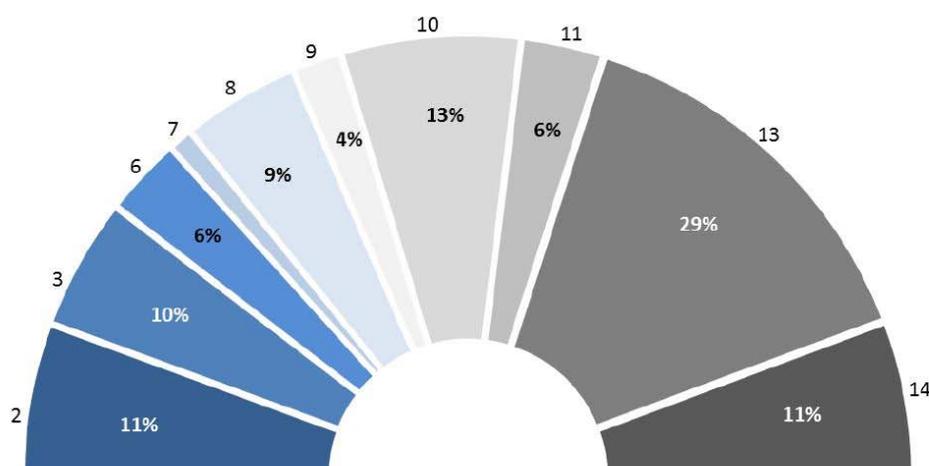
Participation in Higher Education

Analysis published by the Higher Education Funding Council for England shows the proportion of young people who participate in Higher Education. This is based on the combined participation rates of those aged 18 between 2005 and 2009 who entered HE between 2005-06 and 2010-11 academic years. Further information can be found at <http://www.hefce.ac.uk/analysis/yp/POLAR/>



School Sixth Forms

In 2015/16, 780 16-18 year old Maldon residents attended School Sixth Form provision. School Sixth Form enrolments were split into the following sector subject areas⁵ and by qualification level as follows:



- 1 - Agriculture, Horticulture and Animal Care
- 2 - Arts, Media and Publishing
- 3 - Business, Administration and Law
- 4 - Construction, Planning and the Built Environment
- 5 - Education and Training
- 6 - Engineering and Manufacturing Technologies
- 7 - Health, Public Services and Care
- 8 - History, Philosophy and Theology
- 9 - Information and Communication Technology
- 10 - Languages, Literature and Culture
- 11 - Leisure, Travel and Tourism
- 12 - Retail and Commercial Enterprise
- 13 - Science and Mathematics
- 14 - Social Sciences

Chart 3.2

SKILLS Priorities

The skills priorities that affect all the growth sectors in the Maldon District and their potential for future success together with some examples of how these can be tackled, have been identified as follows:

1. Activities focused on people, centre around key themes such as developing our future workforce, raising attainment & skill levels and thereby helping people become employed and raise the level of their jobs, such as:
 - Improve work preparedness of our young people and ensure they are able to make informed career choices, especially young women.
 - There should also be initiatives aimed at encouraging women to consider STEM qualifications through female case studies, female role models working in these sectors coming into the schools to talk about their experiences and examples of job roles and career pathways for women and thereby encouraging more women to work in those sectors traditionally considered 'masculine' roles
 - Working with the Department of Work & Pensions in respect of initiatives such as Work Skills Academies and recruitment drives, careers and apprenticeship fairs etc. This should include

opportunities for support aimed at disadvantaged groups, such as those with a disability, ex offenders etc.

- Raising greater awareness of the variety of roles and career progression paths
 - Engaging the schools on sector related projects, talks, taster sessions, work experience, careers and apprenticeship fairs as well as projects aimed at boosting the numbers of young people from disadvantaged backgrounds going into higher education.
 - Support for digital upskilling / inclusion, utilising all available technologies, such as virtual reality.
 - Together with partners exploring innovative approaches to overcoming the challenges posed by rural travel barriers.
2. Activities focused on supporting local business include key themes such as developing a robust supply of skilled ambitious talent for our priority growth sectors, thereby encouraging greater investment and more jobs, such as:
- Encouraging increased take up of apprenticeships by existing staff (upskilling) and new entrants.
 - encouraging succession planning to counteract an ageing workforce in some sectors
 - Intelligently targeting additional skills sources, such as those leaving the military, those with a disability and ex offenders etc.
 - Encouraging businesses to work with schools (including primary schools and the 11-14 year age group), local training providers, parents and students to raise aspirations in those sectors requiring these skills, particularly Manufacturing and Engineering, Construction, & Creative & Digital.
 - Guiding businesses to anticipate how demand for technology driven skills are likely to develop in the future and investing in training to meet those demands.
 - Encouraging increased take up of digital skills and other higher level technical qualifications in STEM subjects at further and higher education level.
 - Creating greater links between the businesses, education providers and Careers Advisers
 - Encouraging business involvement with the employer led Essex Employment and Skills Board Sector Action Groups and their initiatives to build a productive, responsive and inclusive Essex skills and training system that delivers growth and opportunities for local people and employers.
 - Working with businesses to influence future vocational curriculum to better match the requirements of business including employability skills.

The above priorities have all been identified through feedback from businesses via a Skills survey and other sources as listed below. Please note that a fully comprehensive Action Plan will follow this Strategy once it has been approved, which will also include skills issues specific to the individual sectors and further examples of how these issues can be tackled. We also need to be particularly mindful of the significant skills impact that the future construction of Bradwell 'B' power station is likely to have on the District.

Principal Data Sources

Maldon District Council Economic Development Team Business Skills Survey conducted October 17-January 18

Maldon District Council Economic Prosperity Strategy Evidence Base 2013-2029

<https://www.maldon.gov.uk/publications/LDP/pre-submission/3%20Economic%20Prosperity/EB068b%20Maldon%20District%20Economic%20Prosperity%20Strategy%20Evidence%20Base.pdf>

Maldon District Council Prosperity Strategy 2013-2029

<https://www.maldon.gov.uk/publications/LDP/pre-submission/3%20Economic%20Prosperity/EB068a%20Maldon%20District%20Economic%20Prosperity%20Strategy.pdf>

Economic Impact of Tourism for Maldon District Report produced by Destination Research - 2016

Essex Employment & Skills Board Maldon District Profile 2017-2018 <https://www.essexsb.co.uk/our-research/search/location/maldon>

Essex Employment & Skills Board IT, Creative & Digital Profile 2017

[https://www.essexsb.co.uk/files/0ce1f-IT Sector%20Profiles 2016 17 Final.pdf](https://www.essexsb.co.uk/files/0ce1f-IT%20Sector%20Profiles%202016%2017%20Final.pdf)

Essex Employment & Skills Board IT, Digital & Creative Fact Sheet

<https://www.essexsb.co.uk/files/36a2f-ITDigitalCareersFactSheet.pdf>

Essex Employment & Skills Board Care Fact Sheet <https://www.essexsb.co.uk/priority-sectors/care>

Essex Employment & Skills Board Care Profile 2017 <https://www.essexsb.co.uk/our-research/care-sector-skills-profile-2017>

Essex Employment & Skills Board Construction Fact Sheet 2016-17

Essex Employment & Skills Board Construction Profile 2017 <https://www.essexsb.co.uk/our-research/construction-sector-skills-profile-2017>

Essex Employment & Skills Board ESB/CITB – Construction Labour & Skills 17.02.16 Research Sandra Lilley, Doug Forbes and Karen Hazelden

<https://www.essexsb.co.uk/files/04545-Essex%20v23%20finalsblog.pdf>

Essex Employment & Skills Board Advanced Manufacturing & Engineering Profile 17/18

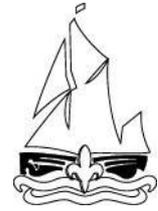
<https://www.essexsb.co.uk/our-research/advanced-man-engineering-sector-skills-profile-2017-18>

Essex Employment & Skills Board advanced Manufacturing & Engineering Fact Sheet 2016-17

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**REPORT of
DIRECTOR OF STRATEGY, PERFORMANCE AND GOVERNANCE**

**to
PLANNING AND LICENSING COMMITTEE
11 APRIL 2019**

**GREEN INFRASTRUCTURE STRATEGY SUPPLEMENTARY PLANNING
DOCUMENT**

1. PURPOSE OF THE REPORT

1.1 To present the final version of the Green Infrastructure Strategy (the Strategy) to the Committee and to outline the amendments and additions made to the Strategy following public consultation.

2. RECOMMENDATIONS

(i) that the proposed amendments made to the Green Infrastructure Strategy Supplementary Planning Document following the public consultation, be approved.

To the Council

(ii) that the Green Infrastructure Strategy Supplementary Planning Document (attached as **APPENDICES A and B** to this report) be adopted.

3. SUMMARY OF KEY ISSUES

3.1 Green Infrastructure (GI) Strategy Background

3.1.1 The Green Infrastructure Study, completed in 2011 and which formed part of the baseline evidence for the Local Development Plan (LDP), identified the existing green infrastructure in the district, including areas of deficit and certain green space standards. One of the recommendations of that study was the need for an overall strategy and action plan for the green infrastructure in the district.

3.1.2 The draft Strategy was approved for public consultation by this Committee on 15 November 2018. The consultation was held between 5 December 2018 and 23 January 2019. The consultation period was longer than the statutory minimum as the consultation period included the Christmas period. All the people and organisations on the Council's LDP mailing list (over 1,120) were notified of the consultation. 23 responses were received, the majority of which were detailed and substantial. The table overleaf outlines the consultation responses received:

Local Authorities	Statutory	Individuals /	Businesses /
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	Consultees	organisations	landowners
Chelmsford City Council	Environment Agency	Members of the Public x 3	Dartmouth Parks Estates
Essex County Council	Forestry Commission	A Maldon Harbour Improvement Commissioner	Gladman Developments
Langford and Ulting Parish Council	Historic England	Essex Bridleways Association and British Horse Society	Maldon Wick Ltd
Maldon District Council (MDC) Planning and Licensing Committee via the Chairman and Vice-Chairman	Natural England	Maldon Society	
South Woodham Town Council	Port of London Authority	The Royal Society for the Protection of Birds (RSPB)	
Woodham Walter Parish Council	Sport England		

3.2 Summary of the responses received, and changes made to the GI Strategy and Projects

3.2.1 The detailed consultation responses and the proposed changes made to the GI Strategy and GI projects are detailed in the Consultation Statement (**APPENDIX C**); a summary is given below:

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
Strategic Environmental Assessment (SEA) Screening Report (Appendix 4)	
Natural England's advice is that the Strategy and SEA screening report be amended, to incorporate clear objectives and commitments to ensure the protection and enhancement of designated sites, to reflect the emerging Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) Supplementary Planning Document (SPD), and to secure the delivery of any GI mitigation required to address the adverse effects of development.	The SEA Screening Opinion and the GI Strategy have been revised, to take into account the changes made following the consultation and Natural England's comments on the SEA for the draft SPD.
Historic England	No specific comments made

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
Essex County Council (ECC)	ECC support the recommendation in the Screening Opinion on the basis that the Strategy provides guidance to existing plan policies which have been subject to a full Sustainability Appraisal (SA) and is unlikely to have significant effects on the environment to those already assessed through the SA
General Comments	
<p>Statements of support in principle for the overall Strategy received from:</p> <ul style="list-style-type: none"> • Natural England • Chelmsford City Council • Woodham Walter Parish Council 	
Concern raised that the SPD was introducing new policy / allocations	Paragraph 3.48 clearly states that the proposed policy wording relates to a future review of the LDP. As such it does not introduce new policy now, it suggests wording that can be considered for inclusion in a future revision of the LDP. The GI Strategy does not allocate land for development. It identifies projects that will help deliver the aims of the LDP, namely (policy N1 Green Infrastructure Network) “A strategic multi-functional network of green infrastructure will be identified, managed, and where possible enhanced.” Therefore Principle 2 and the proposed GI projects are directly related to the policy requirements in the LDP. No change
Concern raised that the GI Strategy was based on new evidence and not the same evidence used for the LDP	This GI Strategy builds upon the GI Study undertaken for the LDP in 2011. It is reasonable to expect SPD to be based on up to date evidence, where available. Much of the evidence used to support the GI Strategy was already available as individual datasets; for the Strategy it has been collated and analysed as a whole. No change.
Introduction	
The report is flawed in its focus in that it limits itself artificially to that which is within its direct control.	Any SPD needs to be implementable, and therefore is limited to that which is within the Council’s control. No change.
South Maldon Garden Suburb (GS) - There needs to be policy statements for more robust joint working when the policies of other authorities’ conflict with what Maldon District Council (DC) would wish in landscaping terms	Masterplans for both Garden Suburbs were prepared collaboratively with all stakeholders, landowners and developers including ECC Highways and to adoptable standards. The masterplans and consideration of design quality in new development is an integrated approach in accordance with the endorsed / adopted Masterplans, Maldon District Design Guide SPD and endorsed Strategic Design Codes as set out in national and local policy. No change.

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
Access to greenspace is paramount and we would like to see more emphasis on the aspiration to ensure that access is available to as many user groups as possible.	New text added to Action Plan on making new or upgraded Public Right of Ways (PRoWs), wherever possible, multi-user by default and suitable for a range of user groups.
Reference should be made to all three LDP Natural Environment policies.	Text on policies N2 and N3 added.
South Maldon Garden Suburb (SMGS) - The provision of green 'walls' along development peripheries directly contributes to the wellbeing of both the drivers using the roads in visual terms, and the residents in terms of both visual benefit and air quality.	The SMGS Masterplan SPD rationale is to integrate new development into the built, natural and historic environment as set out in local and national policy. Screening development from view is considered a negative design approach. The Masterplan Garden Suburb Design Principles set out a landscape led approach where built form is softened by green infrastructure and provides a setting and backdrop for built form to nestle within as well as the visual, ecological and biodiversity gains to the new development. New development visible from the highway is a visual cue to motorists that pedestrians and cyclists are also using the highway and is considered an effective tool to slow down traffic. No change.
Essex Coast RAMS - Strategy should refer to the importance of Green Infrastructure within the context of the recreational disturbance pressures currently being faced on the Essex Coast designated sites	Additional wording added to paragraph 1.11 to respond to Natural England's comments.
Biodiversity and landscape enhancement - This SPD could consider incorporating features which are beneficial to wildlife within development.	These issues are already covered by the Maldon District Design Guide's technical document on Landscape and Green Infrastructure, which is referred to in paragraph 1.11. No change.
A number of the projects within the SPD are within close proximity to the coastal European designated sites and as such require due consideration under the Habitats Regulation Assessment (HRA) process.	Some of the projects will provide recreational opportunities away from the estuaries, thus potentially diverting recreational pressure away from the most sensitive areas of the District. Paragraph 1.13 will be expanded to make it clear that individual GI projects may need assessment under the HRA process.

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
Protecting and Enhancing Wildlife	
Paragraph 2.8 - It would be helpful for those using the strategy to separate out these important Special Protection Area (SPA) Feature species in to 'breeding' and 'wintering,' as these populations may be affected differently by disturbance.	Paragraph 2.8 has been amended as suggested.
In comparison to other districts in East Anglia, there is higher density of ancient woodlands in Maldon District.	Additional text added after paragraph 2.12 on the importance of ancient woodlands
Figure 2.1 fails to show Woodham Walter Common Site of Special Scientific Interest (SSSI) or how it connects with the rest of Danbury Ridges.	There was a formatting anomaly on this map. The map area for figure 2.1 will be changed to show the Woodham Walter SSSI complex. Additional paragraph has been added after paragraph 2.11 on this SSSI as it is the largest inland SSSI in the District.
Information on The Essex Little Tern Group needs revising as Old Hall Marshes Tollesbury Wick are key sites in the District. The Strategy should include information on the Blackwater Conservation Strategy.	The desk based study findings (page 14) on the Essex Little Tern Group is amended as suggested. Additional text on the Blackwater Conservation Strategy has been added.
Creating Resilient Water Environments	
The Strategy does not refer to the Shoreline Management Plan – the strategic document for managing the coastline.	New text on the Shoreline Management Plan has been added to page 22.
The recent change in emphasis in the National Planning Policy Framework (NPPF) for the consideration of natural flood management techniques to reduce the causes and impacts of flooding should be considered.	Text on natural flood management has been added after paragraph 2.25
Smaller watercourses: Holloway Road ditch and Heybridge Hall ditch should be added to paragraph 2.22 alongside Spickett's Brook	These have been added.
There are significant benefits in leaving green corridors around watercourses. If these areas remain as public open space, the risk to habitat through culverting or increased local flood risk etc. is reduced.	Additional text added after paragraph 2.22 on the benefits of providing green corridors around watercourses.

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
Under ‘Stakeholder comments’ (page 22) reference is made to there being a lack of distinction between Sustainable Drainage Systems (SuDS) and accessible green infrastructure in development proposals and as such, there is a potential conflict between the provision of SuDS and open / recreation space. It is unclear within the Strategy if this has been addressed.	New paragraph added after paragraph 2.25 on SuDS.
The flood zones 2 and 3 on Figure 2.2 could be misleading.	The map uses the flood zones identified by the Environment Agency. The map also shows the extent of the spatial flood defences. The link to the Environment Agency interactive map will be added at the end of the Flooding section (page 20).
Supporting Local Landscape Character	
There should be a much greater emphasis on local landscape character types.	<p>Landscape protection is already covered by a number of policy documents, and this Strategy should be read in conjunction with these other policies.</p> <ul style="list-style-type: none"> • GI Strategy Policy Principle 3 (page 63) focuses on conserving and strengthening links with our landscape. • LDP Policy D1 design quality and built environment protects landscape settings, the natural environment and encourages development to contribute to and enhance local distinctiveness. Paragraph 3.5 expands on this policy. • The Maldon District Design Guide at B03 and B04 covers landscape character in some detail, as does the accompanying technical document Landscape and Green Infrastructure. <p>Where appropriate, a landscape and Visual Impact Assessment (LVIA) or an assessment of impact on local landscape character can be required for development proposals. No change</p>
Celebrating Cultural Heritage	
Concern that there are no references to the marine industry heritage in this policy document.	The section on Supporting Economic progress and Tourism at paragraphs 2.95 and 2.96 (page 56) refer to the strong maritime economy and culture of the district. In the Celebrating Cultural Heritage section, the district’s maritime heritage is already an identified strength (page 32). No change.

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
Reference should be made to the significance of the historic coastal grazing marshes and the widespread evidence of the Late Iron Age and Roman salt-making industry (Red Hills) within the marshes.	This section is missing reference to non-designated heritage assets. A new sub-heading and text on non-designated heritage assets (both buildings and archaeological assets) has been added.
Promoting Healthy Living	
This theme is supported by: <ul style="list-style-type: none"> • Sport England • ECC 	
The Coastal Footpath connecting South Woodham Ferrers with Burnham-on-Crouch is supported, although looking at Ordnance Survey maps, there would seem to be difficulties in proposing a direct route	The challenge of identifying a safe, simple route is identified in the River Crouch Greenway project. This project will need to rely upon Natural England's England Coast Path (ECP) for its route. The proposal for the Wallsea to Burnham-on-Crouch stretch of the ECP is due to be published later in 2019. No change.
Recommend health inequality and green infrastructure requires further consideration (reference to Public Health England research provided).	Paragraph 2.64 already refers to health inequalities. Link to further information has been provided.
Recommend that the Fields in Trust (FiT) guidance for outdoor sport and play is referred to.	New text and a link to the Fields in Trust guidance has been added.
A partnership (between MDC, ECC, landowners etc.) is needed to solve the Public Rights of Way (PRoW) issues in the countryside. There is huge potential to raise awareness of PRoW in the District, and to make sure that the individual elements of the PRoW network are better connected together. The key thing the District needs is a safe cycle network alongside roads, radiating out between the main communities	<p>The ECC Rights of way improvement Plan is due for review in 2019. MDC will ensure that the aspirations of the GI Strategy and the GI projects will be embedded in MDC's response to this.</p> <p>As part of the Essex Cycle Strategy, Essex Highways published the Maldon District Cycling Action Plan in 2018. The purpose of the Essex Cycling Strategy is to set out the key elements of a long term plan that will lead to a significant and sustained increase in cycling in Essex.</p> <p>New paragraph added after 2.48 on Essex Highways' Essex Cycling Strategy and the Maldon District Cycling Action Plan.</p>

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
There appears to be an emphasis on the promotion of sports and physical recreation activities but little recognition that sports facilities in some areas are being undermined by proposed development. There should be a policy for preventing the loss of such facilities.	The Green Infrastructure Strategy will be a Supplementary Planning Document that supports the LDP, it cannot introduce new policy. LDP policy N3 already protects open space, sports and recreational land and buildings. No change.
The strategy appears to be promoting access for cyclists rather than any other user group. Maldon district has the lowest proportion of bridleways in Essex at only 7% of the total (Essex Rights of Way Improvement Plan (ROWIP)) and this Strategy needs to aspire to increase such access.	Additional text has been added to paragraph 2.64 recognising that safe-off road routes is a barrier to recreational access to the countryside, and that new / upgraded routes should be accessible of all user groups wherever possible.
However, there is a concern that the GI Strategy's evidence base for formal recreation space provision needs and issues is reliant on the 2011 GI Study, which needs to be updated.	A review of pitches, Neighbourhood Equipped Areas for Play (NEAPs) and Local Equipped Areas for Play (LEAPs) etc. for all parishes in the District will be carried out as part of the Playing Pitch Strategy review (target date 2021). Principle 6 has been amended to reflect this.
The action plan should explicitly expect developments to consider how they can provide or enhance green infrastructure to encourage physical activity and should specifically encourage consideration to be given to the Active Design guidance.	This issue is addressed in the Maldon District Design Guide technical document: Landscape and Green Infrastructure. This is addressed in GI Strategy policy principle 5: Improving access, fitness and contact with nature (page 64). No change.
Amend paragraph 2.63 relating to the Essex Coast RAMS.	Paragraph 2.63 has been amended to better reflect the aims of the RAMS project and the Habitats Regulation Assessment requirements.
Page 43 - The towpath along the Chelmer and Blackwater Navigation, if upgraded, should be made accessible to ALL user groups, including equestrians	This section reports comments made at the stakeholder workshop. The Chelmer and Blackwater Access project could deliver an upgraded towpath between Heybridge Basin and Chelmsford, to providing a strategic walking and cycling route, as well as offering the opportunity to extend the bridleway which currently only links Heybridge Basin to Elms Farm Park.
The analysis and priorities section is missing.	This was missed in error. New text on analysis and priorities has been added.
Nurturing Communities	
This theme is supported by Sport England	
Obesity and Mental Health are major issues in the District. This section needs expanding.	Paragraph 2.71 has been re-written and expanded to better reflect the health priorities in the District (obesity / mental health).

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
Sustaining Productive Landscapes	
There appears to be too much emphasis on salt production at the expense of the importance of farming and food production in the District.	The paragraphs have been re-ordered to increase the emphasis on the importance of farming and new text has been added on local farming related businesses.
The farm land managed under the Environmental Stewardship Scheme is not seen as contributing to Green Infrastructure by the public even though approximately a third of the District's land area is managed under this scheme.	Additional text has been added to paragraph 2.89 to recognise the contribution that land farmed under the Environmental and Countryside Stewardship Schemes makes to the natural environment and green infrastructure.
Supporting Economic Progress and Tourism	
It is unfortunate that these two aims have been bracketed together as they can, as the strengths and weaknesses comment implies, be mutually exclusive, for example, the proposal for a new nuclear station at Bradwell which will impact on three of the projects.	It is recognised that the proposed new power station at Bradwell will have both positive and negative impacts. However, it is beyond the remit of the GI Strategy to deal with Bradwell in any detail. No change.
Paragraph 2.97 mentions improving access for pedestrians and cyclists but no mention of equestrians, despite sections of the towpath in that area already being designated bridleway. It follows that any linking routes should also be of bridleway status.	The majority of the Causeway Area is not a suitable location for encouraging horse riding. Where appropriate, horse riding access will be considered for routes linking to the Navigation. No change
Action Plan	
Vision is generally supported by ECC. Principle 1: supported by the Environment Agency Principle 2: supported by Environment Agency	
Fig 3.1 - Concern regarding how realistic the ferry connection across the Blackwater would be. There are alternative routes that could be considered in addition to the indicative route shown on the map.	As with all the GI projects, this project will need to be developed further to ensure that it is practical and viable. No change.

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
<p>Word cloud, page 61 - The word cloud has very little on landscape, and nothing on food production, or integrating farming and landscape; it would suggest that the workshops didn't have the right people present.</p>	<p>Although representatives of the agricultural sector did not attend the technical stakeholder workshop, representative bodies, businesses and individuals from the farming community were consulted with through the public consultation on the GI Strategy, and had that opportunity to make comments on the GI Strategy.</p> <p>The word cloud and accompanying text has been moved to Appendix 3 as it reflects the comments made by the workshop attendees.</p>
<p>Recommend the vision includes 'multi-functional' landscapes and 'promote healthy living'.</p>	<p>These amendments are in line with the revised NPPF and have been incorporated into the vision.</p>
<p>Paragraph 3.7 - Flood defence enhancement should be refused unless a need is proven and they should not have adverse impacts on nearby settlements.</p>	<p>It is highly unlikely that flood defence enhancement works would be undertaken if there was not an identified need. New or improved flood defences at one location should not make the situation worse elsewhere. The assessment of economic, environmental and social impacts of proposed flood protection schemes will include both positive and negative impacts of the scheme. This issue is beyond the remit of the GI Strategy. No change.</p>
<p>Principle 6 – the three themes should be re-ordered to better reflect their importance.</p>	<p>The themes have been re-ordered:</p> <ol style="list-style-type: none"> 1. Development of a coherent ecological network 2. Partnership Working 3. Protection and Enhancement of Biodiversity in New Developments
<p>Principle 5: Improving Access, Fitness and Contact with Nature and Principle 6: Increasing Local Food Supply - could be strengthened by referencing public health benefits.</p>	<p>Both these principles already refer to the potential benefits to physical and mental health. Therefore, the suggested change is not necessary.</p>
<p>Principle 5 (regarding water based activity) should 'ensure impacts are avoided and mitigated'.</p>	<p>If impacts are avoided, there is no need for mitigation, whilst mitigation would only occur if there were impacts that could not be avoided. Therefore, the text is correct: 'avoided or mitigated'.</p>
<p>Paragraph 3.19-3.20 - The provision of local (and neighbourhood) equipped areas for play is noted and areas for such have been highlighted. It is noted that Woodham Walter has been excluded even though currently there is no provision for a LEAP or a NEAP in the Village.</p>	<p>The text for this section was not as clear as it should have been. The list of parishes used was incorrect: the list was of parishes with a deficit of parks and open spaces from the GI Study, rather than a deficit in play provision from the Play Strategy. However, the evidence base for the Play Strategy is now dated and it is not felt appropriate to include this list in the GI Strategy. A review of NEAPs and LEAPs will be carried out as part of the playing pitch strategy review (target date 2021).</p> <p>This section has been revised accordingly.</p>

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
Principle 5- Developers contributions towards play space this should be in line with the Greenspace Standards set out in the Maldon Landscape and Green Infrastructure Technical Document and have regard to Regulation 122 of the Community Infrastructure Regulations 2010.	Principle 5, refers back to table 2.1 (page 40) the greenspace standards set out in the GI Study 2011, which are the same standards used in the Maldon District Design Guide Landscape and Green Infrastructure Technical Document. A footnote will be added to the end of paragraph 3.21 for the Community Infrastructure Regulations 2010.
Principle 5 - there should be an action relating to updating the formal open space evidence base and explicitly expecting new development to be designed to promote physical activity.	The Maldon District Design Guide provides technical guidance on the integration of open space, sport and play facilities into new development, recognising the health benefits that high quality greenspace brings. The Playing Pitch Strategy is expected to be reviewed (target date 2021) ahead of the Local Development Plan review. The outcomes of this will inform the LDP review. Additional text added on both these points.
Principle 5 – paragraph 3.26 – Concern that the wording this paragraph implies an increase in activity on the estuary will be promoted.	The paragraph already explicitly refers to the coast’s ecological sensitivities and the RAMS. The paragraph will be amended to remove the reference ‘to promoting access to water.’
Paragraph 3.32 – provision of allotments should be made in line with Regulation 122 of the Community Infrastructure Regulations 2010.	This issue has been dealt with by adding a footnote to paragraph 3.21 regarding developer contributions.
Need to clarify the funding and monitoring mechanisms for the projects.	The GI Strategy and Projects equips the Council and its key partners with an agenda for change which is ready to form the basis of future funding bids and applications. Text on delivery and monitoring has been added.
Appendix 1 - Methodology	
No comments	
Appendix 2 – appraising natural and semi-natural greenspace sites	
The inclusion of robust criteria is supported by ECC.	
The robust criteria for the appraisal of natural and semi-natural greenspace is welcomed. Reference should still be made to areas in proximity to designated sites.	This appraisal process is to enable areas of local significance to be identified, which is why designated sites have been excluded from the process. Land adjacent to designated sites may have a value in acting as a buffer around the designated area, however, as the criteria are focused on habitat types, it may not be appropriate to identify land solely due to its proximity to other sites. No change.

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
Appendix 3 – Stakeholder input	
Page 81 – Disagree with bullet 14 – there should not be permissive rights to cycle on the sea walls, unless there is more money spent on maintaining sea walls, they are unsuitable for cycle use.	This section of the report relays comments made at the stakeholder workshops. As such it would be inappropriate to edit the comment. However, the suitability of any potential access projects for cycling / riding will need to be considered as each project is developed in more detail.
Appendix 4 – Policy Review	
Green Essex Strategy (formerly the Essex Green Infrastructure Strategy) section needs to be updated	This section has been revised to take account of changes made to the emerging GES since this section was first drafted.
Reference should be made to the Essex Design Guide (EDG).	New text on the EDG has been added as part of the policy review, making it clear the EDG has not been endorsed by this Council.
References to Chelmsford’s GI Strategic Plan need to be corrected.	This section has been amended, to better reflect the importance of GI in the Chelmsford Local Plan.
GI projects	
The GI projects are generally supported by ECC.	
Community Greenspaces	
No comments.	
Promenade Park	
Promenade Park is a historic designed landscape and any GI project should reflect its heritage significance within its historic setting.	The Promenade Park’s historic designed landscape is recognised in the project outline. No change.
Town Centre Greening	
Mitigation measures will be required to ensure that there are no significant impacts on the historic environment.	This point will be added to the challenges section.
Town Centre Greening – Potential Partners add the Highways Authority	ECC Highways Authority has been added as a potential partner.
Maldon’s Hidden landscapes	
Reference should be made to the Historic Environment Characterisation project, which identifies the significance of the historic field boundaries to the identity of the Dengie.	The Historic Environment Characterisation project has been referenced in the main body of the GI Strategy. No change.
Recommend the mapping of heritage hedgerows and veteran trees is undertaken.	The following sub-projects have been amended: <ul style="list-style-type: none"> • Mapping of historic hedgerows has been extended from the Dengie to include the District. • Preserved trees are already mapped; the project is to digitise the maps.
Potential partners:	Parish Councils and the Tree Council / Tree Warden

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
	network have been added.
Chelmer and Blackwater Navigation Access Project	
This project is supported by Chelmsford City Council	
Concern raised about the impact that improving access to the Chelmer and Blackwater will have at Hoe Mill, Ulting due to car parking and the existing highway safety that car parking already causes in that area.	This is an important point and could apply to the Railway Multi-Access Trail and the Greenways projects, too. Issues of car parking has been added to the 'potential challenges' section of the project proforma.
There are opportunities for enhancement and interpretation of heritage structures associated with the Navigation, although mitigation measures will be required to ensure that improving access does not impact on the historic environment.	Protection of the historic environment had been added to the potential challenges for this project.
Enhancing and upgrading the towpath would change the rural characteristic of the route involved to the detriment of many of the areas through which it passes and to the existing wildlife.	The risk to wildlife is identified as a challenge. The protection of the rural character of the Navigation will be added as a potential challenge.
Any such improvements to the towpath to enable cyclists to use them should also include access for equestrians.	Walking, cycling and riding groups have been added as potential partners. The length of existing bridleway along the Navigation is limited. This project could offer the opportunity to extend this provision.
The project mentions enhancing wildlife but doesn't have the 'Protecting and enhancing wildlife' icon highlighted. This should be highlighted as the project could provide numerous benefits to wildlife given the continuous length and existing 'green' nature of the Navigation.	This icon has been highlighted.
Potential partners additions:	<ul style="list-style-type: none"> • Parish Councils • Walking / cycling / riding special interest groups
Railway Multi-Access Trail	
This project is supported by: <ul style="list-style-type: none"> • South Woodham Ferrers Town Council • Langford and Ulting Parish Council 	
Conservation Management Plan for the repair and ongoing maintenance of the Scheduled Trestle Timber Viaduct at Wickham Bishops.	This has been added as a potential challenge.

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
<p>The proposed GI Project ‘Railway Multi-Access Trail’ appears to seek to designate new routes above the adopted development plan. Approving such a proposal in an SPD could risk conflict with approved GI to be provided as part of approved planning permissions. The GI project proposes to re-instate the old railway line as a multi-access route (walking, cycling and horse riding). Maldon Wick Ltd. objects to the part of the trail (Maldon to Cold Norton) which appears to overlay the Maldon Wick site (see annex 1.</p>	<p>The GI Strategy is part of the delivery mechanism for the LDP, and this project is directly related to LDP policies N1 – Green Infrastructure Network and policy T1 - Sustainable Transport.</p> <p>The diagram on page 8 is indicative. It shows how the trail could link into existing public rights of way running through Maldon town, the surrounding countryside, and the planned pedestrian / cycle routes through the new Garden Suburbs.</p> <p>The Railway Multi-Access Trail would not include land at Maldon Wick, as it is impractical to do so. There is, however, an existing public right of way running adjacent to land at Maldon Wick which could be used to link the Cold Norton to Maldon section with the footpath network in the town, through to the Maldon to Witham section of the trail. No change.</p>
<p>The only concerns that we would have is regarding suitable parking facilities at either end of the trail.</p> <p>Also, we should look at providing access points along the trail so that people can join midway.</p>	<p>Enabling people to join the trail along its route, would be a consideration when developing the project in detail. The issue of car parking facilities will be added to the potential challenges.</p>
<p>This Strategy should include the aspiration for this entire route to be true multi-user – accessible to walkers, cyclists, and equestrians.</p>	<p>Extending use of the footpath to other users is recognised as a challenge, and that more than one option may need to be considered to achieve this. No change.</p>
<p>One of the sections of the Railway Multi-Access Trail runs between Cold Norton and South Woodham Ferrers, a section of which goes across the eastern part of Strategic Growth Site 7 in Chelmsford’s Local Plan, Land North of South Woodham Ferrers. The Council will consider whether it would be feasible to incorporate a PROW across this site.</p>	<p>It is recognised that section 3a crosses local authority boundaries from Maldon District into Chelmsford City and that it may not be possible to follow the route of the former rail line in its entirety due to land ownership and land management changes along the route since the rail line closed. That the route will need to take into account plans for new development and the existing network has been added as a potential challenge.</p>

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
Blackwater Greenway	
For the Blackwater Greenway, the Southminster to Burnham and River Crouch Greenways, these should also include access for equestrians.	There are identified issues with cycle use of the sea walls. There are structural issues to be considered before horses can be permitted to use the sea walls. As such, it would not be appropriate for this document to aim for equestrian access when it may not be feasible to do so. However, there is potential for equestrian access to other sections of the Greenway and this will be added to the context section.
Connecting Woodlands	
Reference should be made to the Historic Environment Characterisation Project (2008) regarding the appropriateness of the planting of woodlands in particular areas.	The Historic Environment Characterisation project has been referenced in the main body of the GI Strategy. Additional text has been added to the Strategy on ancient woodlands. No change.
The Wick	
Recommend the local community are engaged at the earliest opportunity to involve them in management of this Local Wildlife Site (LoWS) to manage expectations for recreation, particularly dog walking.	The potential conflict between recreation and biodiversity has already been identified for this project, as has the opportunity it offers for environmental education. No change.
The appropriateness of this GI project is acknowledged, as it applies to the area within the South Maldon Garden Suburb (SMGS). This is consistent with the approved SMGS Strategic Masterplan Framework. Object to the inference that this GI project might extend to the north of the SMGS, across Limebrook Way.	The arrow to the north of the site clearly ends south of Limebrook Way. There is an existing public right of way opposite The Wick on the norther side of Limebrook way, adjacent to land at Maldon Wick, which can be used to access the residential areas nearest the site. No change.
Water Sports Awareness programme	
This project is supported by <ul style="list-style-type: none"> • ECC • Environment Agency 	
Whilst signage is a useful tool and would raise awareness, its usefulness must not be overstated	Signage would be one element of a wider package of measures to achieve this project. No change.
Southminster to Burnham-on-Crouch Greenway	

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
<p>This is an important link between two of the larger settlements in the District. This should be a high priority project.</p>	<p>As part of the Essex Cycle Strategy, Essex Highways published the Maldon District Cycling Action Plan in 2018. This includes a new leisure route between Southminster and Burnham-on-Crouch, which is assigned it a medium priority, based on deliverability; directness; extension of existing network; and key attractors. The project has the same priority in both the GI Strategy and the Cycling Action Plan. No change.</p>
<p>Any contributions made to this potential scheme from Section 106 monies would need to be in line with regulation 122 of the Community Infrastructure Regulations 2010.</p>	<p>Reference to the Community Infrastructure Regulations 2010 has been added to chapter 3 of the Strategy.</p>
<p>River Crouch Greenway</p>	
<p>This project is supported by South Woodham Ferrers Town Council</p>	
<p>The Essex Coast RAMS project should be recognised as a partner for this project to avoid in combination impacts and maximise partnership working. It should be noted that the England Coast Path is a project not a partner.</p>	<p>Potential partners amended to include Essex Coast RAMS project and Natural England</p>
<p>The 'Protecting and enhancing wildlife' icon is not highlighted. This should be highlighted as the project can enhance and/or complement the value of the wildlife habitats along the route.</p>	<p>The icon for Protecting and Enhancing Wildlife will be highlighted for this project, in the project synopsis and in table 3.1 of the Strategy.</p>
<p>There will be significant objections to this project. This should be led by the English Coast Path project. This should be a low priority project. Unless there is more money spent on maintaining sea walls, they are unsuitable as cycle routes.</p>	<p>Cycling is currently not permitted on sea walls unless there is a permissive cycle route in place. The route for this section of the England Coast Path is currently being prepared and is likely to be published this year. This project will follow on from the wider national project. As such, the priority for this project does not need to be changed, as it is a medium term project (5-10 years). No change.</p>
<p>With regard to the new coastal footpath, access to join parts of the path midway are restricted. There are many miles which are inaccessible without a significant walk of many miles before hand.</p>	<p>Identifying a safe simple route has been identified as a challenge. The route of the Greenway will be led by the route of the England Coast Path. No change.</p>

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
Northey Island / Battle of Maldon	
<p>This area is of national heritage significance and any development will need to contribute to enhancing the understanding and management of the site and to mitigate against any impacts on its significance.</p> <p>Essex Coast RAMS project should be added as a partner for this project.</p>	<p>Protection of heritage assets has been added as a potential challenge, and Essex Coast RAMS project has been added as a potential partner.</p>
<p>Timescale: It has been pointed out that short term is the same as medium term.</p>	<p>Amend timescale to read: Short term (1 - 5 years).</p>
'Get Active' Maldon interactive online map / app	
<p>Any cultural layer for the proposed map/app will need to include information from the Historic Environment Characterisation Project (2008) and the Historic Environment Record.</p>	<p>Heritage has been added to the text.</p>
Country Park	
<p>MDC internal changes: The project is for one country park; the title should be Country Park, singular.</p> <p>The illustrative map is misleading, as it suggests there is only one possible area of search for a new country park. The area of search is wider than just one site.</p>	<p>The title has been amended and the illustration has been replaced.</p>
<p>Equestrian access should be an aspiration within this Strategy as far as possible.</p>	<p>Where possible, access for all users will be incorporated into this project. No change.</p>
<p>The potential location of the Country Park has considerable historic environment significance and any designation/provision which should be considered further. The provision of greenspace is not a commitment of the Essex Coast RAMS, which focusses on dealing with the in-combination impacts.</p>	<p>Protection of heritage assets has been added as a potential challenge. Text on RAMS has been amended for accuracy.</p>
<p>Concern is expressed at the creation of a country park at</p>	<p>The illustrative map is misleading, as it suggests there is only one possible area of search for a new country park.</p>

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
Beeleigh Falls.	The area of search is wider than just one site. The illustration has been changed.
The site is already frequented by the public but any increase in visitors would need to be managed sensitively to not cause deterioration of the existing biodiversity.	The illustrative map is misleading, as it suggests there is only one possible area of search for a new country park. The area of search is wider than just one site. The illustration has been changed. Potential conflict between visitors and wildlife will be added as a potential challenge.
Quiet Lanes	
The assessment of the protected lanes for Maldon District was undertaken by ECC (Place Services) and they should be consulted with regard to any proposed expansion to the network.	ECC will be added as a potential partner.
Concern that quiet lanes and protected lanes that are unsuitable for designation as cycle routes.	Safety issues are already identified in the synopsis. No change.
Wildlife Friendly Farming	
This project is supported by RSPB	
The Farming Wildlife Advisory Group (FWAG) should be identified as a potential partner.	FWAG has been added as a potential partner.
This should be a high priority project, as it achieves so much and it is cheap. Need to show that MDC is supportive of the conservation role provided by farmers.	Agreed, this project merits a higher priority. Priority raised to High.
Turtle Dove friendly Zones (TDFZ) - Given the urgency of this situation and that these areas have already been scientifically selected, we propose that the project is re-named and focussed to within the TDFZs	TDFZ have been identified as an approach to wildlife friendly farming, and one that could be replicated for other species. The suggestion to re-direct this project to focus on Turtle Doves is not appropriate. TDFZ are a great representation of a very specific wildlife farming scheme, however, we would not wish to focus on this one approach to the detriment of other potential approaches and funding opportunities. This project priority raised to High.

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
Connections to Wallasea Island	
This project is supported by the RSPB.	
St Peters and Bradwell Circular Walk	
This area is of national heritage significance and any development will need to both contribute to enhancing the understanding and management of the site and to mitigate against any impacts on its significance. Essex Coast RAMS project should be added as a partner.	<p>In the context of a potential new nuclear power station in the vicinity, the provision of a circular walk will have limited impact on the heritage significance of the locale.</p> <p>Protection of heritage assets will be added as a challenge.</p> <p>Essex Coast project has been added as a partner.</p>
This project mentions, and is suitable for including, biodiversity enhancements. The 'Protecting and enhancing wildlife' icon should be highlighted.	The icon for Protecting and Enhancing Wildlife will be highlighted for this project.
New project suggestions	
New project for smaller green infrastructure measures, such as stepping stone habitats and restoring degraded habitat.	Principle 2 identifies the opportunity for Biodiversity Net Gain through development, as does the LDP and the NPPF. This could provide a mechanism for delivering the types of habitat enhancements suggested here. Additional text has been added to paragraph 3.9 (Biodiversity in new developments) on the range of green infrastructure measures that could be provided through new development. Project not included.
New project for the Blackwater Conservation Strategy	Reference will be included in the GI Strategy to the Blackwater Conservation Strategy. As it is a strategy it would not be appropriate to include it as a project in the GI Strategy. In addition, the BCS project area extends beyond the district boundary. Areas outside the district are beyond the remit of this strategy. Project not included.
Other changes	
Other minor typing errors and factual corrections have been made.	

3.3 Status of the SPD

- 3.3.1 Once adopted by the Council, the Maldon District Green Infrastructure Strategy SPD will be a material consideration in making decisions on planning applications.

4. CONCLUSION

- 4.1 The draft Maldon District Green Infrastructure Supplementary Planning Document provides additional detailed guidance to landowners, developers, Registered Providers and the community on the Council's approach to the provision of Green Infrastructure across the district. Public consultation is a required element in the preparation of

SPDs, and gives the local community the opportunity to comment on the draft strategy.

5. IMPACT ON CORPORATE GOALS

5.1 The GI Strategy and GI projects supports all three themes in the Corporate Plan and the following outcomes:

Place:

- Our open spaces maintained for the enjoyment of all;
- Improved air quality;
- Partnership working to protect our countryside and coastline;
- Sound and tested environmentally friendly initiatives delivered.

Community:

- Working with communities and partners to support our health and wellbeing priorities.

Prosperity:

- Tourism supported and encouraged.

6. IMPLICATIONS

- (i) **Impact on Customers** – Planning applications will be determined in accordance with the SPD ensuring delivery of quality; sustainable developments which meet local needs.
- (ii) **Impact on Equalities** – The SPD will have a positive impact upon the District's communities by providing for a range of green infrastructure provision for residents and businesses.
- (iii) **Impact on Risk** – The draft SPD has been prepared in accordance with the approved LDP and national planning policy. It will provide greater certainty to the Council, developers, providers and the local community in relation to the provision of green infrastructure in new developments.
- (iv) **Impact on Resources (financial)** – Detailed costings and sources of funding will be identified for each project as each is further developed.
- (v) **Impact on Resources (human)** – Delivery of the GI projects will need to be project managed. The resource for project management will need to be determined on a project by project basis.
- (vi) **Impact on the Environment** – The SPD promotes high quality, inclusive and sustainable development and safeguards the character and distinctiveness of the District.

Background Papers:

Local Development Scheme 2019-21, available at www.maldon.gov.uk/ldp

GI Strategy Strategic Environmental Assessment Screening Report, available at

https://www.maldon.gov.uk/info/20048/planning_policy/8114/other_local_plan_documents/8

Maldon District Green Infrastructure Study September 2011

Maldon District Green Infrastructure Study September 2011 (Appendices)

Both available at:

https://www.maldon.gov.uk/info/20048/planning_policy/9164/presubmission_local_development_plan_evidence_base

Appendices:

As the Appendices to this report have large file sizes, these can be downloaded individually from:

https://www.maldon.gov.uk/info/20048/planning_policy/8114/other_local_plan_documents/8

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A Green Infrastructure Strategy for Maldon District

Final Version
March 2019

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A Green Infrastructure Strategy for Maldon District

Report for Consultation
Prepared by LUC
March 2019

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1 Introduction

Maldon District Council commissioned LUC to develop a Green Infrastructure (GI) Strategy Supplementary Planning Document (SPD)¹ to promote a long-term Vision, Opportunities Map and Action Plan for the sustainable development and management of green infrastructure across the District.

The need for a GI Strategy was initially identified in the February 2017 Local Development Scheme. This GI Strategy SPD (referred to as the 'GI Strategy') follows the Maldon District Green Infrastructure Study that was published in 2011 which informed the emerging future growth and infrastructure requirements in the District.

The planning context against which the 2011 study was prepared has now changed, most notably at a national level with the introduction of the National Planning Policy Framework (NPPF) in 2012 and its replacement in 2018 which incurred minor revisions during 2019, and the approved new Local Development Plan at the local level. In addition, the time elapsed since the previous study means that there may be changes to the existing green infrastructure assets in the District and new opportunities for expansion and enhancement of the green infrastructure network.

The structure of this GI Strategy is as follows:

- **Chapter 1: Introduction** - this chapter introduces green infrastructure, sets out the aims of the GI Strategy, outlines the planning policy context and provides the Maldon context.
- **Chapter 2: Key Green Infrastructure Themes** – using eight green infrastructure themes this chapter presents the green infrastructure baseline and feedback from the stakeholder consultation.
- **Chapter 3: Action Plan** – this chapter identifies the green infrastructure projects that have been informed by the desk based study and stakeholder consultation. The second section of this chapter sets out the green infrastructure policy principles.

¹ Supplementary planning documents (SPD) are non-statutory documents that can form part of the Local Development Plan. They provide more detailed advice and guidance on policies in local plans and are a material consideration when planning applications are being assessed.

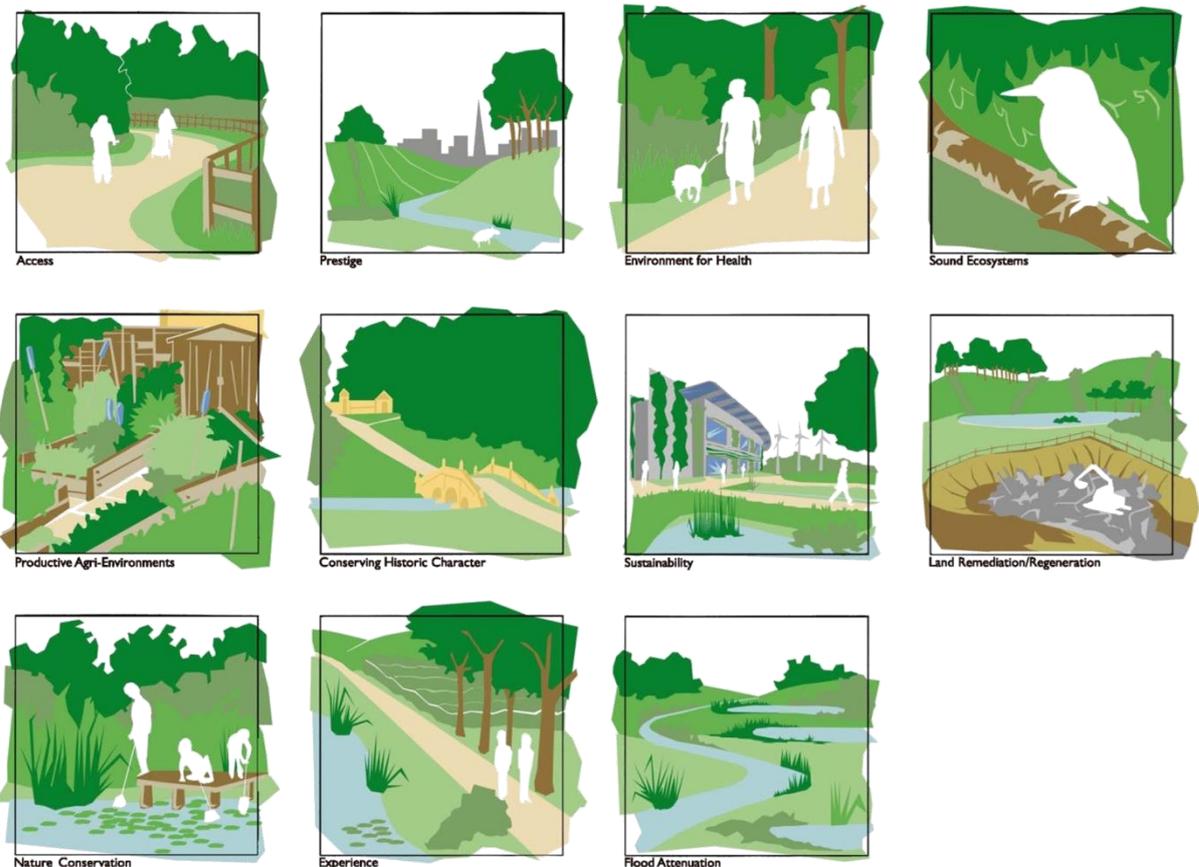
What is Green Infrastructure?

1.1 National Planning Practice Guidance² defines green infrastructure as:

"A network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Green infrastructure is not simply an alternative description for conventional open space. As a network it includes parks, open spaces, playing fields, woodlands, but also street trees, allotments and private gardens. It can also include streams, canals and other water bodies and features such as green roofs and walls."

1.2 Green infrastructure delivers multifunctional benefits to local communities (as shown below), for example enhancing physical and mental wellbeing through access to greenspace; supporting biodiversity and local landscape character; and delivering climate change adaptation and mitigation, such as reducing urban temperatures and reducing flood risk. The benefits of green infrastructure can be felt at a local, regional and national scale.



² DCLG 2016 Planning Practice Guidance for the Natural Environment – Green Infrastructure. Available at: <http://planningguidance.communities.gov.uk/blog/guidance/natural-environment/green-infrastructure/>

- 1.3 As well as offering environmental benefits, green infrastructure affords economic benefits through:
- reducing healthcare costs by improving physical and mental wellbeing;
 - increasing the attractiveness of a local area;
 - supporting the tourism sector by providing visitor attractions; and
 - supporting agriculture and food production.

Aim of the GI Strategy

- 1.4 The aim of the Maldon GI Strategy is to assess the existing evidence base and identify opportunities to conserve, enhance and promote the Maldon's green infrastructure network by developing a vision, opportunities map and action plan to guide future investment in green infrastructure.
- 1.5 Maldon District is set to deliver high levels of development in the coming years, when compared to recent times. It is important that new and existing communities have access to high quality greenspace and the landscapes and wildlife which are such a valued feature of the District. The Local Development Plan 2014-2029, which was approved in July 2017, sets out that a minimum of 4,650 homes are to be delivered mainly through sustainable extensions to Maldon, Heybridge and Burnham-on-Crouch in the form of Garden Suburbs and Strategic Allocations during the plan period.

The purpose of this GI Strategy is to:

- **Promote a long-term Vision** for the sustainable development and management of green infrastructure across the District.
- **Provide an opportunities map** that demonstrates how distinct elements of the green infrastructure network work together at a District level (and beyond, as appropriate).
- **Create a set of principles and policies** to underpin the creation and enhancement of the green infrastructure network.
- **Identify and prioritise key projects**, and identify potential partners and funding streams for their delivery.
- **Provide an Action Plan** for the delivery of key projects and interventions.

- 1.6 To help deliver these purposes, eight green infrastructure themes (shown below) have been identified. These were initially selected through listing and grouping the multifunctional benefits provided by green infrastructure in Maldon District, followed by verification in consultation with Maldon District Council and at stakeholder consultation events.



1.7 These eight themes in turn provide a structure for:

- evaluating the outputs of a desk based study and feedback from key stakeholders and Council Members; and
- guiding the evaluation and analysis of the green infrastructure baseline in the District.

National, Regional and Local Policy

1.8 This section outlines the key national, regional and local policies that have influenced the approach to this study.

National Planning Policy Framework

- 1.9 Published in 2018, with minor amendments made in 2019, the revised NPPF³ guides on the plan making process and decisions on development proposals that are decided by local planning authorities, and is expected to:
- improve housing delivery;
 - strengthen the plan-led system by focusing on strategic policies; and
 - encourage viability assessments at the plan-making stage.
- 1.10 The revised NPPF outlines the relevance of green infrastructure to the development of a Local Plan:
- Paragraph 20 highlights that 'Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for...conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure'.
 - Paragraph 91 requires that planning policies and decisions should aim to achieve healthy, inclusive and safe places; referencing safe and accessible green infrastructure, sports facilities and high quality public space as a means to achieving this.
 - Paragraph 150 states that 'New development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change...including through the planning of green infrastructure'.
 - Paragraph 171 states that 'Plans should...take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure'.
 - Paragraph 181 links the requirement for the identification of green infrastructure provision and enhancement at the plan making stage to the improvement of air quality or mitigation of impacts relating to this issue.
- 1.11 The NPPF provides a mechanism by which local authorities can protect some open spaces under a 'Local Green Space' designation (paras.99 and 100), and provides high-level criteria for such a designation.

Green Infrastructure in Planning Practice Guidance

- 1.12 The National Planning Practice Guidance (PPG) encourages a strategic approach to incorporating green infrastructure into local plans and implementing planning decisions through an evidence based approach. It emphasises the importance of green infrastructure to the delivery of high quality sustainable development, alongside other forms of infrastructure such as transport, energy, waste and water. Green infrastructure provides multiple benefits, notably ecosystem services, at a range of scales, derived from natural systems and processes.
- 1.13 The PPG states that local authorities are required to provide suitable mitigation for potential impacts on international nature conservation sites and recommends the provision of open space to deliver a range of benefits and mitigation measures either directly or through the Community Infrastructure Levy (CIL).
- 1.14 The PPG also requires the sustainable management of green infrastructure, which should be identified at the earliest stage, alongside the determination of sources of funding for its on-going management. This study considers the potential for S106/ CIL to deliver green infrastructure.

Green Infrastructure in Local Policy

Local Development Plan 2014-2029

- 1.15 The Maldon Local Development Plan⁴ was approved in July 2017 and sets out the overarching vision of the District between 2014 and 2029. It identifies the long-term requirements for growth and its distribution, and includes strategic policies and large mixed-use land allocations in Maldon, Heybridge and Burnham-on-Crouch.

³ Ministry of Housing, Communities and Local Government (2019) National Planning Policy Framework

⁴ Maldon District Council (2017) Maldon District Local Development Plan. Available at: https://www.maldon.gov.uk/info/20048/planning_policy/9311/approved_local_development_plan_21_july_2017

1.16 The Local Development Plan sets out a spatial vision and 14 objectives to deliver the vision, including ‘...enabling the provision of facilities and services, including ... green infrastructure’. The key policies relevant for this GI Strategy are:

- **Policy N1: Green Infrastructure Network** seeks to secure the protection, creation and enhancement of green infrastructure, and support for development proposals that contribute to and strengthen the green infrastructure networks’ connectivity.
- **Policy N2: Natural Environment, Geodiversity and Biodiversity** seeks to protect and enhance internationally, nationally and locally designated sites and to deliver net biodiversity and geodiversity gain in new development.
- **Policy N3: Open Space, Sport and Leisure** aims to protect PRoW, spaces and facilities contributing towards the integrity of the green infrastructure network, from loss or damage from development. Developments are required to contribute towards improving the provision, quality and accessibility of open spaces, sports, community and leisure facilities.
- **Policy S1: Sustainable Development** sets out 14 overarching principles covering environmental, social and economic objectives which development proposals will be considered against during the planning application process. Green infrastructure is specifically identified in the ninth objective which covers the natural environment, and is also relevant to many of the other 13 objectives including the local economy, climate change, flood risk, sustainable modes of transport, sustainable communities and the historic environment.
- **Policy S2: Strategic Growth** allocates land for at least 4,650 new homes that need to be delivered within the District between 2014 and 2029. To ensure the most accessible and sustainable locations are selected, this policy allocates sites on the urban fringes of the main settlements in the District. The site allocations are set out in **Table 1.1** below:

Table 1.1: The strategic sites identified in Policy S2 of the Local Development Plan

Site allocation		Approximate number of dwellings to be delivered
South Maldon Garden Suburb	S2(a) South of Limebrook Way	1,000
	S2(b) Wycke Hill (North)	320
	S2(c) Wycke Hill (South)	102
	Site allocation total	1,428
North Heybridge Garden Suburb	S2(d) North of Heybridge	1,138
	S2(e) Land to the North of Holloway Road	100
	S2(f) West of Broad Street Green Road	145
	Site allocation total	1,383
Maldon and Heybridge Strategic Allocations	S2(g) Park Drive	131
	S2(h) Heybridge Swifts	101
	Site allocation total	232
Burnham-on-Crouch Strategic Allocations	S2(i) West of Burnham-on-Crouch	180
	S2(j) North of Burnham-on-Crouch (West)	180
	S2(k) North of Burnham-on-Crouch (East)	90
	Site allocation total	450

Landscape and green infrastructure approach

- 1.17 The proposed green infrastructure provision for the garden suburbs are as follows:
- **The South Maldon Garden Suburb Strategic Masterplan Framework SPD** assigns 40% of the allocation as strategic green infrastructure, as shown on Figure 4.3 of the South Maldon Garden Suburb SPD. The document also sets out a number of green infrastructure principles and include:
 - preserving and enhancing existing natural features such as trees, hedgerows ponds and ditches; and,
 - creating green links that will promote sustainable ways of traveling such as walking and cycling.
 - **The endorsed North Heybridge Garden Suburb Draft Strategic Masterplan Framework⁵** states that green infrastructure will play a significant role in determining the character of this allocation. As well as retaining and protecting Heybridge Woods, there will be substantial planting and habitat creation in areas which are currently low in ecological value.
- 1.18 The concept of green infrastructure is embedded throughout the Local Development Plan policies including in the strategic site allocations (Policy S4 Maldon and Heybridge Growth, Policy S6 Burnham-on-Crouch Strategic Growth), Policy S7 Prosperous Rural Communities, and Policy S8 Settlement Boundaries and the Countryside. It is also a key component of Policy D1 Design Quality and Built Environment, Policy D2 Climate Change and Environmental Impact, Policy D5 Flood Risk and Coastal Management, E5 Tourism, Policy N1 Green Infrastructure Network, Policy N2 Natural Environment and Biodiversity and Policy N3 Open Space, Sport and Leisure.



Site preparation for the construction phase of the Burnham-on-Crouch North (West) Strategic Allocation (January 2018)

- 1.19 As well as identifying sites for the development, the Local Development Plan also provides policies that help ensure that new development conserves and enhances the rural character of Maldon District and its natural assets.

⁵ Maldon District Council (2014) North Heybridge Garden Suburb Consultation Draft Strategic Masterplan Framework. Available at: https://www.maldon.gov.uk/publications/LDP/supporting_documents/4%20Other/DOC122.pdf

Supplementary Planning Documents

- 1.20 To support the approved Local Development Plan, a number of Supplementary Planning Documents (SPDs) and other guidance have been prepared:
- **The South Maldon and North Heybridge Garden Suburbs** allocate 2,600 dwellings and 4.5 hectares of employment space and each have a **Strategic Masterplan Framework (SMF)**. These SMFs set out the vision and objectives of each site as well as detailed masterplan and development principles. Green infrastructure is an essential component within these documents. The South Maldon Garden Suburb SMF (adopted as a SPD in March 2018) states that 40% of the allocation is proposed as strategic green infrastructure⁶ whilst the North Heybridge Garden Suburb SMF explains that the consideration of the comprehensive green infrastructure network 'has been central to the evolution of the SMF'⁷.
 - **The Maldon District Design Guide**⁸ SPD was adopted in December 2017 and supplements the Local Development Plan policies to ensure that high quality design is delivered in the District by providing a design led approach to all development. The Guide has supporting technical documents that expand on landscape and green infrastructure requirements and specifies that green infrastructure should be considered at the concept plan stage of development and that the network is important for people, wildlife, landscape and climate change.
 - **The Maldon and Heybridge Central Area Masterplan**⁹ was adopted as a SPD in November 2017 and it identifies the opportunities for the delivery of key projects outlined in Policy S5 of the Local Development Plan. It seeks to promote investments within the Maldon and Heybridge Central Area to ensure it continues to be a key hub for local and sub-regional retail, employment and visitor economies. In green infrastructure terms, the masterplan focuses on connection opportunities, including linking the two sections of the England Coast Path. It also seeks to establish a continuous riverside route, provide enhancements to The Causeway Corridor, regeneration of Promenade Park, enhanced access to the Chelmer and Blackwater Navigation and managing flood risk as the masterplan area is located within flood zone 3.
 - The draft **Essex Coast Recreation Disturbance Avoidance Mitigation Strategy (RAMS)** shows that Maldon District falls entirely within the overall zone of influence for the Essex Coast RAMS. The draft document identifies the measures required to mitigate the recreational impact generated by planned housing growth on birds, wildlife and their habitats in the Natura 2000 sites that cover the majority of the Essex Coast. This emerging SPD sets out how developer contributions will be used to fund the mitigation and the level of any contributions sought from new dwellings in the study area. In the context of the recreational disturbance pressures currently being faced by the Essex Coast designated sites, the existing green infrastructure network and new provision will be of growing importance. In terms of green infrastructure, the mitigation is expected to be varied and could include habitat creation and enhancement, improved management of recreation activities along the coast and additional rangers to communicate the benefits of using the coast in a positive way. The Essex Coast RAMS provides an opportunity for on-site green infrastructure provisions to be incorporated into large scale developments. The RAMS is a joint project between 11 local authorities (Basildon, Braintree, Brentwood, Castle Point, Chelmsford, Colchester, Maldon, Rochford, Southend, Tendring and Thurrock). The Essex Coast RAMS document will be available for public consultation in the late summer of 2019.

⁶ Maldon District Council (no date) South Maldon Garden Suburb Strategic Masterplan Framework. Available at: https://www.maldon.gov.uk/publications/LDP/supporting_documents/4%20Other/DOC121.pdf

⁷ Maldon District Council (2014) North Heybridge Garden Suburb Strategic Masterplan Framework. Available at: https://www.maldon.gov.uk/publications/LDP/supporting_documents/4%20Other/DOC122.pdf

⁸ Maldon District Council (2017) Maldon District Design Guide. Available at: https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/2

⁹ Maldon District Council (2017) Maldon and Heybridge Central Area Masterplan. Available at: https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/4

Maldon District Green Infrastructure Study Report (2011)

- 1.21 A Green Infrastructure Study was published in September 2011, to inform the emerging future growth and infrastructure requirements in the District. The study identified the components that make up the green infrastructure network, including parks, amenity space, sports provision, natural and semi-natural green spaces and allotments. This study found that overall provision of green infrastructure in the District was good, although this is not consistent throughout the District. The study concluded that given the projected growth in population, new facilities would be required to maintain the current level of provision. Recommendations included creation of a new District Park, additional sports provision, improving connectivity between and protection of natural and semi-natural greenspaces and improving provision of and access to allotments.

Habitats Regulations Assessment (HRA)

- 1.22 The Local Development Plan HRA¹⁰ concluded that there are no significant adverse effects on the integrity of the three international sites (Dengie Special Protection Area (SPA); Blackwater Estuary SPA; and the Crouch and Roach SPA) either alone or in-combination as a result of the approved Maldon District Local Development Plan. It is important that this GI Strategy does not inadvertently result in potential impacts on these international sites, but it rather presents an opportunity to reduce impacts, such as recreational pressure, on these sites. A number of the projects within this GI Strategy are within close proximity to the coastal European sites, and as such require due consideration under the Habitats Regulations assessment process.

Essex Biodiversity Action Plan 2010-2020

- 1.23 The aims of this document are similar to those of this GI Strategy; to prevent biodiversity loss, protect the existing healthy ecosystems and also create well-functioning ecological networks.
- 1.24 The Action Plan is divided into five habitat groups (lowland farming, lakes and ponds, rivers, wetlands and coastal) and each is further subdivided into priority habitats¹¹. Each priority habitat document outlines the national and Essex context as well as identifying targets at national, regional and county level. This provides a useful guide for when considering biodiversity delivery in planning proposals and may usefully inform this GI Strategy.

¹⁰ Royal HaskoningDHV (2013) Maldon District Council LDP SA and HRA

¹¹ These are defined as a variety of semi-natural habitat types that were recognised as being the most threatened and therefore required conservation action under the UK Biodiversity Action Plan (based on the JNCC definition).



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

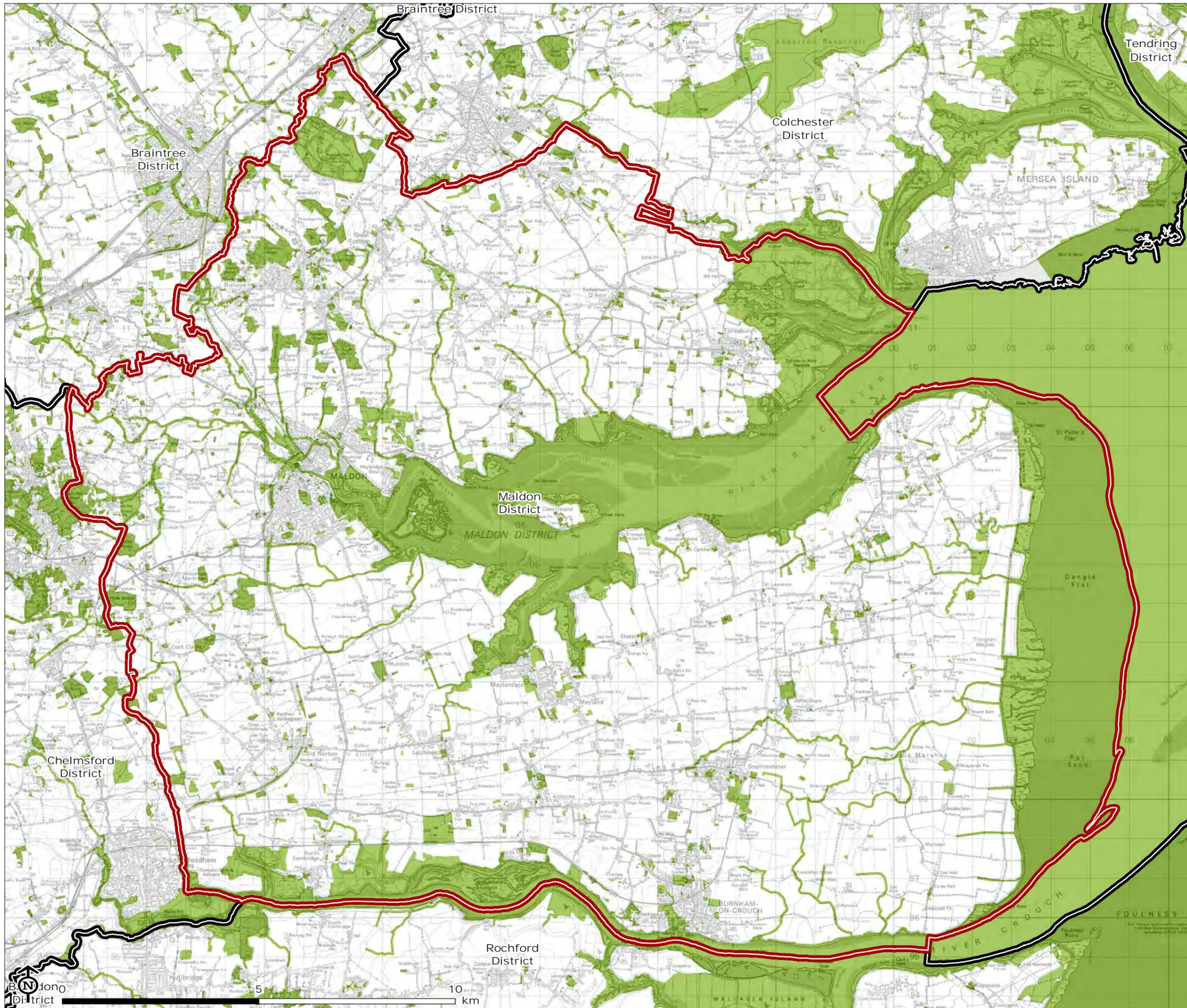
2 Key Green Infrastructure Themes

This chapter details Maldon District's current green infrastructure (as identified through Steps 1 and 2 of the methodology, detailed in **Appendix 1**). This is shown in **Figure 2.0**. This includes the following for each of the eight green infrastructure themes:

- **A map** showing the District's existing green infrastructure baseline including a 10km buffer;
- **A commentary** on the maps;
- **The findings** of the desk based study;
- **Opportunities and threats**, which includes feedback from stakeholder engagement; and,
- An analysis of the findings for each green infrastructure theme

Maldon District Green Infrastructure Strategy

Figure 2.0: Green Infrastructure Baseline: All Green Infrastructure



- Maldon District Council
- Neighbouring local authorities
- All green infrastructure*

- * Data includes:
- Local Wildlife Sites
 - Local Nature Reserves
 - Sites of Special Scientific Interest
 - National Nature Reserves
 - Special Conservation Areas
 - Special Areas of Conservation
 - Ramsars
 - Ancient woodland
 - Registered common land
 - Open access land
 - RSPB reserves
 - Traditional orchards
 - Open space
 - Country parks
 - National forest inventory
 - National Trust open and limited access land
 - Rivers and canals
 - Lakes including fishing lakes

Map Scale @A3: 1:95,000





Protecting and Enhancing Wildlife

The Maldon District supports a wealth of biodiversity assets, including a large number of locally, nationally and internationally designated sites, as well as extensive areas of open countryside which supports a range of habitats (many lying within farmed landscapes). For these reasons, the District supports a diverse range of wildlife, including notable and protected species.

Map Observations

The key biodiversity assets within the District are shown in **Figure 2.1**.

The entirety of the District's coastline is **internationally and nationally designated** and the international designations go beyond the District's boundary into adjoining Districts, the river estuaries and the North Sea.

Further inland, there are a number of **local nature designations**, particularly towards the western boundary of the District where there are several linear sites following old railway routes and existing canals. **Ancient woodland** also features within many of the local nature designation sites.

Eleven **priority habitats** exist within the District, the majority of which are associated with riverine and water environments.

Two **RSPB reserves**, Old Hall Marshes and Wallasea Island, bound the District to the north and south respectively. Eight **Essex Wildlife Trust Reserves** can also be found in the District, with two further reserves beyond the District's boundary in South Woodham Ferrers (Chelmsford City Council) and to the south of Tiptree (Colchester Borough Council).

Two **turtle dove friendly zones** cover large areas of rural land within Maldon District. The northern zone encompasses sections of the River Blackwater, while the River Chelmer lies within the southern zone.

The Local Development Plan **site allocations** in Maldon and Heybridge either include a locally designated wildlife site, or lie directly adjacent to one of these designated sites. For example, the North Heybridge Garden Suburb includes Heybridge Woods a designated Local Wildlife Site, which includes ancient woodland and the Maldon and Heybridge Central Area allocation shares boundaries with the three Essex Estuaries international designations (SAC, SPA and Ramsar). To the south of the District, the Burnham-on-Crouch site allocations lie fully within the turtle dove friendly zone and the Burnham Riverside Park, a Local Wildlife Site, is located directly adjacent to the southern boundary of the employment allocations.

Desk Based Study Findings

Maldon's National Character Areas

- 2.1 National Character Areas (NCAs) are broad divisions of landscape, and form the basic units of cohesive countryside character¹². Although primarily a description of landscape, they also very usefully help to characterise ecological character, and inform both ecological and landscape strategies.
- 2.2 Maldon District falls into two separate NCAs:
- The Greater Thames Estuary; and,
 - The North Thames Basin.
- 2.3 The **Greater Thames Estuary NCA** is predominantly a landscape of shallow creeks, drowned estuaries, lowlying islands, mudflats and broad tracts of tidal salt marsh and reclaimed grazing marsh that lies between the North Sea and the rising ground inland. It forms the eastern edge of the London Basin and encompasses the coastlines of South Essex and North Kent, along with a narrow strip of land following the path of the Thames into East London. Despite its close proximity to London, the NCA contains some of the least settled areas of the English coast.
- 2.4 The coastal habitats of the NCA are internationally important for their biodiversity interest and support large numbers of overwintering and breeding wetland birds, rare plant and invertebrate species, and diverse marine wildlife (see below). Hundreds of thousands of wintering waterfowl including grey plover, dunlin and black-tailed godwit add movement and variety to the open landscape. The estuary also provides some of the best breeding sites for rare wetland birds in southern England, including avocets and marsh harriers. The estuary is also notable for its overwintering population of dark-bellied Brent geese, which rely on the surrounding arable farmland as a food source.
- 2.5 The **North Thames Basin NCA** is dominated by agricultural habitats interspersed with woodland, and is dissected by a number of rivers. It falls naturally into several distinct areas, shaped by their geology, topography and land use, of which the London Clay lowlands (which runs from the outer east London suburbs at Grays and Thurrock, extending east to the Dengie Peninsula) is of relevance to Maldon.
- 2.6 The London Clay Lowlands is drained by numerous rivers such as the Roach, Crouch and Blackwater, which merge to create the flat marshes to the east. The diverse range of semi-natural habitats present in this area include ancient woodland and floodplain grazing marsh which provide important habitats for a wide range of species including great crested newt, water vole, dormouse and otter. The area is also important for wetland birds.



¹² As defined by Natural England.

Designated Nature Conservation Sites

- 2.7 International designated sites within Maldon include the following Special Protection Areas (SPAs) and Ramsar Sites:
- The Dengie SPA and Ramsar Site.
 - The Blackwater Estuary SPA and Ramsar Site.
 - The Crouch and Roach SPA and Ramsar Site.
- 2.8 These are designated on the basis of the coastal and estuarine habitats and species assemblages they support, and in particular populations of wintering (Hen Harrier, Dark-bellied Brent Goose, Dunlin, Black-tailed Godwit, Grey Plover) and breeding birds (Pochard, Ringed Plover and Little Tern). Over wintering species, particularly Black-tailed Godwits, may be present in internationally important numbers from August through to April. This prolonged period of up to nine months has to be a significant consideration when assessing impacts of any projects. Typically, birds that are present in the spring will have spent the winter months further south in western Europe. When they arrive in spring, they are less habituated to the regular human activities that long-staying over-wintering birds have acclimatised too. It follows that birds present for a shorter period of time may show a disturbance effect at a greater distance than over-wintering birds.
- 2.9 In addition, the above designations are encompassed within the Essex Estuaries Special Area of Conservation (SAC), again in recognition of the international importance of the area for coastal and estuarine habitats (including estuaries, mudflats and sandflats, *Salicornia* saltmarsh, *Spartina* beds and Atlantic salt meadows).
- 2.10 The Royal Society for the Protection of Birds (RSPB) and Essex Wildlife Trust (EWT) manage a number of reserves in the District. Sites include Blue House Farm Nature Reserve (EWT), Bradwell Shell Bank Nature Reserve (EWT)¹³, Tollesbury Wick (EWT) and Old Hall Marshes (RSPB).
- 2.11 Although beyond the District's boundary, in neighbouring Rochford District, the RSPB's Wallasea Island is open to the public and can be accessed by boat from Burnham-on-Crouch. The island is currently undergoing transformation, the largest conservation and engineering project of its kind in Europe, to create an intertidal area of saltmarsh and mudflats using three million tonnes of soil from the Crossrail scheme in London¹⁴. The construction work has been completed and the site is naturally re-seeding/ colonising.
- 2.12 Woodham Walter Common SSSI is the largest inland SSSI in the District, and extends into the neighbouring local authority and the parishes of Little Baddow and Danbury. The SSSI is an extensive area (almost 80ha) of ancient woodland and woodland that has developed on former heathland.

Local Strategies

- 2.13 A Turtle Dove Friendly Zone was created in Maldon District in 2017 to help species numbers increase. Farming intensification and use of herbicides has led to a decrease in seedlings from fumitory and knotgrass, which are key components of the turtle dove diet. Within the conservation zone, farmers, businesses and conservation organisations will work together to create enhanced breeding and foraging habitat for this species. This will also benefit a range of other farmland/ lowland priority species.

Ancient Woodland

- 2.14 Ancient woodlands are irreplaceable. They have great value because they have a long history of woodland cover, with many features remaining undisturbed. This applies both to Ancient Semi Natural Woodland (ASNW) and Plantations on Ancient Woodland Sites (PAWS).

¹³ Essex Wildlife Trust (2014) Find a Nature Reserve. Available at: <https://www.essexwt.org.uk/wildlife/reserves>

¹⁴ RSPB (no date) Wallasea Island Wild Coast project. Available at: <https://www.rspb.org.uk/reserves-and-events/reserves-a-z/wallasea-island-wild-coast-project/>

- 2.15 In comparison to other districts in East Anglia, Maldon District has a high density of ancient woodlands. There are 12 ancient woodlands in the Danbury/ Baddow area, 11 in the Wickham Bishops/ Great Baddow area and 12 between Danbury and Cold Norton¹⁵. These woodlands are important landscape features, have significant levels of biodiversity and are therefore a great natural asset locally and at a regional level.

Strengths and Opportunities

Desk based study findings

- The District supports abundant semi-natural greenspace, including internationally designated sites as well as large expanses of open agricultural landscapes of value for a wide range of wildlife.
- Initiatives such as Biodiversity Net Gain¹⁶ and Building with Nature¹⁷ have established a benchmark and standards for the design and maintenance of green infrastructure in development. For example, the wildlife theme standards within the 'Building with Nature' initiative considers how nature has been delivered within a development's boundary and at a landscape scale. This initiative also covers habitat connectivity, sustaining and restoring wider ecological networks and targeting the conservation of key species.
- Essex County Council Minerals Site Restoration for Biodiversity Supplementary Planning Guidance document¹⁸ aims to guide green infrastructure delivery within quarry restoration, which can make considerable contributions to conserving scarce wildlife habitats.
- Emerging strategies to address the protection and mitigation for protected species, particularly great crested newt with Natural England's emerging approach to District Licencing, may provide for strategic/ landscape scale nature conservation for such species.
- The Government's recently published 25 Year Environment Plan¹⁹ sets out actions for the government to realise the vision of a healthier environment which will create opportunities for wildlife. Elements of this document should be reflected when considering current and future developments in Maldon District.
- The Essex Little Tern Group (ELTG) is a group of public, private and non-governmental organisations who are working to restore little tern populations around the District. Old Hall Marshes and Tollesbury Wick are key sites. Through a combination of vegetation management, deployment of little tern decoys and the use of oyster-shells (provided by local oystermen) to raise the beach-crest (which provides safer nesting habitat), the number of successfully breeding birds is increasing.
- RSPB, Essex Wildlife Trust, Maldon District Council, Natural England, Environment Agency, The Farming and Wildlife Advisory Group (FWAG), local water companies and landowners are currently establishing a Blackwater Conservation Strategy. Its focus is on protecting and enhancing key species and habitats by working more closely together to share ideas, management methods, experiences and knowledge.

¹⁵ Source: Forestry Commission response to the GI Strategy consultation.

¹⁶ The Chartered Institute of Ecology and Environmental Management define biodiversity net gain as "development that leaves biodiversity in a better state than before".

¹⁷ Building with Nature is an initiative developed by Gloucestershire Wildlife Trust, in partnership with the University of the West of England to support the creation of high quality green infrastructure throughout the planning and development process. More information can be found at: <https://www.buildingwithnature.org.uk/>

¹⁸ Essex County Council (2016) Minerals Site Restoration for Biodiversity Supplementary Planning Guidance. Available at: <https://www.essex.gov.uk/Environment%20Planning/Minerals-Waste-Planning-Team/Planning-Policy/minerals-development-document/Documents/Mineral%20Site%20Restoration%20for%20Biodiversity%20SPG.pdf>

¹⁹ HM Government (2018) The 25 Year Environment Plan. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf

Stakeholder comments

- The Greater Thames Seal Working Group seeks to understand and manage the interactions between the seal populations and human activities in the Greater Thames Estuary.
- The Turtle Dove Zone has opened up dialogue between farmers and wildlife officers, aiming to increase the number of turtle doves in the District.
- There is potential for Maldon District Council to further facilitate the partnership between Essex Wildlife Trust, the RSPB and landowners. The Living Landscapes initiative is an excellent example of such partnerships.
- There are opportunities for new and enhanced natural and semi-natural greenspace to be provided within developments and around existing sites, with Stow Maries World War One Aerodrome (which already has a conservation plan) and churchyards providing a good example.
- There is potential for the Bradwell 2 development to fund biodiversity enhancements including a visitor centre.
- There is potential for the restoration of native oyster beds, comprising designated features (along with the Intertidal mixed sediments) for the Blackwater, Crouch, Roach and Colne Estuaries Marine Conservation Zone.
- Opportunities are available for developments to accommodate wildlife, for example through the incorporation of wildlife friendly planting and connectivity for hedgehogs.
- There are opportunities to join woodland/pasture around Great Totham/Wickham Bishops and the woodland north of Maldon.
- The water vole population is increasing in Essex due to successful conservation projects. There is a water vole presence within Maldon including a colony at Heybridge Gravel Pits.

Weaknesses and Threats

Desk based study findings

- Recreational pressure can have adverse impacts on nature conservation sites.
- This includes the risk associated with water-based recreation, such as boat wakes leading to river bank erosion and the displacement of habitats.
- Maldon District has a long coastline but there is no District-wide or strategic coastal species work. Without this co-ordinated approach, the coastline's biodiversity is at threat of becoming fragmented.
- There is uncertainty whether schemes such as Countryside Stewardship²⁰ will continue following the UK's departure from the EU.
- There is a lack of strategic wildlife visitor centres in the District and joined up promotion of wildlife.
- The long term management of semi-natural green infrastructure in strategic development sites remains uncertain.
- The value of non-designated semi-natural sites are not always recognised.
- The proposed volume of residential development within the District poses a potential threat to local wildlife populations.
- The District's Local Wildlife Sites have not been reviewed for a number of years, with potential for such sites to have become degraded or enhanced, or other sites having developed which would warrant designation.

Stakeholder comments

- Currently there is the Essex Biodiversity Action Plan at county level; however there is no District Level Biodiversity Action Plan meaning there is no strategic overview of habitats and species within Maldon District.
- New developments are being delivered on a site by site basis, and could threaten biodiversity connectivity, particularly given the absence of a District Level BAP (as above).
- Conflict as a result of the attractiveness of designated biodiversity sites to visitors and recreational pressure can lead to adverse effects on habitats and species.
- Agricultural intensification can have adverse effects on wildlife and biodiversity.
- Woodland is often isolated and not connected to other woodlands and habitats, preventing the movement of species.

²⁰ Countryside Stewardship provides financial incentives for farmers and land managers to care for and enhance their environment which can include conserving and restoring wildlife habitats; woodland creation and management and reducing widespread water pollution from agriculture.

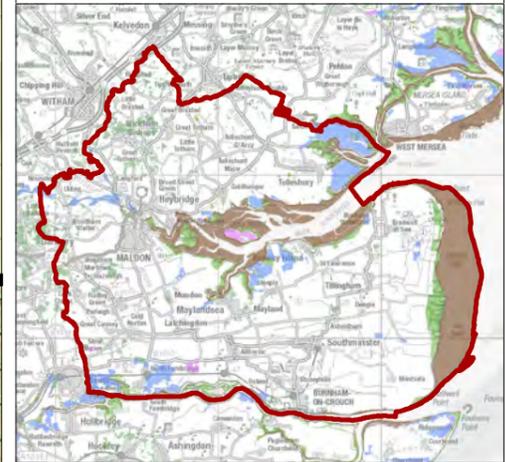
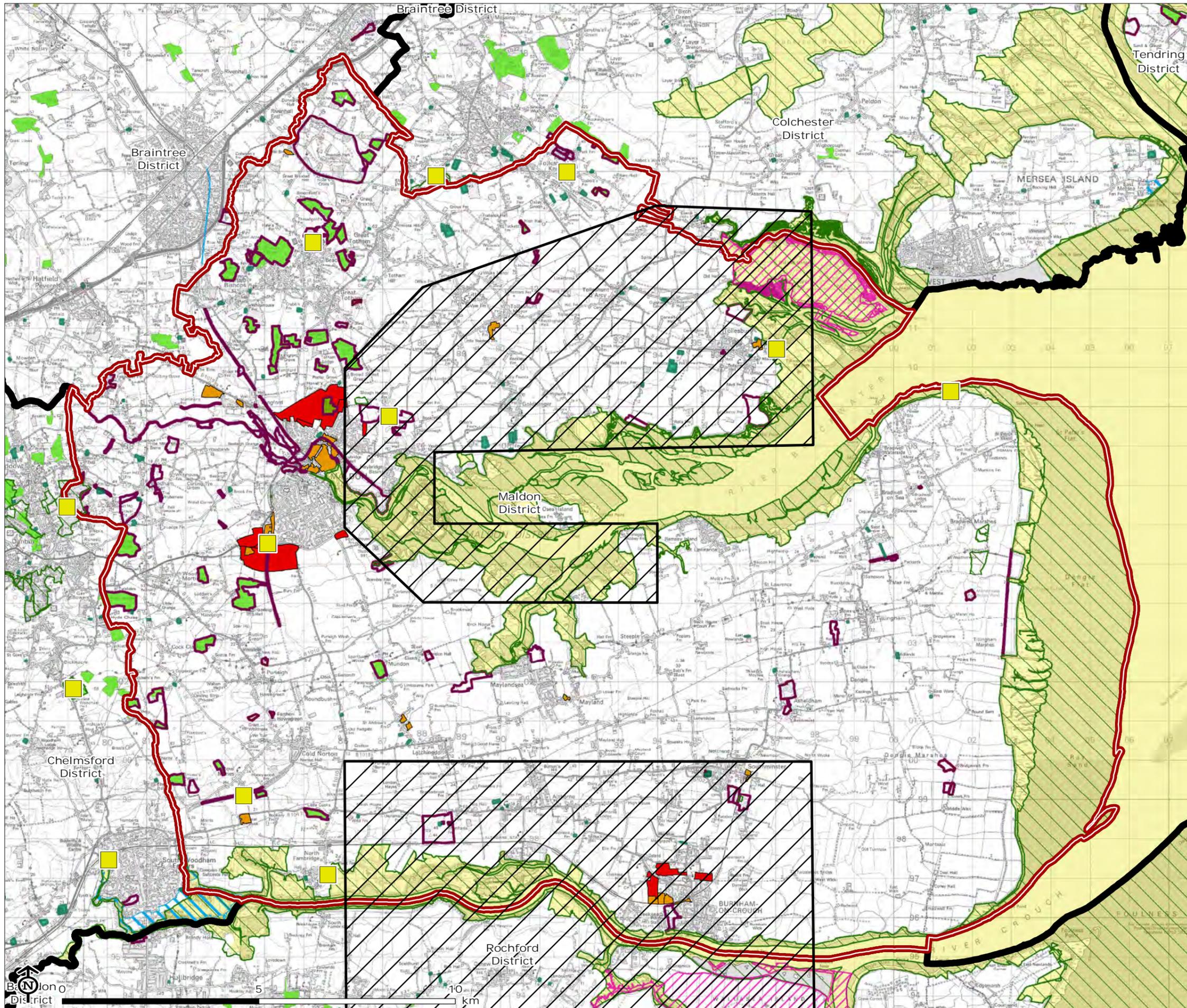
Analysis

- 2.16 There are international nature designations along Maldon District's coastline and estuaries, with a number of local nature designations inland as well as along the coast. Both the desk based study and stakeholder findings identified existing initiatives, such as the Essex Coast RAMS, that aim to protect and enhance these designations, as well as species, but there is scope for partnerships to be strengthened. In contrast, there is increasing recreational pressures on habitats, whilst the intensification of agricultural practices has historically affected biodiversity in Maldon District.
- 2.17 From a strategic perspective, the ecological network appears to be disconnected. Aside from a few linear routes designated as Local Wildlife Sites (for example the Blackwater Rail Trail, The Wick and the River Chelmer), many of the inland designations are isolated by agricultural land and/ or development, as evident on **Figure 2.1**. There is potential for this GI Strategy to enhance connectivity between these designations, and through the wider countryside, thereby strengthening the ecological network.
- 2.18 As the allocations in the Local Development Plan are delivered, it is important that the designated sites which lie within and directly adjacent to are protected from the construction phase of the development, as well as additional recreational pressure exerted by new residents.
- 2.19 The key priorities for Protecting and Enhancing Wildlife in Maldon are:
- Protecting international, national and local wildlife designations, ensuring that their integrity is maintained and enhanced, whilst also helping identify and protect non-designated natural greenspace. A suggested framework to help achieve the latter is presented in **Appendix 2**.
 - Managing the recreational pressure exerted on international, national and local wildlife sites, providing places for Maldon District's residents and visitors to enjoy the District's natural environment and experience the benefits provided by access to nature, whilst managing potential impacts through mitigation projects and partnerships.
 - Better understanding the ecological resource within the District, whilst informing and engaging with the public and landowners about the importance of the biodiversity assets in Maldon District, and building strong and effective partnerships.

Maldon District Green Infrastructure Strategy

Figure 2.1: Protecting and Enhancing Wildlife

-  Maldon District Council
-  Neighbouring local authorities
-  Site allocations (housing)
-  Site allocations (employment)
-  Essex Wildlife Trust Reserves
-  International nature designation (SPA, SAC, Ramsar)
-  National nature designation (SSSI, NNR)
-  Local nature designation (LWS, LNR)
-  Ancient woodland
-  Traditional orchards
-  RSPB reserves
-  Turtle dove friendly zone
-  Country park
- Priority habitat (inset)
 -  Coastal and floodplain grazing marsh
 -  Coastal saltmarsh
 -  Coastal vegetated shingle
 -  Deciduous woodland
 -  Good quality semi-improved grassland
 -  Lowland dry acid grassland
 -  Lowland fens
 -  Lowland heathland
 -  Maritime cliff and slope
 -  Mudflats
 -  Reedbeds
 -  Traditional orchard

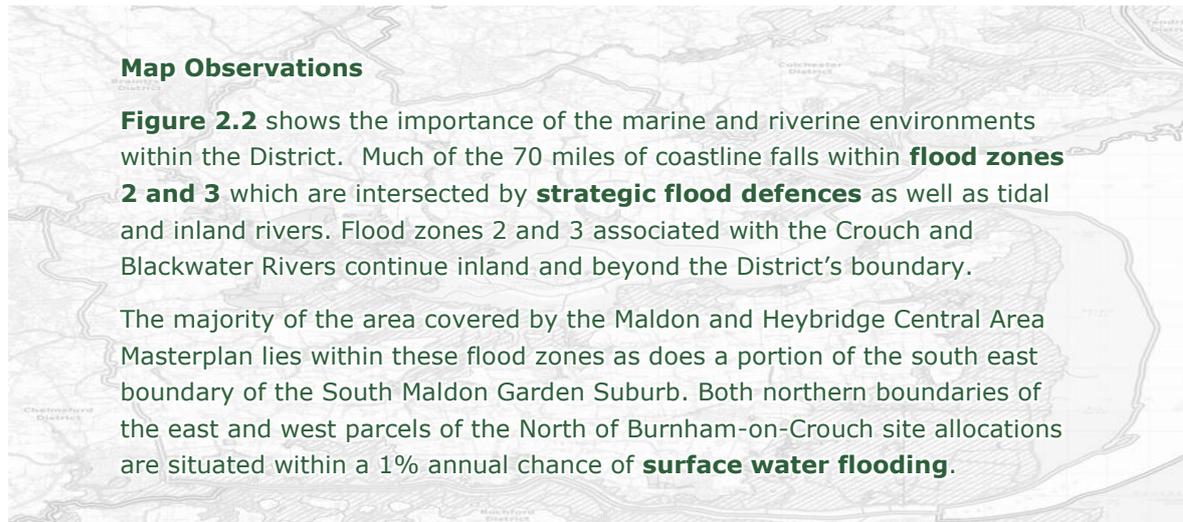


Map Scale @A3: 1:95,000



Creating Resilient Water Environments

With 70 miles of coastline, the River Crouch bordering the south and the River Blackwater cutting through the centre, water is a prominent feature in the District. The marine and riverine environments bring advantages to the District in their natural beauty, supporting internationally designated wildlife sites and providing opportunities for water sports and recreation.



Desk Based Study Findings

Flooding

- 2.20 In addition to the benefits outlined above, the heavy influence of the water environment means the District is at risk of flooding from a variety of sources. The potential impact of climate change on the water environment means that the risk of flooding within the District is likely to increase over the next 100 years.
- 2.21 Tidal creeks and marshland, including the Bradwell Marshes, Dengie Marshes and Ramsey Marshes characterise the coastal areas which lie along the Blackwater and Crouch estuaries. These coastal areas, which also contain a number of settlements including Maldon Town, Burnham-on-Crouch and Heybridge, are influenced by tidal fluctuations which also present a risk of tidal flooding. According to Maldon's Strategic Flood Risk Assessment²¹, the North Sea is the source of tidal flooding in the District. Storm surges, high spring tides or both events combined would result in tidal inundation along the Blackwater and Crouch Estuaries, although the coast line is heavily defended by sea walls. Tidal flooding occurs downstream of Beeleigh Falls, which is the tidal limit of the Blackwater and Chelmer Rivers.
- 2.22 With records of flood events dating back to 1099, the most significant in recent times was in 1953 which caused widespread devastation across Eastern England. Even though Maldon District was not the worst affected area, lives were lost and there was damage to infrastructure and buildings.

²¹ Scott Wilson (2008) Maldon District Council Strategic Flood Risk Assessment, Appendix D Maldon Supplementary Report. Available at: <https://data.gov.uk/dataset/76828b72-3c9c-4700-83c7-d7c36047d322/flood-map-for-planning-rivers-and-sea-spatial-flood-defences-without-standardised-attributes>

2.24 Today, there are defences along these watercourses that prevent the water following natural flow pathways and drainage channels, however when factoring in the effects of climate change, these defences are at risk of overtopping in the future. The Environment Agency's Spatial Flood Defences map²² shows where there is a standard of protection equal to or better than 1 in 100 (1%) for rivers and 1 in 200 (0.5%) from the sea.

2.25 There are significant benefits in leaving green corridors around watercourses and setting these within public open space, or as part of a green link route, as there is less risk of householder modification of these features. If these areas remain as public open space, the risk to habitat through culverting or increased local flood risk etc. can be reduced.

2.26 Fluvial flooding is also prevalent in the District, with the main sources being the Rivers Blackwater and Chelmer. This is usually caused by heavy storms or long periods of rainfall that lead to the rivers exceeding their capacity, as was the case in Maldon in 2000 and 2001. River channel blockages and snow melt can also contribute to fluvial flood events.

2.27 Upstream of Beeleigh Falls, the Rivers Blackwater and Chelmer flow through predominantly rural areas in the District and therefore there is limited risk of structural damage to property. Beyond the District's boundary fluvial flood risk is present in the towns of Kelvedon and Coggleshall in Braintree District from the River Blackwater and in Chelmsford from the River Chelmer.

2.28 Smaller watercourses, such as Spickett's Brook, Holloway Road ditch and Heybridge Hall ditch, present localised flood risk that can cause damage to property and infrastructure²³.

Catchment Management

2.29 In terms of water management, Maldon District falls within the Anglian River Basin. In 2015, the Blackwater catchment had not reached 'good' ecological status owing to a number of sector activities: agricultural and rural land management, local and central government²⁴ and the water industry²⁵.



²² Environment Agency (2016) Flood Map for planning (Rivers and Sea) - Spatial Flood Defences (without standardised attributes).

²³ The Environment Agency's interactive flood risk map is available at: <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map?easting=587569.15&northing=203622.58&address=100091258901&map=SurfaceWater>

²⁴ Central government own a number of flood protection structures which are impassable for fish and this means that a 'good ecological status cannot be met and is unlikely to be met by 2021. In addition, there are a number of water abstractions which also act as a barrier to reaching 'good' ecological status.

²⁵ Environment Agency (no date) Blackwater – Summary. Available at: <http://environment.data.gov.uk/catchment-planning/OperationalCatchment/3034/Summary>

- 2.30 As part of a contribution to improve environmental outcomes by 2021, a major Catchment Restoration Fund (CRF) project co-ordinated by the Essex Wildlife Trust, titled 'Essex Healthy Headwaters River Restoration Project', aimed to improve habitats at seven sites on the Chelmer and Blackwater rivers²⁶. This funding from the Environment Agency has ceased, but its success is still being built upon. For example, the Essex Wildlife Trust's River Warden's Network has around 170 volunteers that monitor 16 rivers, covering over a fifth of the county's total length of rivers²⁷.
- 2.31 The Essex Rivers Hub is a partnership initiative headed by Essex Wildlife Trust, Essex Biodiversity Project and the Environment Agency and aims to consolidate and share information about the rivers in Essex in order to achieve good ecological status in the county²⁸.

Natural Flood Management

- 2.32 The NPPF encourages the use of natural flood management techniques to reduce the causes and impacts of flooding. Natural flood management is when natural processes are used to reduce the risk of flooding and coastal erosion. Examples include: restoring bends in rivers, changing the way land is managed so soil can absorb more water and creating saltmarshes on the coast to absorb wave energy. There are potential benefits in encouraging the implementation of natural flood management techniques on and around small watercourses in catchment headwaters. At a development site level, small scale natural flood management measures can be incorporated within the site boundary and there is some potential to overlap these with SuDs measures, resulting in benefits in flood risk management for the individual site. However, greater gains from natural flood management could be achieved when applied over a wider catchment scale.

SuDs in Public Open Space (POS)

- 2.33 All development must contribute towards improving the provision, quality and/ or accessibility of local and strategic open space, sports, community and leisure facilities, biodiversity and habitat. Direct provision of POS should form part of a green infrastructure network. POS should be accessible, functional and practical for all users. POS is diverse in its use, to have an informal 'kick about' or for other ball games' to have a picnic or to ride a cycle. POS must not be dominated by Sustainable Drainage Systems (SuDs) features whether wet or dry and should not encumber use of the POS for informal recreation and play or impact upon direct routes to facilities and services for pedestrians, cyclists, motor scooters, wheelchairs and those with pushchairs and buggies. SuDs features should be incorporated into existing site features including watercourses and ditches. Where SuDs features overly dominate the POS provision, alternatives or complementary SuDs should be considered including 'Rain Gardens,' tree planting, or an underground drainage network²⁹.

²⁶ DEFRA and the Environment Agency (2015) Water for Life and Livelihoods: Part 1: Anglian river basin district River basin management plan. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/500463/Anglian_RBD_Part_1_river_basin_management_plan.pdf

²⁷ Essex Wildlife Trust (2016) River Restoration Projects. Available at: <https://www.essexwt.org.uk/blog/conservation-successes/2016/05/24/river-restoration-projects>

²⁸ Essex Rivers Hub (no date), About Us. Available at: <http://www.essexrivershub.org.uk/index.php/about-us>

²⁹ Maldon District Design Guide SPD and supporting Landscape and GI Technical Document. Available at: https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/2 Designing Rain Gardens: A Practical Guide, Urban Design London is available at: <https://www.urbandesignlondon.com/resources/designing-rain-gardens-practical-guide/>

Strengths and Opportunities

Desk based study findings

- The Environment Agency flood defences have been implemented along much of the District's coastline.
- There is an opportunity to adopt and promote the Building with Nature initiative, which includes a set of standards that seek commitments from developments to '*improve water quality, on site and in the wider area; reduce the risk of flooding; and manage water naturally for maximum benefit.*'
- There are good fish and aquatic invertebrate populations within the River Blackwater and there are also low levels of ammonia and high levels of dissolved oxygen within this waterbody³⁰.
- The Crouch catchment has good water flows and good morphology (the channel has natural features and good in channel habitats). Downstream of Wickford, dissolved oxygen levels are high and ammonia levels are low in the River Crouch³¹.
- The Essex Rivers Hub aims to collate information within catchments and share this information so good ecological status can be obtained.

Stakeholder comments

- There are attractive Marinas along the District's coastline which promote access to the rivers and sea.
- There are opportunities for new developments to incorporate flood alleviation schemes, including woodland creation, which could help reduce flood risk downstream.
- Access along the Chelmer and Blackwater Navigation and towpath allow the public to engage with one of the District's most prominent heritage assets.
- There is potential for catchment-wide land management projects to deliver multi-functional benefits.
- There are potential opportunities for the managed realignment of rivers/the coastline, providing for flood alleviation and wildlife habitats.

³⁰ Essex Rivers Hub (no date) River Blackwater Catchment Overview. Available at: <http://essexrivershub.org.uk/index.php/catchment-overview/167-catchment-overviews/749-river-blackwater-summary>

³¹ Essex Rivers Hub (no date) River Crouch Catchment Overview. Available at: <http://essexrivershub.org.uk/index.php/catchment-overview/167-catchment-overviews/759-crouch-summary>

Weaknesses and Threats

Desk based study findings

- There are extensive areas of coastline in Maldon District, but currently no District-wide initiatives to survey or manage these areas.
- Dredging in tidal waters and the Navigation would enhance access to these waterbodies, but the process of dredging has the potential to conflict with wildlife.
- The River Blackwater has an overall Water Framework Directive classification of 'poor', failing for certain attributes, including the presence of phosphates (linked to point sources such as sewage treatment works and discharges from private residences and businesses), and ecological attributes.³²
- Downstream from Wickford, the River Crouch fails for aquatic invertebrates and phosphates. The sources for high levels of phosphate are unknown³³.
- The Shoreline Management Plan (SMP) is the strategic document for managing the coastline (and is linked into planning and development). Funding for delivering the preferred policies in the SMP are not guaranteed and maintaining the standards of tidal flood protection may be challenging. It will require a partnership approach with developers, with the potential to seek contributions towards maintaining or improving the levels of protection from flooding.

Stakeholder comments

- There are changes in water depths which can be attributed to silting, presenting physical restrictions and limitations to the use of the River Blackwater.
- There is a lack of distinction between SuDs and accessible green infrastructure in development proposals and as such, there is a potential conflict between the provision of SuDs and open/recreation space.
- The coastline is not fully accessible to the public.
- A number of communities and employment sites are situated within areas that are at risk from flooding.
- The Environment Agency is concerned with the presence of pesticides and herbicides within the Blackwater and Crouch catchment areas.

³² Essex Rivers Hub (no date) River Blackwater Catchment Overview. Available at: <http://essexrivershub.org.uk/index.php/catchment-overview/167-catchment-overviews/749-river-blackwater-summary>

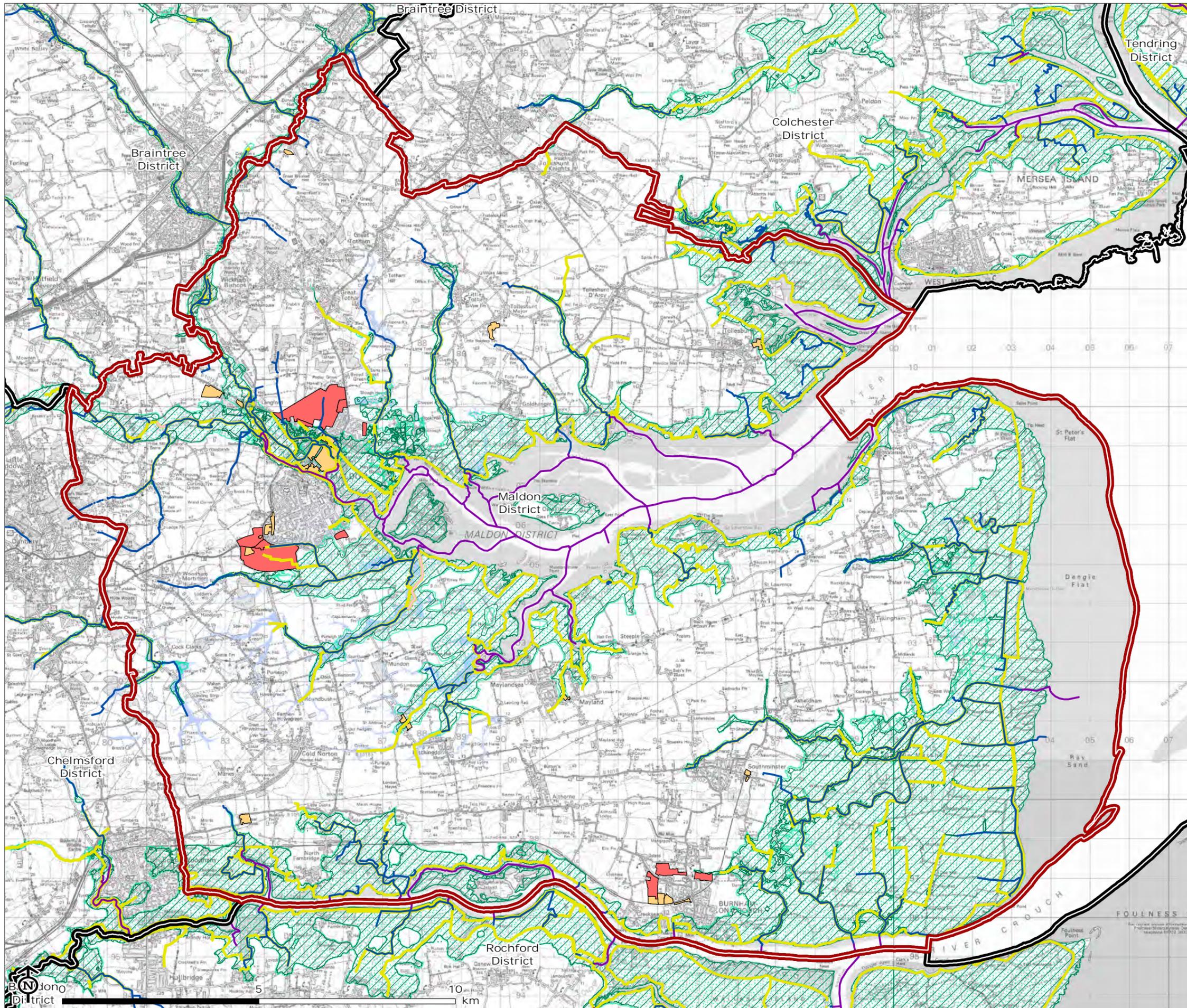
³³ Essex Rivers Hub (no date) River Crouch Catchment Overview. Available at: <http://essexrivershub.org.uk/index.php/catchment-overview/167-catchment-overviews/759-crouch-summary>

Analysis

- 2.34 The water environment plays a prevalent role in Maldon District. The various waterbodies host numerous recreational opportunities whilst supporting diverse and valuable habitats for wildlife, but these uses can often result in conflict.
- 2.35 In addition, large areas of the District lie within flood zones (approximately 30% of the land area in the District is within Flood Zones 2 and 3 as shown in **Figure 2.2**) and are subject to flooding events, whilst the water quality is poor in some of the District catchment areas.
- 2.36 There are partnerships established to address catchment scale management of rivers, yet the coastline is relatively neglected in terms of strategic management. Providing a more strategic approach to the management of the District's coastline as a resource should aim to ensure the public can fully benefit from the resource whilst the associated wildlife, heritage and landscape qualities are protected and enhanced.
- 2.37 The key priorities for Creating a Resilient Water Environment are:
- Taking a co-ordinated approach to identifying and implementing water management initiatives in the District.
 - Improving water quality throughout catchment management.
 - Increasing access to the coastline, rivers and canals, whilst managing associated impacts.

Maldon District Green Infrastructure Strategy

Figure 2.2: Green Infrastructure Baseline for Creating Resilient Water Environments



- Maldon District Council
- Neighbouring local authorities
- Site allocations (housing)
- Site allocations (employment)
- Flood zone 3*
- Flood zone 2*
- Risk of flooding from surface water: 1% annual chance
- Lakes
- Canal
- Inland river
- Tidal river
- Spatial flood defence**

**Flood zones are areas identified by the Environment Agency and refer to the probability of river and sea flooding, ignoring the presence of defences or climate change (please note for planning purposes, flood zone 3 is divided into flood zone 3a and 3b, however the Environment Agency do not distinguish the zone and as such their maps only identify a general flood zone 3). Flood zones 2 and 3 are shown on this map:

- Flood zone 2: These areas are shown to have between 0.1% – 1% chance of flooding from rivers in any year (between 1:1000 and 1:100 chance) or between 0.1% – 0.5% chance of flooding from the sea in any year (between 1:1000 and 1:200 chance).
- Flood zone 3: These areas are shown to be at a 1% or greater probability of flooding from rivers or 0.5% or greater probability of flooding from the sea.

*This shows flood defences protecting against river floods with a 1 per cent (1 in 100) chance of happening each year, or sea floods with a 0.5 per cent (1 in 200) chance of happening each year, together with some, but not all, defences which protect against smaller floods.
 (<https://data.gov.uk/dataset/6884fcc7-4204-4028-b2fb-5059ea159f1c/spatial-flood-defences-including-standardised-attributes>)

Map Scale @A3: 1:95,000





Supporting Local Landscape Character

The primary use of the District's landscape is agriculture, which has been influential on the landscape character since Neolithic times. The rural landscape in particular has experienced significant landscape changes over the past fifty years due to crop intensification, loss of field boundaries, introduction of a larger-scale field pattern, drainage of marshes/ wetlands, and the introduction of new farm buildings. It is unclear what effects of the Common Agricultural Policy, agri-environmental schemes such as Environmental Stewardship and increased global market competition will have on the landscape.

Map Observations

Figure 2.3 shows that the Northern Thames Basin and the Greater Thames Estuary are the two main **National Character Areas (NCA)** within Maldon District. Small areas of the South Suffolk and North Essex Clayland NCA can be found along the District's north west boundary which it shares with Braintree District.

The Greater Thames Estuary NCA is confined to the District's Coastline, the Dengie and inland to Tolleshunt D'Arcy. Within this classification the **Maldon District's Landscape Character Areas and Types** (see **Figure 2.4***) of Estuarine Marsh/Mudflats Landscapes (Type C) and Drained Estuarine Marsh Landscapes (Type D) can be found.

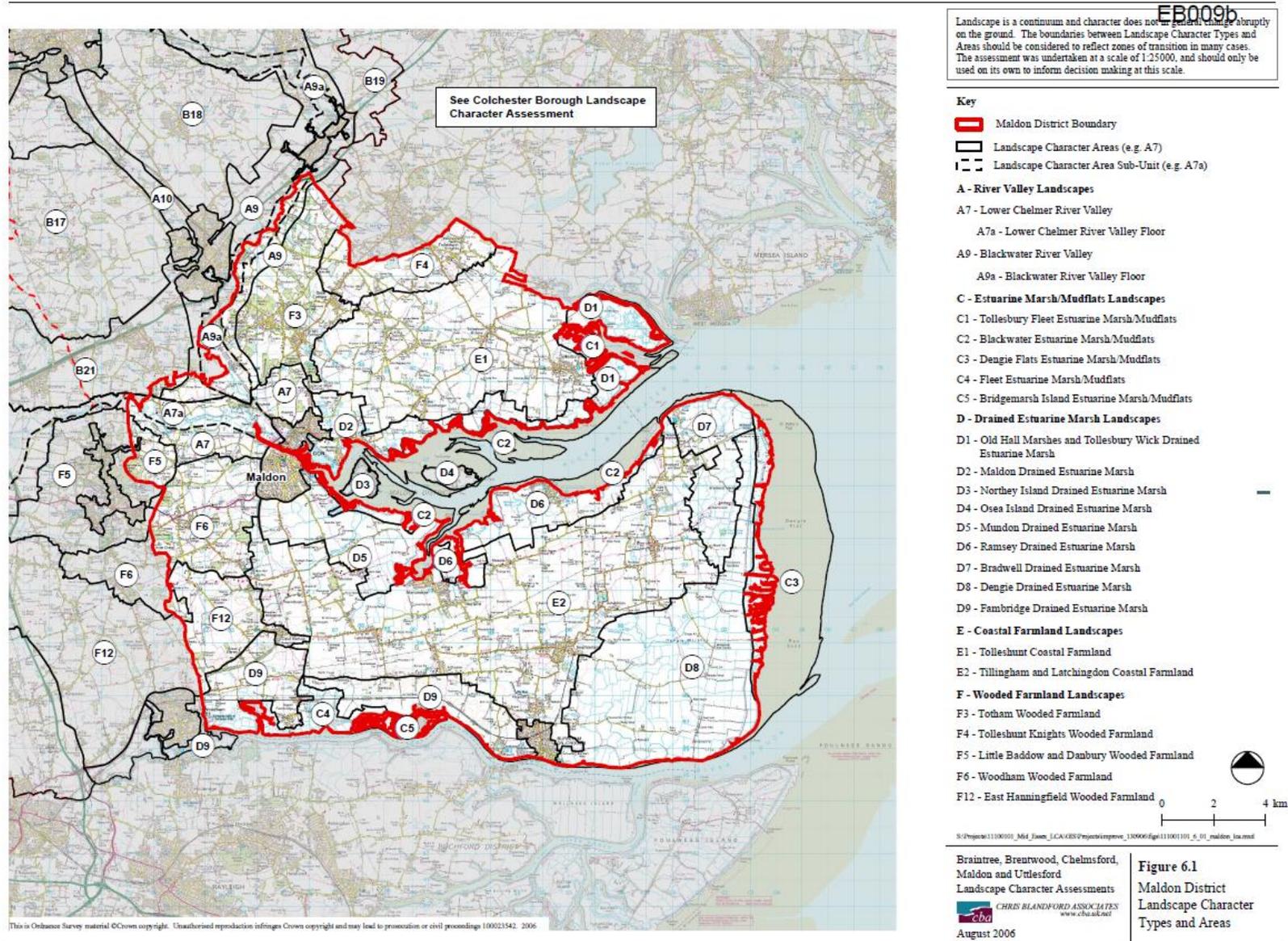
The Wooded Farmland Landscapes identified by Maldon District's Landscape Character Areas and Types (Type F) can be found to the west of the District interspersed with River Valley Landscapes (Type A) to the north west. Both these District level local character areas and types fall within the Northern Thames Basin NCA. An exception to this is the Blackwater River Valley Floor (Type A9a), a landscape character area sub-unit of the Blackwater River Valley which is found within the South Suffolk and North Essex Clayland NCA.

The Coastal Farmland Landscapes (Type E) spans both the Greater Thames Estuary and Northern Thames Basin NCAs.

**The digital layers for this map are unavailable and therefore cannot be incorporated to the main figure.*



Figure 2.4: Maldon District Landscape Character Types and Areas



Desk Based Study Findings

Character Areas

2.38 The key variations of the District's landscape are reflected in the classification and description of geographically unique Landscape Character Areas (LCAs), which are identified in the Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessments report³⁴. It highlights the variability of landscape within Maldon District by identifying six landscape character types:

- Coastal Farmland Landscapes** occupy the largest areas that are located in the centre of the northern and southern parts of the District. The Dengie-form, a unique and ancient coaxial hedgerow pattern, is a key feature within this landscape. There are semi regular patterns of tall hedgerows and copses with gently undulating arable farmland lying adjacent to the coastal marshland. There is a strong sense of historic character which should be reflected if new development is permitted in this LCA.
- River Valley Landscapes** are present along the river corridors in the northwest of the District. These areas are characterised by a flat or gently undulating valley floor and intimate or wooded features. Arable farmland dominates the lower valley slopes and there is a wide flat valley floor at the confluence of the Chelmer and Blackwater rivers. There are extensive linear poplar and willow plantations adjacent to the river, however these are sensitive to changes in land management. The tranquillity of this character area is threatened by new developments; however other landscape characteristics can be conserved by ensuring that new built development reflects features in this character area.
- Estuarine Marsh/ Mudflats Landscapes** line the coast and estuaries. There is limited public access. This LCA is characterised by its tranquillity, and sense of openness. This mostly undeveloped area also contains several international and national wildlife sites, for these reasons development is discouraged here.
- Farmland Plateau Landscapes** are present in a small area on the western fringe of the District. Irregular field patterns with scattered settlements, hamlets and intertwining narrow winding roads were bounded by small woods and copses are all key features within this LCA. Small scale development that reflects the historic settlement pattern is recommended in this LCA.
- Drained Estuarine Marsh Landscapes** are present along the coast and estuary, often fronted by Estuarine Marsh/ Mudflats Landscapes character type. There is a distinct lack of woodland here, as the low-lying alluvial fields criss-crossed with drainage ditches and dykes and rough pasture dominate this tranquil landscape. All these features are sensitive to land use change and new development. It is advised that views are conserved here and that impacts of development in adjacent character areas are considered from this LCA.



³⁴ Chris Blandford Associates for Braintree District Council, Brentwood Borough Council, Chelmsford City Council, Maldon District Council and Uttlesford District Council (2006) Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessments. Available at: <https://www.maldon.gov.uk/publications/LDP/pre-submission/2%20Design%20and%20Climate%20Change/EB009a%20Landscape%20Character%20Assessment.pdf>

- **Wooded Farmland Landscapes** are confined to the north and southwest of the District and are characterised by small rounded hills, open landscape with arable farmland surrounded by woodland and hedgerows. On wooded ridges there are small irregular fields and pasture. New development should reflect the historic features of this LCA and be well integrated into the landscape.

2.39 The above landscape character types mainly fall within two National Character Areas (NCAs) that have been identified within the District:

- **Northern Thames Basin (NCA 111)**³⁵: The majority of the District lies within this NCA and this diverse area in Maldon is described as "*rich in geodiversity, archaeology and history and diverse landscapes.*" The character of Maldon remains tranquil with a "*dispersed settlement pattern broken up by arable land and semi-natural habitats.*"
- **Greater Thames Estuary (NCA 81)**³⁶: The coastal fringe of the District is within this NCA and is described as "predominantly a remote and tranquil landscape of shallow creeks, drowned estuaries, lowlying islands, mudflats and broad tracts of tidal salt marsh and reclaimed grazing marsh." It highlights that "rising sea levels due to climate change present a major threat to coastal areas."

Historic Landscapes

2.40 The Essex Historic Landscape Characterisation indicates that the majority of Maldon District is characterised as either 20th century agriculture or pre-18th century enclosure. There are notable areas of landscape, particularly along the estuary and eastern coast of the District, characterised as coastal drained enclosure. In addition, there are a variety of other historic landscapes also classified across the District³⁷. The 2008 Maldon District Historic Environment Characterisation Project, separates the District into 14 historic environment character areas, comprised of multiple historic environment characterisation zones³⁸. These characterisations highlight the unique and varied historic character of the District.

2.41 The characteristics of these landscape character areas should inform the design and management of green infrastructure, which can help maintain local identities within, and surrounding new site allocations and garden suburbs that are to deliver the majority of the District's housing between 2014 and 2029.

Strengths and Opportunities

Desk based study findings

- The District-wide LCA primarily identifies key ecological features, visual character, planning and land management issues, landscape strategy objectives, landscape and land management guidelines. These should inform planning decisions and guide how green infrastructure can be implemented in a given area.
- The Maldon District Design Guide³⁹ provides detailed design advice taking account of the special characteristics of the District including the settlements.
- The Local Development Plan Garden Suburbs and Strategic Allocations present opportunities to incorporate a strong landscaped character with well managed open space, tree-lined streets, structural landscaping, SuDs and other natural areas into new developments.

³⁵ Natural England (2013) NCA Profile: NCA Profile:111 Northern Thames Basin (NE466). Available at: <http://publications.naturalengland.org.uk/publication/4721112340496384?category=587130>.

³⁶ Natural England (2013) NCA Profile: 81 Greater Thames Estuary (NE473). Available at: <http://publications.naturalengland.org.uk/publication/4531632073605120?category=587130>.

³⁷ Archaeology Data Service (2013) Essex Historic Landscape Characterisation Project (HLC). Available at: http://archaeologydataservice.ac.uk/archives/view/essex_hlc_2013.

³⁸ Essex County Council (2008) Maldon District Historic Environment Characterisation Project. Available at: https://www.maldon.gov.uk/info/20048/planning_policy/9164/pre-submission_local_development_plan_evidence_base.

³⁹ QuBE Planning Ltd for Maldon District Council (2006) Maldon District Characterisation Assessment: Maldon District Design Guide. Available at: https://www.maldon.gov.uk/info/20048/planning_policy/9164/pre-submission_local_development_plan_evidence_base.

Stakeholder comments

- The estuaries provide beautiful seascapes, big skies and bird-life, as well as the skyline of Maldon, and woody hilltops e.g. Purleigh.
- The Dengie is host to long tranquil views and the unique Dengie hedgerow pattern.
- The landscape is freely accessible to all members of the community.
- Landscape enhancement areas should be encouraged based on landscape character.
- There are opportunities for wayfinding and including landscape interpretation boards.
- Enhancing the visual quality of landscape can be achieved by restoring green infrastructure features.
- The Government's 25 Year Environment Plan creates potential funding opportunities in future.
- The Heritage Lottery Fund still provides opportunities for landscape, biodiversity and heritage enhancements.

Weaknesses and Threats*Desk based study findings*

- There are a number of new developments located on the fringes of settlements that do not respect the local character or views.
- Access to the coast can be difficult.
- There is a lack of information on local landscape, which is also not fully promoted.
- There have been a number of developments on greenfield land leading to adverse impacts on the wider countryside.

Stakeholder comments

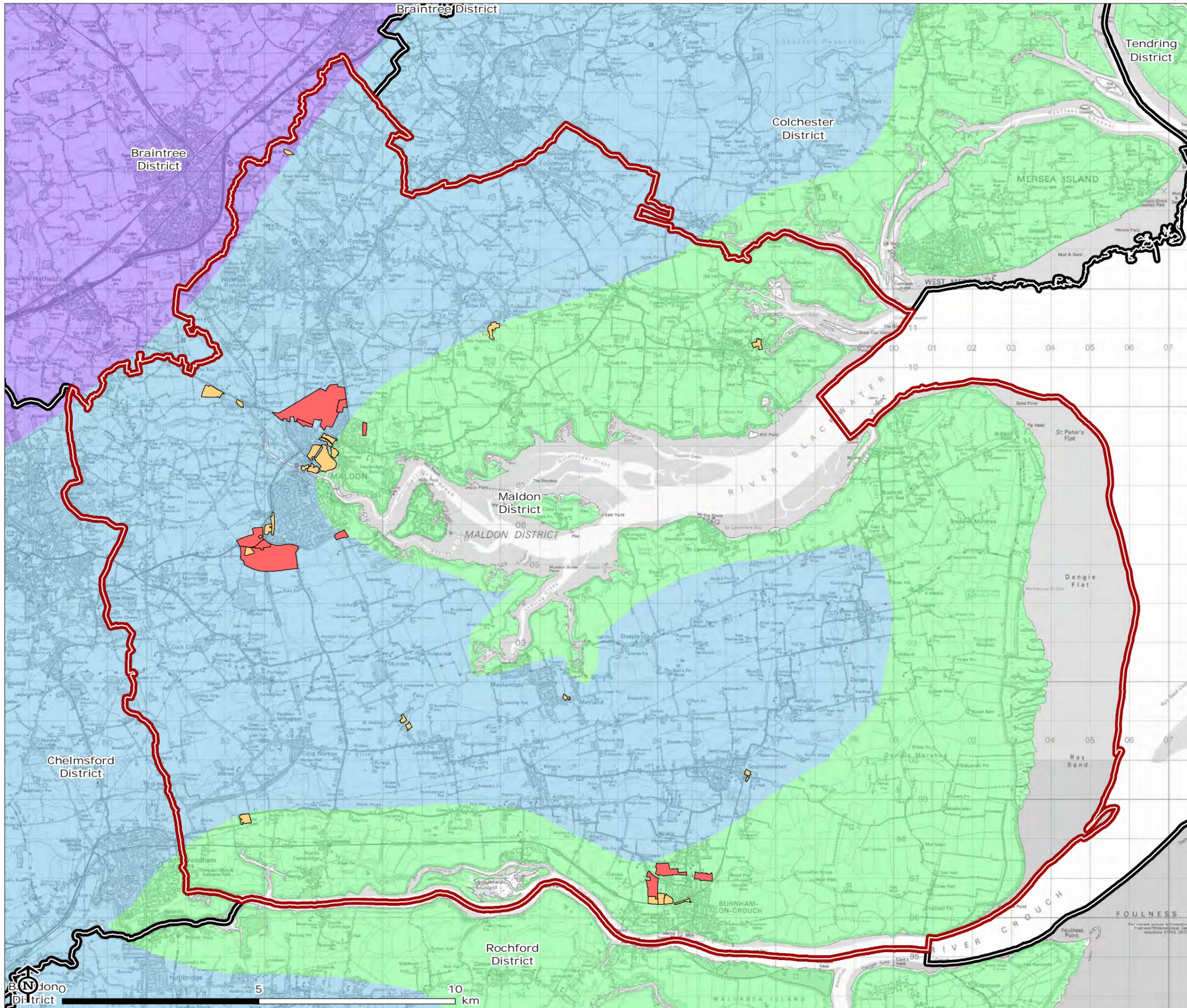
- The local landscape character assessment has not been digitised and is over a decade out of date.
- The ancient field pattern in the Dengie is not well recognised.
- Historic field patterns in the Dengie are not celebrated; mapping these features would help promote them.

Analysis

- 2.42 Maldon District's landscape is heavily influenced by the water environment: the coastline and rivers and the interaction between the two. The rural, agricultural landscape remains dominant in the District. These two landscape types should, where possible, be protected and enhanced, being much valued by residents and visitors.
- 2.43 Some developments in the District have compromised landscape character, and future development continues to pose a threat which needs to be managed.
- 2.44 To help protect and enhance landscape character, it would be beneficial for an up to date local landscape character assessment to be undertaken. In the meantime, the projects identified in this GI Strategy should reflect and celebrate local landscape areas and their diversity.
- 2.45 The key priorities for Supporting Local Landscape Character are:
- Updating the landscape character assessment and digitise the existing baseline to enhance local understanding and inform planning decision making.
 - Protecting, enhancing and celebrating the local landscape character for residents and visitors.

Maldon District Green Infrastructure Strategy

Figure 2.3: Green Infrastructure Baseline for Supporting Local Landscape Character



- Maldon District Council
- Neighbouring local authorities
- Site allocations (housing)
- Site allocations (employment)
- National Character Areas
- Greater Thames Estuary
- North Kent Plain
- Northern Thames Basin
- South Suffolk and North Essex Clayland

Map Scale @A3: 1:95,000

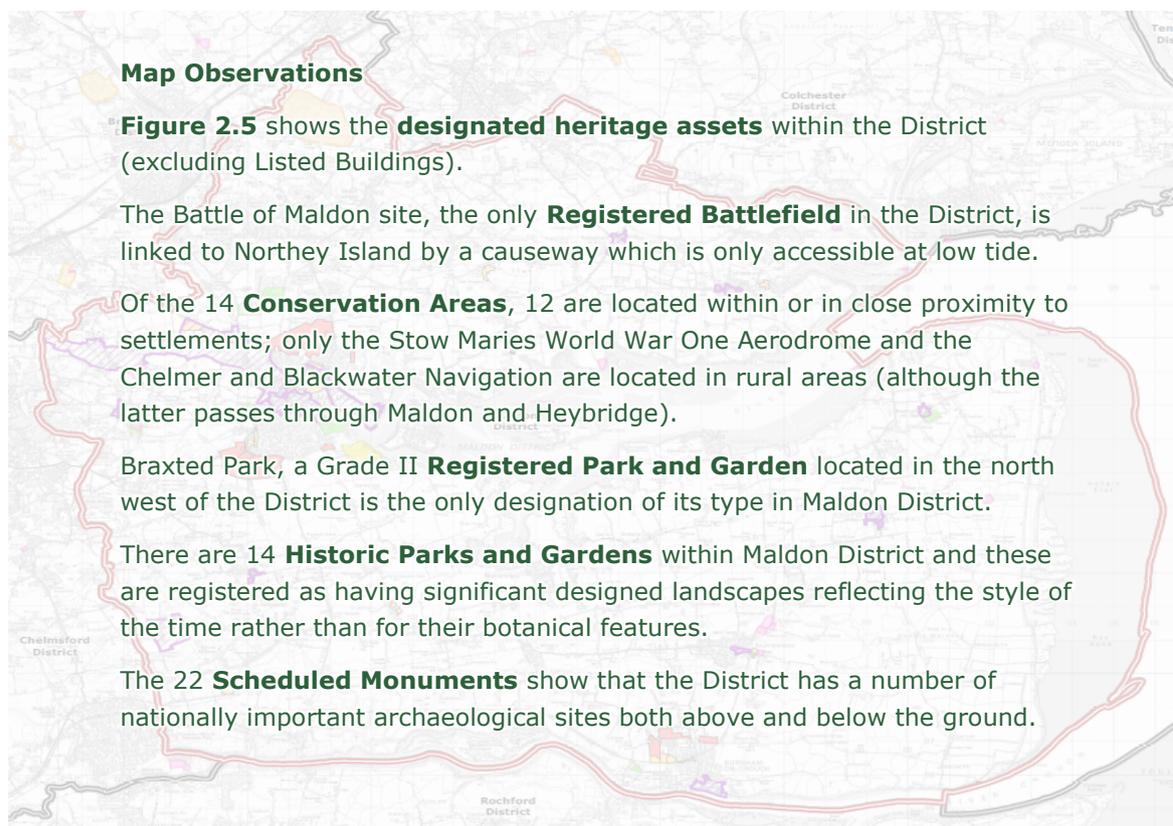


MALDON DISTRICT COUNCIL



Celebrating Cultural Heritage

Maldon District has a strong cultural heritage, which is reflected in the number and range of designated features within the landscape.



Designated assets

- 2.46 There are 1,032 Listed Buildings, 22 Scheduled Monuments, one Registered Park, and many 'undesigned heritage assets' within the District.
- 2.47 Conservation Areas are designated by Local Authorities for their special architectural or historic interest⁴⁰. There are 14 Conservation Areas in the District, predominantly incorporating the historic cores of towns and villages. These include the centre of the town of Maldon, including part of Promenade Park which is the key public park in Maldon; and the 24 buildings and setting of the Stow Maries World War One Aerodrome in the southwest of the District⁴¹. The Aerodrome is of national historical significance in demonstrating the way that Royal Flying Corps aerodromes functioned, for its association with the Gotha bomber raids in 1917, and for its role in Home Defence. It is of international significance, as probably the most complete surviving example of a First World War aerodrome in Western Europe⁴².

⁴⁰ Ministry of Housing, Communities and Local Government (2019) National Planning Policy Framework: 16. Conserving and enhancing the historic environment - Paragraphs 186. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf

⁴¹ Maldon District Council (2018) Conservation areas in the Maldon District. Available at: https://www.maldon.gov.uk/info/20049/heritage_and_conservation/9165/conservation/2

⁴² Maldon District Council (2014) Conservation Statement for Stow Maries First World War Aerodrome. Available at: https://www.maldon.gov.uk/info/20049/heritage_and_conservation/9165/conservation/2

2.48 The eight mile corridor of the Chelmer and Blackwater Navigation running to the east and west of Maldon/ Heybridge is an important Conservation Area. The Navigation opened in 1797, in response to the large volume of building materials needed to support Chelmsford's rapid growth, as transporting goods by land was slow and inefficient⁴³. During its peak year in 1842, 60,000 tons of goods were transported along the canal. However from 1846 the tonnage of goods decreased due to the introduction of the Eastern Counties Railway and the Maldon—Witham—Braintree Railway. Trade ceased along the canal in 1942 and in 1945 the canal was opened to the public for recreational use. Today, the Inland Waterways Association maintains the canal route and aims to maximise public use and safeguard it for future generations⁴⁴.



The Chelmer and Blackwater Navigation Canal
CC-BY-SA/2.0 © Derek Voller, geodivision.org.uk/63893388

2.49 One of the key designated sites in the District is the Chapel of St Peter-on-the-Wall which is one of the most easterly buildings situated on the District's coastline. Founded by St Cedd in 654 AD and consecrated in the same year, this is the earliest chapel in the country and weekly services are still held here. The Chapel is a key green infrastructure asset as it is set in a remote landscape which is visible from the surrounding flatland and can only be accessed by the Public Rights of Way network⁴⁵.

Historic Designed Landscapes

2.50 The Historic Designed Landscapes of Essex Handbook⁴⁶ outlines 12 historic landscapes identified as being of local importance in Maldon District. Of these 12 historic landscapes, Braxted Park is the only Registered Park and Garden and incorporates a principle building, gardens and pleasure grounds, the park and a kitchen garden⁴⁷. Promenade Park is the most important historic designed landscape locally in Maldon District and forms one of the key destinations on the existing green infrastructure network. There is one Registered Battlefield within the District, located to the east of Maldon, where the Battle of Maldon took place in 991 CE⁴⁸.

2.51 Green infrastructure can contribute to enhancing the setting of cultural heritage assets, such as through new planting in keeping with local landscape character, or management of existing landscape features, and can provide interpretation of assets, for example through information boards and wayfinding or providing non-vehicular access.



The Clock Tower at Burnham-on-Crouch

⁴³ Inland Waterways Association (2013) Chelmer and Blackwater Navigation History. Available at: https://www.waterways.org.uk/essex_waterways/history/History_of_the_navigation

⁴⁴ Inland Waterways Association (2013) The Future. Available at: https://www.waterways.org.uk/essex_waterways/history/future

⁴⁵ Chris Blandford Associates for Braintree District Council, Brentwood Borough Council, Chelmsford City Council, Maldon District Council and Uttlesford District Council (2006) Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessments. Available at: <https://www.maldon.gov.uk/publications/LDP/pre-submission/2%20Design%20and%20Climate%20Change/EB009a%20Landscape%20Character%20Assessment.pdf>

⁴⁶ Essex Gardens Trust (2010) Historic Designed Landscapes of Essex Handbook Part 4 - The District of Maldon. Available at: https://www.maldon.gov.uk/info/20048/planning_policy/9164/pre-submission_local_development_plan_evidence_base

⁴⁷ Essex Gardens Trust (2010) Historic Designed Landscapes of Essex Handbook Part 4 - The District of Maldon. Available at: https://www.maldon.gov.uk/info/20048/planning_policy/9164/pre-submission_local_development_plan_evidence_base

⁴⁸ Maldon District Council (2018) Heritage and conservation. Available at: https://www.maldon.gov.uk/info/20049/heritage_and_conservation

Non-Designated Heritage Assets

- 2.52 The District contains over a thousand listed buildings, which are protected by law. There are many historic buildings which, although they may not meet the criteria for national listing, possess local value because of their architectural and historic interest. The District Council is developing Lists of Local Heritage Assets to identify and celebrate these locally important buildings in each parish. Inclusion on a Local List does not of itself bring any additional consent requirements over and above the existing requirement for planning permission. However, it does mean that a building's heritage significance will be a material consideration in the planning process.
- 2.53 Within the wider landscape, there are other non-designated heritage assets of historical and archaeological interest, such as the remnants of the late Iron Age and Roman salt-making industry (Red Hills), and the historic coastal grazing marshes that are of significance to the cultural heritage of the District⁴⁹.

Strengths and Opportunities*Desk based study findings*

- Maldon District has numerous historic assets.
- The District is home to the oldest recorded Battlefield site in England, the site of the Battle of Maldon which took place in 991 CE.
- There are many churches and churchyards through the District.
- The District has a rich maritime heritage which is well celebrated through the District.
- Although under private ownership, Beeleigh Abbey can be seen from a public right of way and the building is currently being restored.
- The Chelmer Canal Trust is a charity that actively preserves the Chelmer and Blackwater Navigation and its conservation area, and organises activities for people to enjoy this waterway.

⁴⁹ The Historic Environment Characterisation Project (2008) provides an overview of the district and the Historic Environment Record. Available at: www.maldon.gov.uk/publications/LDP/pre-submission/2%20Design%20and%20Climate%20Change/EB018%20Maldon%20District%20Historic%20Environment%20Characterisation%20Project.pdf

Stakeholder comments

- A circular walk linking St Peter on the Wall with Bradwell Waterside and Bradwell-on-Sea would be a valuable asset.
- Circular walks linking Creeksea Place, North Fambridge and Burnham including access would be beneficial, with opportunities to make these walks circular by including the railway route.
- Heritage Lottery Fund provides opportunities for projects that enhance heritage assets and/or their setting.
- Heritage trails could be delivered around the District, combined with walking or cycling routes.
- Museum of Power, the Chelmer and Blackwater Navigation, Beeleigh Abbey, Military Museum and other locations provide potential destination hubs

Weaknesses and Threats*Desk based study findings*

- Access to heritage assets via public transport/ sustainable transport (walking or cycling for example) is limited.
- There are a number of neglected listed buildings in the District. These could have the potential to be commercially viable as visitor attractions/ facilities.
- There is pressure on Promenade Park to generate income via new facilities and activities that conflict with its function as greenspace for quiet recreation and play.
- Declining resources to maintain assets in public ownership.

Stakeholder comments

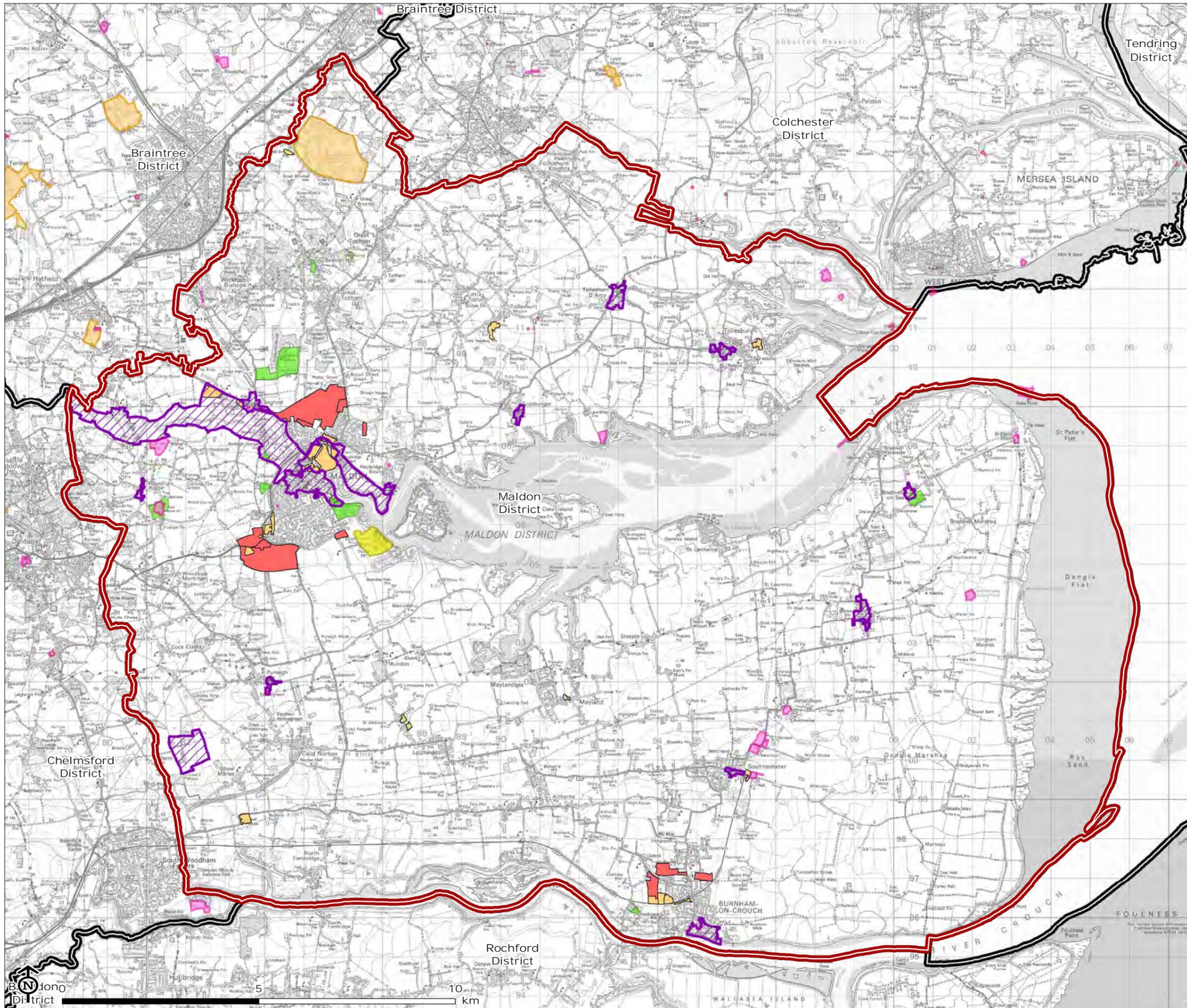
- The heritage evidence base for the District needs updating, including for example, mapping the historic hedgerows on the Dengie.

Analysis

- 2.54 There are many designated and non-designated heritage assets dating from prehistory through to modern times within the District. These all contribute to the District's identity and sense of place, whilst benefitting residents and visitors.
- 2.55 The provision of green infrastructure can help enhance the setting and improve access to such assets.
- 2.56 The key priorities for Celebrating Cultural Heritage are:
- Increasing access to cultural heritage assets for both residents and visitors to the District.
 - Providing information about cultural heritage assets so they can be understood and valued by the public.
 - Contributing to the protection and enhancement of heritage assets.

Maldon District Green Infrastructure Strategy

Figure 2.5: Green Infrastructure Baseline for Celebrating Cultural Heritage



- Maldon District Council
- Neighbouring local authorities
- Site allocations (housing)
- Site allocations (employment)
- Registered battlefield
- Scheduled monument
- Conservation areas
- Registered Park and Garden*
- Historic Park and Garden

*No Registered Parks and Gardens in Maldon are open to the public

Map Scale @A3: 1:95,000

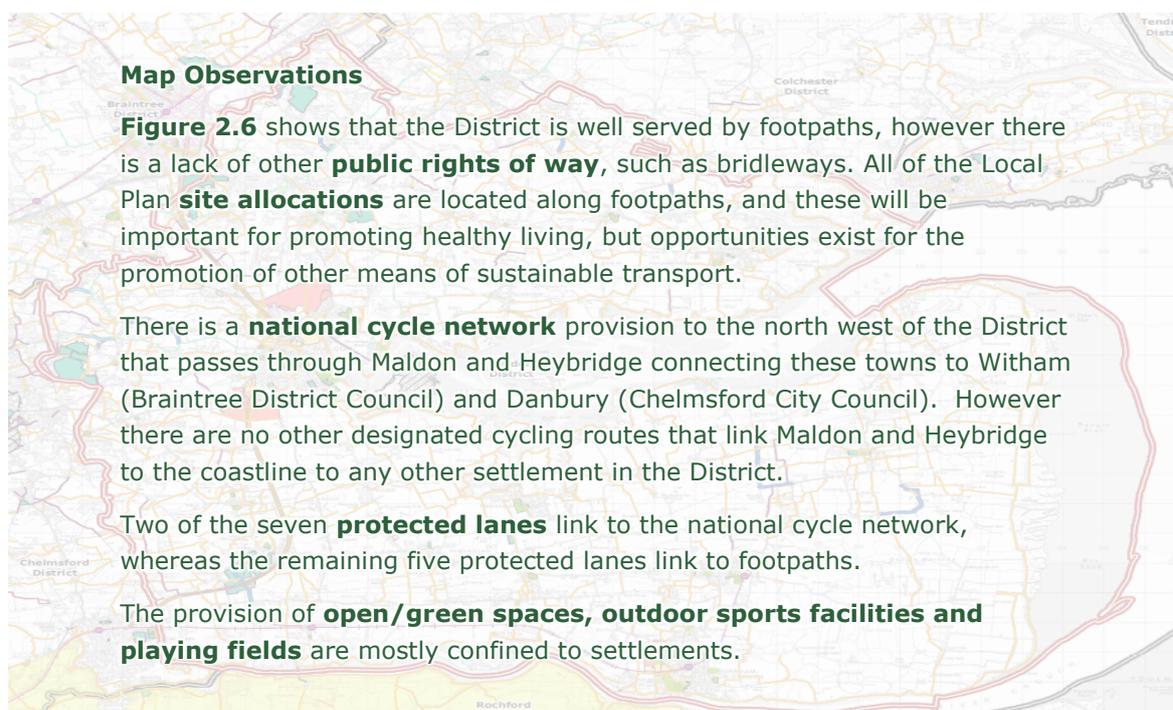


MALDON DISTRICT COUNCIL



Promoting Healthy Living

Green infrastructure has the potential to make a significant contribution to the health and wellbeing of local communities. It can provide recreation destinations and influence how people travel between their homes and places of work and leisure. Good connections between these places can promote active travel.



Desk Based Study Findings

Walking and Cycling Routes

- 2.57 Although there are no National Trails currently present within Maldon, there are numerous Public Rights of Way (PRoW) present across the District, offering walking opportunities for residents and visitors. The England Coast Path is a National Trail in development (promoted by Natural England) that will follow the coastline of England. There are three sections of the England Coast Path in the District: the section from Maldon town to Salcott-cum-Valley has been approved, the section from Maldon Town to Burnham-on-Crouch is proposed, and the section from Burnham-on-Crouch to South Woodham Ferrers is in development⁵⁰.
- 2.58 Cycle routes are also present within Maldon town, providing active transport opportunities, and National Cycle Network routes (Route 1, and regional routes 16 and 50) connect the town to the neighbouring local authorities to the north and west. In Maldon Town, 7% of internal journeys to work are made by bike, which represents 209 cyclists per day, putting it in the top 10 urban areas for cycling in Essex⁵¹. The District would benefit from additional cycle paths and PRoW, particularly linking transport hubs, schools, town centres and points of interest such as heritage destinations.

⁵⁰ Natural England (2018) England Coast Path in Essex. Available at: <https://www.gov.uk/government/publications/england-coast-path-in-essex>

⁵¹ Essex Highways (2018) Maldon District Cycling Action Plan, Highways Transport Planning. Available at: <https://www.essexhighways.org/uploads/files/Getting%20Around/Cycling/Maldon-District-Cycling-Action-Plan.pdf>

- 2.59 The Essex Cycling Strategy sets out the key elements of a long term plan that will lead to a significant and sustained increase in cycling in Essex. Two key commitments of the Essex Cycling Strategy are to:
- Establish a coherent, comprehensive and advantageous cycle network in every major urban area, utilising a combination of on-carriageway and off-carriageway cycle facilities; and
 - Ensure each District has an up to date Cycling Action Plan (renewed every 5 years). As part of the Essex Cycle Strategy, Essex Highways published the Maldon District Cycling Action Plan in 2018⁵². This includes potential cycleway projects that would support the GI projects in this Strategy. It is recognised that effective partnership working will be key to delivering both the GI projects and the Cycle Action Plan projects.
- 2.60 Long distance paths are also present within the District, offering recreational walking opportunities to the District's population. These include the following⁵³:
- **Our Lady of Ulting Pilgrimage Walk**, which encircles Little Baddow and extends into the west of Maldon District at Ulting where it ends.
 - **Byrhtnoth's Last Essex Visit**, which follows the Cam valley from Great Chesterford, enters the west of Maldon District at Ulting and follows the River Chelmer to reach the head of the Blackwater estuary at Maldon, at the site of the Battle of Maldon.
 - **Chelmer and Blackwater Navigation**, which extends north from All Saints Church in Maldon, encircles Heybridge Creek, and follows the River Chelmer west, leaving Maldon District at Ulting and ending in Chelmsford.
 - **St Peter's Way**, which extends from Chipping Ongar eastwards, enters Maldon District in the west at Cock Clarks and extends east to reach Sales Point.
 - **St Cedd's Pilgrimage**, which extends from Southminster to Tillingham to Sales Point and encircles back thorough Bradwell-on-Sea in a figure of eight.

Formal Recreation Space

- 2.61 Currently there are numerous open spaces present across Maldon District, including common land, open access land, allotments, amenity green spaces, parks, sports and playing fields, as well as the beach/ foreshore areas. These are largely associated with settlements, as would be expected. The Green Infrastructure Study (2011) found that public parks and amenity spaces represent 145 hectares within the District, comprising of three district parks, 35 local parks and 72 neighbourhood amenity spaces. The majority of the District has sufficient provision of public parks and amenity space, however some parishes are deficient in these assets⁵⁴.
- 2.62 The key public parks in Maldon District are Promenade Park, Elm Farm Park and Burnham Riverside Park:
- Located to the east of Maldon with views over the River Blackwater, **Promenade Park** is the most popular park in District (attracting over 300,000 visitors a year) and includes an ornamental lake with fountains, dedicated picnic areas, a splash park water play facility, a riverside walk, a play galleon and fort, aerial runway, a model boating and crabbing lake, three large sand pits, sports pitches and a toilet block with disabled facilities⁵⁵.



⁵² Maldon District Cycling Action Plan (2018) is available at:

<https://www.essexhighways.org/uploads/files/Getting%20Around/Cycling/Maldon-District-Cycling-Action-Plan.pdf>

⁵³ The Long Distance Walkers Association (2018) Long Distance Paths. Available at:

https://www.ldwa.org.uk/ldp/public/ldp_public_home.php.

⁵⁴ Maldon District Council (2011) Maldon District Green Infrastructure Study. Available at:

https://www.maldon.gov.uk/info/20048/planning_policy/9164/pre-submission_local_development_plan_evidence_base.

⁵⁵ Visit Maldon District (no date) Promenade Park. Available at:

<https://www.visitmaldondistrict.co.uk/thedms.aspx?dms=3&venue=0241208&itemtype=48%2c124&groupid=2&catid=13&feature=1>

- **Burnham Riverside Park** has been awarded a Green Flag and overlooks the River Crouch and Wallsea Island and includes a wildflower meadow and play areas⁵⁶.
- **Elms Farm Park** lies to the west of Heybridge. It has a variety of habitats including meadow, rank vegetation, scrub trees, wet ditches, open water and a man-made lake with an island⁵⁷.

2.63 Part of Marsh Farm Country Park is located on the southwest edge of the District and comprises of over 300 acres of grazing marsh, ten miles of footpath and as it is a SSSI designation, there are opportunities for watching wildlife.

2.64 The Maldon District Children's Play Strategy identified that within Burnham, North and West Maldon, Tollesbury, Wickham Bishops, Mayland, North Fambridge and Tolleshunt Knights there are limited opportunity for children to play on green open space. Additionally, the strategy identified that there are limited opportunities for children to experience play in all villages except for Maldon, Heybridge, Burnham and Southminster, where there is a multitude of play services operating⁵⁸.

2.65 The Green Infrastructure Study (2011) identifies that there is a good distribution of grass pitches across the District meeting the needs of recreational football, cricket and rugby. However, the quality of these pitches and their ancillary facilities are below average.

Informal Recreation Space

2.66 Informal parks in towns and villages, are distributed throughout the District. The Green Infrastructure Study (2011) identifies small amenity spaces as being important informal play spaces for younger children as they are often located within or in close proximity to residential areas and are therefore accessible to large numbers of members of the public.

2.67 Maldon District offers a variety of destinations for informal recreation, including Stow Maries World War One Aerodrome in the southwest of the District⁵⁹, Promenade Park to the east of Maldon town⁶⁰, Northey Island (restricted access)⁶¹ and Osea Island (private)⁶² within the estuary, and nature reserves across the District including Shut Heath Wood, Oxley Meadow, Maldon Wick, Tollesbury Wick and Chigborough Lakes⁶³.

2.68 Semi natural and natural greenspace contribute to wildlife conservation and biodiversity but they are often used by the general public for the enjoyment of nature. However, many of these areas are either inaccessible or only partially accessible to the public. A set of robust criteria for appraising natural and semi-Natural greenspace sites should inform future policy, and these have been prepared as part of this GI Strategy (see **Appendix 2**).

2.69 Burnham-on-Crouch has a strong association with yachting and sailing, with a number of clubs offering recreational opportunities. These include the Crouch Yacht Club, the Royal Corinthian Yacht Club and the Royal Burnham Yacht Club⁶⁴.



Borrow dyke at sundown, Tollesbury Wick Marshes
cc-by-sa/2.0 - © Roger Jones - geograph.org.uk/p/3818874

⁵⁶ Visit Maldon District (no date) Burnham Riverside Park. Available at: <https://www.visitmaldondistrict.co.uk/thedms.aspx?dms=3&venue=0243970>

⁵⁷ Visit Maldon District (no date) Elms Farm Park. Available at: <https://www.visitmaldondistrict.co.uk/thedms.aspx?dms=3&venue=0164030>

⁵⁸ Maldon District Council (2007) Maldon District Children's Play Strategy 2007-2012. Available at: https://www.maldon.gov.uk/info/20048/planning_policy/9164/pre-submission_local_development_plan_evidence_base

⁵⁹ Stow Maries (2018) Stow Maries Great War Aerodrome. Available at: <http://www.stowmaries.org.uk>

⁶⁰ Visit Maldon (2018) Promenade Park. Available at: <http://www.visitmaldon.co.uk/promenade-park>

⁶¹ National Trust (2018) Northey Island. Available at: <https://www.nationaltrust.org.uk/northey-island>

⁶² Osea Island (2018) Osea Island. Available at: <http://www.oseaisland.co.uk/>

⁶³ Essex Wildlife Trust (2018) Visitor Centre and Nature Reserves. Available at: <http://www.essexwt.org.uk/visitor-centres-nature-reserves>

⁶⁴ Maldon District Council (2017) Local Development Plan 2014-2019. Available at: www.maldon.gov.uk/ldp

2.70 The Maldon Landscape and Green Infrastructure Technical Document to Maldon District Design Guide outlines the standards for open space, sports pitches, allotments and play areas developed through the Maldon Green Infrastructure Study (2011) and are shown **Table 2.1** below.

Table 2.1: Greenspace Standards set out in the Maldon Landscape and Green Infrastructure Technical Document to Maldon District Design Guide⁶⁵ and current delivery as set out in the 2011 Green Infrastructure Study⁶⁶

Typology	Standards to be maintained		Current Delivery
District Park	1 ha per 1000 population The whole population within 10 minutes' walk/ 1km distance		1 ha per 1000 population Meeting standard
Local Park	1.14 ha per 1000 population The whole population within 10 minutes' walk/ 1km distance		1.14 ha per 1000 population Meeting standard
Neighbourhood amenity space	0.14 ha per 1000 population The whole population within 5 minutes' walk/ 1km distance		0.14 ha per 1000 population Meeting standard
Total parks and amenity space	2.28ha per 1000 population		2.28ha per 1000 population Meeting standard
Natural and semi-natural greenspace	To investigate the potential to create new accessible greenspaces in or around Latchingdon and Tillingham. To improve connectivity between semi natural greenspaces. To apply a higher level of policy protection to Local Wildlife Sites.**		11517.94 ha Unknown if meeting standard
11-a-side football pitches	One pitch per 1,475 in Burnham, Heybridge, Maldon, Southminster. One pitch per 1,650 people in rural areas.	Qualitative improvements to ensure that all aspects of all pitches and ancillary facilities are rated as 'average' or better at all sites.	1 per 1,650 but an overall shortage in the more urban areas Below standard
Mini-soccer football pitches	One mini-soccer pitch per 6,280 people.	The whole population within 15 minutes' drive or walk of the nearest pitch	1 per 6,280 people Meeting standard
Allotments	0.2ha per 1000 population. The majority of the District is deficient in allotments. Priority for creating new allotments should be in parishes with larger populations where there are identified deficiencies. The whole population should be within 2km of the nearest site.		0.17ha per 1000 population Below standard
Local Equipped Areas for Play (LEAP)	<ul style="list-style-type: none"> Located within a walking time of five minutes from home 5 play types, including safer surface Fencing complete with two pedestrian gates Minimum activity zone of 400sqm Seating, litter bins and a notice should be provided 		Below standard
Neighbourhood Equipped Areas for Play (NEAP)	<ul style="list-style-type: none"> Located within a walking time of 15 minutes from home Eight play types, including safer surface Provision of a Multi-Use Games Area/ Skate Park Fencing complete with two pedestrian gates Minimum activity zone of 1,000sqm Seating, litter bins and a notice should be provided 		Below standard

* includes SSSIs, Ramsar sites, SACs, NNRs, Fishing Lakes, Common Land, Local Wildlife Sites, Ancient Woodland and Green Corridors.

** This relates to policy NE2 MDLDP.

⁶⁵ Maldon District Council (2017) Maldon Landscape and Green Infrastructure Technical Document to Maldon District Design Guide. Available at: https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/2

⁶⁶ Maldon District Council (2011) Maldon District Green Infrastructure Study. Available at: https://www.maldon.gov.uk/info/20048/planning_policy/9164/pre-submission_local_development_plan_evidence_base

New development and Recreational spaces

- 2.71 In addition, the Approved Local Development Plan aims through Policy S3: Place Shaping - Objective 8 requires development proposals for the Garden Suburbs and Strategic Allocations to provide a network of safe and usable paths and streets for pedestrians, cyclists, horse riders and vehicles. This network should prioritise accessibility to open spaces, education and health facilities⁶⁷. Furthermore, the Sport England Active Design Guide defines principles for active design, including through creating walkable communities, connecting destinations through walking and cycling routes, creating a network of multifunctional open spaces and providing infrastructure to enable sport and physical activity⁶⁸. Additional guidance on incorporating active design and recreational opportunities into new developments is available in the Maldon District Design Guide⁶⁹ and the Essex Design Guide⁷⁰. The Fields in Trust guidance for outdoor sport and play is a useful tool for designing outdoor recreational space⁷¹.
- 2.72 The importance of healthy living is reflected in the Approved Local Development Plan which requires through Policy N3: Open Space, Sport and Leisure that all development must contribute towards improving the provision, quality and/ or accessibility of local and strategic open space, sports, community and leisure facilities. As a minimum, developments are required not to increase existing deficiencies of open space, sports and leisure facilities in the locality, including District parks, local parks, children's play areas, sports grounds, sports facilities, cycleways, footpaths and allotments⁷².

Healthy Living and Nature

- 2.73 Maldon District Council will be producing, in conjunction with ten other Essex councils, the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) to address the potential effects from new residential development upon coastal European sites⁷³. The RAMS aims to avoid impacts in combination with other plans and projects whilst encouraging visitors to behave appropriately to protect sensitive coastal areas and its internationally important wildlife. Ensuring that sufficient recreational space (for example, Suitable Alternative Natural Green Space) within new development is provided for new residents is a consideration for the District Council when determining planning applications, in order to avoid impacts from each development alone and meet the requirements of the Habitats Regulations.
- 2.74 The 'Building with Nature' User Guide, developed by Gloucestershire Wildlife Trust, outlines standards for planning and development to deliver high quality green infrastructure, and could form a model for the District. Key standards include those for wellbeing, including ensuring green infrastructure is accessible for all and situated close to where people live, ensuring developments encourage all people to use and enjoy green infrastructure, ensuring schemes support local priorities for addressing health inequalities, and ensuring that schemes demonstrate innovative solutions to overcoming social and cultural barriers to the use and enjoyment of green infrastructure, promoting socially sustainable communities and community cohesion^{74,75}. Recreational access to the countryside is important and the lack of safe off-road routes can be a barrier to this. Wherever possible, new or upgraded routes should be accessible by all user groups, including walkers, cyclists, riders and people with disabilities.

⁶⁷ Maldon District Council (2017) Local Development Plan 2014-2019. Available at: www.maldon.gov.uk/ldp

⁶⁸ Sport England (2015) Active Design. Available at: <https://www.sportengland.org/facilities-planning/active-design>

⁶⁹ Maldon District Council (2017) Maldon District Design Guide. Available at:

https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/2

⁷⁰ Essex County Council (2019) The Essex Design Guide. Available at: <https://www.essexdesignguide.co.uk/overarching-themes/active-design-principles/>

⁷¹ Fields in Trust Guidance for Outdoor Sport and Play, Available at: <http://www.fieldsintrust.org/guidance>

⁷² Maldon District Council (2017) Local Development Plan 2014-2019. Available at: www.maldon.gov.uk/ldp

⁷³ Place Services and Essex County Council (2017) The Essex Coast Recreational disturbance Avoidance and Mitigation Strategy. Available at: <https://democracy.maldon.gov.uk/documents/s9068/9%20Essex%20Coastal%20RAMS%20Update%20-%20Appendix%203.pdf>

⁷⁴ Building With Nature (2017) User Guide. Available at: <https://www.buildingwithnature.org.uk>

⁷⁵ Further information on improving access to green space for all social groups, to reduce social equality, is available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/357411/Review8_Green_spaces_health_inequalities.pdf

- 2.75 The Approved Local Development Plan identifies that Protected Lanes have both considerable ecological value as habitats for plants and animals, serving as corridors for movement and dispersal for some species and acting as vital connections between other habitats, whilst allowing people to access historic landmarks and landscapes, and encouraging recreation within the countryside⁷⁶.

Strengths and Opportunities

Desk based study findings

- The Active Design Guide⁷⁷ by Sport England aims to promote active communities underpinned by ten principles, including connecting communities to schools, workplaces and shops with walking and cycling routes.
- The Maldon District Design Guide⁷⁸ notes that play should not be confined just to playgrounds, but in a range of areas including pocket parks and areas such as town squares in the public realm.
- Essex Highways have produced a draft Cycling Action Plan (2018) for the District and has identified seven priority areas where the cycle network should be developed.
- The Government's 25 Year Environment Plan creates potential funding opportunities for access and enhancement of routes in future.
- Promenade Park forms a destination for recreation in the District and region.

Stakeholder comments

- Protected and Quiet Lanes are underutilised and could be incorporated into the cycle network.
- There is potential to reinstate parts of the old railway lines as multi access routes.
- Rochford District Council is currently implementing a cycle route along the footpath that follows the southern banks of the River Crouch and there is an opportunity to create a circular route via ferry links.
- The designation of the English Coast Path will promote increased access to the District's coastline and there is potential for circular walks to be created inland linking to communities.
- There is an opportunity to provide a Country Park at Beeleigh Falls working in partnership with Essex Waterways.

⁷⁶ Maldon District Council (2017) Local Development Plan 2014-2019. Available at: www.maldon.gov.uk/ldp

⁷⁷ Sport England (2015) Active Design: Planning for health and wellbeing through sport and physical activity. Available at: <https://www.sportengland.org/media/3964/spe003-active-design-published-october-2015-high-quality-for-web-2.pdf>

⁷⁸ Maldon District Council (2017) Maldon District Design Guide: Landscape and Green Infrastructure (including Open Space, Sport and Play Facilities, Biodiversity and Trees). Available at: http://www.maldon.gov.uk/download/downloads/id/13656/landscape_and_green_infrastructure_technical_document_-_final.pdf

Weaknesses and Threats

Desk based study findings

- Much of the District's PRow network are footpaths, and therefore do not allow for cycling or horse-riding.
- Settlements and communities located in the Dengie and north of the River Blackwater are isolated.
- Many of the District's roads, particularly in rural areas are dangerous for cyclists and there have been 58 personal injury collisions involving cyclists between August 2012 and July 2017.
- Climate change could impact sea wall access.
- Promenade Park is under threat from a lack of master planning/ overarching strategy, over-use in summer and economic pressures.
- Smaller open spaces, including amenity greenspace, often consist primarily of mown grass which can be monotonous for both people and wildlife.

Stakeholder comments

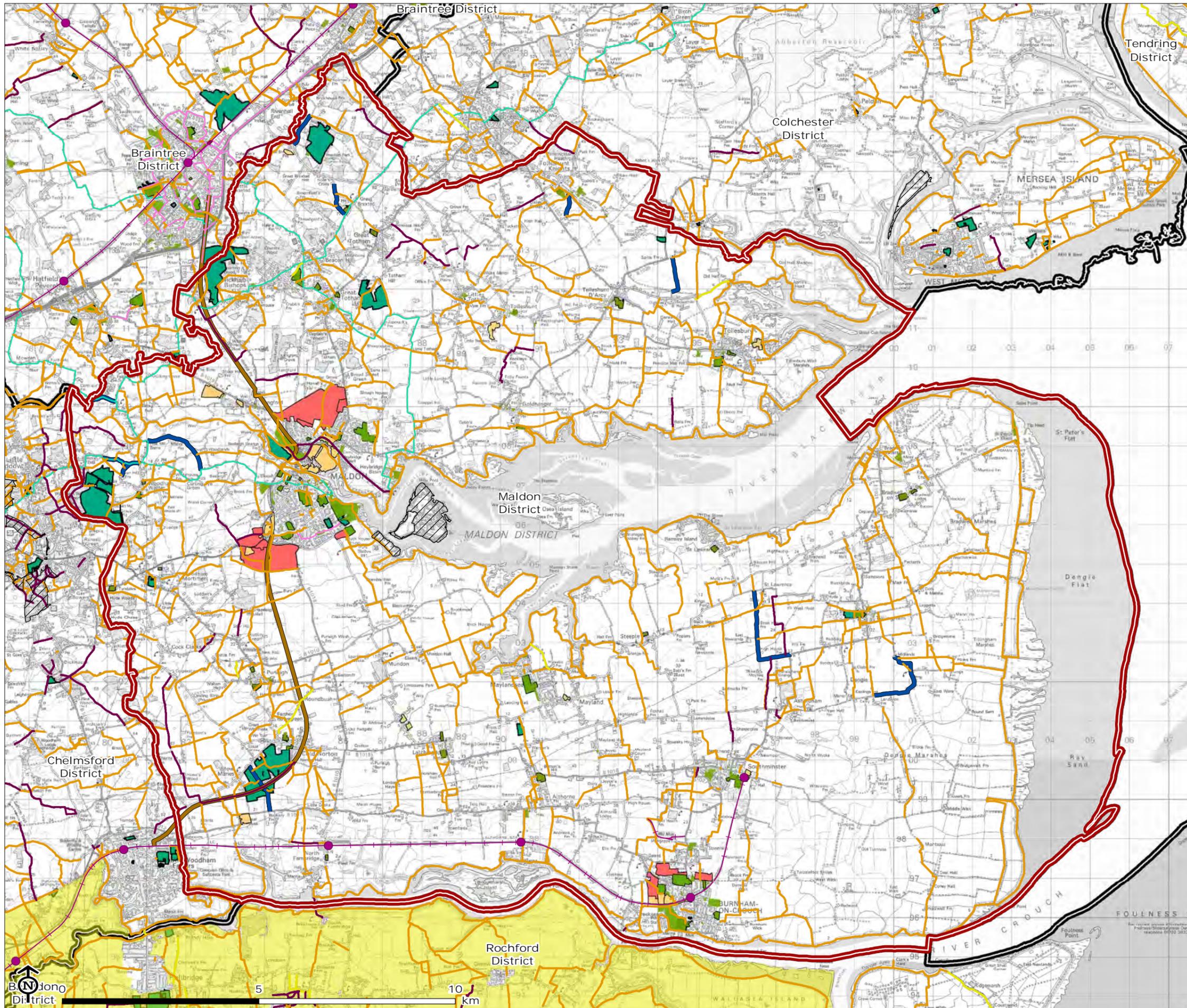
- There is no cycling or walking provision between Southminster and Burnham-on-Crouch, including limited opportunity for pupils living in Southminster to travel to school using active modes of transport as the road (B1021) is considered to be dangerous.
- The surfacing of the NCN 1 cycle route between Maldon and Danbury needs improving as it is unusable after periods of rain.
- There are a number of informal spaces available for public use; that need enhancement and signage to encourage use.
- Appropriate promotion of further active water sports e.g. paddle-boarding is needed.
- The towpath surface along the Chelmer and Blackwater Navigation requires upgrading so that it can be used as a year round pedestrian and cycle route to Chelmsford.

Analysis

- 2.76 The existing green infrastructure network provides a range of spaces (formal and informal), places and routes for Maldon District's residents and visitors to engage in an active lifestyle.
- 2.77 However there appears to be a lack of safe routes for cycling and horse riding, with the majority of the Public Rights of Way comprising footpaths. There should be a focus on connecting schools, places of work and recreational areas to settlements (being mindful of impacts on designated coastal habitats). This provision would encourage the use of active transport for commuting and sustainable modes of travel to places of recreation such as parks and sports facilities.
- 2.78 The key priorities for Promoting Healthy Living are:
- Enhancing connectivity through the District through increased provision of, or the enhancement of, the public footpath network, including increased provision of other modes of sustainable transport such as cycling and horse riding.
 - Ensuring new developments promote active lifestyles by providing interactive spaces for children and adults on or near residential sites and connecting the sites to walking and cycling routes.
 - Ensuring potential conflicts, such as increased access and recreation activities occurring within close proximity to wildlife sites, are acknowledged and addressed.

Maldon District Green Infrastructure Strategy

Figure 2.6: Green Infrastructure Baseline for Promoting Healthy Living



-  Maldon District Council
-  Neighbouring local authorities
-  Site allocations (housing)
-  Site allocations (employment)
-  Open space
-  Outdoor sports facility or playing field
-  Green belt
-  National Trust land
-  Railway station
-  Railway
-  Local cycle route
-  National cycle route
-  Old rail route
-  Protected lanes
- Public rights of way
 -  Footpath
 -  Bridleway
 -  Byway/ Restricted Byway

Map Scale @A3: 1:95,000





Nurturing Communities

The population of Maldon District is 63,400⁷⁹ and the District has a low overall population density. The settlements of Maldon and Heybridge account for over a third of the population of the District. Burnham-on-Crouch is the second largest town in the District after Maldon, accounting for over an eighth of the population of the District (13% in 2011).

There are a few deprived areas where the residents experience higher than average levels of poor health, unemployment and child poverty. Crime rates in the District are low and residents feel safe. In terms of ethnicity, Maldon has a high white⁸⁰ population (95.8%) which is greater than the Essex County and national figures of 90.8% and 79.8% respectively⁸¹.



⁷⁹ ONS (2017) Nomis Labour Market Profile – Maldon. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157218/report.aspx>.

⁸⁰ English/Welsh/Scottish/Northern Irish/British

⁸¹ Maldon District Council (2017) Maldon District Council: Equality and Diversity Update.

Population

- 2.79 In 2016, the population of Maldon District was approximately 63,400 and was almost evenly split between females (50.8%) and males (49.2%)⁸². The District's population is expected to increase to 70,700 by 2039⁸³. In 2011, Maldon had a population density of 1.7 persons per hectare, which is significantly lower than the Essex figure of 4.0 persons per hectare and the England and Wales average of 3.7 persons per hectare⁸⁴. Based on an evaluation of housing types recorded in the 2011 census, it is estimated that approximately 86.6% of households within Maldon are likely to have access to a garden⁸⁵.
- 2.80 In 2011, the mean age of the Maldon population was 43.0 years, which is a slightly older average population than the Essex average of 40.9 years and England and Wales as a whole, where the average is 39.4 years. The census data also shows that 20.1% of the resident population in Maldon was of retirement age (65 and over) compared with 18.3% in Essex and 16.4% in England and Wales⁸⁶. The District is experiencing an increasing demand on services owing to the ageing population⁸⁷ and this demand is set to intensify as 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 number⁸⁸.

Health and Wellbeing

- 2.81 Generally, the health of residents in Maldon District is better than the English average. There are however certain elements of health which are concerning for the District. Adult obesity rates in the District are high with almost six in ten being overweight or obese⁹². There are various factors which influence obesity and lack of interaction with the environment or green spaces can fuel obesity; just below half of all Maldon District residents walk at least five times per week⁹³, similarly only 15% of residents use walking as a method of transport at least three times a week - which is significantly lower than the rest of the County⁹⁴. The issue of obesity is reflected in both Reception and Year 6 children, who are on average more overweight than the rest of the County⁹⁵.

⁸² ONS (2017) Nomis Labour Market Profile – Maldon. Available at:

<https://www.nomisweb.co.uk/reports/lmp/la/1946157218/report.aspx>

⁸³ ONS (2016) Subnational Population Projections with Components of Change (Births, Deaths and Migrations) for Regions and Local Authorities in England: Table 5 (2014 based). Available at:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections>

⁸⁴ ONS (2011) Table KS101UK Usual Resident Population, local authorities in the United Kingdom. Available at:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/2011censuskeystatisticandsandquickstatisticsforlocalauthoritiesintheunitedkingdompart1>

⁸⁵ It has been assumed that terraced, detached and semi-detached houses are likely to have access to gardens, whilst flats, apartments and maisonettes are unlikely to have access to a garden.

⁸⁶ ONS (2011) Table KS102UK Age Structure, local authorities in the United Kingdom. Available at:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/2011censuskeystatisticandsandquickstatisticsforlocalauthoritiesintheunitedkingdompart1>

⁸⁷ Essex County Council (2016) A profile of people living in Maldon. Available at:

<https://www.essexinsight.org.uk/get/ShowResourceFile.aspx?ResourceID=385>

⁸⁸ Maldon District Council (2017) Local Development Plan 2014-2019. Available at: www.maldon.gov.uk/ldp

⁹² Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Percentage of adults (aged 18+) classified as overweight or obese (2016/17). Available at: https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East

⁹³ Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Percentage of adults who do any walking at least five times per week (2014/15). Available at: https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East

⁹⁴ Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Percentage of adults walking for travel at least three times per week (2016/17). Available at: https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East

⁹⁵ Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Reception: Prevalence of overweight (including obese)(2016/17); Year 6: Prevalence of overweight (including obese) (2016/17). Available at: https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East

- 2.83 When considering physical activity and green space, a study which examined obesity levels in European countries found that people with access to large amounts of green space are three times more likely to be physically active than people living in areas where there is little green space⁹⁶. Residents in the District who have more access to green space will therefore be more likely to be physically active and reap the benefits of doing so, for example, exercise and physical activity can reduce the likelihood of coronary heart disease⁹⁷.
- 2.84 Mental health is another health priority of the Council. The proportion of estimated mental health disorders in young people (5-16) is better than the county average⁹⁸, however, the overall suicide rate for both males and females is marginally worse than the County average⁹⁹. Access to green space has an important role to play with mental health. It has been shown that people living in a green urban area will exhibit significantly lower levels of mental distress and higher levels of wellbeing. Linking physical activity, mental health and green spaces together, evidence has found that people who engage with physical activity in a natural environment experience additional benefits to mental wellbeing than experienced with similar levels of indoor physical activity¹⁰⁰.
- 2.85 The District has an ageing population¹⁰¹, which will mean that there will be increased demand on health, social care services and support needed in the District. Issues surrounding an ageing population may also be amplified in the future with adults who are becoming more overweight. Older adults in the future may be more susceptible to developing more rapid and life changing illnesses and issues due to excess weight. Therefore, having the opportunity to be physically active and explore the green spaces that the District has to offer could significantly benefit the health and wellbeing of residents.

Education

- 2.86 There are two secondary schools within the District: Plume School in Maldon and Ormiston Rivers Academy in Burnham-on-Crouch¹⁰². In 2017, 33% of GCSE pupils at Plume School and 34% at Ormiston Rivers Academy achieved a pass grade in English and maths. This is lower than the Essex average (42.8%) and the national average (39.36%)¹⁰³.
- 2.87 In 2016, 40.6% of residents within the District were qualified to level NVQ4 (HND, Degree and Higher Degree level qualifications or equivalent) and above. This is above both the regional average (34.9%) and the national average (38.2%)¹⁰⁴.

Community Involvement

- 2.88 Maldon and District Community Voluntary Service is an independent registered charity that supports charities, community groups and volunteers in Maldon District. Their websites provides links to Connect Well, which provides non-medical support for social, emotional or practical issues such as debt, managing a health condition or finding general peer support. The District Community Voluntary Service also provides links to Essex Connects, a searchable directory to help residents contact local charities, voluntary groups, and community sector services within Essex.

⁹⁶ White MP, Alcock I, Wheeler BW, Depledge MH. (2013) Would you be happier living in a greener urban area? A fixed-effects analysis of panel data. *Psychological science*. 24(6):920-8.

⁹⁷ Heran BS, Chen JMH, Ebrahim S, Moxham T, Oldridge N, Rees K, et al. (2011) Exercise-based cardiac rehabilitation for coronary heart disease (Review). *The Cochrane Collaboration*. (7):1-97.

⁹⁸ Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Estimated prevalence of mental health disorders in children and young people: % population aged 5-16 (2015). Available at: https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East

⁹⁹ Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Suicide rate (Male)(2015-17); Suicide rate (Female) (2015-17). Available at: https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East

¹⁰⁰ Coon JT, Boddy K, Stein K, Whear R, Barton J, Depledge MH. (2011) Does Participating in Physical Activity in Outdoor Natural Environments Have a Greater Effect on Physical and Mental Wellbeing than Physical Activity Indoors? A Systematic Review. *Environmental Science & Technology*. 45(5):1761-72

¹⁰¹ Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Age Profile: ONS Mid-year population estimates. Available at: https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East

¹⁰² Maldon District Council (2017) Local Development Plan 2014-2019. Available at: www.maldon.gov.uk/ldp

¹⁰³ Gov.uk (2018) Compare School Performance. Available at: <https://www.compare-school-performance.service.gov.uk>

¹⁰⁴ Nomis (2016) Labour Market Profile – Maldon. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157218/report.aspx?town=maldon#tabquals>

- 2.89 These services are important as they support good mental and physical wellbeing through linking residents to a range of groups that use the District's green infrastructure offering opportunities for residents to participate in activities such as conservation, gardening, walking or cycling.
- 2.90 Essex Outdoors, Bradwell, is a coastal outdoor education centre run by Essex County Council on the south of the Blackwater Estuary and offers sailing courses and other outdoor activities¹⁰⁵.
- 2.91 Maldon District offers outdoor opportunities, such as at the Parkrun in Burnham-on-Crouch¹⁰⁶. Essex Wildlife Trust offers volunteering opportunities¹⁰⁷ and there are several Essex Wildlife Trust nature reserves across the District, including Shut Heath Wood, Oxley Meadow, Bradwell Shell Bank, Maldon Wick, Tollesbury Wick and Chigborough Lakes¹⁰⁸. The National Trust also offer volunteering opportunities¹⁰⁹ and have a National Trust site at Northey Island¹¹⁰.
- 2.92 The 2011 Maldon Green Infrastructure Study provides various recommendations for green infrastructure provision within the District. This includes improving accessibility to Green Infrastructure for rural communities, as green infrastructure provision is concentrated within more densely populated settlements and it is likely that, due to resourcing, new green infrastructure provision will continue to be focussed in and around larger settlements¹¹¹.

Public Transport

- 2.93 Public Transport is not a component of green infrastructure, but the provision of public transport is important when considering how local communities, particularly those residents who do not have access to a private vehicle, travel to reach destinations such as parks, open spaces and the coastline. Public transport is also relevant as Maldon District has an ageing population and this will therefore increase demand on services and so green infrastructure provision in the District should reflect this trend by ensuring that publicly accessible locations are welcoming to the frail or elderly.
- 2.94 There are four train stations within the District that connect to the neighbouring authorities to the west and to London, which may help to discourage private car usage for those along the route and encourage active travel to stations. However, these train stations are all confined to the south of the District, located at North Fambridge, Althorne, Burnham-on-Crouch and Southminster. The route is known as the Crouch Valley Line and offers an attractive alternative to the car for those living along its line. Therefore, the populations in the centre and north of the District may be more likely to use private cars. Part of the old railways lines from Maldon to Witham, and Maldon to South Woodham Ferrers still exist in the landscape although some of this has been lost under the plough or to development. The passenger service was withdrawn in 1964 with a residual goods service continuing until 1966 when the line was completely closed.

Within Maldon District, 42% of residents are satisfied with their local bus service (the second lowest in the county) and 34% are satisfied with their local transport information (also the second lowest in the county). Both are well below the county averages of 51% and 39% respectively¹¹². Compared to other authorities within Essex, residents living in Maldon District experience the longest travel time by public transport, or walking to reach key services as it takes on average 17 minutes¹¹³.

¹⁰⁵ Visit Maldon District (2018) Essex Outdoors – Bradwell. Available at: <https://www.visitmaldondistrict.co.uk/thedms.aspx?dms=3&feature=3&venue=0146531>

¹⁰⁶ Maldon District Council (2017) Volunteer with Burnham parkrun. Available at: https://www.maldon.gov.uk/news/article/6172/volunteer_with_burnham_parkrun

¹⁰⁷ Essex Wildlife Trust (2018) Volunteer with Essex Wildlife Trust. Available at: <https://www.essexwt.org.uk/get-involved/volunteer>

¹⁰⁸ Essex Wildlife Trust (2018) Visitor Centre and Nature Reserves. Available at: <http://www.essexwt.org.uk/visitor-centres-nature-reserves>

¹⁰⁹ The National Trust (2018) Volunteer. Available at: <https://www.nationaltrust.org.uk/volunteer>

¹¹⁰ National Trust (2018) Northey Island. Available at: <https://www.nationaltrust.org.uk/northey-island>

¹¹¹ Maldon District Council (2011) Maldon District Green Infrastructure Strategy. Available at: https://www.maldon.gov.uk/info/20048/planning_policy/9164/pre-submission_local_development_plan_evidence_base

¹¹² Essex County Council (2016) Essex Local Authority Portraits - A product of the Essex Joint Strategic Needs Assessment (JSNA): A profile of people living in Maldon. Available at: <http://www.essexinsight.org.uk/GroupQuery.aspx>

¹¹³ Essex County Council (2016) A profile of people living in Maldon. Available at: <https://www.essexinsight.org.uk/get/ShowResourceFile.aspx?ResourceID=385>

Strengths and Opportunities

Desk based study findings

- Maldon is an attractive and safe District to live in and visit.
- The approved Local Development Plan policies, promotion of the Green Infrastructure standards in the Green Infrastructure Study (2011), the adopted Maldon District Design Guide, and the Masterplan Frameworks, have influenced a good provision of greenspace in new developments in the District. This provision can promote healthy lifestyles within new communities.
- There is a low percentage of the population with mental health problems.
- The Maldon and District Community Voluntary Service is a platform that assists residents to connect with charities, groups and activities that promote healthy lifestyles.

Stakeholder comments

- There is a large population of elderly people with specific needs for access to green infrastructure, and who can greatly benefit from access to green spaces.
- The provision of community gardens in new developments promotes community cohesion, physical activity and food growing.

Weaknesses and Threats

Desk based study findings

- There are many isolated communities with limited access to public transport.
- Market Hill is subject to high levels of air pollution and is currently proposed as an Air Quality Management Area (AQMA). Planting schemes along these roads could help improve air quality and reduce associated adverse health impacts.
- Community greenspaces are often poorly designed and inaccessible.
- The ageing population is currently putting pressure on services, and this pressure is set to increase.

Stakeholder comments

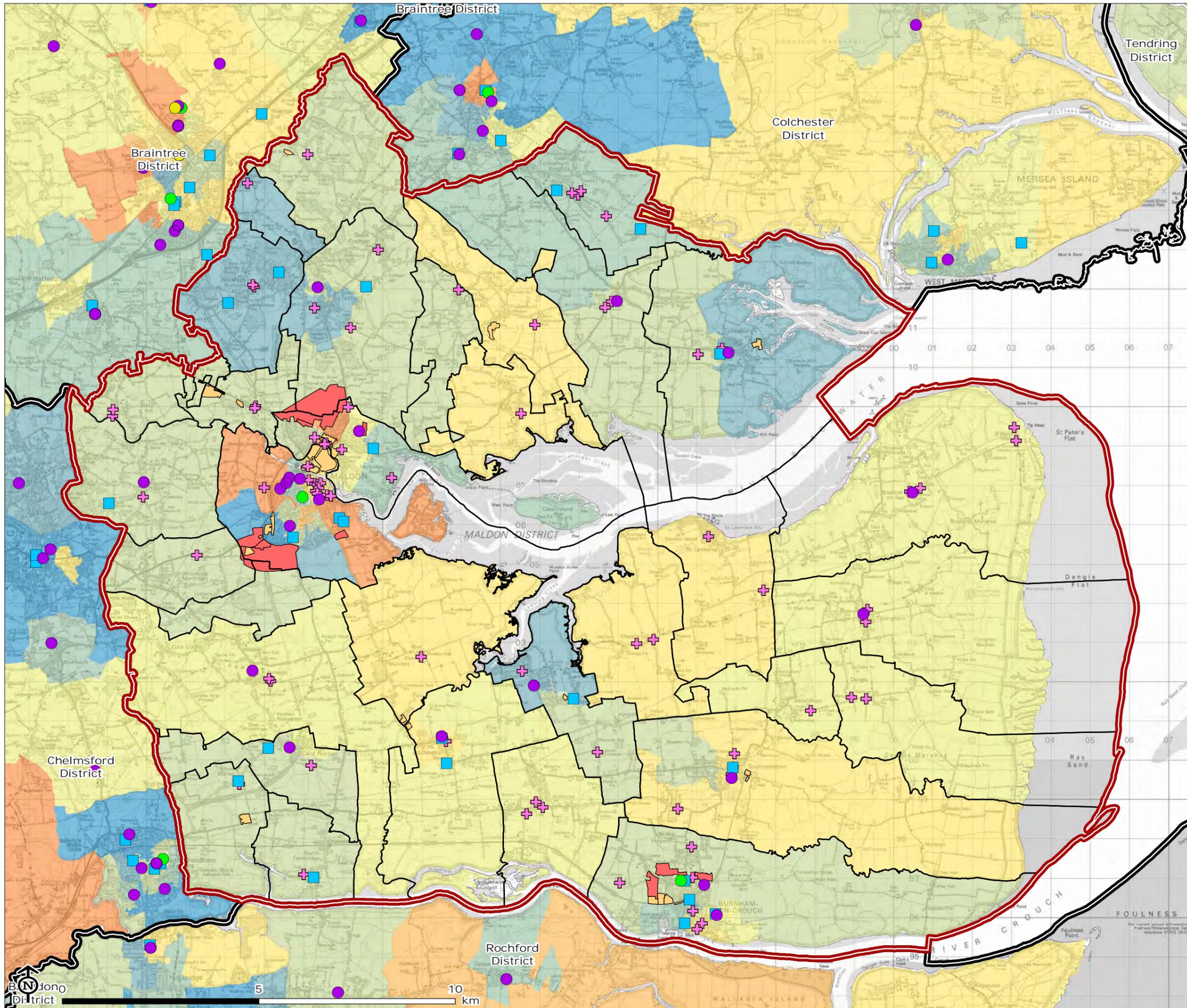
- The District is popular with cyclists and there are a number of local cycling clubs, however key links of the cycle network are missing, and many of the connections that need to be made on road are too dangerous, for example Fambridge Road.
- The provision of gardens in new developments are generally meeting the smallest size set by standards.
- New developments need to be designed for all user groups.
- Old and new communities need to be better connected and integrated.
- There is a lack of adult play provision such as Green Gyms within the District.
- More places for intergenerational interaction need to be provided.

Analysis

- 2.95 In terms of health and deprivation, Maldon District's population performs better than the national average. To ensure that this is maintained, particularly for health and wellbeing, green infrastructure provision should aim to promote active lifestyles and ensure spaces are accessible for all members of the population by sustainable modes of transport.
- 2.96 The key priorities for Nurturing Communities are:
- Ensuring settlements and places for recreational are accessible to all.
 - Identifying and facilitating opportunities for people to come together and for communities to develop.

Maldon District Green Infrastructure Strategy

Figure 2.7: Green infrastructure Baseline for Nurturing Communities



- Maldon District Council
 - Neighbouring local authorities
 - Parish boundary
 - Site allocations (housing)
 - Site allocations (employment)
 - Indoor sports facility
 - Church or cemetery
 - Primary education
 - Further/secondary education
 - Special Needs Education
- Index of Multiple Deprivation
- 0 - 10% (most deprived)
 - 10 - 20%
 - 20 - 30%
 - 30 - 40%
 - 40 - 50%
 - 50 - 60%
 - 60 - 70%
 - 70 - 80%
 - 80 - 90%
 - 90 - 100% (least deprived)

Map Scale @A3: 1:95,000





Sustaining Productive Landscapes

In the south of the UK, arable farming is the common farming practice, with over half of farm holdings growing cereal. The main crops grown in the District are wheat, oilseed rape, barley, peas, beans and potatoes.

Many of the farms in Maldon District have diversified either through agricultural diversification (e.g. producing and selling dairy products or speciality flowers) or non-agricultural diversification (e.g. opening farm shops, offering accommodation for visitors and organising farm visits). This diversification is necessary so the District's farming sector can react to market changes, respond to competition, and remain viable and competitive¹¹⁴.



- 2.97 The Agricultural Land Classification (ALC) for the Eastern region shows that the soil in the vicinity of the urban areas of Maldon District is classified as grade 3, although these maps do not distinguish between grade 3a (good) and 3b (moderate). Three small pockets of the top soil classification, grade 1 (excellent), can be found in south Maldon: one east of Burnham-on-Crouch, the second to the east of Bradwell-on-Sea and the third is situated to the east of Bradwell Waterside. Grade 2 (very good) soil is located along much of the Dengie's east coastline, to the north of Southminster and Burnham-on-Crouch, between Maldon Town and Danbury, and to the north of Heybridge. In addition, large areas of the District are farmed under the Countryside Stewardship or Environmental Stewardship Schemes. The main priority for these schemes is to protect and enhance the natural environment, the diversity of wildlife (biodiversity) and water quality. As a result, these areas contribute significantly to the Green Infrastructure of the District.

¹¹⁴ Writtle College (2010) Maldon District Rural Gap Analysis Report (EB039). Available at: <https://www.maldon.gov.uk/publications/LDP/pre-submission/>

- 2.99 Agriculture was one of the largest employment sectors in the District in the 19th and 20th Centuries¹¹⁵. In 2010, Maldon has a high proportion of agricultural jobs, 2.5 times higher than the sector share nationally¹¹⁶. Today, agriculture, forestry and fishing sector represent 7% of the businesses in Maldon District and contributes to 3.5% of total employment¹¹⁷. The following examples of businesses give a flavour of the productive landscape in the District.
- 2.100 Dengie Crops Ltd is the UK's leading grower and producer of Alfalfa, which is used in the production of high quality animal feeds. They also operate a farmers' co-operative which can provide a full service to farmers, from crop drying through to grain marketing, and a buying group through which considerable savings can be made on the purchase of a long list of products and services. Run as an extension of members' farm offices, its Agricultural Division works exclusively on each individual member's behalf.
- 2.101 North Maldon Growers Ltd, wholesale producers of UK grown handpicked fresh vegetables since 1964, is a co-operative farming business of four local Essex families. They have been producing field fresh vegetables for over 50 years in mid Essex on the Blackwater estuary. Reclaimed fertile soil and maritime climate combined with vast expertise and experience in this area has provided a successful formula for them to produce sweetcorn, squashes, pumpkins, courgettes, and purple sprouting broccoli and kale.
- 2.102 Part of the Wilkin and Sons (Tiptree jams) 'Tiptree' farm estate is in the District, with farms near Goldhanger and Tollesbury. Much of the fruit used in the preserve-making business is grown on the 'Tiptree' farms, with the company aiming to be self-sufficient in the fruits that will grow well in the area. Today, the farm grows fruit not only for the preserve-making business but also has a blossoming trade in fresh and frozen fruit for shops. The farm estate is managed sustainably, to LEAF (Linking the Environment and Farming) standards and is one of the LEAF Demonstration Farms. The LEAF Marque is a leading global environmental assurance system recognising sustainably farmed products.
- 2.103 Ernest Doe is a long established family firm, whose headquarters are based in the Maldon District, and have a network of branches in the South and East of England. The current Managing Director Colin Doe is the fourth generation of the family to have taken the helm during the company's 100+ years of trading. They are the UK's largest agricultural, construction and ground care machinery dealership, a major agricultural equipment supplier in East Anglia, and represent some of the best known and well respected names in the industry, supplying every type of agricultural equipment from cultivation machinery, spreaders, balers, tractors, through to combine harvesters.
- 2.104 Carr's Flour Mill is an important production company within the District which has been in operation since 1896. Today the mill produces 150 tonnes of flour a day and although some of the wheat comes from abroad, much of it is sourced within 30 miles of the Maldon Mill.
- 2.105 With tides washing over flat marshland and combined low rainfall, this coastal location has provided excellent environmental conditions for the renowned Maldon Sea Salt production. Sea salt production began in Essex at least 2,000 years ago and the Doomsday Book (1086) records that 45 pans were in operation in the Maldon region. In the 19th century the industry started to decline in Essex, owing to the introduction of a heavy taxation. The Maldon Sea Salt Company is now the only surviving sea salt manufacturer in the county, operating 19 pans.
- 2.106 Turning inland, the District's mild winters and hot dry summers have allowed the region to produce wine for over 800 years¹¹⁸. Although not as steeped in history, Maldon District is also home to a number of breweries in the area¹¹⁹, with many providing micro-pubs and tap rooms.

¹¹⁵ Tym and Parteners and Fenn Wright (2009) Maldon District Employment and Land Review (EB035a). Available at: <https://www.maldon.gov.uk/publications/LDP/pre-submission/>

¹¹⁶ Essex County and Partners (2010) Essex Local Economic Assessment. Available at: <https://www.maldon.gov.uk/publications/LDP/pre-submission/3%20Economic%20Prosperity/EB011%20Essex%20Local%20Economic%20Assessment.pdf>

¹¹⁷ Maldon District Council (2012) Economic Prosperity Strategy 2013-2029 (EB068b). Available at: <https://www.maldon.gov.uk/publications/LDP/pre-submission/>

¹¹⁸ Visit Maldon District (no date) Grape and Grain Trail. Available at: <https://www.visitmaldonDistrict.co.uk/eat-and-drink/grape-and-grain-trail.aspx>

¹¹⁹ The hops and malt are often imported.

- 2.107 Maldon District's vineyards and breweries have been enjoying national and regional success. To harness their success and growing reputation, Maldon District Council have partnered with neighbouring Braintree District Council and have instigated the 'Grape and Grain Trail'. This trail experience includes visits to vineyards, breweries and distilleries, with demonstrations of how the drinks are made.

Strengths and Opportunities

Desk based study findings

- Both the terrestrial and marine environments are productive and are delivering local produce.
- Wine and beer production is steadily growing in popularity and partnerships are being established between the private and public sectors.
- Food and produce that is steeped in history is still being produced and sold today, providing a vital role in the celebrating the District's heritage and identity.
- New opportunities for farming may arise once the UK has left the European Union.

Stakeholder comments

- The agricultural sector is diversifying, and therefore becoming more resilient to market changes.
- The UK's position outside of the EU is an opportunity to harness products produced in the UK which could continue and perhaps even increase productivity in Maldon.
- LEADER funding is available until 2020 for farmers, foresters, rural businesses and rural communities to increase farming productivity and farm diversification.

Weaknesses and Threats

Desk based study findings

- Intensified agricultural activity can lead to a decrease in biodiversity.
- Rural businesses are at risk from weather conditions and disease outbreaks.
- Uncertainty on public subsidy for agriculture beyond 2020 and once the UK has left the European Union.

Stakeholder comments

- Brexit is adding to the uncertainty surrounding agricultural subsidies and fisheries policy.
- Climate change could impact the productivity within the District.

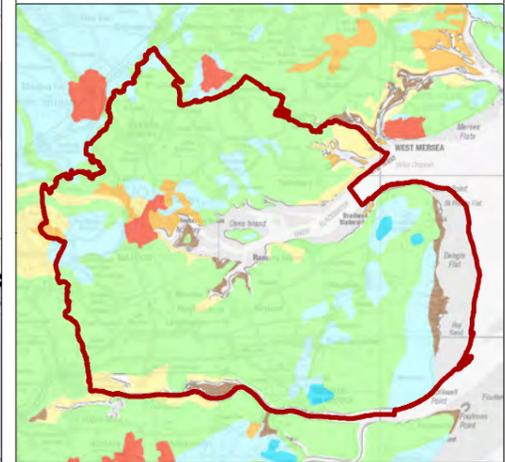
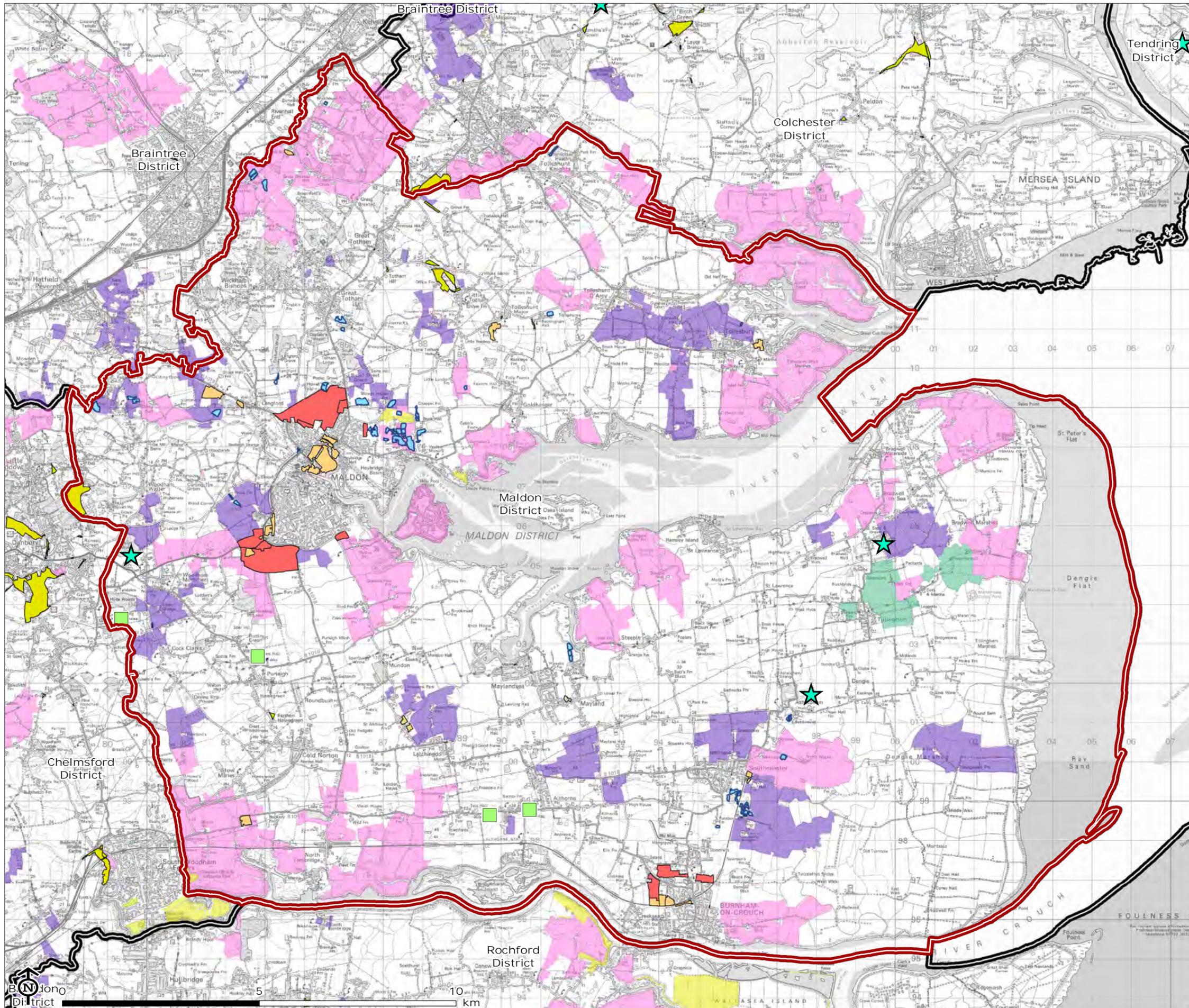
Analysis

- 2.108 The rural land in Maldon District has been productive for thousands of years. The influence of national and international economy and policy has shaped the agricultural sector in the District, which has responded successfully to change by diversifying or by increasing efficiency through economies of scale. As Brexit approaches, there is more uncertainty about the environmental stewardship schemes and other European funded projects, although some opportunities may arise. Landowners and farmers in Maldon will need to continue to react to these changes and challenges to ensure that they are resilient and Maldon's landscape continues to be productive.
- 2.109 The key priorities for sustaining productive landscapes are:
- Ensuring that the rural economy is supported in reacting to national and global changes including climate change.
 - Enabling the District's landscape and heritage to benefit from producing.
 - To continue marketing and promoting Maldon's local produce as this benefits the District's economy and also contributes to the rural landscape.

Maldon District Green Infrastructure Strategy

Figure 2.8: Green Infrastructure Baseline for Sustaining Productive Landscapes

-  Maldon District Council
-  Neighbouring local authorities
-  Site allocations (housing)
-  Site allocations (employment)
-  Existing mineral site (extraction)
-  Vineyards
-  Fishing lakes
-  Registered common land
- Environmental Stewardship Scheme**
-  Entry Level Stewardship
-  Entry Level plus Higher Level Stewardship
-  Higher Level Stewardship
-  Organic Entry Level plus Higher Level Stewardship
- Agricultural Landscape Classification (inset)**
-  Grade 1
-  Grade 2
-  Grade 3
-  Grade 4
-  Grade 5
-  Non Agricultural
-  Urban



Map Scale @A3: 1:95,000



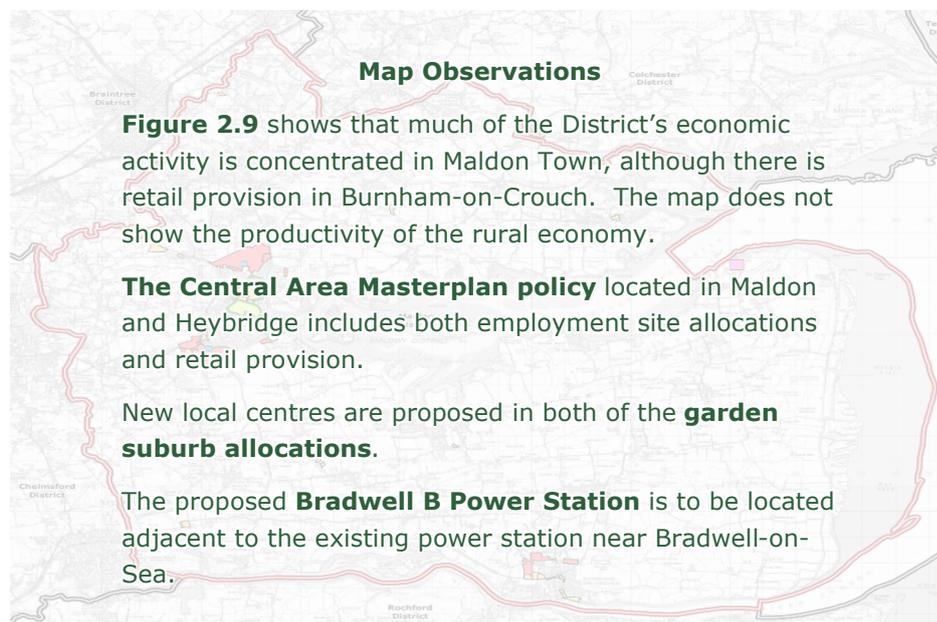


Supporting Economic Progress and Tourism

Much of the District's current economic profile reflects its rich maritime past, wealth of environmental assets and productive landscape. The District has a diverse economic base and key local economic sectors include innovation, creativity, design, agriculture and manufacturing.

Maldon District is within one hour's train journey to London, however there are poor road connections to the A12, A127 and M25 road networks and this constraint is a limiting factor for the District's economic growth.

There is access to ports at Harwich, Felixstowe, Tilbury and the London Gateway port in Thurrock, but improved access to the A12 is needed. London Stanstead and Southend airports are close by.



2.110 The Maldon Economic Prosperity Strategy¹²⁰ classifies the District into three:

- The towns of Maldon and Burnham-on-Crouch are classified as '**the core**' since they are the centres of industry, service sector businesses, transport links and local amenities. These settlements are also identified in the Local Development Plan as centres for new employment growth, which will complement the LDP housing allocations.
- Located primarily in the areas south east of Maldon and north and east of Burnham-on-Crouch, '**the rural hinterland**' comprises mostly of small businesses that service a local market and a few larger employers, such as Dengie Crops Ltd and Desch Plantpak Ltd.
- Given the good transport links in some areas of Maldon to London and other Essex authorities, over 8,000 of Maldon's residents commute out of the District on a daily basis; and this forms '**the commuter economy**'. The gross weekly pay of Maldon District residents with full-time jobs outside the District is some 30% higher than that of residents who work in the District.

2.111 This is in addition to its longstanding tradition of producing, recruiting and nurturing highly entrepreneurial individuals, with many of the District's residents starting their own businesses – a trend that is higher than the Essex and UK average.

¹²⁰ Maldon District Council (2013) Economic Prosperity Strategy, 2013-2029. Available at: <https://www.maldon.gov.uk/publications/LDP/pre-submission/3%20Economic%20Prosperity/EB068a%20Maldon%20District%20Economic%20Prosperity%20Strategy.pdf>

- 2.112 Tourism is a key economic component within Maldon District. In 2016, the industry represented 15.2% of the entire District's employment, with 2,771 jobs directly related and 719 indirectly related to tourism¹²¹. In the same year, the total visitor spending in the District was £156 million, which delivered a total value of £195 million to the local economy (up by 4% from 2015)¹²². Although the summer months are most popular among tourists, the visitor numbers remain significant throughout the rest of the year.
- 2.113 The District supports, and has done so historically, a strong maritime economy of marinas, ports, docks and boatyards. The Hythe Quay, the old port of Maldon, is well known for its modern day production of Thames Sailing Barges. Burnham-on-Crouch and Tollesbury are highly regarded for their expertise in marine engineering. To the south of the District, the 15-mile coastline between Burnham-on-Crouch and the North Sea, known as 'Cowes-of-the-East-Coast', is renowned for its sailing activities, including the world famous 'Burnham Week' annual regatta. As well as contributing to Maldon District's economy, these activities promote access and use of the District's green infrastructure resource for both residents and tourists.
- 2.114 The Economic Prosperity Strategy states that '*the Maldon District brand must continue to take advantage of the high quality of life by celebrating the District's history, coastline, maritime culture ... and the 'Old English' character of its towns and villages*' and thereby recognises the importance of the District's green infrastructure and its current and future contribution to the economy. The Green Infrastructure Strategy can help achieve this ambition, through guiding green infrastructure projects that will enhance key employment areas, creating new areas for new and existing businesses to thrive, and sustaining the tourism industry.
- 2.115 While being the principle employment area in Maldon District, the Causeway has suffered from poor road network connectivity, relatively low quality building stock, fragmented ownership, high risk of flooding and restricted supply of good quality employment space. Most of these issues are beyond the scope of green infrastructure. However, the Plan identified a programme of five proposed improvements, of which two – Environmental Improvements and Flooding Risk Review – are linked to the conserving and enhancing of the green infrastructure. They include initiatives such as:
- **Creating and improving cycle and pedestrian routes** – improving access for pedestrians and cyclists, including the creation of attractive cycle lands and pavements along the Causeway and linking them to the river Chelmer and the Chelmer and Blackwater Navigation.
 - **Enhancing key gateway points** – creating a sense of arrival through landscaping, tree planting and public realm improvements.
 - **A strategic approach to flood risk** – the Causeway Regeneration Area is located entirely within flood zone 3 with some sections benefiting from existing flood defences. The Plan advises that, rather than taking a site by site or building by building approach to reducing flood risk, the Causeway area is addressed as one.

¹²¹ Maldon District Council (2017) The Maldon District attracts an additional 128,000 day visitors in 2016. Available at: https://www.maldon.gov.uk/news/article/6225/the_maldon_district_attracts_an_additional_128000_day_visitors_in_2016

¹²² Maldon District Council (2017) The Maldon District attracts an additional 128,000 day visitors in 2016. Available at: https://www.maldon.gov.uk/news/article/6225/the_maldon_district_attracts_an_additional_128000_day_visitors_in_2016

Strengths and Opportunities

Desk based study findings

- Some areas of the Maldon District have good connections to London and the national road network, international ports and airports.
- The District is an attractive place to visit and therefore tourism is a key economic sector.
- The River Crouch Coastal Communities Team, a partnership between Rochford District Council and Maldon District Council, has produced an action plan, which seeks to support economic prosperity and that would interpret local environment as well as its energy generating role.
- LEADER funding is available which aims to create jobs and develop businesses in rural communities.
- The agricultural sector is able to respond to changes in global markets and demands.
- Local produce contributes the District's economy.

Stakeholder comments

- The tourism market could be diversified to attract 'adrenaline' activities, golf courses, water sports and promoting filming locations.
- There are opportunities for ferries to operate between Burnham-on-Crouch and Wallasea Island, and Bradwell-on-Sea and Tollesbury.
- Marinas have the potential to contribute to the transport infrastructure.
- Potential to include a visitor centre at the proposed Bradwell B Power Station.

Weaknesses and Threats

Desk based study findings

- Large areas of the District are poorly connected to the transport network.
- There is a restricted supply of employment space.
- Potential impact on green infrastructure assets of proposed economic development.

Stakeholder comments

- There is limited attractiveness in the District for big employers.
- There is a lack of infrastructure for non-road traffic.

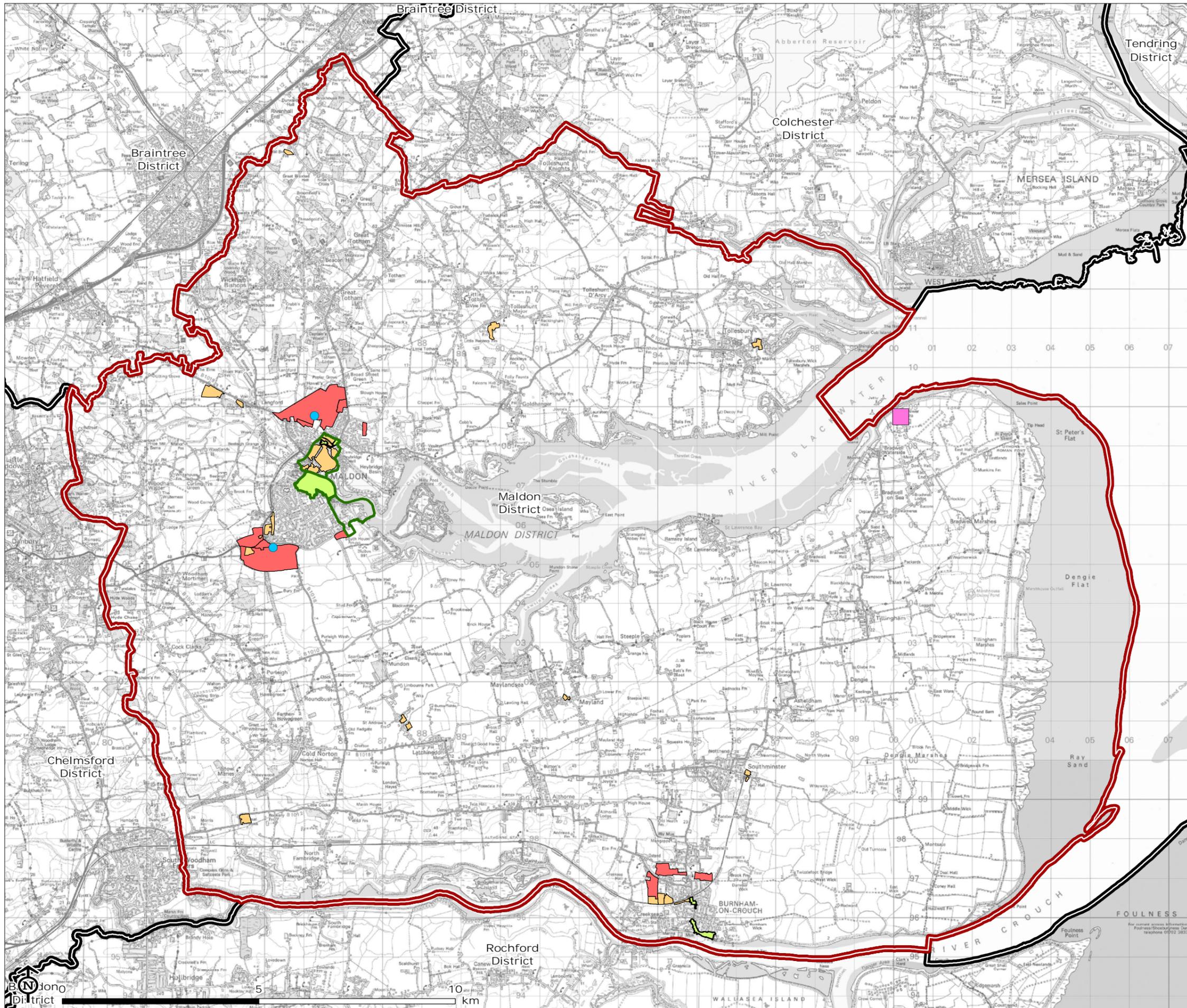
Analysis

- 2.116 Connections to the capital are important economically for the District as the transport of goods and people can be undertaken efficiently. The diverse economy has been based on the productivity of the natural environment, and this continues today, alongside an increase in more contemporary economic sectors such as design and innovation.
- 2.117 On first appearance, much of the economic activity is based in Maldon, Heybridge and Burnham-on-Crouch. However, the rural economy needs to be taken into consideration (see the Sustaining Productive Landscapes theme above).
- 2.118 The key priorities for Economic Progress are:
- Ensuring that centres of economic activity are accessible for commuters, residents and visitors by sustainable modes of transport.
 - Ensuring the public realm surrounding employment sites is well designed and attractive, helping attract investment.
 - Enabling green infrastructure enhancements to increase the visibility, attractiveness and accessibility of the District for visitors and tourists, capitalising on its connectivity to London for example.

Maldon District Green Infrastructure Strategy

Figure 2.9: Green Infrastructure Baseline for Supporting Economic Progress and Tourism

-  Maldon District Council
-  Neighbouring local authorities
-  Central Area Masterplan policy
-  Site allocations (housing)
-  Site allocations (employment)
-  Retail provision
-  Proposed Bradwell B Power Station
-  Proposed local centre



Map Scale @A3: 1:95,000



MALDON DISTRICT COUNCIL



"Tollesbury" By "fourthandfifteen" Attribution 2.0 Generic (CC BY 2.0) <https://www.flickr.com/photos/chelmsfordblue/3608627066>

3 Action Plan

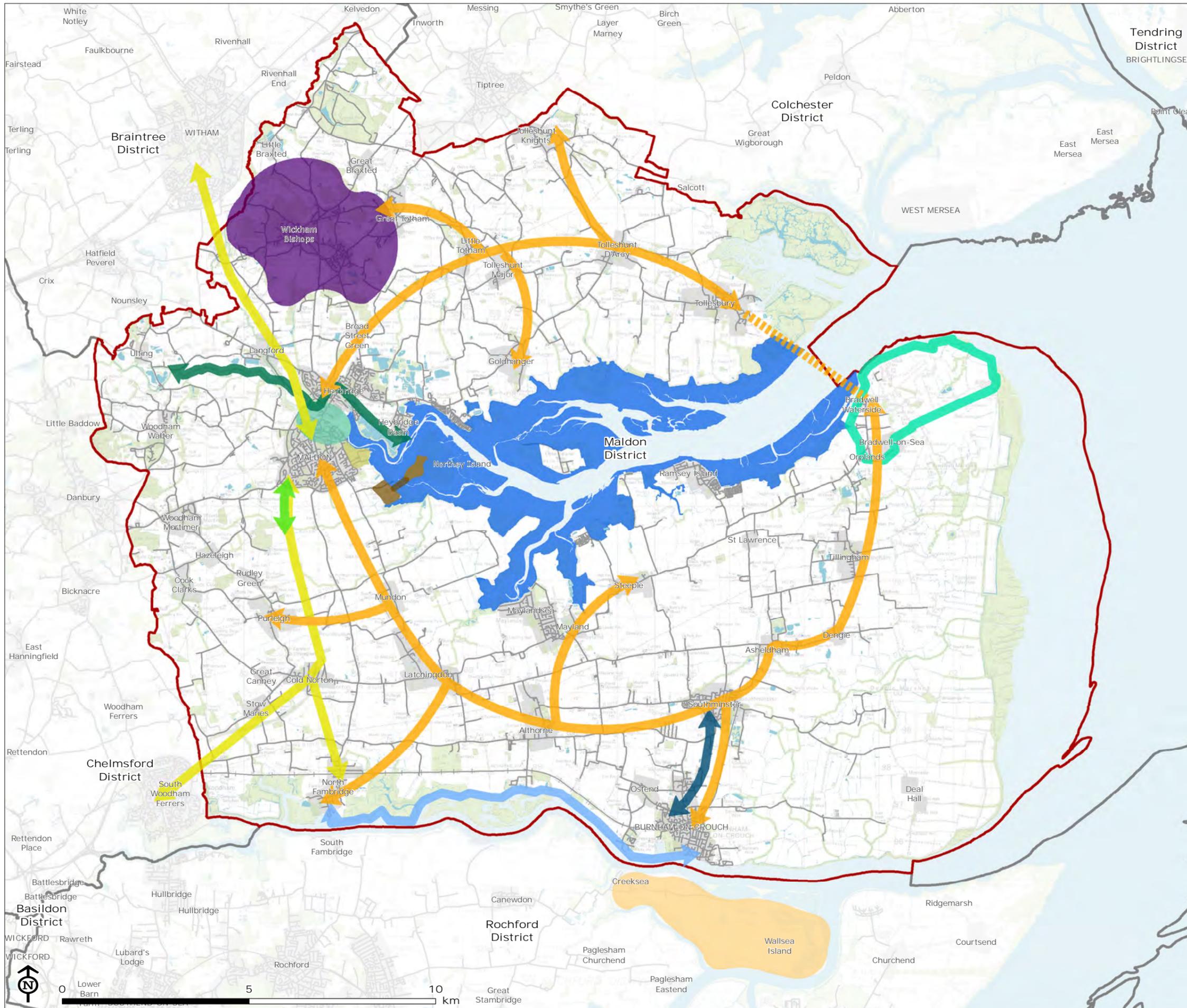
This section of the report sets out the Action Plan for delivering the GI Strategy. This includes the Vision that the GI Strategy seeks to deliver, as well as the policy principles and recommended policy framework for incorporation within future planning policy, which will aim to facilitate delivery of the Vision.

The study has also identified a number of opportunities to enhance Maldon District's green infrastructure network. Nineteen green infrastructure projects have been identified, contributing towards each of the eight green infrastructure themes. These green infrastructure projects, are either location-specific and are shown on **Figure 3.1**, or are District-wide, or strategic, green infrastructure projects.

Further detail regarding these projects, including a description, map, associated challenges and risks, suggested delivery partners and an indicative cost category are presented in a series of project proformas. For ease of reference, these are provided in the separate document 'A Green Infrastructure Strategy for Maldon District: Projects'.

Maldon District Green Infrastructure Strategy

Figure 3.1: All Green Infrastructure Opportunities



- Neighbouring local authorities
- Maldon District Council
- Chelmer and Blackwater Access Project
- Blackwater Greenway
- River Crouch Greenway
- Railway Multi-Access Trial
- Southminster to Burnham-on-Crouch Greenway
- St Peters and Bradwell Circular Walk
- The Wick
- Connections to Wallsea Island
- Town Centre Greening
- Water Sports Awareness Programme
- Connecting Woodlands
- Northey Island/Battle of Maldon
- Promenade Park

Map Scale @A3: 1:100,000



Vision

- 3.1 The vision for this GI Strategy has been informed by stakeholders, as outlined in the methodology in **Appendix 1**.
- 3.2 The Maldon GI Strategy Vision is set out below. The Vision reflects stakeholder aspirations, as well as the desk based review findings outlined in **Chapter 2** of this GI Strategy. The Vision encompasses the already well-functioning green infrastructure network, and its importance in defining the District's character, but also identifies that the GI network needs to be promoted and enhanced to maximise the delivery of benefits for local communities.

Vision

"The Maldon GI Strategy will deliver a connected multi-functional landscape for communities and wildlife, which celebrates and promotes the District's distinctive landscape character, heritage, biodiversity, coast and watercourses. Opportunities to enhance the green infrastructure network will deliver a range of benefits for local communities and promote healthy living, whilst providing mitigation for development and population growth."

Policy Principles

- 3.3 The policy principles set out below encourage the protection, enhancement and creation of green infrastructure and will be used to deliver the Vision. These may be used to inform future Local Development Plan policies, to inform decision making and ensure that green infrastructure is adequately considered in the design of developments.

Principle 1: Protecting and Enhancing Biodiversity

- 3.4 The principle of protecting and enhancing biodiversity is enshrined in international and national legislation, national planning policy and guidance, and local policy. However, declines in wildlife continue and there is a growing emphasis on landscape level measures to create 'big, better and more joined up' ecological networks¹²³, whilst also delivering Biodiversity Net Gain through development as supported in the revised NPPF (2019). Green infrastructure strategies provide opportunities to deliver against these areas.

Development of a Coherent Ecological Network

- 3.5 The GI Strategy and projects identified provide the means to develop a coherent ecological network across the District and to neighbouring areas, facilitating the delivery of nature conservation benefits including in the face of a changing climate. The development of green infrastructure projects will seek to deliver a more robust ecological network wherever possible. This may be facilitated by the identification of non-designated natural greenspace alongside designated sites, with a suggested framework for the identification of such sites presented in **Appendix 2**.

Partnership working

- 3.6 Maldon District Council will work with other bodies including Natural England, the Environment Agency, Essex County Council, neighbouring local authorities, landowners, developers and other biodiversity organisations to achieve this aim. Importantly, this will seek a greater level of

¹²³ Lawton, J.H., et al (2010) *Making Space for Nature: a review of England's wildlife sites and ecological network*. Report to Defra.

communication and coordination with landowners and particularly farmers to deliver ecological and other environmental benefits in the wider countryside.

Protection and Enhancement of Biodiversity in New Developments

- 3.7 New developments will be designed to mitigate adverse impacts on biodiversity whilst providing demonstrable/ measurable net gain for biodiversity where possible. In the context of the recreational disturbance pressures currently being faced by the Essex Coast designated sites, and the requirement for net gain for biodiversity, the green infrastructure network and new provision will be of growing importance. In terms of green infrastructure, new provision could range from on-site green infrastructure, habitat creation and enhancement, through to improved management of recreation activities along the coast.

Principle 2: Improving Water Quality and Flood Risk Management

- 3.8 Poor water quality adversely affects wildlife, human health and the enjoyment of the blue infrastructure environment including both rivers and the coast. The major watercourses in the District suffer from relatively poor water quality. In addition, the water environment in and around the District can cause threats, specifically from increased flood risk. It is anticipated that as a result of climate change, more frequent storm events are likely in the UK in the future. It is important that resilience to flood related events is improved through the provision of flood defences that are multifunctional, offering benefits for biodiversity, and improving access and contact with nature. Multifunctional flood defence can benefit the local economy, by reducing risk to people and property.

Improving Water Quality

- 3.9 Maldon District Council will work with key bodies including the Environment Agency, water companies, Essex County Council, neighbouring local authorities, landowners and developers to help improve water quality within the District and the surrounding area¹²⁴.

Sustainable Drainage Systems

- 3.10 Maldon District Council will ensure that new developments will incorporate Sustainable Drainage Systems (SuDs) (where necessary), in accordance with the policies of the Local Development Plan.

Multi-functional Flood Defence

- 3.11 Proposals for new flood defence works will be supported where they consider all opportunities to provide multi-functional benefits to the community. The partners are developing an Action Plan for the investment in flood mitigation and management measures across the District. Planning applications for flood defences must be supported by evidence setting out how the scheme:
- safeguards and enhances biodiversity;
 - provides for public access;
 - conserves and enhances understanding of cultural heritage;
 - safeguards or improves the character and quality of the landscape.
- 3.12 Unless robust evidence is provided to demonstrate that the above benefits cannot be delivered as part of a flood defence scheme, proposals will be refused.

Principle 3: Conserving and Strengthening Links with our Landscape

- 3.13 The landscape of Maldon District features a range of different characteristics, including rolling agricultural land, river corridors, wide estuaries and an expansive coastline. The land form has significantly influenced the development of Maldon District in the past and will continue to do so in future. The natural landscape within and surrounding the District attracts people to live, work and visit the area. It is important to recognise this landscape quality and preserve it, and to

¹²⁴ In April 2018 'Farming Rules for Water' were introduced to help farmers and landowners reduce the risk of pollution to protect water quality. Further information is available at: <https://www.gov.uk/guidance/rules-for-farmers-and-land-managers-to-prevent-water-pollution>

strengthen the links between development and landscape characteristics, to enable an appreciation of this natural resource of Maldon.

Assessing and Safeguarding Landscape Character and Quality

- 3.14 Maldon District's landscape character is important to the District's identity, yet applications for planning permission and other land-use related projects have the potential to affect landscape character and quality. Green infrastructure can help mitigate adverse landscape impacts and its design and integration into a development should be guided by the local landscape assessment to ensure that the proposed developments reflect and enhance the local character of the site and setting.

Principle 4: Conserving and Connecting to our Cultural Heritage

- 3.15 Significant cultural heritage exists within Maldon. These have helped to shape towns, villages and other settlements, and characterise the landscapes of the District. They also allow interpretation of the past activities that occurred in the District.

Conserving and Enhancing Cultural Heritage

- 3.16 Applications for planning permission and other land-use related projects which have the potential to affect cultural heritage within the District will be designed to mitigate adverse impacts and provide enhancements wherever possible, in accordance with the requirements of international legislation, UK policy and planning guidance and the requirements of the Local Development Plan.

Enhancing Interpretation and Understanding of Cultural Heritage Assets

- 3.17 Important cultural heritage sites within the District will be safeguarded and enhanced through joint working with Historic England, Essex County Council, neighbouring local authorities, landowners, developers and other cultural organisations.

Increasing Access to Cultural Heritage Assets

- 3.18 Where cultural heritage assets cannot currently be accessed, opportunities to increase public access to and provide opportunities for education and interpretation will be reviewed and undertaken.

Principle 5: Improving Access, Fitness and Contact with Nature

- 3.19 The natural environment and man-made green spaces in Maldon District offer significant opportunities for leisure, recreation and fitness. Improving access to the natural environment and these man-made areas can help to improve physical and mental health, as well as increase enjoyment of the natural environment. New development, where ever possible, should be designed to promote physical activity, following the guidance in the Maldon District Design Guide. Deficiencies have been identified within the District which should be addressed. Where new off-road routes are proposed or PRoW are upgraded, the resulting scheme should be, wherever possible, multi-user by default and suitable for a range of user groups. The District benefits from excellent natural assets, including access to the water environment, and this resource is enjoyed by many residents and visitors already. It would be appropriate to build upon the existing benefits, and provide new resources where deficiencies have been identified. However, this must address the potential for conflict posed by access to sensitive coastal habitats and impacts on internationally designated wildlife sites. The Playing Pitch Strategy is expected to be reviewed (target date 2021) ahead of the Local Development Plan review. The outcomes of this will inform the LDP review.

Increasing Play Provision

- 3.20 As set out in Table 2.1 of the Promoting Healthy Living theme in this GI Strategy, there is a deficiency in areas for play in some parts of the District. A review of NEAPs and LEAPs for all parishes in the District will be carried out as part of the Playing Pitch Strategy review (target date 2021).

3.21 New developments shall assess the local provision of NEAPs and LEAPs and will be required to provide these within their development unless it can be demonstrated that this is not appropriate due to the scale or design of the development, or likely impacts in relation to biodiversity, cultural heritage, landscape or flood risk.¹²⁵

3.22 Where these play areas cannot be provided on site, financial contributions will be expected.

Enhancing Cycle Infrastructure

3.23 New developments adjacent to existing cycle routes will be expected to provide attractive connections into these and provide high quality cycle routes within them. New developments which are not adjacent to cycle routes are still expected to include direct and attractive cycle routes within them, to facilitate expansion of the cycle network in future.

3.24 The existing cycle network shall be assessed and where deficiencies are identified, developer contributions and other funding sources will be utilised to address these.

3.25 Key assets such as National and Regional Cycle Routes, Protected Lanes, The Blackwater Rail Trail, Promenade Park and Riverside Park, will be connected and enhanced to meet the needs of residents and visitors for the long term.

Increasing Water Based Activity Levels

3.26 Opportunities to facilitate enjoyment of the water environment within and surrounding the District will be identified. This could include taking steps to improve water quality and improving health and safety at access points. However, particularly in coastal locations, such measures will fully consider ecological sensitivities, with a partnership approach taken to ensure impacts are avoided or mitigated in accordance with Recreational Disturbance and Avoidance Measures (RAMS).

3.27 New developments with the potential to enhance access to the water environment will be required to do so unless it can be demonstrated that this is not appropriate due to the scale or design of the development, or likely impacts in relation to biodiversity, cultural heritage, landscape or flood risk.

Principle 6: Increasing Local Food Supply

3.28 Food security is becoming an issue of increasing concern across the country. Between 2007-2013 food prices rose by 12.6% above inflation in the UK. A supply of fresh locally produced food is central to the aims of sustainable development and has a host of economic, social and environmental benefits.

3.29 Studies have shown the strong physical and mental benefits of working outside, particularly on allotments or small holdings. Growing food locally can also help to develop a sense of community.

3.30 A deficiency of allotments has been identified within the District, which should be addressed.

Allotment Provision

3.31 New developments will be required to include allotments within their sites in accordance with the National Society of Allotment and Leisure Gardeners standards which recommends 20 standard (300 sq. yard) plots per 1,000 households, unless it can be demonstrated that this is not appropriate due to the scale or design of the development, or likely impacts in relation to biodiversity, cultural heritage, landscape or flood risk.

3.32 New and improved allotments are being created in the South Maldon and North Heybridge Garden Suburbs and in Burnham on Crouch.

¹²⁵ Any developer contributions will need to meet the requirements of the Community Infrastructure Regulations 2010 (or any successor regulations).

Principle 7: Enhancing the Green Economy

- 3.33 The natural environment can provide significant benefits to the local economy, for example by attracting visitors to the District, and by increasing people's enjoyment of their local area. The natural environment of Maldon should be enhanced in order to help promote the economy of the District. It has also been shown that properties near green spaces attract higher values compared to those further away.

Promoting Maldon's High Quality Natural Environment

- 3.34 Maldon offers a stunning natural environment which attracts people to live, work and visit the District. Opportunities to promote the District as an area of natural beauty and interest should be made the most of.

Opportunities for Urban Greening

- 3.35 Opportunities for 'urban greening' of the towns in the District will be considered. New public realm schemes will include elements of new planting to improve the appearance of the public realm whilst providing potential enhancements for biodiversity, appreciation of cultural heritage, sustainable drainage and greater resilience to flood risk.

Green Infrastructure Policies

- 3.36 **Appendix 4** provides an analysis of national and local policies in relation to green infrastructure. The production of this GI Strategy demonstrates that the District adheres to national policy and guidance, whilst reflecting established policies.
- 3.37 On a local level, the approved Maldon Local Development Plan contains a number of policies that refer to green infrastructure. The Natural Environment and Green Infrastructure section of the Plan seeks to protect and enhance the quality of the District's biodiversity, landscape, coastline and estuaries.

Green Infrastructure Strategies in neighbouring authorities

- 3.38 Colchester Borough, Braintree District, Chelmsford City Council and Rochford District are the four neighbouring authorities of Maldon District. Of these four authorities, only Chelmsford City Council has recently published a Green Infrastructure Strategic Plan (2018).

Colchester Borough

- 3.39 Colchester Borough published a Green Infrastructure Strategy in 2011 which covers the period until 2025. However, as this was written before the publication of the NPPF (2012), and the green infrastructure approached has since changed, it will not be reviewed here. Essex County Council is in the initial stages of producing an Essex Green Infrastructure Strategy.

Chelmsford City

- 3.40 The Chelmsford GI Strategic Plan 2018-2036¹²⁶ has taken a similar approach to this GI Strategy in using the multifunctional benefits of green infrastructure to identify the District's baseline. Twelve 'key messages' were identified that outline the importance of and opportunities for green infrastructure in the City. These key messages have informed six aspirations for the planning and management of green infrastructure in Chelmsford. Both the key messages and aspirations have informed three objectives for each green infrastructure function used in the baseline analysis.
- 3.41 Five Areas of intervention have been identified, with a spatial map presenting where these aspirations and objectives can be delivered. Further explanation is given as to where the opportunities and enhancements to the green infrastructure network should be delivered within each of the five areas of intervention.

¹²⁶ Amec Foster Wheeler (2018) Chelmsford GI Strategic Plan 2018-2036.

- 3.43 In relation to policy context, the Chelmsford Green Infrastructure Strategic Plan outlines that the document should be integrated into development management policy and forward policies. It also highlights the strong relationship between the strategic and site specific policies to the role of Green Infrastructure in delivering sustainable growth across Chelmsford. Although the document recognises planning policy and delivery principles in relation to green infrastructure, it does not provide any policies within the Strategic Plan. Instead it provides the mechanisms that are needed for the delivery of the Strategic Plan, highlighting the importance of partnership working, designing green infrastructure, outlining green infrastructure related expectations of the delivery of development and monitoring its delivery.
- 3.44 In terms of the delivery of green infrastructure for each theme, the document sets out what is already being undertaken, what initiatives need to be delivered and what aspirational projects could occur. Funding sources are also identified.
- 3.45 This approach has been applied to Chelmsford City as the city clearly has defined areas that have similar deficiencies and opportunities for green infrastructure. However for Maldon, the baseline and stakeholder engagement revealed that 'gaps' in the network do not conform to specific areas within a settlement, parish, river corridors or landscape character areas within the District. As a result, nineteen green infrastructure projects have been identified.

Recommended Policy Framework

- 3.46 As set out in the introduction to **Chapter 3**, the GI Strategy sets out the Vision that the GI Strategy seeks to deliver, as well as policy principles and a recommended policy framework for incorporation within future planning policy which will aim to facilitate delivery of the Vision.
- 3.47 Although this SPD cannot introduce Policy which is not in the parent LDP, the suggested policy set out below has been informed by the desk based study, stakeholder engagement and policy analysis in **Appendix 4**.
- 3.48 When the LDP is reviewed, depending on the scale and focus of the review, it is recommended that this suggested policy wording is considered for inclusion:

"Development proposals should seek to protect and enhance the existing green infrastructure network as identified in the most recent Maldon District Green Infrastructure Strategy.

All developments will where necessary:

- *Protect and enhance designated sites (international, national, regional and local) and Wildlife Corridors and Ecological Networks.*
- *Reflect the character of the landscape as identified in the District Council's Landscape Character Assessments.*
- *Contribute to the Green Infrastructure Projects identified in the most recent Maldon District Green Infrastructure Strategy.*
- *Provide key linkages such as walking routes, cycling routes and bridleways, which will be well designed and constructed to allow year round safe usage by all, linking new developments to local services, schools, transport hubs, settlements and the coastline.*

The use of land and buildings as new allotments, orchards, community gardens and for local food growing spaces and production will be supported, including the temporary use of vacant or derelict land or buildings and the use of informal open space, where this does not conflict with other policy objectives."

Green Infrastructure Projects

3.49 The desk based analysis combined with stakeholder consultation discussed in **Chapter 2** of this GI Strategy has identified nineteen specific opportunities, in the form of GI projects, to enhance and connect Maldon District’s green infrastructure network. Delivery of GI projects will ensure that improvements are made against all of the eight green infrastructure themes:



- 3.50 The 19 identified GI projects are set out in **Table 3.1** below, with full details provided in the separate report 'A Green Infrastructure Strategy for Maldon District: Projects'. The highlighted icons provide an overview of the potential contribution of each opportunity to the green infrastructure themes as identified in **Chapter 2**. Each GI project has been prioritised as either high, medium or low priority (the ordering of the GI projects within these categories does not imply relative importance or significance of a project).
- 3.51 For ease of reference, detailed information regarding each project is provided in the separate document **A Green Infrastructure Strategy for Maldon District: Projects**. Within this GI Projects document, the indicative GI project costs have been identified and are bracketed as Low (less than £10,000); Medium (£10,000 – £50,000); and High (more than £50,000). At this stage, and until the GI projects are developed further, it is not possible to provide realistic estimates of the costs of the larger projects. It is recognised that some GI projects are likely to cost considerably in excess of £50,000 due to their scale. All GI projects will need to be subject to a full business case which will include a full cost estimate.

Delivery and Monitoring

- 3.52 All the projects will need to be progressed in partnership with other organisations and landowners. Delivery will also require funding. In the most cases, funding has not been identified. The Green Infrastructure Strategy, however, equips the Council and its key partners with an agenda for change which is ready to form the basis of future funding bids and applications.
- 3.53 As individual projects are further developed, there will be opportunities for stakeholder input and, where appropriate, further opportunities for public engagement.
- 3.54 A regime of monitoring and review should be established to ensure the action plan is kept up to date.
- 3.55 Progress on GI Projects should be reported regularly and corrective actions taken where necessary. Progress reports should be made publicly available so that stakeholders, local residents, businesses and the wider public have the opportunity to engage with and shape the different projects as they progress.
- 3.56 As each project is further developed, each will have a monitoring framework to ensure that each meets its intended outcomes.
- 3.57 The GI Strategy, as an SPD will be monitored through the authority monitoring report.

Table 3.1: Green Infrastructure Opportunities in Maldon District

GI Theme	Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism
High priority projects								
Community Greenspaces								
Promenade Park								
Town Centre Greening								
Maldon's Hidden Landscapes								
Chelmer and Blackwater Access Project								
Railway Multi-Access Trail								

GI Theme Project	Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism
Blackwater Greenway								
Wildlife Friendly Farming								
Medium priority projects								
Connecting Woodlands								
The Wick								
Water Sports Awareness Programme								
Southminster to Burnham-on-Crouch Greenway								
River Crouch Greenway								

GI Theme	Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism
Project								
Northey Island/ Battle of Maldon								
Medium priority projects								
'Get Active Maldon' – an interactive online map/ app								
Low priority projects								
Country Park								
Quiet Lanes								
Connections to Wallasea Island								
St Peters and Bradwell Circular Walk								

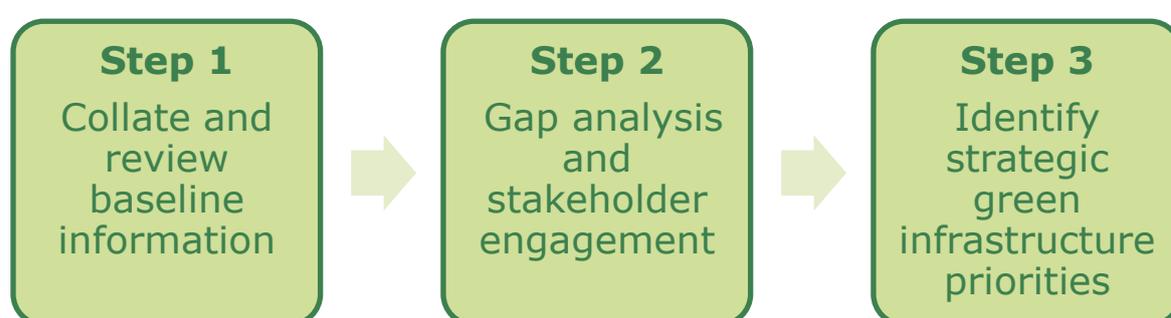
Appendix 1

Methodology

Approach to the Strategy

A1.1 The overall aim of this Strategy is to develop a vision, opportunities map and action plan to guide future investment in Maldon's green infrastructure. In order to achieve this, **Chapter 2** summarises the current strengths, weaknesses, opportunities and threats associated with the current green infrastructure network, and the functions it provides to the residents of Maldon and neighbouring local authorities. This in turn helps to prioritise opportunities for investment in, and enhancement of, green infrastructure alongside planned growth.

A1.2 The approach involved three broad steps, which are described briefly below.



Step 1: Research baseline information

A1.3 This step involved the review of relevant policy and the collation of relevant datasets. The policy review included national policy, in addition to a range of relevant evidence base and guidance documents.

A1.4 Relevant datasets, in particular those mapped in GIS, were collated for the District itself, and where available, for neighbouring authorities and other authorities up to 10km from the District boundary. This provided the wider context and helped identify linkages and synergies.

A1.5 This mapped information was reviewed and, following initial consultation with Maldon District Council officers was grouped in to 'green infrastructure themes' which seemed to most accurately represent the key types of green infrastructure and opportunities within the District. This then shaped the subsequent description and analysis of green infrastructure (see below).

A1.6 The findings of this contextual research are presented in **Chapter 2** of this report.

Step 2: Gap analysis and stakeholder engagement

A1.7 The second step of the study involved the review of relevant mapped information to reveal the key strengths, weaknesses, opportunities and threats (SWOT) associated with the green infrastructure network in Maldon District. This was initially a desk-based study, utilising the extensive mapped information and relevant studies available.

A1.8 Once the initial SWOT analysis was complete, a stakeholder workshop was held on 5th April 2018. The purpose of the workshop was to agree the key issues and opportunities in the District, and to gather stakeholder perspectives on:

- To 'ground truth' the baseline information, including the appropriateness of the green infrastructure themes.
- Identify challenges and threats to the green infrastructure in Maldon District, as well as opportunities and existing/ potential projects.
- To identify opportunities and priorities for funding/ investment in the District's green infrastructure.
- To provide input into the Vision for green infrastructure in Maldon District.

A1.9 Telephone conversations were held with stakeholders who were unable to attend the workshop.

Step 3: Identify strategic green infrastructure priorities

A1.10 The findings from steps 1 and 2 informed the identification of strategic green infrastructure priorities. This step brought together the evidence base and consultation feedback, and focused in on the key green infrastructure priorities for the District. Green infrastructure priorities identified fit into two categories: either location-specific or District-wide. For each priority project, a short proforma was prepared, outlining the purpose, benefits, potential partners, approximate cost category and likely timescale of the project or initiative.

Appendix 2

Appraising Natural and Semi-natural Greenspace Sites: Guidance Note

Background

A2.1 LUC were appointed by Maldon District Council (MDC) to prepare a Green Infrastructure Strategy for the District in 2018. Part of the scope of this study included that:

"Development of a set of robust criteria for appraising Natural and Semi-Natural greenspace sites should be undertaken to inform future policy, and the existing database of natural and semi-natural greenspace sites appraised against these criteria."

A2.2 This is required to enable the Council to identify and appraise the value of areas of natural and semi-natural greenspace which fall outside of nature conservation designations (at the international, national and local level) so that any such sites can be identified as part of the local Green Infrastructure (GI) network in future reviews of the GI Strategy or the Local Development Plan (LDP) with a view to ensuring their conservation and possible enhancement. This would be in recognition of the value which such sites can deliver, providing habitat for wildlife in the wider countryside, contributing to people's enjoyment of the countryside (through their scenic value or accessibility), and providing ecological connectivity between designated sites.

A2.3 This paper therefore presents a proposed approach to the appraisal of such sites, informed by relevant guidance, suggesting certain criteria which may be used Maldon District Council.

Approach

A2.4 In developing criteria and a process for the appraisal of natural and semi-natural greenspace, reference has been made to the following documents/ guidance:

- Maldon District Green Infrastructure Study September 2011, which identified natural and semi-natural greenspace sites initially
- 'Nature Nearby' Accessible Natural Greenspace Guidance (Natural England 2010), and in particular Annex 2: A proxy measure when mapping naturalness¹²⁷
- Local Wildlife Site Selection Criteria (Essex Local Wildlife Sites Partnership, 2016¹²⁸)
- Local Sites: Guidance on their Identification, Selection and Management (DEFRA, 2006)
- Planning Policy Guidance 17: Planning for open space, sport and recreation (DCLG, 2002)

A2.5 Although PPG17 is no longer active, it includes a useful definition of natural and semi-natural urban greenspaces as an Open Space typology, with no further definitions since published, as follows:

'... woodlands, urban forestry, scrub, grasslands (e.g. downlands, commons and meadows) wetlands, open and running water, wastelands and derelict open land and rock areas (e.g. cliffs, quarries and pits).'

¹²⁷ Natural England (2014) Accessible Natural Greenspace Standard (ANGSt). Available at: http://webarchive.nationalarchives.gov.uk/20140605111422/http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx

¹²⁸ Essex Local Wildlife Sites Partnership (2010) Local Wildlife Site Selection Criteria. Available at: https://www.essex.gov.uk/Environment%20Planning/Environment/local-environment/Wildlife-and-Biodiversity/Documents/Essex_LoWS_Criteria_Jan_2010.pdf

A2.7 The availability of baseline data in a (Geographical Information Systems) GIS format has also been considered. For the purposes of this study, only publically accessible habitat data, comprising that provided by Natural England¹²⁹, has been made use of. The Essex Wildlife Trust Biological Records Centre does not appear hold any specific habitat data, other than designated sites, which would usefully inform this study¹³⁰.

A2.8 In light of the above, it is considered that the key attributes appropriate to consider when identifying natural and semi-natural greenspace sites initially would be as follows:

1. Located outside of existing nature conservation designations
2. Naturalness
3. Accessibility
4. Connectivity
5. Potential

A2.9 Additional attributes which may be considered, such as quality, condition, rarity etc., could be used to inform the 'Ground Truthing' process (see below) and may be useful for the future identification of locally designated wildlife sites (as outlined in the Essex Local Wildlife Site Selection Criteria). Detailed site surveys require significant resources for the robust and meaningful assessment against criteria so is not recommended for this purpose. It is considered that such resources would be better placed reviewing existing or assessing potential additional Local Wildlife Sites.

A2.10 Below is a suggested process for the identification and appraisal of such sites, following the following key tasks:

Task 1: Identification of all potential natural and semi-natural greenspace.

Task 2: Appraise value.

Task 3: Ground trothing.

Process for Appraising Natural and Semi-Natural Greenspace Sites

Task	Criteria	Rationale	Datasets required
Task 1: Identification of all potential natural and semi-natural greenspace			
1. Identify 'naturalness'	<p>Sites identified as supporting the following habitat types:</p> <p>Woodland</p> <p>Grasslands (semi-natural/meadow)</p> <p>Coastal habitats</p> <p>Heathlands, fens etc.</p> <p>Traditional orchards</p> <p>This excludes those sites primarily comprising highly 'managed' habitats, such as formal parks, agricultural land etc.</p>	<p>Although formal parks, agricultural land etc. can provide valuable areas of habitat (for example, hedgerow network), and can provide access to nature, the presence of such habitats often lie within a relatively small portion of wider managed land uses.</p> <p>The sites identified as supporting these habitat types could be verified through consultation, to identify any areas not identified in the GIS data. Any such potential additional sites could then be visited confirm</p>	<p>Natural England ancient woodland inventory</p> <p>Forestry Commission national forest inventory, the following categories:</p> <ul style="list-style-type: none"> • Assumed woodland • Broadleaved • Conifer • Coppice • Grassland • Mixed mainly broadleaved • Mixed mainly conifer • Shrub <p>Natural England priority</p>

¹²⁹ Natural England (no date) Interactive Mapping at your fingertips. Available at: <https://magic.defra.gov.uk/>

¹³⁰ Essex Wildlife Trust Biological Records Centre (no date) Data Requests. Available at: <http://www.essexwtrecords.org.uk/>

Task	Criteria	Rationale	Datasets required
		suitability for inclusion.	habitats* Woodland Grant schemes
2. Exclude habitats within nature conservation designations	Located outside of existing nature conservation designations	Nature conservation designations are subject to specific protection through legislation and/ or planning policy, and provide a higher 'tier' of value above natural and semi-natural greenspace	Areas within the following to be excluded from the dataset: Statutory nature conservation designations (SPA's, SAC's, Ramsar sites, SSSIs, NNR's, LNR's) Local Wildlife Sites
* Natural England priority habitats comprise (publically available data set):		<p>Priority habitat Main_Habit</p> <ul style="list-style-type: none"> ■ Coastal and floodplain grazing marsh ■ Coastal saltmarsh ■ Coastal vegetated shingle ■ Deciduous woodland ■ Good quality semi-improved grassland ■ Lowland dry acid grassland ■ Lowland fens ■ Lowland heathland ■ Lowland meadows ■ Maritime cliff and slope ■ Mudflats ■ Purple moor grass and rush pastures ■ Reedbeds ■ Saline lagoons ■ Traditional orchard 	
Task 2: Appraise value			
3. Accessibility	Presence alongside a public footpath/ bridleway Identified as Open Space, Common Land or other publically accessible land	Provides for access to nature, increasing its value in terms of provision of multi-functional space	MDC Open Space Footpath/ bridleway/ Byway/ Restricted Byway Natural England registered common land National Trust open/ limited access land Open Access Land (CROW)
4. Ecological Connectivity	Adjacent to designated nature conservation sites Located along a linear habitat network such as watercourse, railway line etc.	Natural and semi-natural greenspace which contributes towards ecological connectivity provides greater value for wildlife by supporting the movement of wildlife through the countryside	Statutory nature conservation designations (SPA's, SAC's, Ramsar sites, SSSIs, NNR's, LNR's) Local Wildlife Sites

Task	Criteria	Rationale	Datasets required
		<p>and between higher value nature conservation sites. This is of particular importance given the impact of climate change.</p> <p>If adjacent to designated sites, this can also contribute to a larger area of land being available for wildlife whilst providing a buffer from other land uses.</p> <p>These principles are supported in the 'Making Space for Nature Report', which supports the creation of '<i>bigger, better and more joined up</i>' ecological networks¹³¹.</p>	<p>Rivers and canals</p> <p>Railway lines</p> <p>Rail trails</p>
5. Potential	<p>Presence within or adjacent to likely areas of opportunity or change:</p> <p>Within or adjacent to existing settlements or other infrastructure</p> <p>Within or adjacent to potential development sites</p> <p>Within areas of existing nature conservation strategies, existing or proposed green infrastructure network and projects</p> <p>Within existing environmental stewardship programmes</p>	<p>Potential change or opportunity, such as new development, can present threats to such sites as well as opportunities in terms of funding and delivery mechanisms for the enhancement of such sites for wildlife and people.</p>	<p>LDP Site allocations</p> <p>GI Projects Plan</p> <p>Other existing strategies/projects e.g. Turtle Dove Friendly Zone</p> <p>Environmental Stewardship</p>
Task 3: Ground Truthing			
6. Site Visits	<p>To confirm whether conditions identified using GIS data sets are present on the ground.</p>	<p>This may comprise verification of a random sample (for example 10%) to check accuracy of the GIS datasets and site identification/appraisal; as well as site visits to any such sites queried through consultation.</p>	<p>Random sample Consultation</p>

¹³¹ Lawton, J.H., et al (2010) Making Space for Nature: a review of England's wildlife sites and ecological network. Report to Defra.

- A2.11 Size is not recommended as one of the criteria for the selection of sites in its own right. Although larger areas of habitat are known to provide greater benefits for wildlife, it is considered that this is more appropriate for use at the site designation level, whilst small parcels of lower quality natural and semi-natural greenspace can provide valuable stepping stones for wildlife to move through the landscape (see above criteria). However, purely from a practical stand point an initial review of habitat parcels above 0.01ha (datasets as above) identified over 12,000 parcels of land. Therefore a threshold of 0.1ha is suggested for use.
- A2.12 It is not considered that a formal scoring approach is appropriate but that this provides a tool for decision making in terms of potential to protect or enhance these sites given the value they provide for wildlife and people.

Appendix 3

Stakeholder Input

Context

A3.1 On 5th April 2018; two workshops were held; the first morning workshop was attended by technical stakeholders and the second was an evening workshop attended by Maldon District Council's Members. The organisations who attended the stakeholder workshop are listed below (those that were unable to make the meeting were contacted via phone):

- Active Essex (phone conversation)
- Environment Agency
- Essex County Council
- Essex Gardens Trust
- Essex Highways
- Essex Waterways Limited
- Maldon District Council
- Natural England
- PLACE Services
- RSPB (attended meeting and follow up phone conversation)
- Sport England (phone conversation)
- The British Horse Society

A3.2 The wards that were represented by Members at the evening workshop are:

- Althorne
- Maldon West
- Mayland
- Tollesbury
- Tolleshunt D'Arcy
- Wickham Bishops and Woodham

Vision

A3.3 To inform the Vision each attendee was asked to write three bullet points on what the green infrastructure in Maldon District means to them now or in the future.

Vision feedback from the Maldon District Council Members' workshop

- Retaining the benefits of the District. Quiet roads, cycling routes, footpath, bridle/ horse trails; linking all areas of the District to protect wildlife and distinctive character of Maldon District
- Recognising the importance of water as recreational venue
- An integrated mosaic (greatest green infrastructure by area are Entry Level Stewardship and Higher Level Stewardship schemes)
- Open spaces with more conservation opportunities
- Connectivity of Public rights of Way/ cycle trails
- Encourage private input to landscape
- People and places and species working together, respecting the value of the urban environment
- Increase chances for wildlife within and around a new housing development
- Promote heritage areas
- Promote/ enhance various walks (e.g. Burnham to Woodham)
- Accessible but with interpretation (Why am I here? What can I see and do? What will I tell my friends?)
- Coastline; Salt Marsh; Big Sky
- Like it as it is new hospital

- Connecting assets
- Protecting the obvious (coast, saltmarsh, wildlife and green space)
- Don't let private ownership stop cooperation
- Multi-functional; connected; respects character
- Comprehensive, joined-up trails and 'places' so all day(s) experiences can be had
- Greater protection and security for green places so they remain and are enhanced for our generation and the future ones
- Social inclusion and benefits (health and benefits of green spaces) for all through having accessibility
- Attract tourism; promote economic development; encourage conservation

Vision feedback from the Technical stakeholders workshop

- Accessible, high-quality, sustainable
- Space for leisure; natural landscapes; providing for future generations – longevity
- Multifunctional networks; connectivity; ecosystem services
- Space to be outside (recreation); sustainable drainage; retain cultural heritage
- Joined up with other Districts/ Boroughs across Essex; joined up habitats for wildlife; natural greenspace garden suburb.
- High-quality open green spaces for people; safe havens for wildlife; a sense of community
- Greening the water
- Connectivity/ accessibility; make better use of the coast; promote attractions
- Active spaces; community space; interaction (internal and external)
- Accessibility for all users – pedestrians, cyclists, equestrians; improve connectivity of green infrastructure in the District
- Connectivity; diversity; legacy
- Inclusive; accessible across life-course; health promoting
- Nature; wellbeing; clean air
- Sustainable economic development; rural diversification; tourism diversification
- Recreation; connectivity; wildlife
- Market – Maldon District!
- Brand it! It's ours!
- Realise its potential!
- Give it a future!

Workshop Break Out Group feedback

Maldon District Council Members' workshop

Promoting Healthy Living and Nurturing Communities

- Transport links – localised (parts of the District) good links but many areas have deficient transport connections.
- The largest population of people are elderly and therefore the District is attractive to older people
- There is a need to promote areas into themes (e.g. cultural) and break down into smaller areas
- The Essex Cycling Action Plan includes a proposed flagship route in Maldon District.
- There are a number of issues when considering cycling off road:
 - The Rail trails are not marked on maps and they are not consistent
 - There needs to be circular routes (integrate parts of England Coast Path?)
 - Currently they are not suitable for families
- PRow linkages and connectivity (including habitat promotion) and this will promote walking.
- There is 75 miles of coastal walk
- Parish councils can help deliver projects
- Mundon Parish Council has public access
- Householders claim that the old rail line is disconnected as landowners have purchased land along the linear route
- There is a need to connect Maldon with Danbury, particularly as the National Cycle Route is bizarre
- Due to the historic road patterns that are in use today, there is a conflict of interest between cycling and roads
- There are many footpaths in the Districts and there are issues of promoting bridleways from footpaths (e.g. Southminster to Bradwell-on-Sea secondary road)
- There needs to be a permissive right to cycle on all the sea walls
- The old railway line needs to be used
- Platform at Langford (Friends of Flitway; Rail Trail)
- Maldon Town needs to be connected to the Dengie
- There are cycling clubs who meet on Sunday mornings in Dengie
- Cycling is dangerous on the roads, but there are not many 'safe' cycling roads off road
- Well used footpaths in villages need to be integrated into whole of District
- Tollesbury is cut off (Heritage Trail Café contains maps) and more walking and cycling connections are needed to connect this area
- Footpaths are an important connection between villages
- Quiet lane designations (i.e. roads used by few cars/ tractors) should be utilised for cycling routes
- The old A130 road (particularly ½ route upper Brettington) is a good example of cycle routes being integrated into the road network.

Protecting and Enhancing Wildlife and Creating Resilient Water Environments

- Semi-natural and Natural Greenspace are important, not just Local Wildlife Sites
- Include Entry Level Stewardship and Higher Level Stewardship layer onto wildlife mapping
- Farmer/Landowner engagement activity is required as:
 - These relationships need developing.
 - The District has little involvement outside of planning, landowners go to Wildlife Trust etc. for help and advice
- Living Landscapes mapping has a wildlife bias as it excludes areas that may have non-wildlife value
- Technical documents and design guides for developments need to include planting/ species preferred lists.
- Technical documents and design guides for developments need to include bird 'bricks', bat roof tiles, hedgehog doors in fence gravel boards.
- A District Level Biodiversity Action Plan is required
- Green infrastructure is not just about human beings!
- Identify species translocation sites/ opportunities
- Inclusion of Common Land on mapping
- Churchyards (closed), burial grounds, cemeteries are also forms of green infrastructure
- Green open spaces used for sport/ recreation, but these areas should include set aside areas on margins to be kept for wildlife
- Water:
 - Dredging in tidal waters
 - Marina creation/ enlargement to increase (sewage) capacity
 - Surface water management plan
 - Managed Retreats to be mapped
- Stow Maries Aerodrome – important wildlife site alongside heritage and tourism
- There are already a number of area/ Regional Species projects already in place:
 - Greater Thames Seal working group
 - Little Terns
 - Turtle Doves
- The District has a huge coastal area, but there are no District based marine species, so proactivity is required in the form of surveys
- Ferry links between Mersea Island and Bradwell-on-Sea; Burnham-on-Crouch and Wallasea Island would be beneficial
- If there is such a high coverage of Living Landscapes, there needs to be better relationships (and support) with Essex Wildlife Trust
- Is Brexit a threat or opportunity?
- Parish boundary badges

Supporting Local Landscape Character and Celebrating Cultural Heritage

Opportunities	<ul style="list-style-type: none"> • Creeksea Place circular walk • Fambridge walks (Crouch coastal communities) • Bradwell/ St Peter's walks • Heritage centre at St Lawrence • Churches (Dengie Gateway rollout) • Parish boundaries/ hedgerows • Museum of Power, canal, Beeleigh Abbey for interpretation hubs • Military Museum – ditto • Landscape enhancement areas (<i>see mapping</i>) • Talk to parishes about the local maps of walking routes (MDC promote on website?) and through strategy
Threats	<ul style="list-style-type: none"> • Access to heritage, i.e. public transport

Workshop map annotations	
Maps with no annotations:	
<ul style="list-style-type: none"> • Landscape Character Areas (Maldon District’s Landscape Character Area Assessment) • Maldon Existing Cycle Infrastructure • Potential Flagship Routes for Maldon District • Key Cycling Desire Lines in Burnham on Crouch • Key Cycling Desire Lines in Maldon • Celebrating Cultural Heritage Nurturing Communities 	
<ul style="list-style-type: none"> • Essex Living Landscapes 	<ul style="list-style-type: none"> • Perhaps District only mapping of Living Landscapes
<ul style="list-style-type: none"> • Celebrating Cultural Heritage 	<ul style="list-style-type: none"> • Chelmer and Blackwater Navigation is a hub • Bradwell/ St Peters circular walk • Fossil hunting • Fambridge walks • Circular walk potential (between Fambridge and Burnham-on-Crouch) • Crouch Coastal Community Team – production of walks • Creeksea Place – tourism hub
<ul style="list-style-type: none"> • Supporting Local Landscape Character 	<ul style="list-style-type: none"> • Arcadian Wood • Open farmland • Undulating farmland • Hedge rows • Wide open marsh • Steeply sloping with south views
<ul style="list-style-type: none"> • Sustaining Productive Landscapes 	<ul style="list-style-type: none"> • Vineyards – lots missing
<ul style="list-style-type: none"> • Creating Resilient Water Environments 	<ul style="list-style-type: none"> • (+) Surface water flooding • (+) Managed retreat projects
<ul style="list-style-type: none"> • Protecting and Enhancing Wildlife 	<ul style="list-style-type: none"> • Woodland
<ul style="list-style-type: none"> • Promoting Healthy Living 	<ul style="list-style-type: none"> • Dodgy areas to walk (salt marsh) – <i>near Mersea Island</i> • Old A130 – permissive rights for cycling
<ul style="list-style-type: none"> • Supporting Economic Progress and Tourism 	<p><i>There are numerous places marked on this map, with the following legend:</i></p> <p>T Tourism (sites missing)</p> <p>ECP Coastal Path</p> <p>I Employment land</p> <p> Chelmer and Blackwater Navigation</p> <p>VY Vineyards</p> <p>CP Caravan Park</p>

Technical stakeholders workshop

Supporting Local Landscape Character and Celebrating Cultural Heritage

STRENGTHS

- Churches and churchyards could be used for Open Farm Sunday (leaf certification scheme)
- Promenade Park is strongly associated with Maldon town (links social and cultural) and it is freely accessed
- Battlefield is the oldest registered battlefield.
- Seascapes of estuaries
- Seasonality, skies, birds, skyline of Maldon, Purleigh Hilltop location
- Tranquil long isolated/ views/ Dengie field pattern

WEAKNESSES

- Access to coast; public transport legibility [suggested interpretation: the public transport network can be difficult to navigate in terms of accessing timetables and linking routes throughout the District]
- Little guidance or information about the landscape or cultural heritage vale in the District.
- Assets are not used to their full potential
- There needs to be recognition of ancient field networks on Dengie and Lowland Estuary landscape

Supporting Local Landscape Character and Celebrating Cultural Heritage

OPPORTUNITIES

- Improved wayfinding
- Legible routes with timings stated on signage
- Enhancing green infrastructure can contribute to better visual quality
- Veteran trees need to be mapped at a District scale
- Map historic hedgerows in Dengie
- Enhance key landscape character at a District wide scale and this could be undertaken using post-Brexit grants with landowners to deliver.
- Partners
 - Local groups, e.g. Wildlife Trust
 - Landowners
 - RSPB
 - Writtle (?)
 - Parish Councils
 - Amenity societies.
 - Ramblers
 - Essex County Council/ EWT (old railway trail)
 - Chelmer and Blackwater Navigation Trust
 - Essex County Council/ Sustrans cycle ways
- Boatyards; marina/maritime heritage should be recognised
- Beeleigh Abbey and Falls as a key asset within the District
- Use of canal for boat rides/ ticket trips which could be delivered by the Canal Trust
- LEADER funding should be used to encourage rural areas to diversify and for employment/ tourist related Rural Development Programme for England projects
- Crouch Coastal Communities Team/ North Fambridge
- There is a proposed cycle link along estuary on Rochford side and the same is required in Maldon. Once implemented, both these routes could be linked by a ferry crossing North Fambridge to Rochford
- Commercial opportunities to re-use neglected listed buildings
- Entry Level Stewardship and Higher Level Stewardship for natural heritage/ landscape
- South East Local Enterprise Partnership is a possible source for cultural funding
- Bradwell B as visitor destination, linked to enhancements as part of development (Twin with Norwegian town which could act as a partner in relation to the Battle of Maldon)
- Heritage trails should be encouraged
- Communities could make use of historic churches by using these spaces as community shops/ post offices
- Link new cycle links to heritage destinations
- Limited public transport in the District, but there are opportunities to visit destinations outside District from Burnham-on-Crouch by train
- Link Burnham- on-Crouch and Southminster by off-road links
- Update evidence base for landscape and heritage
- Explore 'percent for art' programme or artist-led projects
- Landscape – scale enlargement programmes
- The District should celebrate artistic and literary connections such as Dickens and HG Wells
- St Peter's Way – promote further
- Operation Turtle Dove has these opportunities:
 - Landscape scale project (scrub, water, ponds etc.)
 - Cultivated areas with Arabic plants under stewardship (possibly post-Brexit)
 - Maldon good for Turtle Doves

Sustaining Productive Landscapes and Supporting Economic progress and tourism

- Connectivity and access to the Coastline
 - Footpath only (even England Coast Path)
 - PRoW and linkages
- Public Transport links
- Lack of infrastructure for road traffic (limited parking, overuse, Road System)
- Chelmer and Blackwater Navigation
- Reuse of railway lines
- Marinas and coastal access
- Small industrial sites (those mapped are all Local Development Plan, do not show diversification)
- Bradwell B impacts
- There is a need to package the attractiveness of District for bigger employers
- Maps need to include:
 - Tourism attractions and neighbours
 - Touring and static caravan sites
 - Hotels
- Ferry links (Burnham-on-Crouch and Wallasea; Tollesbury and Bradwell)
- Need to make more of the Quality of our Coast and its use/ potential as a transport network or marine industry development.
- Develop different tourism market development examples include filming; adrenaline activities, golf courses and water sports.
- There is a physical restriction/ limitation of the River Blackwater for users and visitors due to silts and water depth. This has resulted in a change in use from historical port activities coupled with the increasing size of vessels.
- How will road network cope post-current Local Plan?
- The landscape map needs to include the District wide landscape character assessment.
- The Causeway development is attractive to businesses
- If [we] want to attract bigger employers, [we] need to emphasise the interplay of attractiveness of the District
- Tie in to country level/ neighbouring District strategies
 - Essex County Council GI development
 - Rights of Way Improvement Plan review
 - County cycle strategy (Rochford plans?)

Protecting and Enhancing Wildlife and Creating Resilient Water Environments

MAPS

****** = Priorities identified for this GI theme

- Stewardship schemes need to be added to the wildlife map
- Turtle Dove priority zones need to be added to the north and south of the District
- Land ownership needs to be added
- Surface water flood risk zones need to be included
- Catchment management projects need to be shown
- Protected/ notable species need to be mapped
- RSPB future scopes need to be mapped
- Plant life needs to be mapped.
- Beelines (Burnham-on-Crouch; shrill carder bee – bug life)

Protecting and Enhancing Wildlife and Creating Resilient Water Environments

ISSUES and OPPORTUNITIES

- Definition of green infrastructure needs to be included so developers can't wriggle out
- Stakeholders (→ District management; → engagement, e.g. farmers)
- Embedding GI in new developments needs to work in parallel with design guide ** (focuses on build)
- There is an overlap with SuDs and Green infrastructure which presents conflict between public open space and SuDs
- Upstream/ water alteration/ flood alleviation from development
- Connecting woodlands – link with tree planting and upstream flood alleviation **
- Access to coastal reserves/ wildlife (e.g. Northey Island hides) **
 - Manage conflict
 - Maximise coastal frontage
- Quarry restoration as outlined in the Essex County Council minerals SPD **
- Issue: long-term management/ maintenance (Garden Suburbs – in trust)
- Providing green infrastructure at settlement edges.
- Biodiversity Net Gain is an opportunity that should be considered by all developments.
- Some Essex Wildlife Trust reserves are without visitor centres, e.g. North Fambridge under potential ferry crossing with South Fambridge **
 - Also tie in with Rochford cycleway
 - Site near power station
- Beeleigh Falls could be a location for an Essex Waterways visitor centre, this could also be a heritage attraction **
- Heybridge Lakes are private, but there is owner ambition for fishing/ bird site
- Wallasea Island – potential ferry link from Burnham/ day trip potential, however viability could be an issue **
- Maldon-Chelmsford canal link which could enhance heritage links.
- Dog walking is an issue
- Stow Maries World War One Aerodrome is abundant with wildlife and there is an Essex Wildlife Trust site nearby
- Essex Wildlife Trust as key potential partner
- Canal-grown willows could be used as a crop to encourage cricket bats
- Tollesbury – currently no visitor centre but access restrictions
- Natural and semi natural greenspace needs to be reinvestigated as there are constraints with landowners
- Potential in terms of agro-environmental funding (for access, but potential wildlife benefits)
- Broadening access to other user groups, e.g. cyclists, horse riders
- Dredging canals will improve access

Promoting healthy living and nurturing communities (2 flip chart pages)

CURRENT BASELINE

- Visitor enhancement at Beeleigh Falls would also offer links with the Blackwater Rail Trail and Elms Farm Park. It could also offer boat trips to the marina as a destination
- Access for all user groups in new development and links should be made to existing routes
- Old and new communities integration and connectivity
- Two community centres should be linked by paths, no steps
- Infrastructure 1st policy
 - I.e. Before other development is built – therefore people have positive behaviour
 - Issue with funding
 - Developer needs to understand
 - Deliverability - green infrastructure is an afterthought as there is a focus on granting planning permission
- no connected cycle route
- community transport scheme struggles – ‘dead mileage’ needs to break even
- In rural areas there is limited access to these settlements resulting in isolation, there is a need for integration and to identify the push and pull factors for residents in small communities
- Using natural assets for health and wellbeing
- Conflicts over provision and perceived conflicts (e.g. perception of horse rides)
- Sailing clubs
- Poor access to coast – one-way walks
- PRoW – mostly footpaths and illegal to cycle/ ride
- Physical exercise and obesity levels – flip around, e.g. ½ are inactive, but ½ are active
- Elderly people mixing with families and younger generations need to be promoted
- Need to add slipways to map to show where people access the blue infrastructure
- Car parks need to be added to map

OPPORTUNITIES

- PRoW surfaces need to be upgraded so that they can be used all year round
- Outdoor green gyms – adult play spaces as well as children’s
- Pay farmers for access around headlands - Brexit/ the future of farming consultation
- Right of Way Improvement Plan – circular walks/ running routes around each community
- Re-purposing of old railway links, but issues include:
 - Landowner issue
 - Severance of Blackwater
- Upgrade surface of towpath from Heybridge Basin to Chelmsford, there are opportunities for joint partnership with Chelmsford and Basin Trail
- Make use of existing informal spaces – good signage – you can play here!
- Way-finding and distances (e.g. N Fambridge to Burnham – walk one way and then train back; there are a number of train station near sea wall). Sign posts need metal feet to prevent rotting
- Facilities attraction (toilets) – if any, e.g. None between Burnham-on-Crouch and Bradwell
- Schemes (e.g. planting) for poor air quality areas
- Safe off road routes for riding, cycling, walking and families
- Water sports including canoeing; kayaking; paddle boating could benefit from circular routes along the canal and rivers
- RAMS – developer contributions could fund green infrastructure projects
- Community gardens – grow veg – community involvement
- Nature parks – multifunctional: birds, SuDs, community, garden, community farm
- Daily recreational needs
- Wallasea Island (RSPB) → Cross Rail project – enough visitor numbers for provision of visitor

Promoting healthy living and nurturing communities (2 flip chart pages)

infrastructure

- Ferry link from Burnham-on-Crouch, here there is guarantee of enough visitors; difficult to determine; help viability
- Country Park – take people away from sensitive sites

THREATS

- RAMS – may force people away from current sites; viability/ funding issues + ownership
- Small country lanes – soft verges out of urban area
- Country Park – already a number of these in Essex; would encourage traffic to Maldon
- Air Quality Management Areas is to be declared on Market Hill
- Smaller gardens and communal areas
- Poor locations of communal space
- Minimal space given for outside space
- No garden sheds
- Affordable housing – has poor outdoor provision and often located near a road
- No cycle provision
- Water sports – adverse inputs on habitats (e.g. jet ski)

Workshop map annotations

Maps with no annotations:

- Sustaining Productive Landscapes

Protecting and Enhancing Wildlife	<ul style="list-style-type: none"> • (Site allocations) → Housing and employment: different colours • Add veteran trees and hedgerows • (Traditional orchards) → fill in the colour coding rectangle • (Local nature designation) → LNR
Creating Resilient Water Environments	<ul style="list-style-type: none"> • Surface Water Flood Zones (MDC have in GIS)
Supporting Economic Progress and Tourism	<ul style="list-style-type: none"> • Points to Map Legend: <ul style="list-style-type: none"> - Camping and caravans - Marinas and shipways - Car parks • Adventure fuelled activities • Improve off road routes to encourage cycling commuting • Ferry? (in three places) • River Services? • Pedestrian/ cycle routes; guided bus ways • Link to North Fambridge Station in Maldon District
Promoting Healthy Living	<p><i>Blue pen notes:</i></p> <ul style="list-style-type: none"> • CB Navigation → 14 miles to Chelmsford City • CB Navigation → 3 miles to Braintree District (Witham) – guided bus way and cycle way? • Could reinstate connection to North Fambridge Station partnership with Network Rail <p><i>Red pen notes:</i></p> <ul style="list-style-type: none"> • Ferry link • Potential new cycle route Rochford District (development)

Workshop map annotations	
	<ul style="list-style-type: none"> • Ferry – commercial operator (no owner) • Visitor centre (pontoon – MDC; pontoon – RSPB) <p><i>Black pen notes:</i></p> <ul style="list-style-type: none"> • Blackwater Rail Trail • 14 miles from Heybridge to Chelmsford Basin (needs upgrading surface) • Non-designated area with landowner issues • Existing bridleway • Potential Air Quality Improvement/ GI? • Cycling – National Road Race inhibited by blocked road access (private farm road) • Road access blocked (access to Seawall)
Celebrating Cultural Heritage	<ul style="list-style-type: none"> • (Site allocations) → Differentiate employment and housing • (Conservation areas) → Add them all! • (Historic Park and Garden) → Add local designation • Add redundant railways and canal (non-designated)
Celebrating Cultural Heritage	<ul style="list-style-type: none"> • Are there areas of archaeological interest? • (Site allocations) → Housing and employment split • (Conservation areas) → Are there sub-areas? • (Listed buildings) → Do we know which ones are open? • (Grade I) → Name churches with associated open space • Add names of key sites/ features • Add canal • Add both redundant rail lines • Different background map • Boatyards/ Hythe Quay/ Fullbridge etc./ Heybridge Basin/ Burnham marina → maybe show on tourism/economic development map
Supporting Local Landscape Character	<ul style="list-style-type: none"> • (Site allocations) → Housing and employment in different colour • Need to have local character boundaries • Add landscape features/ viewpoints? – or new map? • Identify historic character areas

Appendix 4

Policy Review

A4.1 To inform the suggested policy that is to be recommended as part of this GI Strategy, national and local policies that refer to green infrastructure have been reviewed. This appendix is structured as follows:

- **Table A4.1** below sets out the national policy and guidance and analyses them in terms of the findings found in **Chapter 2** (desk based research and stakeholder consultation).
- Analysis on Essex County Council's emerging Green Infrastructure Strategy.
- The main green infrastructure policy in Maldon's Local Development Plan (Policy N1: Green Infrastructure Network).
- **Table A4.2** analyses how green infrastructure is addressed in the local plans of neighbouring authorities.

A4.2 A summary of these findings are found in **Chapter 3** of the GI Strategy.

Table A4.1: Analysis of national policy and guidance

Policy document	Page/ policy reference	Content relevant to the GI Strategy	Analysis
National Planning Policy Framework	<p>February 2019</p> <p>Paragraphs 20, 91, 92, 96, 97, 99, 100, 101, 171 and 181</p> <p>Duty to cooperate: Paragraphs 24, 25, 26 and 27</p>	<p>Paragraph 20 of the NPPF highlights that <i>'Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for...conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure.'</i></p> <p>Paragraph 91 highlights that <i>'Planning policies and decisions should aim to achieve healthy, inclusive and safe places which ... enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure.'</i></p> <p>Paragraph 92 states that <i>'To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should ... plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.'</i></p> <p>Paragraph 96 essentially provides the rationale for the strategy, what the strategy should comprise of and how it feeds into the strategic allocations of new green infrastructure as well as managing existing green infrastructure. It states that:</p> <p><i>'Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.'</i></p> <p>Paragraph 97 sets out the only circumstances in which an open space, sports and recreational building and land (including playing fields) can be developed for different uses. It clarifies that existing open space should not be built on unless:</p> <p><i>an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or</i></p> <p><i>the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or</i></p> <p><i>the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.</i></p> <p>Paragraphs 99, 100 and 101 describes the Local Green Space designation requirements and what level of protection should be afforded to this type of designation. This could inform the audit and perhaps be used to help designate new Local Green Spaces.</p> <p>Paragraph 171 explains how Green Infrastructure should be addressed in Local</p>	<p>The revised and updated NPPF requires green infrastructure to be considered strategically in local plans as its multifunctional benefits can enhance the social, environmental and economic sectors of local communities.</p> <p>In order to effectively inform planning decisions, the strategic provision of green infrastructure is to be based on recent assessments.</p> <p>The Maldon Local Development Plan does contain a number of policies that refer to green infrastructure and in particular Policy N1: Green Infrastructure Network completes to this national guidance as criterion 3 requires all development to <i>"Seek to meet local standards and address any deficiencies as identified in the Maldon District"</i>.</p> <p>Given that it is a national and therefore high level document, it does not emphasise the importance of green infrastructure in contributing to and enhancing the local qualities of a District or local area. Furthermore it fails to identify the significant importance of connectivity in relation to GI; which was a key deficiency in the network particularly in relation to biodiversity and promoting</p>

Policy document	Page/ policy reference	Content relevant to the GI Strategy	Analysis
		<p>Plans through a strategic approach and this in turn could inform this strategy in terms of how it can best provide evidence for the Local Plan.</p> <p>Paragraph 181 states that opportunities to improve air quality or mitigate impacts relating to air quality should be identified within plans, such as through <i>'green infrastructure provision and enhancement'</i>.</p> <p>The 'duty to cooperate' is a legal requirement of the plan preparation process and is set out in Section 110 of the Localism Act. It is also outlined in the NPPF. Paragraph 20 sets out the strategic issues where co-operation might be appropriate. This includes conservation and enhancement of the natural, built and historic environment inclusive of green infrastructure. Paragraphs 24-27 provides further guidance on <i>'effective and on-going joint working between strategic policy-making authorities'</i>. The duty to cooperate recognises linkages between neighbouring authorities and that development requirements and infrastructure provision cannot always be wholly met by one single authority.</p>	<p>healthy living.</p>
<p>Open space, sports and recreation facilities, public rights of way and local green space</p> <p>Planning Practice Guidance</p>	<p>Open space, sports and recreation facilities, public rights of way and local green space</p>	<p>The guidance of the PPG highlights that open space should be taken into account in planning for new development and considering proposals that may affect existing open space. It outlines that open space includes formal sports pitches, open areas within a development, linear corridors and country parks and they offer benefits to landscape, townscape, healthy living and biodiversity. It is also stated that authorities and developers may refer to Sport England's guidance on how to assess the need for sports and recreation facilities when considering the assessment of such need. Local planning authorities are required to consult Sport England in certain cases where development affects the use of land as playing fields.</p> <p>The PPG also highlights in importance of the Public Right of Way network, particularly in relation to promoting active modes of transport and they should therefore be protected and enhanced.</p>	<p>Although this GI Strategy is not an open space audit, elements of the green infrastructure network includes open space.</p> <p>Sport England were stakeholders in this GI Strategy and approved a number of projects relating to enhancing open spaces and encouraging local communities to lead active lifestyles. For these aspirations to be achieved the policy needs to ensure that open spaces and public rights of way are connected so people can access them by sustainable modes of transport. This will need to be carefully considered as the majority of the public rights of Way network in the District is footpaths and therefore cycling is not permitted. The policy needs to take into account the some of the strategic allocations include an existing footpath within the</p>

Policy document	Page/ policy reference	Content relevant to the GI Strategy	Analysis
<p>Natural Environment Planning Practice Guidance</p>	<p>Green Infrastructure</p>	<p>The green infrastructure PPG calls for green infrastructure to be a key consideration in Local Plans and in relevant planning decisions. From a strategic perspective, Local Authorities are encouraged to plan positively for green infrastructure by preparing an authority wide (including crossing administrative borders) green infrastructure framework or strategy comprising of an audit of current green infrastructure that also identifies gaps and areas of where green infrastructure can be improved. This will in turn contribute to neighbourhood plans, infrastructure delivery plans and CIL schedules. Whereas Local Plans are to locate existing and proposed green infrastructure networks, SPDs can define the planning, design and management components of the GI Strategy.</p> <p>The PPG supports the strategic planning and provision of green infrastructure and details how it supports the delivery of other planning policies:</p> <ul style="list-style-type: none"> • Building a strong, competitive economy; • Delivering a wide choice of high quality homes; • Requiring good design; • Promoting healthy communities; • Meeting the challenge of climate change, flooding and coastal change; and, • Conserving and enhancing the natural environment. <p>The green infrastructure PPG also promotes green infrastructure being well designed considered early on the development phase which includes considering its maintenance over a long term period.</p>	<p>site boundary.</p> <p>Planning positively and with a long term vision for green infrastructure should be included in the policy that is to be delivered as part of this GI Strategy as well as considering the green infrastructure network beyond the Maldon District Boundary.</p> <p>As well as the strategic approach to delivering a green infrastructure network, the policy takes into account the importance of green infrastructure in contributing to enhancing local qualities. This is particularly key to Maldon District as the local landscape character assessment is out dated and the design of some new developments have not reflected the landscape and setting of a local area thereby adversely affecting its character.</p>

Green Essex Strategy

A4.3 The Vision of the emerging Green Essex Strategy is:

'We will protect and grow a high quality connected Green Infrastructure network which extends from our City and town centres to the countryside and coast which is designed for people and wildlife whilst being self-sustaining.'

A4.4 The emerging objectives are:

- Place: Protect existing green infrastructure, especially the most valuable.
- Place: Improve existing green infrastructure so it is better functioning.
- Place: Create more high-quality green infrastructure, especially in areas of deficiency.
- Place: Connectivity improvements connecting green infrastructure, people and wildlife.
- People: Increase use and inclusivity of green infrastructure across all social groups and abilities.
- People: Provide green infrastructure facilities to promote health and wellbeing.
- Economy: Secure funding for new and existing green infrastructure to ensure their sustainability.

A4.5 Overall the vision and objectives of the emerging Essex Strategy aligns with that of the Maldon GI Strategy. The emerging GES takes into consideration priorities coming out of the 25 Year Environment Plan, and other local and national policies and Green Infrastructure Strategies. The GES is planned to be published for consultation in Spring 2019.

Essex Design Guide

A4.6 The Essex Design Guide¹³² is the UK's first interactive web-based design tool, embedding these ten active design principles and has been produced collaboratively with the Essex Planning Officers' Association. Within its 'Landscape and Greenspaces' section, the guide specifically refers to green infrastructure stating that it should be used to offset the built environment as well as 'shape and structure developments, while good landscape design should provide wayfinding cues and sensory stimulation – features which can provide valuable reassurance to older people and those with dementia'. The section concludes with a series of targeted questions of how a future development provides or enhances green infrastructure to meet the physical and mental health needs of future residents of all ages and abilities and does it contribute to a multifunctional biodiversity network.

A4.7 The revised Essex Design Guide (2018), has been widened in scope to cover topics including Highways Technical Manual; Sustainable Drainage Systems (SuDS); Garden Communities; Local Authority Profiles; and new themes regarding ageing populations, digital and smart technology, active design and health and wellbeing. The revised Essex Design Guide (2018) is not endorsed by MDC. However, reference should be made to the EDG where Essex County Council is the lead authority including Flood Risk, SuDs and Highways. Reference should be made to the EDG Home Page 'Essex Local Authorities' that lists all relevant policy documents and sets out key policy requirement for each Local Authority Area. The EDG should be referenced in relation to locally adopted design guidance, key policy and supporting documents.

Analysing Maldon Local Development Plan Policy N1: Green Infrastructure Network

A4.8 This SPD will not introduce a new policy, however it will inform the review of the LDP. If the review of the LDP considers it appropriate to include an additional green infrastructure policy, this policy will need to complement Policy N1 in the LDP. For this to take place, a review of Policy N1 has been undertaken.

A4.9 The opening paragraph of the policy sets out the aims of Policy N1 and states that areas of significant biodiversity will be protected. The second paragraph complements this by stating there will be a presumption against any development which may lead to the loss, degradation, fragmentation and/ or isolation of existing or proposed green infrastructure. This paragraph also promotes the enhancement and interconnection of the green infrastructure network. Although none

¹³² Essex County Council (2019) The Essex Design Guide. Available at: <https://www.essexdesignguide.co.uk/overarching-themes/active-design-principles/>

of the eight GI themes within **Chapter 2** of this GI strategy are specifically stated here, they are all components of green infrastructure.

- A4.10 Policy N1: Green Infrastructure Network provides four criteria of what green infrastructure developments should include. The policy focuses on delivering green infrastructure and ensuring its maintenance is viable and covered for the lifetime of new developments. The policy also promotes the integration of new green infrastructure with existing provision which is important when considering the network as a whole.
- A4.11 This is key in relation to the findings of the GI Strategy, as many of the findings for each of the eight green infrastructure themes found there was a lack of a strategic and District wide approach to green infrastructure. For example, woodlands were identified as 'islands' and it was also reported that there was an absence of a coastline management plan. Also from a health and wellbeing perspective there is a lack of connectivity in the green infrastructure network resulting in private vehicles being used by a large proportion of commuters and for the school run.
- A4.12 However, when applying the policy, decision makers need to carefully consider the implications of making more places with biodiversity assets accessible as there is great risk of recreational pressure that can damage these assets.
- A4.13 Similarly, application of the proposed policy needs to consider the local impact of a development on the natural environment and how green infrastructure can mitigate any adverse impacts. For example when considering planning applications, the local landscape assessment should be referred to and SuDs should be considered as a function within green infrastructure rather than as a separate entity.

Green Infrastructure in Neighbouring Authorities Local Plans

A4.14 The analysis of how green infrastructure is addressed in Maldon’s four neighbouring authorities are shown in **Table A4.2** below:

Table A4.2: Green infrastructure in the Local Plans of Maldon District’s neighbouring authorities

Chelmsford City	Rochford District	North Essex Authorities ¹³⁴	Braintree District (a North Essex Authority)	Colchester Borough (a North Essex Authority)
<p>Pre-Submission Local Plan (June 2018)</p> <p>Green infrastructure features within the specific growth site allocation policies in two of the Strategic Priorities (Strategic Priority 7 – Protecting and enhancing the Natural and Historic Environment, the Green Belt and valued landscapes and Strategic Priority 8 – Creating Well Designed and Attractive Places, and Promoting Healthy Communities), and five strategic policies¹³⁵, in addition to the Natural Environment policies:</p> <ul style="list-style-type: none"> • Strategic Policy S1 – Spatial Principles Protects and enhances the character of valued landscapes, heritage and biodiversity. • Strategic Policy S13 – The Role of The Countryside recognises the role the countryside plays as part of the green infrastructure network, and providing connectivity 	<p>Rochford District Council is at the initial stage of producing their local plan; the Preferred Options Document public consultation document is expected in the late autumn of 2018.</p> <p>The adopted Core Strategy (2011) only mentions green infrastructure once in relation to using landscaping to help mitigate increasing access in the Upper Roach Valley.</p> <p>Similarly, the Council’s adopted Development Management Plan (2014) only refers to green infrastructure once in Policy DM25 – Trees and Woodlands where it is promoted in projects that create new woodland.</p>	<p>Publication Draft Local Plan Section 1 (June 2017).</p> <p>For these North Essex authorities, their Local Plan is set out over two separate documents: Section one is focused at strategic regional level (North Essex) and each authority is producing their own Section 2. Both documents together are considered to be the Local Plan for each of the North Essex Authorities.</p> <p>Green infrastructure is referred to in five policies of Section one of the Local Plan:</p> <ul style="list-style-type: none"> • Policy SP6 - Place Shaping Principles promotes good design and calls for an integrated network of green and blue infrastructure that includes accessible public open space that connects with the existing green infrastructure network. • Policy SP7 - 	<p>Section two of Braintree District’s Local Plan (June 2017) refers to green infrastructure in three policies:</p> <ul style="list-style-type: none"> • The final paragraph in Policy LPP44 Sustainable Transport requires new developments to provide improved walking, cycling or horse riding routes which improve connectivity within the proposed site, between settlements and to the countryside. This encompasses the social benefits that green infrastructure can provide. • Policy LPP67 - Natural Environment and Green Infrastructure expects new developments to contribute to address deficiencies and enhance the green infrastructure network which are to be proportionate to the scale of the development. This policy addresses the environmental benefits of 	<p>The Publication Draft stage of the Colchester Borough Local Plan 2017 – 2033 Section two (June 2017) refers to green infrastructure in three policies:</p> <ul style="list-style-type: none"> • Policy ENV3 - Green Infrastructure sets out the strategic role of green infrastructure through its importance of linking the settlements, river corridors, rural hinterland and open spaces with the Borough. It also notes the importance of radial green infrastructure connections and how they link future developments with the existing network. The policy will not permit development that has adverse effects of the existing green infrastructure network, unless suitable mitigation is provided. The policy makes reference to creating new ‘paths’ where gaps have been identified, although it is unclear as to whether this

¹³⁴ Braintree District Council, Colchester Borough Council and Tendring District Council

¹³⁵ Strategic Policy S3 – Addressing Climate Change and Flood Risk; Strategic Policy S6 – Conserving and Enhancing the Natural Environment; and, Strategic Policy S11 – Infrastructure Requirements

Chelmsford City	Rochford District	North Essex Authorities ¹³⁴	Braintree District (a North Essex Authority)	Colchester Borough (a North Essex Authority)
<p>between the countryside and the urban area</p> <ul style="list-style-type: none"> • Strategic Policy S3 – Addressing Climate Change and Flood Risk supports Chelmsford to mitigate and adapt to climate change, although the reference to green infrastructure is in the context of city greening and habitat creation with no explanation of how this relates to climate change or flooding. • Strategic Policy S6 – Conserving and Enhancing the Natural Environment sets out the role green infrastructure provides in the physical environment and promotes the enhancement of biodiversity, amenity and water quality arising from new developments. • Strategic Policy S11 – Infrastructure Requirements supports the multifunctional benefits of in terms of recreational, ecological and amenity. <p>The Chelmsford Green Infrastructure Strategic Plan places emphasis on the Local Plan. Green Infrastructure features throughout the Local Plan. For example, Green Wedges and Green Corridors have a prominent position in</p>		<p>Development and Delivery of New Garden Communities in North Essex requires green infrastructure to be included in the cross boundary garden communities. Green infrastructure provision is to include a new country parks, connectivity to existing corridors and networks and enhance biodiversity.</p> <ul style="list-style-type: none"> • Policies SP8 - Tendring/ Colchester Borders Garden Community; SP9 - Colchester/ Braintree Borders Garden Community and SP10 - West of Braintree Garden Community all contain the paragraph “A network of multi-functional green infrastructure will be provided within the garden community. It will include community parks, allotments, the provision of sports areas with associated facilities and play facilities”. <p>There is no specific policy for green infrastructure green infrastructure policy and there is no mention of landscape character, however policy SP6 for example sets this requirement through enhancing the public realm.</p>	<p>green infrastructure, which aligns with ‘natural environment’ element of the policy.</p> <ul style="list-style-type: none"> • Policy LPP71 - Landscape Character and Features sets out the role of green infrastructure link urban areas to the countryside, and creating and enhancing the biodiversity value of wildlife corridors. This policy also refers to the District’s Landscape Character Assessments, which the policy for this GI policy should also refer to. <p>Although Section 2 of Braintree’s Local Plan contains a policy that is aimed at protecting and enhancing green infrastructure, this policy does not cover the social or economic elements green infrastructure. However, other policies that refer to green infrastructure do pick up a number of other elements such as landscape and active transport, but there is no mention of cultural heritage assets, or the water environment in the context of green infrastructure.</p>	<p>is referring to footpaths. The promotion of the innovative use of land and derelict buildings in providing new allotments, orchards, community gardens and for local food growing space is also supported in this policy. In addition, this policy refers to a number of documents that contribute to the delivery of green infrastructure, including the projects identified in the Colchester GI Strategy (2011).</p> <ul style="list-style-type: none"> • Policy CC1 - Climate Change notes the importance of green infrastructure in relation to providing shade, flood mitigation, habitat creation and species migration. The policy also states the importance of green infrastructure and productive landscapes. • Policies NC1 - North Colchester and Severalls Strategic Economic Area; EC1 - Knowledge Gateway and University of Essex Strategic Economic Area; EC2 - East Colchester/ Hythe Special Policy Area; and WC2 – Stanway are polices within the in the ‘Place Policies’ section and set out broad green infrastructure

Chelmsford City	Rochford District	North Essex Authorities ¹³⁴	Braintree District (a North Essex Authority)	Colchester Borough (a North Essex Authority)
<p>the Local Plan, and Green Infrastructure is a key element within the strategic growth areas.</p>				<p>requirements that are tailored to each of these allocations.</p> <ul style="list-style-type: none"> <p>Policy DM4 - Sports Provision states that development on existing or proposed sports ground or playing field will not be supported if it results in the loss of an area important for its amenity or contribution to the green infrastructure network.</p> <p>Policy DM17 - Retention of Open Space and Recreation Facilities states that any areas of open space that add amenity value to existing residential neighbourhoods or green infrastructure elements such as registered common or heathland cannot be lost to new development. Similarly to DM4, policy DM17 states that development on existing or proposed public or private open space, including allotments will not be supported if it results in the loss of an area important for its amenity or contribution to the green infrastructure network.</p>

Chelmsford City	Rochford District	North Essex Authorities ¹³⁴	Braintree District (a North Essex Authority)	Colchester Borough (a North Essex Authority)
				<ul style="list-style-type: none"> Policy DM20 - Promoting Sustainable Transport and Changing Travel Behaviour states that new developments will need to contribute to the maintenance and enhancement of green infrastructure in the context of walking and cycling routes. <p>The green infrastructure policy should reflect elements of Policy ENV3, as it refers to green infrastructure projects in the related GI Strategy. The policy also promotes the use of derelict land in delivering green infrastructure. This should be included in the policy for this GI strategy as there are a number of derelict buildings in Maldon District.</p>



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A Green Infrastructure Strategy for Maldon District: GI Projects

Final Version
March 2019

Project Title: A Green Infrastructure Strategy for Maldon District: GI Projects

Client: Maldon District Council

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A Green Infrastructure Strategy for Maldon District: GI Projects

Final Version
Prepared by LUC
March 2019

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Introduction

- 1.1 Maldon District Council commissioned LUC to develop a Green Infrastructure (GI) Strategy to promote a long-term Vision, Opportunities Map and Action Plan for the sustainable development and management of green infrastructure across the District.
- 1.2 The need for a GI strategy Supplementary Planning Document (SPD)¹ was initially identified in the February 2017 Local Development Scheme. This GI Strategy SPD (referred to as the 'GI Strategy') follows the Maldon District Green Infrastructure Study that was published in 2011 which informed the emerging future growth and infrastructure requirements in the District.
- 1.3 The planning context against which the 2011 study was prepared has now changed, most notably with the introduction of the National Planning Policy Framework (NPPF) in 2012 and its replacement in 2018 which incurred minor revisions during 2019 at a national level, and the approved new Local Development Plan at the local level. In addition, the time elapsed since the previous study means that there may be changes to the existing green infrastructure assets in the District and new opportunities for expansion and enhancement of the network.
- 1.4 The GI Strategy is presented in a separate report and introduces the following key green infrastructure themes within the Maldon District, including the existing baseline, threats and opportunities for the enhancement of the green infrastructure network:



¹ Supplementary planning documents (SPD) are non-statutory documents that can form part of the Local Development Plan. They provide more detailed advice and guidance on policies in local plans and are a material consideration when planning applications are being assessed.

1.5 The Vision of the Maldon District GI Strategy is to:

"The Maldon GI Strategy will deliver a connected multi-functional landscape for communities and wildlife, which celebrates and promotes the District's distinctive landscape character, heritage, biodiversity, coast and watercourses. Opportunities to enhance the green infrastructure network will deliver a range of benefits for local communities and promote healthy living, whilst providing mitigation for development and population growth."

- 1.6 To deliver this Vision, **Chapter 3** of the GI Strategy introduces a recommended policy framework and nineteen specific opportunities, in the form of GI projects, to enhance and connect Maldon District's green infrastructure network. Delivery of GI projects will ensure that improvements are made against all of the eight green infrastructure themes.
- 1.7 The GI projects are detailed in the section below. The highlighted icons provide an overview of the potential contribution of each opportunity to the green infrastructure themes as identified in Chapter 2. Each GI project has been prioritised as either high, medium or low priority (the ordering of the GI projects within these categories does not imply relative importance or significance of a project).
- 1.8 The indicative GI project costs have been bracketed as Low (less than £10,000); Medium (£10,000 – £50,000); and High (more than £50,000). At this stage, and until the GI projects are developed further, it is not possible to provide realistic estimates of the costs of the larger projects. It is recognised that some GI projects are likely to cost considerably in excess of £50,000 due to their scale. All GI projects will need to be subject to a full business case which will include a full cost estimate.

Delivery and Monitoring

- 1.9 All the projects will need to be progressed in partnership with other organisations and landowners. Delivery will also require funding. In the most cases, funding has not been identified. The Green Infrastructure Strategy, however, equips the Council and its key partners with an agenda for change which is ready to form the basis of future funding bids and applications.
- 1.10 As individual projects are further developed, there will be opportunities for stakeholder input and, where appropriate, further opportunities for public engagement.
- 1.11 A regime of monitoring and review should be established to ensure the action plan is kept up to date.
- 1.12 Progress on GI Projects should be reported regularly and correcting actions taken where necessary. Progress reports should be made publicly available so that stakeholders, local residents, businesses and the wider public have the opportunity to engage with and shape the different projects as they progress.
- 1.13 As each project is further developed, each will have a monitoring framework to ensure that each meets its intended outcomes.
- 1.14 The GI Strategy, as an SPD will be monitored through the authority monitoring report.

Community greenspaces

Context

High priority

Maldon District is home to a wealth of green infrastructure, however often it is poorly planned, of single function and therefore underused.

Community and volunteer groups could use these spaces for gardening, nature conservation management, fitness classes and food growing. Such activities can promote social cohesion, encourage physical activity, promote good mental health wellbeing, and also deliver habitat management activities for wildlife.

This project would aim to develop a network of community groups and facilitate their activities, whilst helping the establishment of new groups. This could include support for users of new community gardens and facilities associated with the new Garden Suburbs (such as the South Maldon Garden suburb providing a Community Allotment) and other opportunities as they arise.

Through promoting the use of community greenspaces, this project compliments the Government's 'loneliness strategy' whereby all GPs in England will be able to refer patients experiencing loneliness to community activities and voluntary services by 2018.

Funding for this project could include contributions through Section 106.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism
							

Project output example



Timescale: Quick win (<2 years)

Estimated Cost: Low (<£10,000)

Potential Partners

- Active Essex/ Sport England
- Royal Horticultural Society
- Essex County Council (Public Rights of Way team)
- Essex Highways
- Public Health England
- Local communities/ horticulture groups
- Parish councils
- GP surgeries/ NHS

Potential Challenges

Resources are required to maintain these spaces and community groups, although relatively small amounts of funding/ support can make a big difference to help establish and maintain voluntary community groups.

Promenade Park

Context

High priority

Promenade Park is the key public open space within Maldon town, as well as providing multi-functional benefits for all the District’s residents and a destination across the sub-region. It is a designed landscape of local importance and identified as a Historic Park and Garden in Maldon’s Local Development Plan. Part of the park is also in the Maldon Conservation Area and is a key project in the Central Area Masterplan (see project 16).

The character of the Park has changed piecemeal over time and issues have arisen between the need to generate funding through facilities and activities in the park, its increasing popularity in the summer months and demand for car-parking, and the effect on the historic park character and its function for quiet recreation, amenity and wildlife.

This project, complementing the Promenade Park Management Plan would allow for the development of a long term strategy and enhancement for the park, enhancing its connections with Maldon Town and the River Blackwater, and maximising the benefits it provides to the local community including environment functions such as providing access to nature, local flood alleviation, and opportunities for formal and informal recreation.

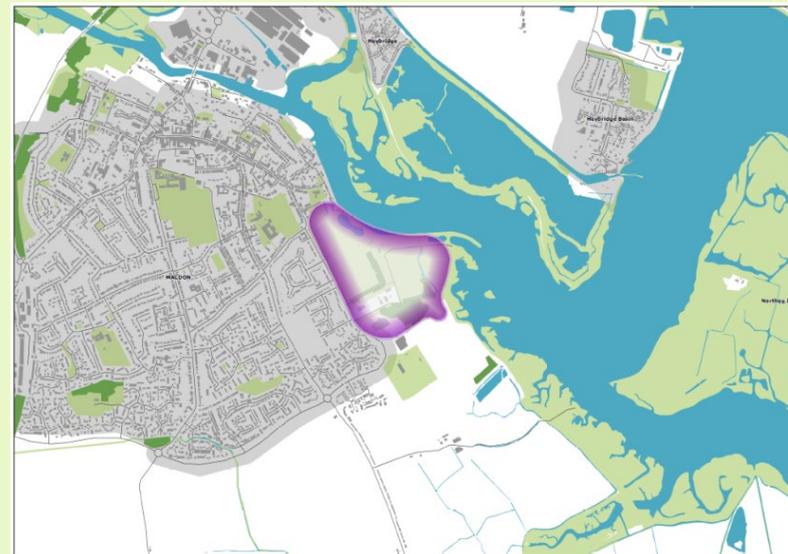


View of Maldon from Promenade Park cc-by-sa/2.0 - © John Firth - geograph.org.uk/p/2074298

- Protecting and enhancing wildlife
- Creating resilient water environments
- Supporting local landscape character
- Celebrating cultural heritage
- Promoting healthy living
- Nurturing communities
- Sustaining productive landscapes
- Supporting economic progress and tourism



Project Map



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Timescale: Medium term (5-10 years)

Estimated Cost: High (£50,000+)

Potential Partners

- Maldon District Council
- Maldon Town Council
- Local community groups
- Historic England
- Essex Garden Trust
- Heritage Lottery Fund

Potential Challenges

- Balancing retention of inherent character of the Park with the demands from increasing visitor numbers.
- Securing opportunities to expand the Park.

Town Centre Greening

Context

High priority

Although air quality is generally good within the District, Market Hill in Maldon town centre has been identified as an Air Quality Management Area (AQMA). Urban greening initiatives, such as appropriately designed areas of planting/planters and in particular street tree planting, may help ameliorate these issues whilst also supporting biodiversity, improving the visual attractiveness of town centres for local communities and visitors, and addressing heat island and surface water flooding issues. These measures are likely to be more successful in conjunction with appropriate traffic management programmes.



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Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project Map



Timescale: Quick win (< 2 years)

Estimated Cost: Low (<£10,000)

Potential Partners

Maldon Town Council
Essex County Council – Highways Authority

Potential Challenges

Resources to maintain these features.
Availability of space given footfall and requirements for vehicles/ deliveries etc., as well as underground services.
Perceived conflict, for example increase in leaf litter or bird droppings.
Need to ensure there are no significant impacts on the historic environment.

Maldon's hidden landscapes

Context

High Priority

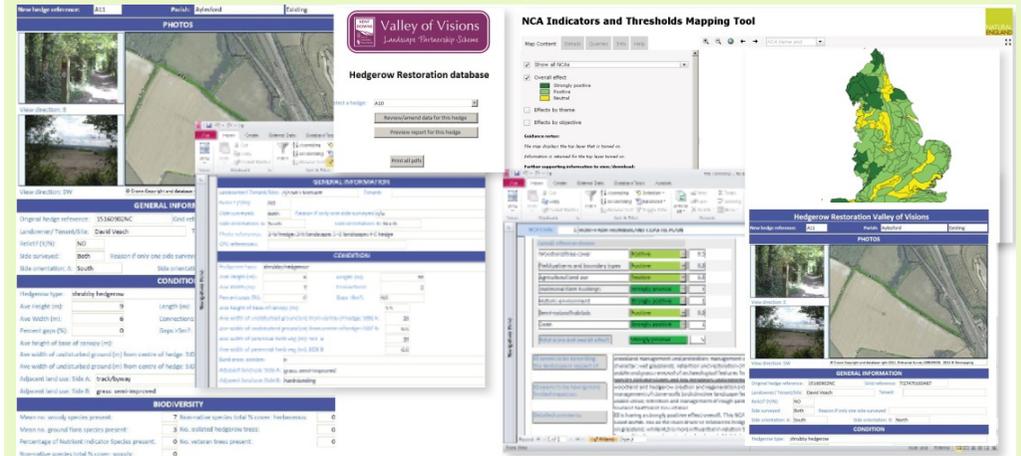
This project would manage the collection and/ or digitisation of information to help extend the understanding of the existing baseline for green infrastructure in Maldon District and opportunities for enhancement, whilst also helping develop community cohesion and provide education through citizen science initiatives. Such 'sub-projects' could include:

- Mapping of historic hedgerows in the District, to promote wildlife, landscape and heritage benefits.
- Identification and mapping of veteran trees.
- Establishment of species monitoring groups.
- Digitisation of the mapping of all the preserved trees in the District.
- Identification of landscape enhancement areas based on updated local character area mapping.

As well as the involvement of local community groups and volunteers, there is also the potential to engage schools (for example to deliver digitisation as a teaching tool and school project - for example, see the following tool: <https://schools.esriuk.com/>).

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism
							

Project output example



The screenshot displays a complex web application interface. On the left, there's a 'PHOTOS' section with several images of hedgerows. The main area is divided into several panels: 'GENERAL INFORMATION' with fields for 'Original hedge reference', 'Landowner', 'Hedge type', 'Hedge survey', 'Hedge condition', and 'Biodiversity'; 'GENERAL INFORMATION' with a table of 'GENERAL INFORMATION' data; 'NCA Indicators and Thresholds Mapping Tool' with a map of the UK and various data points; and 'Hedgerow Restoration Valley of Visions' with a 'PHOTOS' section and 'GENERAL INFORMATION' fields.

Timescale: Quick win (<2 years)

Estimated Cost: Low (<£10,000)

Potential Partners

- Environmental Systems Research Institute (ESRI UK)
- Essex Wildlife Trust
- Maldon & District Community Voluntary Service
- Essex County Council
- Essex Records Office
- Local historic societies
- Parish Councils
- Tree Council/ Tree Warden network

Potential Challenges

Resources to oversee and maintain such a project.

Chelmer and Blackwater Access Project

Context

High priority

The Chelmer and Blackwater Navigation is a 22.1km long canal with 13 locks that connects Chelmsford with the tidal estuary of the River Blackwater at Heybridge Basin. It is a designated Conservation Area and its scattered trees and water meadows form a central feature in the Chelmer Valley.

This project features within the 'Movement and Connections' section of the Maldon and Heybridge Central Area Masterplan where it is identified as a strategic walking and cycling route. A feasibility study would be required to identify the potential for green infrastructure, recreational and environmental enhancements for this stretch of canal. Recreational opportunities could include improving walking, cycling and riding provision along the towpath, facilitating water-based activities such as canoeing, kayaking, paddle boarding and ticketed canal boat trips.

The project could also upgrade the towpath between Heybridge Basin and Chelmsford, including resurfacing, whilst opportunities could also be sought to enhance habitats for wildlife.

Increased parking provision and infrastructure such as cafés could also be created along the canal route, providing a further visitor attraction whilst enabling revenue raising.



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Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project Map



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Timescale: Medium term (5-10 years)

Estimated Cost: High (£50,000+)

Potential Partners

- Essex Waterways Ltd
- Chelmsford City Council
- Essex County Council (Public Rights of Way team)
- Historic England
- National Lottery
- Parish councils
- Walking, cycling and riding special interest groups

Potential Challenges

- Potential for impacts on wildlife in the short-term through works, and also in the long term through increased disturbance.
- Viability of new facilities.
- Increasing parking provision along the route at key access points.
- Protection of the historic environment, archaeological and heritage assets.
- Protecting the rural character of the Navigation.

Railway Multi-Access Trail

Context

High priority

Reinstating the old railway line as a multi access route (walking, cycling and horse riding) would connect Witham (Braintree District) with South Maldon and South Woodham Ferrers (Chelmsford City). This could be implemented in phases:

- 1. Witham to Maldon
- 2. Maldon to Cold Norton
- 3a. Cold Norton to South Woodham Ferrers
- 3b. Cold Norton to North Fambridge

Section 3b would form an extension of the old railway line which over time could provide a direct cycle and walking link between Maldon Town and the River Crouch. If implemented, the new route could link to the railway station at North Fambridge as well as to the River Crouch.

The provision of this link could be advantageous for leisure purposes as well as for commuters using the new route to cycle/ walk to reach North Fambridge train station for connections to London.

Further to the sections above, there may be an opportunity to link this route with the start of the Blackwater Rail Trail, which begins just north of the B1018 Langford Road at Wickham Bishop bridleway 19. One option for incorporating this element would be to provide an off-road link between Heybridge bridleway 24 and the start of the Blackwater Rail Trail, possibly utilising green space within the North Heybridge Garden Community new development.

There is an existing Heybridge bridleway 24 which continues on to footpath Heybridge footpath 13 (this also extends down to Heybridge Basin) which crosses the old railway line route to the Langford Road. This land is being developed as part of the North Heybridge Garden Community.

The 'Movement and Connections' section of the Maldon and Heybridge Central Area Masterplan promotes projects that encourage walking and cycling.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism
							

Project Map



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Timescale: Longer term (10-20 years)

Estimated Cost: High (£50,000+)

Potential Partners

- Landowners and Parish Councils
- British Horse Society and Open Spaces Society
- Essex County Council (Public Rights of Way team)
- Essex Highways
- Department for Transport cycling and walking programmes (as part of their 'Cycling and walking investment Strategy 2017')
- Chelmsford City Council and Braintree District Council
- National Lottery

Potential Challenges

- Much of the area surrounding Limebrook Way has been developed and the bypass has been constructed along here, but there may be a possibility of upgrading some of the footpaths to the east of the main road to make a link.
- Section 3b would require upgrading footpaths (including Cold Norton footpath 16, North Fambridge footpaths 2 and 10) to a cycle route or adding permissive cycling rights to the footpath.
- Sensitive lighting design will need to be considered, as lighting would not be appropriate in open countryside.
- Ongoing maintenance for the Scheduled Trestle Timber Viaduct at Wickham Bishops and need for a Conservation Management Plan.
- The provision of car parking facilities at key access points.
- The trail route will need to take into account plans for new development and the existing road network (in Maldon and South Woodham Ferrers).
- Increasing parking provision along the route.

Blackwater Greenway

Context

High priority

Many of the settlements located in rural areas in Maldon District are isolated, increasing reliance on car use. There would be a range of benefits delivered by the provision of walking, cycling and/ or equestrian routes between these areas and Maldon Town; as well as between the villages. This may also increase footfall through to marinas. To achieve this, the GI project would be undertaken in two stages to scope the most suitable routes between:

1. Tollesbury and Maldon Town
2. Maldon Town and the Dengie

Taking this project one step further, a circular route could be created if a ferry/ boat crossing were reinstated between Bradwell-on-Sea and Tollesbury.

Furthermore, following the delivery of the proposed English Coastal Path, there are opportunities to connect these isolated settlements to this coastal route and to create circular walks. As well as benefits for local people, this may increase the attractiveness of the areas to tourists and visitors including opportunities to restore or enhance lost hedgerows and other landscape features.



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Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project Map



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Timescale: Long term (10-20 years)

Estimated Cost: Medium (£10,000 - £50,000)

Potential Partners

- English Coastal Path
- Sustrans
- Essex County Council (Public Rights of Way team)
- Essex Highways
- Landowners
- Parish councils
- Heritage Lottery Fund
- DEFRA

Potential Challenges

- Difficulties identifying a safe, simple route given existing road conditions and other natural barriers.
- Issues around viability of ferry/ boat crossings.

Wildlife friendly farming

Context

High priority

Given the extent of agricultural land within Maldon, and the nationally documented declines in farmland wildlife, particularly birds, there would be significant benefit in engaging and developing relationships with farmers and landowners. This approach has been undertaken by the RSPB project, the Turtle Dove Friendly Zones, but may benefit from wider expansion to other species and targets. The aim would be to identify issues and opportunities associated with wildlife friendly farming methods/ techniques to identify how these may be utilised further within agricultural land.

The project should look at what financial incentives and mechanisms exist and would be needed for farmers to deliver wildlife and environmental benefits. For example, altered land management practices can encourage wildlife whilst also helping to reduce downstream flood risk and improve water quality in watercourses.

This may also be informed by the outcome of Brexit, and through implementation of the Government's 25 Year Environment Plan.

This project could be piloted by liaising with farmers and landowners who work land either in or within close proximity to Turtle Dove Friendly Zones, as work has already begun in these areas, whilst learning from other organisations such as the National Trust who are implementing such practices within their properties.

Protecting and enhancing wildlife

Creating resilient water environments

Supporting local landscape character

Celebrating cultural heritage

Promoting healthy living

Nurturing communities

Sustaining productive landscapes

Supporting economic progress and tourism



Example of land use now



Project output example



Timescale: Medium term (5-10 years)

Estimated Cost: Low (<£10,000)

Potential Partners

- Operation Turtle Dove
- The Farming Wildlife Advisory
- Essex Wildlife Trust
- The Royal Society for the Protection of Birds (RSPB)
- Landowners
- National Farmers' Union (NFU) and local farmers
- Country Land and Business Association (CLA)
- National Trust
- Royal Horticultural Society

Potential Challenges

Balancing the need for the maintenance of profitable and sustainable farms, with set aside land for the creation of habitat and green network corridors.

Connecting Woodlands

Context

Medium priority

This project would aim to increase tree and woodland planting in the District, where this reflects local landscape character, creating enhanced connectivity particularly between Ancient Woodlands, whilst also potentially enhancing upstream flood alleviation and water quality issues associated with agricultural runoff.

In particular there are a number of isolated ancient woodlands located on the rural fringes of Great Totham and Wickham Bishops.

Alongside woodland creation, nearby footpaths could be linked to create a circular trail following the woodland arc.

Advice should be sought from the Environment Agency and Essex and Suffolk Water to identify any particular locations where woodland planting may deliver flood alleviation and water quality benefits.

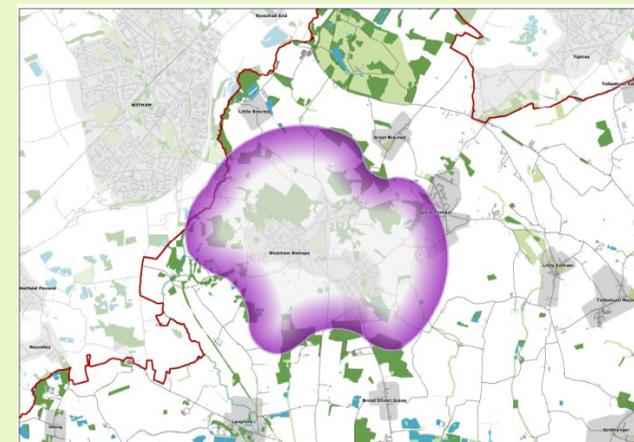
Planting and subsequent management could be undertaken by local communities with landowners, helping connect communities.



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Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project Map



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Timescale: Medium term (5-10 years) **Estimated cost:** Low (<£10,000)

Potential Partners

- Community Woodland (Woodland Trust)
- Forestry Commission
- Environment Agency
- Essex and Suffolk Water
- Landowners
- Parish Councils
- National Farmers' Union
- Country Land and Business Association
- DEFRA
- Highways England (A12 corridor environmental enhancements)

Potential Challenges

Landownership of potential planting sites.

The Wick

Context

Medium priority

The 2.4km length of the former Maldon-Woodham Ferrers railway line (The Wick) passes through the South Maldon Garden Suburb is owned and managed by Essex Wildlife Trust Essex Wildlife Trust. Within the 15 acre site, 28 species of butterfly and 17 species of dragonfly have been recorded and glow worms are also present.

The South Maldon Garden Suburb is set to surround the Wick and therefore recreational pressure is likely to increase. The developer has already agreed to fund a one year membership to the Essex Wildlife Trust for all new residents.



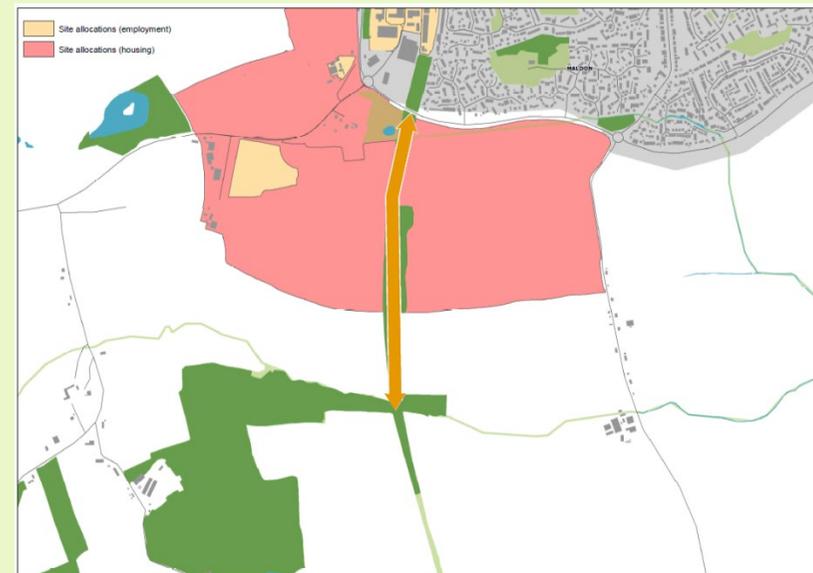
Page 190

Ringlet butterfly (Aphantopus hyperantus) cc-by-sa/2.0 © Evelyn Simak - geograph.org.uk/p/1396254

This project will be used to prepare and deliver a management plan for 'The Wick' to ensure that its biodiversity integrity and landscape value are protected and enhanced whilst also providing access to nature for local communities, and opportunities for environmental education. This would have subsequent knock on benefits for wildlife by engendering understanding and a sense of ownership/ responsibility for local wildlife.

Protecting and enhancing wildlife 	Creating resilient water environments 	Supporting local landscape character 	Celebrating cultural heritage 	Promoting healthy living 	Nurturing communities 	Sustaining productive landscapes 	Supporting economic progress and tourism
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Project Map



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Timescale: Quick win (< 2 years) **Estimated Cost:** Low (<£10,000)

Potential Partners
 Essex Wildlife Trust and other Landowners
 Maldon & District Council for Voluntary Services
 Essex Highways
 Local businesses (as potential sponsors of ongoing maintenance)

Potential Challenges
 Conflict between recreational aspirations and biodiversity enhancement.
 Access to the embankment is not possible for those with disabilities or with pushchairs.

Water Sports Awareness Programme

Context

Medium priority

Areas along the banks of the River Blackwater that are inaccessible on land are being used as ad hoc sites for the boating community for recreational activities such as enjoying picnics and playing ball games. This can cause significant damage to habitats and disturbance to bird populations. Although raised with respect to the Blackwater specifically, there is potential for this to impact other areas of the Maldon coast, and indeed wider.



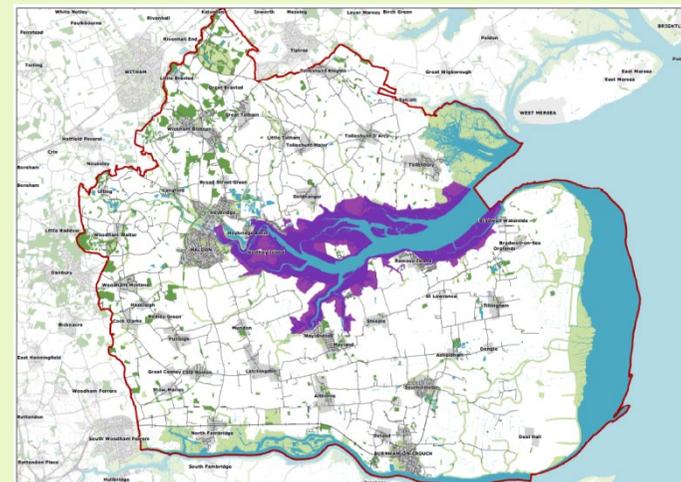
This project would aim to increase awareness within the boating community of this as an issue and engender a sense of responsibility, whilst identifying specific areas that should be avoided by people and promoting target areas that can be used for recreational activities.

This could include the installation of discrete signage that can be seen by river users, whilst publications/ guidance, including online access, could be distributed to marinas, hire shops that loan out canoes, kayaks, paddle boards and jet skis etc. and other hubs.

Locations for this project could be guided by the Wetland Vision (see www.wetlandvision.org.uk), a project that sets out a 50-year vision for England's freshwater wetlands. The Wetland Vision's 'Future Wetlands' map shows the current extent of wetland in England and it also identifies areas that have the greatest potential to benefit biodiversity for potential future wetland. A number of potential future wetland areas have been identified along Maldon's coastline.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project Map



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Timescale: Longer term (10-20 years) | **Estimated Cost:** Low (<£10,000)

Potential Partners

- The Royal Society for the Protection of Birds (RSPB)
- Environment Agency
- Maldon District Council (owners of the River)
- Natural England
- Local Yacht Clubs and Sailing Clubs
- Maldon Harbour Improvement Commissioners
- The River Bailiff
- RAMS Project Board (Essex Councils)

Potential Challenges

- Risk of highlighting areas of sensitivity increasing visitors.
- Difficulty communicating with a potentially dispersed user group.
- Risk to wild beauty of estuary through addition of intrusive signage.
- Management of conflict between estuary users and wildlife/habitats (RAMS).

Southminster to Burnham-on-Crouch Greenway

Context

Medium priority

This project promotes walking and cycling between Southminster and the secondary school, Ormiston Rivers Academy in Burnham-on-Crouch. Currently there is limited opportunity for pupils living in Southminster to travel to school using active modes of transport as the road (B1021) is considered to be dangerous.

There is an existing Public Right of Way network linking the two settlements (including Southminster footpaths 5 and 15 and Burnham-on-Crouch footpath 14) but as these are designated as footpaths, cycling is not permitted. Furthermore these footpaths are poorly surfaced and are unusable after periods of wet weather, so re-surfacing would also need to be considered if these routes are to be used.

In addition to providing this route, the project should also provide secure bike racks on the school premises and also include initiatives in the school to change pupil's attitudes towards active travel. This could include cycling lessons, route planning and rewards for walking/ cycling to school (e.g. bike breakfasts).

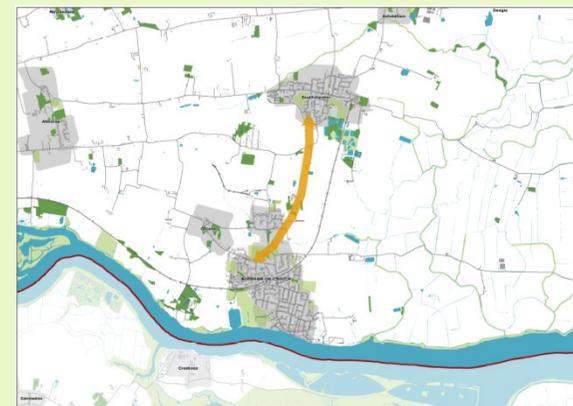
There are opportunities within this project to reinstate or restore historic field patterns and create guides to identify features along route and in the local vicinity.

The infrastructure element of this project directly reflects one of the priority projects in the 'Maldon District Cycling Action Plan' (2018), see section 4.2 and Figure 4.7 and Recommendation 4 in the District's Green Infrastructure Study (2011).

Section 106 could be one potential funding stream option for this project.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism
							

Project Map



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Timescale: Medium term (5-10 years) **Estimated Cost:** High (£50,000+)

Potential Partners

- Sustrans
- Active Essex/ Sport England
- Groundwork
- Essex County Council (Public Rights of Way team)
- Essex Highways
- Department for Transport's cycling and walking programmes (as part of their 'Cycling and walking investment Strategy 2017')
- Heritage Lottery Fund
- Southminster and Burnham-on-Crouch parish councils
- Landowners
- Ormiston River Academy and local primary schools
- DEFRA (e.g. through future stewardship)

Potential Challenges

Road crossings and road safety will need to be factored into the design.

The project would require upgrading footpaths to a cycle route or adding permissive cycling rights to the footpath or determining a new route.

Careful consideration will need to be given to sensitive lighting design, as lighting would not be appropriate in open countryside.

River Crouch Greenway

Context

Medium priority

Rochford District Council is currently implementing a cycle route along the footpath (Ashingdon footpath 12) that follows the southern banks of the River Crouch. This project would comprise a scoping study to investigate options for the creation of a corresponding cycle route, comprising cycle permissive rights, along the north banks of the River Crouch using the following footpaths:

- North Fambridge footpaths 13 and 14;
- Purleigh footpath 50;
- Latchington footpath 18;
- Althorne footpaths 11 and 12; and,
- Burnham-on-Crouch footpath 7.

These footpaths form part of the proposed England Coast Path.

There would be opportunities to link the cycle route with the national railway line, creating visitor/ tourism attractions including day trips/ weekend breaks. There may also be opportunities, subject to further investigation as part of the scoping study, for ferry/ boat crossings at North Fambridge and another at Burnham-on-Crouch to link to the route with along the southern side of the River Crouch which is currently being developed by Rochford District Council. This project also offers the opportunity to enhance the interpretation of the historic environment for visitors.

This project relates to Recommendation 4 of the 2011 Green Infrastructure Study.

Project Map



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Timescale: Medium term (5-10 years)

Estimated Cost: Medium (£10,000 - £50,000)

Potential Partners

- Natural England (England Coast Path)
- Essex Coast RAMS project
- Essex County Council (Public Rights of Way Team team)
- Parish Councils
- Rochford District Council
- Environment Agency
- Harbour Authority
- Landowners

Potential Challenges

- Difficulties identifying a safe, simple route given existing road conditions and other natural barriers.
- Issues around viability of ferry/ boat crossings, particularly the crossing at North Fambridge.
- Consideration of potential for increased access and recreational pressure to international designations, although with careful consideration this could act to reduce pressure.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Northey Island/ Battle of Maldon

Context

Medium priority

The National Trust is exploring ways to look after these special sites in the future whilst maintaining public access. Working in partnership with the National Trust, local businesses and engaging with local people and visitors will continue to play a key role in this process. The aim is to give greater access along coastal footpaths whilst preserving the sense of wildness; to adapt the coastline to make it more resilient to sea level rises and to tell the stories of Northey Island.



The opportunity to deliver a destination hub at Promenade Park/ Hythe Quay has the scope to support these efforts and provides opportunities for interpretation. Additional interpretation could be provided at key points along the route to Northey Island.

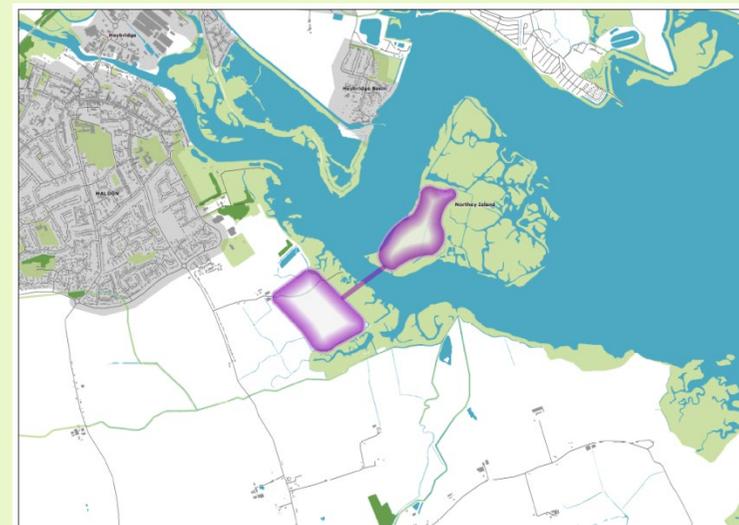
This project features within the Maldon and Heybridge Central Area Masterplan where it is identified as Project 18: 'England Coast Path and Northey Island'.

This project features within the Maldon and Heybridge Central Area Masterplan where it is identified as Project 18: 'England Coast Path and Northey Island'.

- Protecting and enhancing wildlife
- Creating resilient water environments
- Supporting local landscape character
- Celebrating cultural heritage
- Promoting healthy living
- Nurturing communities
- Sustaining productive landscapes
- Supporting economic progress and tourism



Project Map



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Timescale: Short term (1-5 years)

Estimated Cost: Low (<£10,000)

Potential Partners

- Essex Coast RAMS project
- Landowners
- Maldon District Council
- National Trust
- Historic England
- The Battlefields Trust

Potential Challenges

- Reliance on National Trust timescales/ project plans.
- Consideration of potential for increased access and recreational pressure to international designations, although with careful consideration this could act to reduce pressure.
- Protection of heritage assets.

'Get Active Maldon' - an interactive online map/ app

Context

Medium priority

The purpose of this project is to combine Maldon's GI offer and present it in an interactive map that would inform local resident's opportunities on their doorstep as well as promote these activities for tourists. This interactive map could be accessible via the Visit Maldon District website.

- Accessible walking routes and cycling routes should be clearly shown. As well as showing cultural and landscape features that can be found along the specified routes, the map should also identify toilet facilities, cafes and viewpoints.
- There are opportunities within this project to promote the use of Maldon's blue infrastructure. The map could include a layer focusing on the promoting water sports including canoeing, kayaking, paddle boarding in the District. Routes could be advertised and when considering the tide, canals could be integrated to create circular routes. Laminated copies showing water activity routes should be made available in hire shops.
- The map could be themed to show the wildlife and ecosystem offer in Maldon, in particular steering people towards those areas where recreational impacts are well managed and releasing pressure on other more sensitive sites.
- Other layers could show cultural and heritage features and different landscape characters.
- Art could be used in green spaces and wayfinding to bring a unifying theme, building on the Destination Marketing Strategy for Maldon District 2017-2022 (Visit Maldon).

The 'Movement and Connections' section of the Maldon and Heybridge Central Area Masterplan promotes projects that encourage walking and cycling.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism
							

Project output example



By Bureau of Land Management [CC BY 2.0 (https://creativecommons.org/licenses/by/2.0) or Public domain], via Wikimedia Commons

Timescale: Quick win (<2 years)

Estimated Cost: Low (<£10,000)

Potential Partners

- Visit Maldon
- Local businesses who would feature on the map
- Parish Councils
- Local art groups
- Schools (both secondary schools in the District deliver IT and media courses at GCSE and further education level).

Potential Challenges

- The project would need to be updated frequently.
- It would need to be advertised when the app is realised.

Country Park

Context

Low priority

The purpose of this project is to provide a new recreation destination for communities of Maldon. This would help address the proposed increases in population in the District, providing new recreational opportunities, whilst also helping to reduce the recreational pressure on sensitive habitats and nature conservation sites by providing an alternative. This may therefore contribute towards the aims of the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy.

Appropriately designed, such a new greenspace could also provide new habitats for priority species, opportunities to improve flood alleviation and water quality enhancements and new community facilities.



Beeleigh Falls cc-by-sa/2.0 - © Ashley Dace - geograph.org.uk/p/5530905

Project output example



"The cherry tree on Horsepool Hill" By "Joe Flintham" Attribution 2.0 Generic (CC BY 2.0)

Timescale: Longer term (10-20 years)

Estimated Cost: High (£50,000+)

Potential Partners

- Essex Waterways Ltd
- Essex County Council
- Maldon District Council
- Community groups
- Landowners and Parish/Town Councils
- Environment Agency
- Natural England
- Historic England
- Local museums

Potential Challenges

- There are a number of country parks already in Essex, and creating one in Maldon could generate additional traffic in the District.
- Protection of heritage assets.
- Potential conflict between increased visitor numbers and the existing biodiversity value of the area.

- Protecting and enhancing wildlife
- Creating resilient water environments
- Supporting local landscape character
- Celebrating cultural heritage
- Promoting healthy living
- Nurturing communities
- Sustaining productive landscapes
- Supporting economic progress and tourism



Quiet Lanes

Context

Low priority

Footpaths are the main designation of the Public Right of Way network in Maldon and therefore cycling and horse riding are not permitted. In general, the main roads are dangerous for cyclists and horse riders so there are few areas in the District where these activities can be enjoyed safely.

There are opportunities for Quiet Lanes (those used by few cars) to be promoted and enhanced for use by walkers, cyclists and horse riders. The project should consider seeking Protected Lanes status for potential Quiet Lanes using criteria developed by Essex County Council.

Furthermore, as there are currently only a few Quiet Lanes in the District, this project could link with protected lanes (a separate designation that recognises either the heritage, environmental or ecological value of lanes, for example historical trade routes or verges rich in biodiversity).

Existing Protected lanes in the District are located to the:

- west and another to the south east of Tillingham;
- south east of Cold Norton;
- north and another to the north west of Woodham Walter;
- north west of Great Totham;
- west of Rivenhall end (but within the Maldon District boundary);
- south of Tolleshunt Knights; and,
- north west of Tolleshunt D'Arcy

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Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project output example



Timescale: Medium term (5-10 years)

Estimated Cost: Medium (£10,000 - £50,000)

Potential Partners

- Essex Highways
- Essex County Council (Public Rights of Way team)
- Campaign to Protect Rural England (CPRE)
- Parish councils
- Landowners

Potential Challenges

Resourcing this project would need to consider an assessment into the potential increase of recreational pressure on designated and sensitive sites, although by providing alternative circular walking routes away from (at least in part) the impact of recreational pressure could be reduced.

Safety issues increasing pedestrian, cyclist and equestrian access to the narrow lane network, and potential for impacts on landscape/ heritage/ biodiversity features, for example should this require localised road widening of other measures.

Connections to Wallasea Island

Context

Low priority

Wallasea Island is a RSPB nature reserve that lies just beyond the District's boundary, to the South of the River Crouch. The Wallasea Island Wild Coast Project is currently under way, under which 3 million tonnes of soil from the Crossrail scheme in London has been transported to Wallasea Island to facilitate the creation of the Jubilee Marsh, comprising 115ha of new intertidal saltmarsh, islands and mudflats. Wallasea Island can currently be accessed by an intermittent boat service from Burnham-on-Crouch.

There are opportunities to increase visitor access to Wallasea Island from Maldon as a destination attractive for those interested in seeing wildlife, and for those accessing Wallasea Island from the Rochford side to cross over the Crouch and visit Burnham. Further opportunities could be investigated to increase access. This could provide a popular day trip/ visitor attraction, with good railway connectivity to London.

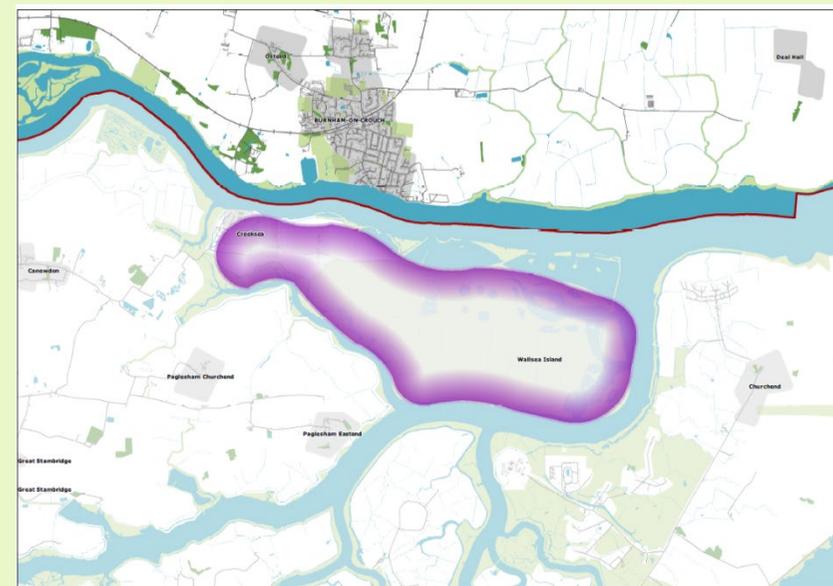


Wallasea Island: Wreck on the saltings cc-by-sa/2.0 - © Nigel Cox - geograph.org.uk/p/3293203

This would also provide opportunities for environmental education, in turn benefitting wildlife through increasing understanding and appreciation of nature.

Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project Map



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Timescale: Longer term (10-20 years) **Estimated Cost:** Low (<£10,000)

Potential Partners

- The Royal Society for the Protection of Birds (RSPB)
- Harbour Authority
- Burnham-on-Crouch marina
- Burnham-on-Crouch Town Council
- Rochford District Council
- Private operators (for ferry service)
- Canewdon Parish Council

Potential Challenges

- Recreational pressure on habitats at the RSPB reserve, and international nature conservation designation.
- Commercial viability of ferry crossings.

St Peters and Bradwell circular walk

Context

Low priority



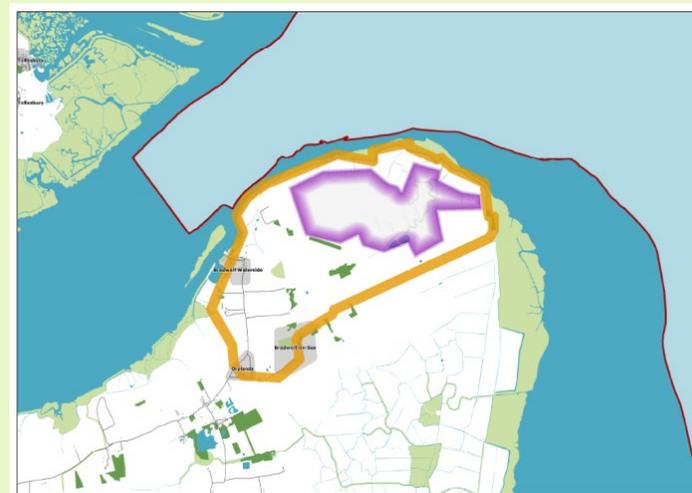
This project would promote a circular walk linking the Chapel of St Peter on the Wall, Bradwell Nuclear Power Station, the facilities at Bradwell waterside and Bradwell-on-Sea. It would be a legacy project that would be implemented once the Bradwell B phase has been constructed. Improved signage should be provided for this project along the Bradwell-on-Sea footpaths 2, 3, 4, 5, and 15. The coastal sections of this proposed route follow the 'Bradwell' 12 mile walk which is promoted on the Essex Walks website.

This walk would specifically seek to provide access to and understanding of some of Maldon's heritage features including the Chapel of St Peter on the Wall, and historic field patterns. There are also opportunities to restore or enhance lost hedgerows and other landscape features.

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Protecting and enhancing wildlife	Creating resilient water environments	Supporting local landscape character	Celebrating cultural heritage	Promoting healthy living	Nurturing communities	Sustaining productive landscapes	Supporting economic progress and tourism

Project Map



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Timescale: Longer term (10-20 years)

Estimated Cost: Low (<£10,000)

Potential Partners

- Bradwell B Nuclear Power Station (CGN and EDF Energy)
- Essex County Council (Public Rights of Way team)
- Visit Maldon
- Heritage Lottery Fund
- Landowners
- DEFRA
- Essex Coast RAMS project

Potential Challenges

The exact proposals for the Bradwell Nuclear Power Station B are currently unknown. It is therefore suggested this GI project is promoted at this stage, allowing for flexibility as design emerges and presenting this project as an appropriate receipt of funding associated with the development proposals (for example, S106 or CIL).
Protection of heritage and archaeological assets.

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Green Infrastructure (GI) Strategy Consultation Statement

Introduction

The draft Strategy was approved for public consultation by the Planning and Licensing Committee on 15 November 2018. The consultation was held between 5 December 2018 and 23 January 2019. The consultation period was longer than the statutory minimum as the consultation period included the Christmas period. All the people and organisations on the Council's Local Development Plan (LDP) mailing list (over 1120) were notified of the consultation. 23 responses were received, the majority of which were detailed and substantial. Consultation responses were received from the following

Table 1: Who made representations.

Local Authorities	Statutory Consultees	Individuals / organisations	Businesses / landowners
Chelmsford City Council	Environment Agency	Members of the Public x3	Dartmouth Parks Estates
Essex County Council	Forestry Commission	A Maldon Harbour Improvement Commissioner	Gladman Developments
Langford and Ulting Parish Council	Historic England	Essex Bridleways Association & British Horse Society	Maldon Wick Ltd
Maldon District Council (MDC) Planning and Licensing Committee (response received from Chairman and Vice-Chairman of the Committee)	Natural England	Maldon Society	
South Woodham Town Council	Port of London Authority	The Royal Society for the Protection of Birds (RSPB)	
Woodham Walter Parish Council	Sport England		

Table 2: Comments made and Maldon District Council’s response

Name / Organisation	Section being commented on	Summary of Comments	Officer Response	Proposed modifications – paragraph numbers refer to the consultation draft
General comments				
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	Maps	The colours in the maps are too similar; it is difficult to distinguish between different elements e.g. the inland and tidal rivers on Fig 2.2.	We will seek higher contrast for the map elements	The colouring on the maps has been reviewed and revised.
Natural England	General	<p>Natural England is supportive of the ambition and scope of the document and we welcome the partnership working that has informed the strategy.</p> <p>The current approach of the Supplementary Planning Document (SPD) as submitted is supported and Natural England welcomes the strategic approach to GI within Maldon’s area. We would highlight the need to consider GI, not just quantitative, but also take a qualitative approach to ensure the greatest benefits.</p>	Noted	
Historic England	General	<p>No specific comments</p> <p>We do however recommend that the advice of your local authority conservation and archaeological staff is sought as they are best placed to advise on local historic environment issues and priorities, including access to data, indicate how historic assets</p>	Advice will be sought from the Council’s Conservation and Heritage specialist as projects are developed.	

Name / Organisation	Section being commented on	Summary of Comments	Officer Response	Proposed modifications – paragraph numbers refer to the consultation draft
		<p>may be impacted upon by the Plan, the design of any required mitigation measures and opportunities for securing wider benefits for the future conservation and management of the historic environment.</p>		
Chelmsford City Council	General	<p>Chelmsford City Council welcomes and supports Maldon’s GI Strategy, its policy principles and projects.</p>	Noted	
Maldon Society	General	<p>The need to update the previous study is wholly endorsed.</p> <p>In the main the proposals are enthusiastically supported as we cherish our green environment and the proposals to promote and develop it along with its wildlife.</p> <p>However, we have focussed on two omissions. Both focus on the need to be more assertive with our other governmental ‘partners’. [These comments are reported at the sections the comments relate to.]</p> <p>Without that assertiveness the effectiveness of these policies will on certain issues become meaningless.</p>	Noted.	
Individual	General	<p>Does it really matter if we have any concerns?? You approve it in the end any way.</p>	<p>Consultation on the GI Strategy gives the opportunity for anyone to make their views known on the Strategy. All</p>	None

Name / Organisation	Section being commented on	Summary of Comments	Officer Response	Proposed modifications – paragraph numbers refer to the consultation draft
			responses to the consultation will be carefully considered and changes may be made to the Strategy to address the comments made.	
Port of London Authority (PLA)	General	The PLA has no comments to make.	Noted	
Essex Bridleways Association (EBA) and British Horse Society	General	Because the Maldon District has such a low proportion of routes accessible to equestrians, and the narrow lanes characterised within this area are too dangerous because of the volume and speed of traffic, Maldon District Council need to be creative in looking at other ways in which to accommodate all user groups safely, and this Strategy is vitally important to inform the Council as to how this can be done. In accordance with the Local Plan, any new off-road routes which are created should be multi-user by default, accessible to everyone, and not just limited to one or two user groups.	Principle 5 has been amended to take the issues of accessible by different user groups into account.	See EBA comment on para 1.2 below – changes made to Principle 5, para 3.18
Maldon Wick Ltd	General	Maldon Wick Ltd. has concerns regarding the Council's intended purpose of the draft GI Strategy in the context of the revised NPPF, July 2018, and the National Planning Policy Guidance (PPG).	Para 3.48 clearly states that the proposed policy wording relates to a future review of the LDP. As such it does not introduce new policy now, it suggested wording that can be considered	None

Name / Organisation	Section being commented on	Summary of Comments	Officer Response	Proposed modifications – paragraph numbers refer to the consultation draft
		<p>The text at Page 1 ‘Introduction’ of the GI SPD appears to adhere to this national policy and guidance. This identifies that the purpose of the consultation draft GI Strategy, is to provide an update to the adopted Maldon District GI Strategy (2011), specifically, to reflect the change in the adopted policy context since its preparation.</p> <p>At national level, the NPPF was introduced in 2012 and revised in 2018 and at local level, the new Local Development Plan (LDP) was adopted in July 2017. The LDP text sets out that the draft GI strategy is intended to reflect any changes to existing GI assets in the District and opportunities for their expansion that may have been introduced through these adopted policy documents. In addition, the proposed SPD (paragraph 3.47) recognises that it is not the purpose of the SPD to introduce policy which is not in the parent LDP.</p> <p>But, despite these statements, this does not appear to be the approach the Council and its consultants have taken to produce the proposed principles or projects in the draft GI SPD. This is evident in the suggested new GI policy (at paragraph 3.48) indicating “...the suggested policy set out below has</p>	<p>for inclusion to a future revision of the LDP.</p> <p>This GI Strategy builds upon the GI Study undertaken for the LDP in 2011. It is reasonable to expect SPD to be based on up to date evidence, where available. Much of the evidence used to support the GI Strategy was already available as individual datasets; for the Strategy it has been collated and analysed as a whole.</p> <p>The GI Strategy does not allocate land for development. It identifies projects that will help deliver the aims of the LDP, namely (first sentence of LDP policy N1 Green Infrastructure Network) “A strategic multi-functional network of green infrastructure will be identified, managed, and where possible enhanced”. Therefore Principle 2 and the proposed GI projects are directly related to the policy requirements in the LDP.</p>	

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		<p>been informed by the desk based study, stakeholder engagement and policy analysis in Appendix 4.”</p> <p>This, therefore implies that SPD is informed by an entirely new evidence base, to create additional future policy, rather than comply with the Maldon LDP (MLDP) GI policy and the evidence base underpinning the recently adopted MLDP (2017), Infrastructure Delivery Plan, or other recently adopted site specific SPDs such as the South Maldon Garden Suburb (SMGS) Strategic Masterplan Framework (2018).</p> <p>It follows that Principle 2 includes one aim to develop a coherent ecological network, primarily through implementing 19 ‘GI Projects’; however, Maldon Wick Ltd, is concerned that the proposed GI projects go beyond the remit of an SPD into ‘plan-making’.</p> <p>In summary, MDC should revisit the draft SPD to ensure it aligns to existing commitments and adopted policies relating to the District’s GI network. National policy and guidance is clear that SPDs should not enter the remit of plan making.</p>		
Woodham	General	The Parish Council supports the Green	Noted	

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Walter Parish Council		Infrastructure initiative in principle but there are a number of issues that in the opinion of this Parish Council need correcting, clarifying or incorporating.		
Woodham Walter Parish Council	General	It is considered that the document does not contain enough detailed information on each point and therefore its generic nature leaves too many questions unanswered to comment on any defined policy proposal.	The GI Strategy provides an outline of the individual projects. As each project is developed further, more information will become available.	None
South Woodham Ferrers Town Council	General	We notice that you refer to Brexit many times in your Plan. Is it likely that you will have to revisit the Plan once the outcome of Brexit is clearer?	The references to Brexit relate to comments made by stakeholders attending the workshops. No, the GI Strategy will not need to be revisited.	None
Introduction				
Maldon Society	1.1	The report is flawed in its focus in that it limits itself artificially to that which is within its direct control? In practice, as with the new South Maldon housing developments, it is clear that the landscaping by roads is unduly determined by the Essex County Council (ECC) highways authority. We would wish MDC to be significantly more robust in its setting of joint policy with ECC. In particular, the good practice at earlier developments in screening new housing with significant hedging and trees has been	Any SPD needs to be implementable, and therefore is limited to that which is within the Council’s control. Masterplans for both Garden Suburbs were prepared collaboratively with all stakeholders, landowners and developers including ECC Highways and to adoptable standards. The masterplans	None

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		all but abandoned. There needs to be policy statements for more robust joint working when the policies of other authorities conflict with what Maldon District Council (DC) would wish in landscaping terms.	and consideration of design quality in new development is an integrated approach in accordance with the endorsed/ adopted Masterplans, Maldon District Design Guide SPD and endorsed Strategic Design Codes as set out in national and local policy.	
Internal - Maldon District Council	Introductory paragraphs	It is not clear that the GI Strategy is an SPD	Footnote added to the introductory paragraphs	<p>Maldon District Council commissioned LUC to develop a Green Infrastructure (GI) Strategy <u>Supplementary Planning Document (SPD)</u> (footnote: <u>Supplementary planning documents (SPD) are non-statutory documents that can form part of the Local Development Plan. They provide more detailed advice and guidance on policies in local plans and are a material consideration when planning applications are being assessed.</u>)</p> <p><u>The need for a GI Strategy was initially identified in the February 2017 Local Development Scheme. This GI Strategy SPD (referred to as the 'GI Strategy')</u> follows the Maldon District Green Infrastructure Study that was published in 2011 which informed the emerging future growth and infrastructure</p>

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				requirements in the District.
Internal Maldon District Council	Introductory paragraphs	Reference to the NPPF needed to reflect the 2019 updates	The introductory text and para 1.10 will be updated.	<p>...National Planning Policy Framework (NPPF) in 2012 and its replacement in 2018 <u>which incurred minor revisions during 2019</u></p> <p>Para 1.10Published in 2018, with minor amendments made in 2019, the revised NPPF (<u>footnote updated</u>; Ministry of Housing, Communities and Local Government (2018) National Planning Policy Framework) guides on the plan...</p>
Essex Bridleways Association & British Horse Society	Para 1.2, pg 2	Access to greenspace is paramount and we would like to see more emphasis on the aspiration to ensure that access is available to as many user groups as possible. This aspiration should be embedded from the top down within this Strategy and should be reflected within the overall Vision and aims.	Principle 5, para 3.18 will be revised to make it clear that increased access to the natural environment must, wherever possible, be accessible by a range of users.	3.18 ...Deficiencies have been identified within the District which should be addressed. <u>Where new off-road routes are proposed or Public Right of Way (PROW) are upgraded, the resulting scheme should be, wherever possible, multi-user by default and suitable for a range of user groups...</u>
Maldon Wick Ltd	1.7	<p>Recognising the expectations for an SPD set out in the NPPF / PPG (i.e. to provide further detail on adopted policies in the MDLP), reference should be made to all three of the adopted LDP GI Policies (N1, N2 & N3) at Section 1 (policy context) of the SPD, rather than just the one (N1).</p> <p>This seems to be an omission, given that MDC’s ‘Statement of Representation</p>	Paragraph 1.7 will be revised to include policies N2 and N3.	<p>1.7 new bullet points:</p> <ul style="list-style-type: none"> • <u>Policy N2: Natural Environment, Geodiversity & Biodiversity</u> seeks to <u>protect and enhance internationally, nationally and locally designated sites and to deliver net biodiversity and geodiversity gain in new development.</u> • <u>Policy N3 Open Space, Sport and Leisure</u> aims to <u>protect PROW,</u>

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		<p>Procedure’ states that the Draft SPD is intended to provide: ‘...’further guidance on Policies N1, N2 and N3 of the Maldon District Local Development Plan...’’</p>		<p><u>spaces and facilities contributing towards the integrity of the green infrastructure network, from loss or damage from development. Developments are required to contribute towards improving the provision, quality and accessibility of open spaces, sports , community and leisure facilities.</u></p>
Dartmouth Parks Estate	1.8	<p>Dartmouth Park Estates supports the direct reference to the adopted South Maldon Garden Suburb (SMGS) Strategic Masterplan Framework (SMF), at paragraph 1.8 of the Draft GI SPD. This aligns with the intended purpose of an SPD, which is to “add further detail to the policies in the development plan”</p> <p>The paragraph recognises the positive contribution that the new Garden Suburb will make to the District’s GI Network, with 40% of the allocation assigned to strategic GI, as the provision of green infrastructure and the creation of a network of green spaces is a key component of the garden suburb.</p> <p>However, Dartmouth Park Estates request that greater clarity should be provided by way of reference to Figure 4.3 ‘Green</p>	<p>An additional reference to the SMGS SMF will be added to para 1.8.</p>	<p>1.8 First bullet point ...SPD assigns 40% of the allocation as strategic green infrastructure, <u>as shown on Figure 4.3 of the South Maldon Garden Suburb SPD</u>. The document...</p>

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		<p>Infrastructure Plan’ (on page 55 of the SMGS SMF). This plan clarifies that the 40% provision of GI is the total proportion to be provided across the entire Garden Suburb, albeit that this proportion varies across each development parcel as per the SMF (and the three separate planning applications which are approved or have resolution to grant for each development parcel).</p>		
Sport England	Page 4	<p>Support for the inclusion of a ‘Promoting Healthy Living’ theme as one of the themes of the GI Strategy as this recognises the important role that green infrastructure plays in providing opportunities for promoting healthy and active lifestyles.</p>	Noted	
Maldon Society	1.8	<p>The provision of green ‘walls’ along development peripheries we believe directly contributes to the wellbeing of both the drivers using the roads in visual terms, and the residents in terms of both visual benefit and air quality.</p> <p>The presence of an existing green wall on one side of Limebrook Way has not been echoed on the other side, which is a serious flaw. When queried, it was confirmed that the views of the Highways Authority were considered paramount. Clearly MDC policy was insufficiently robust</p>	<p>The SMGS Masterplan SPD and endorsed Strategic Design Codes’ rationale is to integrate new development to the built, natural and historic environment as set out in local and national policy. Screening development from view is considered a negative design approach. The Masterplan Garden Suburb Design Principles set out a landscape led approach where built form is softened by green infrastructure and provides a</p>	None

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			<p>setting and backdrop for built form to nestle within as well as the visual, ecological and biodiversity gains to the new development. New development visible from the highway is a visual cue to motorists that pedestrians and cyclists are also using the highway and is considered an effective tool to slow down traffic.</p>	
<p>Natural England</p>	<p>1.11</p>	<p>The Essex Coast Recreational disturbance Avoidance and Mitigation Strategy - In light of the emerging strategic solution and the role of Green Infrastructure (GI) as on site mitigation measures, Natural England welcomes reference to the Essex Recreation Disturbance Avoidance Mitigation Strategy (RAMS) strategic solution. We would anticipate reference to the importance of Green Infrastructure within the context of the recreational disturbance pressures currently being faced on the Essex Coast designated sites. We would direct you to our previous correspondences on this matter, in particular the letter dated 16 August 2018 (reference 244199) and the enclosed recommendations regarding on-site provisions for large scale developments.</p>	<p>Additional text on the importance of GI in the context of recreation pressure on the coast will be added.</p>	<p>...new dwellings in the study area. <u>In the context of the recreational disturbance pressures currently being faced by the Essex Coast designated sites, the existing green infrastructure network and new provision will be of growing importance.</u> In terms of green infrastructure, the mitigation is expected to be varied and could include <u>on-site green infrastructure</u>, habitat creation and enhancement, improved management of recreation activities along the coast and additional wardens to communicate the benefits of using the coast in a positive way. <u>The Essex Coast RAMS provides an opportunity for on-site green infrastructure provisions to be incorporated into large scale</u></p>

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		<p>These on-site mitigation measures should be incorporated into good practice for the relevant residential developments and as such this SPD provides opportunity to encourage these practices.</p>		<p><u>developments</u>. The RAMS is a joint project between 11 local authorities (Basildon, Braintree, Brentwood, Castle Point, Chelmsford, Colchester, Maldon, Rochford, Southend, Tendring and Thurrock). The SPD Essex Coast RAMS document will be available for public consultation in Spring <u>the late summer of 2019</u>.</p>
Natural England	1.11	<p><u>Biodiversity enhancement</u> This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraph 118 of the NPPF. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment.</p> <p><u>Landscape enhancement</u> The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature. Landscape characterisation and</p>	<p>These issues are already covered by the Maldon District Design Guide's technical document on Landscape and Green Infrastructure, which is already referred to in the MDDG part of para 1.11.</p>	None

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		<p>townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might make a positive contribution to the character and functions of the landscape through sensitive siting and good design and avoid unacceptable impacts.</p> <p><u>Other design considerations</u> The NPPF (para 180) includes a number of design principles which could be considered, including the impacts of lighting on landscape and biodiversity.</p>		
South Woodham Ferrers Town Council	1.11	We welcome the emerging Essex Coast Recreation Disturbance Avoidance Mitigation Strategy (RAMS) in view of the many designated sites in the South Woodham Ferrers parish.	Noted	
Natural England	1.13	An SPD requires a Strategic Environmental Assessment only in exceptional circumstances as set out in the Planning Practice Guidance here. While SPDs are unlikely to give rise to likely significant effects on European Sites, they should be considered as a plan under the Habitats Regulations in the same way as any other plan or project; in this instance we note that a number of the projects enclosed within the SPD are within close proximity to the	Para 1.13 will be expanded to make it clear that individual GI projects may need assessment under the HRA process.	<u>...A number of the projects within this GI Strategy are within close proximity to the coastal European sites, and as such require due consideration under the Habitats Regulations assessment process.</u>

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		coastal European designated sites and as such require due consideration under the Habitats Regulation Assessment process.		
RSPB	1.13 pg 9	<p>It is of the utmost importance that any project that may come forward must not have an adverse effect on the internationally important features of the Blackwater Estuary Special Protection Area (SPA).</p> <p>In particular, the Water Sports Awareness Programme (Section 2) and the developing work around the RAMS strategy has to be robust and must not overtly promote activities that could have serious impacts on sensitive species.</p>	<p>Some of the projects will provide recreational opportunities away from the estuaries, thus potentially diverting recreational pressure away from the most sensitive areas of the District.</p> <p>The Water Sports Awareness Programme has clear synergies with the RAMS, in that both aim to reduce the recreational impacts on the Estuaries.</p> <p>Para 1.13 has been expanded to cover HRA for individual projects.</p>	See above
Protecting & Enhancing Wildlife				
RSPB	Page 11	<p>We fully support the inclusion of the two Turtle Dove Friendly Zones (TDFZs) that fall within the council’s boundary.</p> <p>The first RSPB reserve is Old Hall Marshes, not the Blackwater Estuary National Nature Reserve (NNR), which is an entity in its own right.</p>	The reference to the RSPB reserves will be corrected	Two RSPB reserves, the Blackwater Estuary National Nature Reserve <u>Old Hall Marshes</u> and Wallasea Island ...
MDC Planning	Page 11	Correction: Two RSPB reserves - Blackwater	The reference to the RSPB	Two RSPB reserves, the Blackwater

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and Licensing Committee via the Chairman and Vice-Chairman		Estuary NNR is incorrect. The second RSPB reserve is Old Hall Marshes.	reserves will be corrected	Estuary National Nature Reserve <u>Old Hall Marshes</u> and ...
RSPB	2.8 page 13	<p>It would be helpful for those using the strategy to separate out these important SPA Feature species in to ‘breeding’ and ‘wintering’:</p> <p>Breeding: Pochard, Ringed Plover and Little Tern</p> <p>Wintering: Hen Harrier, Dark-bellied Brent Goose, Dunlin, Black-tailed Godwit, Grey Plover</p> <p>Wintering features, particularly Black-tailed Godwits may be present in internationally important numbers in every month from August through to April. Typically, birds that are present in the spring and autumn will have spent the winter months further south in western Europe (coastal France, Portugal). When they arrive in spring, they are less habituated to the regular human activities that long-staying over-wintering birds have acclimatised too. It follows that birds present for a shorter period of time will show a disturbance effect at a greater distance than over-wintering birds. This</p>	Para 2,8 has been expanded to cover the points raised.	<p>These are designated on the basis of the coastal and estuarine habitats and species assemblages they support, and in particular populations of wintering (Hen Harrier, Dark-bellied Brent Goose, Dunlin, Black-tailed Godwit, Grey Plover) and breeding birds (Pochard, Ringed Plover and Little Tern) including dark bellied geese, hen harrier, red knot, grey plover, common pochard, dunlin, ringed plover, black tailed godwit, little tern). Over Wintering species, particularly Black-tailed Godwits, may be present in internationally important numbers from August through to April. This prolonged period of up to nine months has to be a significant consideration when assessing impacts of any projects. Typically, birds that are present in the spring will have spent the winter months further south in western Europe. When they arrive in spring, they are less habituated to the regular human activities that long-</p>

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		prolonged period of up to ten months has to be a significant consideration when assessing impacts of any projects, as per our comment in paragraph 1.13 above.		<u>staying over-wintering birds have acclimatised too. It follows that birds present for a shorter period of time may show a disturbance effect at a greater distance than over-wintering birds.</u>
RSPB	2.10	The RSPB does not manage Tollesbury Wick. Our reserve is called Old Hall Marshes	The reference to the RSPB reserves will be corrected	...Tollesbury Wick Marshes (EWT and RSPB) <u>and Old Hall Marshes (RSPB)</u>
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	2.10	Correction: Tollesbury Wick is an Essex Wildlife Trust (EWT) reserve, not a RSPB reserve.	The reference to the nature reserves will be corrected	...Tollesbury Wick Marshes (EWT and RSPB) <u>and Old Hall Marshes (RSPB)</u>
Essex County Council	2.11	The Maldon District supports a wealth of biodiversity assets, including a large number of locally, nationally and internationally designated sites, as well as extensive areas of open countryside which supports a range of habitats (many lying within farmed landscapes). Reference to the Wallasea Island project is out of date, as all construction work has been completed, and the site is now naturally re-seeding/colonising and open to the public. Reference in paragraph 2.11 should be updated.	Para 2.11 will be updated as suggested	... Wallasea Island <u>is open to the public, and</u> can be accessed by boat from Burnham-on-Crouch. The island is currently undergoing transformation, the largest <u>conservation and engineering project</u> of its kind in Europe... Crossrail scheme in London. <u>The construction work has been completed and the site is naturally re-seeding/ colonising.</u>
RSPB	2.12	Should read Turtle Dove Friendly Zone, not Conservation Zone	Agreed, this will be corrected	A Turtle Dove Conservation <u>Friendly</u> Zone was...
Forestry	General	In comparison to other districts in East	Add a section to 'Protecting &	Additional text after para 2.12

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Commission		<p>Anglia, there is higher density of ancient woodlands in Maldon District. Advice on Ancient woodlands provided to assist the Council in assessing the appropriateness of sites for future development with regard to any which may be near to Ancient Woodland.</p> <p>The resilience of existing and new woodland is a key theme of the Forestry Commission’s work to Protect, Improve and Expand woodland in England. The Forestry Commission is keen to work in partnership with Woodland / Forest Stakeholders to develop opportunities for woodland creation to deliver these objectives highlighted above.</p>	<p>Enhancing Wildlife’ (after para 2.12) on the importance of ancient woodlands based on the Forestry Commission response.</p>	<p>Ancient Woodland <u>Ancient woodlands are irreplaceable. They have great value because they have a long history of woodland cover, with many features remaining undisturbed. This applies both to Ancient Semi Natural Woodland (ASNW) and Plantations on Ancient Woodland Sites (PAWS).</u></p> <p><u>In comparison to other districts in East Anglia the Maldon District has a high density of ancient woodlands. There are 12 ancient woodlands in the Danbury / Baddow area, 11 in the Wickham Bishops / Great Baddow area and 12 between Danbury and Cold Norton. (source: Forestry Commission response to the GI Strategy consultation) These woodlands are important landscape features, will have great biodiversity and are therefore a great natural asset locally and at a regional level.</u></p>
Chelmsford City Council	Fig 2.1	<p>Danbury Ridges is identified as part of a Core Biodiversity Area (C3) in Chelmsford’s GI SP. This area crosses the boundary with Maldon District and includes Woodham Walter Common Sites of Special Scientific Interest (SSSI). Figure 2.1 in Maldon’s GI Strategy fails to show this SSSI or how it</p>	<p>Thank you for bringing this to our attention. It appears to be a formatting anomaly on this map. The map area for figure 2.1 will be changed to show the whole of the District and the Woodham Walter SSSI complex.</p>	<p>Fig 2.1: Adjust the area of the map coverage to include all of the District (as per the other maps) and to include the whole of the Woodham Walter SSSI complex.</p> <p>Change MDC boundary style to match</p>

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		connects with the rest of Danbury Ridges.		the other maps.
RSPB	Strengths and Opportunities (page 14)	<p>1. We recommend a re-wording of the last bullet point to:</p> <p>The Essex Little Tern Group (ELTG) is a group of public, private and non-governmental organisations who are working to restore little tern populations around the district. Old Hall Marshes and Tollesbury Wick are key sites. Through a combination of vegetation management, deployment of little tern decoys and the use of oyster-shells (provided by local oystermen) to raise the beach-crest which provides safer nesting habitat, the number of successfully breeding birds is increasing.</p> <p>2. Furthermore, could we request that an additional bullet point is included as follows: RSPB, Essex Wildlife Trust, Maldon District Council, Natural England, Environment Agency, The Farming and Wildlife Advisory Group (FWAG), local water companies and landowners are currently establishing a Blackwater Conservation Strategy. It’s focus is on protecting and enhancing key species and habitats by working more closely together to share ideas, management methods, our experiences and knowledge.</p>	The desk based study findings (page 14) will be amended as suggested.	<p>Delete the last bullet point on page 14 and replace with:</p> <ul style="list-style-type: none"> <u>The Essex Little Tern Group (ELTG) is a group of public, private and non-governmental organisations who are working to restore little tern populations around the district. Old Hall Marshes and Tollesbury Wick are key sites. Through a combination of vegetation management, deployment of little tern decoys and the use of oyster-shells (provided by local oystermen) to raise the beach-crest which provides safer nesting habitat, the number of successfully breeding birds is increasing.</u> <p>Add an additional bullet point (page 14):</p> <ul style="list-style-type: none"> <u>RSPB, Essex Wildlife Trust, Maldon District Council, Natural England, Environment Agency, The Farming and Wildlife Advisory Group (FWAG), local water companies and landowners are currently establishing a Blackwater Conservation Strategy. Its focus is on protecting and enhancing key species and habitats by working</u>

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		<p>A map showing the boundary of this area is attached as a separate pdf.</p> <p>Integrated partnership working is broadly referenced in the stakeholder comments section on page 15, the Analysis on page 17 (paragraphs 2.13/2.16) and enshrined within Principle 2 ‘Protecting and Enhancing Biodiversity (page 62). The Blackwater Conservation Strategy will be a prime mechanism for delivering this fundamental principle.</p>		<p><u>more closely together to share ideas, management methods, our experiences and knowledge.</u></p>
Woodham Walter Parish Council	Protecting and Enhancing Wildlife	<p>Throughout the document there appears to be no mention of Woodham Walter Common, an important site with SSSI status. On various maps it has been designated as F5 and annotated as being ‘Little Baddow and Danbury Wooded Farmland’. Both Little Baddow and Danbury fall outside of the MDC boundary yet the Common is under the control of the Woodham Walter Parish Council and managed for them by The Essex Wildlife Trust. It is therefore separate from any other area outside of the Parish boundary and with a different characteristic. This Council considers that this should be corrected, as it is an important factor in the area landscape character and should be a material consideration when dealing with local issues.</p>	<p>Unfortunately, the map for Fig 2.1 ‘Protecting and Enhancing Wildlife’ had a formatting error that meant that not all the District was shown, resulting in Woodham Walter SSSI being missed off the map. This is being rectified.</p> <p>Additional text will be added to the section on designated nature conservation sites (page 13) for the Woodham Walter SSSI, as it is the largest inland SSSI in the district.</p>	<p>Fig 2.1 to be reformatted, to show the whole of the District and the Woodham Walter Common SSSI.</p> <p>Additional paragraph after 2.11: <u>Woodham Walter Common SSSI is the largest inland SSSI in the district, and extends into the neighbouring local authority and the parishes of Little Baddow and Danbury. The SSSI is an extensive area (almost 80ha) of ancient woodland and woodland that has developed on former heathland.</u></p>

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Individual	Protecting & Enhancing Wildlife	<p>I wish to emphasise the importance of:</p> <ul style="list-style-type: none"> retaining and enhancing existing green spaces, including Primrose Meadow, and the natural environment of Promenade Park and Millennium Wood; preserving the major hedgerows along the main roads of Maldon, for wildlife, visual screening and as noise barriers; liaising with the Essex Wildlife Trust, especially in relation to Wick reserve, which is destined to be surrounded by housing, as well as on other relevant issues. 	<p>The Prom Park (including Millennium Wood) and The Wick have their own projects in the GI Strategy reflecting their importance to the local community.</p> <p>The hedgerow mapping sub project will be expanded in Maldon’s Hidden Landscapes project.</p> <p>However, the Council has limited powers relating to hedgerow protection.</p>	<p>Maldon’s Hidden Landscapes sub projects: Mapping of historic hedgerows in the District Dengie, to promote wildlife, landscape and heritage benefits.</p>
Essex County Council	Figure 2.0: Green Infrastructure Baseline: All Green Infrastructure	<p>Figure 2.0: Green Infrastructure Baseline: All Green Infrastructure ECC recommend reference is made to Local Geological Sites (LoGS) to accompany Local Wildlife Sites (LoWS) and Local Nature Reserves in Figure 2. These can be evidenced via the following link for Maldon District: http://geoessex.org.uk/maldon.html</p>	<p>LoGS will be added to figures 2 and 2.1</p>	<p>Fig 2 and 2.1 will be amended to include Local Geological Sites.</p>
Natural England (NE)	SEA Screening	<p>We note that based on the assessments in appendices 1 and 2 of the Strategic Environmental Assessment (SEA) Screening Report, the Council considers that the green infrastructure initiatives promoted through the Strategy would not have a significant</p>	<p>The detailed officer response is provided in the SEA Screening section of this report (page 98).</p> <p>In response to the NE comments, additional wording</p>	<p>2.13 There are international nature designations along Maldon District’s coastline and estuaries, with a number of local nature designations inland as well as along the coast. Both the desk based study and stakeholder findings</p>

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		<p>negative impact on the environment, but would in fact see significant improvements to both informal and formal open space and green infrastructure features across the district.</p> <p>Point g. in Appendix 2 of the report indicates that the Strategy assists with implementation of LDF policies to protect designated wildlife sites, by ensuring that appropriate consideration is given to green infrastructure provision. The report states that the Strategy does not set out the policy framework for protecting and enhancing these (statutorily designated) areas; it provides guidance on delivery mechanisms.</p> <p>Natural England’s advice is that in order to enable the SEA (and HRA) screening report to conclude ‘no significant environmental effect’ the Strategy should incorporate clear objectives and commitments to ensure the protection and enhancement of designated sites, including internationally designated sites, SSSIs and Local Wildlife Sites; and to secure the delivery of any GI mitigation required to address the adverse effects of development, particularly through increased recreational pressure and disturbance.</p>	<p>has been added to para 2.13 and 2.16</p>	<p>identified existing initiatives, <u>such as the Essex Coast RAMS</u> that aim to protect and enhance these designations, as well as species, but there is scope for partnerships to be strengthened. In contrast, there is increasing recreational pressures on habitats, whilst the intensification of agricultural practices has historically affected biodiversity in Maldon District.</p> <p>2.16 The key priorities for Protecting and Enhancing Wildlife in Maldon are:</p> <ul style="list-style-type: none"> • <u>Protecting international, national and local</u> wildlife designations, ensuring that their integrity is maintained and enhanced, whilst also helping identify and protect non-designated natural greenspace. A suggested framework to help achieve the latter is presented in Appendix 2 • Managing the recreational pressure exerted on <u>international, national and local</u> wildlife sites, providing places for Maldon District’s residents and visitors to enjoy the District’s natural environment and experience the benefits provided by access to nature, whilst managing

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		<p>This should also reflect the current work being undertaken to develop the emerging Essex Coast strategic solution, the Essex Recreational Avoidance and Mitigation Strategy (for further information on this we would refer you to our interim advice letter dated 16th August 2018 reference 244199).</p> <p>Our advice is that the Strategy and SEA screening report be amended accordingly.</p>		<p>potential impacts <u>through mitigation projects and partnerships.</u></p>
Creating Resilient Water Environments				
Environment Agency	Creating Resilient Water Environments	<p>Shoreline Management Plan</p> <p>The draft document refers to current standards of protection offered to the area and that there will be additional development to create new homes. What it does not cover, or refer to, is the Shoreline Management Plan (SMP). The SMP is the strategic document for managing the coastline (and is linked into planning and development). Funding for delivering the preferred policies in the SMP are not guaranteed and maintaining the standards of tidal flood protection may be challenging. It will require a partnership approach with developers, with the potential to seek contributions towards maintaining or improving the levels of protection from</p>	<p>Additional bullet point on the SMP will be added to the Weaknesses and Threats box on page 22</p>	<p>New bullet point (Weaknesses and Threats page 22)</p> <ul style="list-style-type: none"> • <u>The Shoreline Management Plan (SMP) is the strategic document for managing the coastline (and is linked into planning and development). Funding for delivering the preferred policies in the SMP are not guaranteed and maintaining the standards of tidal flood protection may be challenging. It will require a partnership approach with developers, with the potential to seek contributions towards maintaining or improving the levels of protection from flooding.</u>

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		flooding.		
Environment Agency	Creating Resilient Water Environments	<p>Natural Flood Management</p> <p>The recent change in emphasis in the NPPF for the consideration of natural flood management techniques to reduce the causes and impacts of flooding should be considered. There are potential benefits in encouraging the implementation of natural flood management techniques on and around small watercourses in catchment headwaters. At a development site level, small scale natural flood management measures can potentially be incorporated within the site boundary and there is some potential to overlap these with Sustainable Drainage Systems (SuDS) measures, but these are only likely to yield small benefits in flood risk management on individual sites. Greater gains from natural flood management are likely to only be achieved over a wider catchment scale and would benefit from strategic coordination and acknowledgment within the Green Infrastructure Strategy.</p>	Text on natural flood management will be added after 2.25	<p>New paragraph after 2.25:</p> <p><u><i>Natural Flood Management</i></u></p> <p><u>The NPPF encourages the use of natural flood management techniques to reduce the causes and impacts of flooding. Natural flood management is when natural processes are used to reduce the risk of flooding and coastal erosion. Examples include: restoring bends in rivers, changing the way land is managed so soil can absorb more water and creating saltmarshes on the coast to absorb wave energy There are potential benefits in encouraging the implementation of natural flood management techniques on and around small watercourses in catchment headwaters. At a development site level, small scale natural flood management measures can be incorporated within the site boundary and there is some potential to overlap these with SuDS measures, resulting in benefits in flood risk management for the individual site. However, greater gains from natural flood management could be achieved when applied over a wider catchment scale.</u></p>
Environment	2.17	It would be useful to add to this paragraph	Para 2.17 will be amended as	2.17 additional sentence:

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Agency		that “ <u>the envisaged impact of climate change on the water environment means that the risk of flooding within the district is likely to increase over the next 100 years</u> ”.	suggested	<u>The potential impact of climate change on the water environment means that the risk of flooding within the district is likely to increase over the next 100 years</u>
Environment Agency	2.19	This paragraph should have the addition of the following word (shown in italics) to convey the correct interpretation of the Environment Agency spatial flood defence maps: “The Environment Agency’s Spatial Flood Defences map shows <i>where</i> there is a standard of protection equal to or better than 1 in 100 (1%) for rivers and 1 in 200 (0.5%) from the sea.”	Para 2.19 will be corrected	...The Environment Agency’s Spatial Flood Defences map shows <u>where</u> there is a standard of protection equal to or better than 1 in 100 (1%) for rivers and 1 in 200 (0.5%) from the sea.”
Environment Agency	2.22	We welcome that smaller watercourses have been identified as presenting localised flood risk. It would be useful to add “ <u>Holloway Road ditch, Heybridge</u> ” and “ <u>Heybridge Hall ditch</u> ” to this example given the frequency of flooding and local concern and awareness of issues relating to those watercourses.	2.22 will be expanded as suggested	Smaller water courses, such as Spickett’s Brook, <u>Holloway Road ditch and Heybridge Hall ditch</u> , present localised flood risk...
Environment Agency	Creating Resilient Water Environments	<u>Watercourses and Flood Risk</u> We support the principle of maintaining natural features such as ditches and watercourses, particularly in relation to the Garden Suburbs. There are significant benefits in leaving green corridors around watercourses and setting these within public open space or as part of a green link route	This point will be added to the text.	New para after 2.22 page 12: <u>There are significant benefits in leaving green corridors around watercourses and setting these within public open space or as part of a green link route as there is less risk of householder modification of these features. If these areas remain as public open space, the</u>

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		as there is less risk of householder modification of these features. If these areas remain as public open space, the risk to habitat through culverting or increased local flood risk etc. is reduced.		<u>risk to habitat through culverting or increased local flood risk etc. can be reduced.</u>
South Woodham Ferrers Town Council	Page 21	We are concerned about the dissolved oxygen and ammonia levels within the River Crouch.	The water quality in the lower reaches of the River Crouch (below Wickford) is better than it is upstream. However, there are a number of environmental issues along the length of the River Crouch including diffuse and point source pollution and invasive species, which are of concern and could impact on the Crouch Estuary. This GI Strategy can only influence the waterways flowing into the estuary from within Maldon District.	None
Environment Agency	2.27	It may be worth adding in this paragraph that approximately 30% of the land area of the Maldon District lies within Flood Zone 2 and Flood Zone 3. Reference here could be made to the map in Figure 2.2.	Para 2.27 will be amended as suggested.	...large areas of the District lie within flood zones (<u>approximately 30% of the land area in the District is within Flood Zones 2 and 3. See fig2.2</u>), and are subject to...
Essex County Council	Stakeholder comments pg 22	Under 'Stakeholder comments' (page 22) reference is made to there being a lack of distinction between SuDS and accessible green infrastructure in development proposals and as such, there is a potential	Public Open Space (POS) has a function and practicality in its own right. POS by its very nature has to be accessible and useable. If a percentage of POS	<u>New para on SuDS after 2.25</u> <u>SuDs in Public Open Space (POS)</u> <u>All development must contribute towards improving the provision, quality</u>

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		<p>conflict between the provision of SuDS and open/recreation space. It is unclear within the Strategy if this has been addressed.</p> <p>As Lead Local Flood Authority (LLFA) the County Council considers that whenever possible SuDS features should be incorporated with Public Open Space (POS). This approach maximises deliverability, minimises land take and provides access to SuDS to help educate people about their use as well as providing blue green amenity benefits. It is preferable to design features in a way that allows their use for as much of the time as possible. If a dry feature, such as a detention basin, is used it is likely that it will only be used during heavy periods of rain, when there is reduced usage of the area for POS. Furthermore, a well-designed feature that is properly drained could allow for that part of the site to drain more quickly than a stand-alone area, which would allow increased potential usage.</p>	<p>is required to meet the needs of all residents it should not be dominated by SuDS features as a detention basin is not practical for POS whether wet or dry. POS is diverse in its use; to have an informal 'kick about', to have a picnic or to ride a cycle. It must be accessible to all users including families with pushchairs, wheelchair users, motor scooter users and walkers. Whilst SuDS features are considered an element of POS within the Garden Suburb Masterplans and Strategic Design Codes, SuDS features should not dominate the POS. Other options should be considered as alternatives to SuDS detention basins including Rain Gardens, Tree planting or underground SuDS features to ensure there is sufficient POS and that is functional and practical to the development.</p> <p>Reference should be made to C21 MDDG SPD 'Future Proofing'</p>	<p><u>and/or accessibility of local and strategic open space, sports, community and leisure facilities, biodiversity and habitat. Direct provision of POS should form part of a green infrastructure network. POS should be accessible, functional and practical for all users. POS is diverse in its use, to have an informal 'kick about' or for other ball games' to have a picnic or to ride a cycle. POS must not be dominated by Sustainable Drainage Systems (SuDS) features whether wet or dry and should not encumber use of the POS for informal recreation and play or impact upon direct routes to facilities and services for pedestrians, cyclists, motor scooters, wheelchairs and those with pushchairs and buggies. SuDS features should be incorporated into existing site features including watercourses and ditches. Where SuDS features overly dominate the POS provision, alternatives or complementary SuDS should be considered including 'Rain Gardens' tree planting or an underground drainage network.</u></p> <p>Footnote: Maldon District Design Guide SPD and</p>

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				<p><u>supporting Landscape and GI Technical Document</u> are available at: https://www.maldon.gov.uk/info/20048/planning_policy/9226/urban_design/2 <u>Designing Rain Gardens: A Practical Guide</u>, Urban Design London is available at: https://www.urbandesignlondon.com/resources/designing-rain-gardens-practical-guide/</p>
Environment Agency	Para 2.29 and 3.5	<p>Water Quality: We welcome and support the priorities identified in the strategy, specifically for Water quality. In particular, paragraphs 2.29 referring to a resilient water environment, and paragraph 3.5 outlining that Maldon DC will work with key bodies including the Environment Agency to help improve water quality in the district.</p> <p>Water quality is mentioned as an issue in the Strategy. A countrywide ruling came into force in April 2018 called Farming Rules for Water, where all farmers need to meet new rules to protect water quality. Further information can be found here https://www.gov.uk/guidance/rules-for-farmers-and-land-managers-to-prevent-water-pollution . If appropriate, these rules should be mentioned in the Strategy to help improve river habitat quality.</p>	A footnote will be added to para 3.5	<p>Footnote to para 3.5 page 62 <u>In April 2018 ‘Farming Rules for Water’ were introduced to help farmers and landowners reduce the risk of pollution to protect water quality. Further information is available at:</u> https://www.gov.uk/guidance/rules-for-farmers-and-land-managers-to-prevent-water-pollution</p>

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Essex Bridleways Association & British Horse Society	Para 2.29, pg 22	Para 2.29: the key priorities paragraph includes the bullet point regarding increasing access; again, the aspiration to include as many user groups as possible should be embedded here. This document is sadly lacking if it blatantly discriminates against one user group in its aspirations and this should be addressed.	The bullet point does not need changing as it is already inclusive: 'Increases access to the coastline, rivers and canals, whilst managing associated impacts'	None
Individual	Figure 2.2	<p>Figure 2.2 could be misleading Maldon replicated as their zone 2 & 3 flood zones the old 5m contour lines that the Environment Agency hurriedly introduced about 10-15 years ago, to show possible flood areas, across the whole country. There was nothing scientific about the area shaded blue on their maps. For example in our area they didn't take any regard for the fact that sea walls & other barriers were in existence - nor that 4.5 m is a mountain in a flood zone if all the other land round and about is at 4m or less.</p> <p>Since then EA have produced a much more detailed map, whilst not suitable for planning, it allows people to make a judgement. In my personal case my house whilst in the middle of the 5m contour and therefore your flood zone 2 and 3, & the deep blue of the EA map, is in fact a low risk property. My house is unlikely to flood,</p>	The map uses the flood zones identified by the Environment Agency. The map also shows the extent of the spatial flood defences. The link to the Environment Agency interactive map will be added at the end of the Flooding section (pg 20)	Add footnote to para 2.22 The Environment Agency's interactive flood risk map is available at: https://flood-warning-information.service.gov.uk/long-term-flood-risk/map?easting=587569.15&northing=203622.58&address=100091258901&map=SurfaceWater

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		<p>therefore is in a white zone. Your map as the old broad brush EA map, gives the wrong message about my and of course other people’s property. Perhaps some appropriate comment can be added to your figure 2.2. For individual houses use the following link. https://flood-warning-information.service.gov.uk/long-term-flood-risk/map?eastings=587569.15&northing=203622.58&address=100091258901&map=SurfaceWater</p>		
Supporting Local Landscape Character page 25				
Woodham Walter Parish Council	Supporting Local Landscape Character	<p>This Council believes that there should be a much greater emphasis on local landscape character types. In this respect we do not consider that the document goes far enough in its coverage to avert the degeneration of green areas from inappropriate and indiscriminate development, whether purporting to be tourism focussed or otherwise, that do not respect the local character or views.</p>	<p>Landscape protection is already covered by a number of policy documents, and this Strategy should be read in conjunction with these other policies, and not in isolation.</p> <p>GI Strategy policy Principle 3 (page 63) focuses on conserving and strengthening links with our landscape. LDP Policy D1 design quality & built environment protects landscape settings, the natural environment and encourages development to contribute to and enhance local distinctiveness. Paragraph 3.5 expands on this policy. The Maldon District Design Guide at</p>	None

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			<p>B03 and B04 covers landscape character in some detail, as does the accompanying technical document Landscape and Green Infrastructure.</p> <p>Where appropriate, a landscape and Visual Impact Assessment (LVIA) or an assessment of impact on local landscape character can be required for development proposals.</p>	
Individual	Supporting Local Landscape Character	<p>I wish to emphasise the importance of:</p> <ul style="list-style-type: none"> • preserving the major hedgerows along the main roads of Maldon, for wildlife, visual screening and as noise barriers; 	<p>Hedgerow mapping is included within Maldon's Hidden Landscapes project, to clearly identify historic hedgerows and raise awareness of their value. However, the Council has limited powers relating to hedgerow protection.</p>	<p>Maldon's Hidden Landscapes sub projects: Mapping of historic hedgerows in the <u>District Dengie</u>, to promote wildlife, landscape and heritage benefits.</p>
Celebrating Cultural Heritage				
G Courtney A Maldon Harbour Commissioner	Cultural heritage	I am concerned to see no references to the marine industry heritage in this policy document.	The section on Supporting Economic progress and Tourism at paras 2.95 and 2.96 (page 56) refer to the strong maritime economy and culture of the district. In the Celebrating Cultural Heritage section, the district's maritime heritage is an identified strength (page 32)	None

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Essex County Council	Celebrating Cultural Heritage	Strengths and Opportunities - Reference should be made to the significance of the historic coastal grazing marshes and the widespread evidence of the Late Iron Age and Roman salt-making industry (Red Hills) within the marshes.	This section is missing reference to non-designated heritage assets. The Council is embarking on a parish by parish assessment of non-designated heritage assets to develop a List of Local Heritage Assets. In addition, there are historic landscapes and non-designated assets of archaeological value that should be recognised in the Strategy. Text on non-designated heritage assets has been added.	<p>New paragraphs after 2.43: <u>Non-Designated Heritage Assets</u> <u>The District contains over a thousand listed buildings, which are protected by law. There are many historic buildings which, although they may not meet the criteria for national listing, possess local value because of their architectural and historic interest. The District Council is developing Lists of Local Heritage Assets to identify and celebrate these locally important buildings in each parish. Inclusion on a Local List does not of itself bring any additional consent requirements over and above the existing requirement for planning permission. However, it does mean that a building's heritage significance will be a material consideration in the planning process.</u></p> <p><u>Within the wider landscape, there are other non-designated heritage assets of historical and archaeological interest, such as the remnants of the late Iron Age and Roman salt-making industry (Red Hills), and the historic coastal grazing marshes that are of significance to the cultural heritage of the district.</u> Footnote: <u>The Historic Environment</u></p>

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				<p><u>Characterisation Project (2008) provides an overview of the district and the Historic Environment Record. Available at:</u> www.maldon.gov.uk/publications/LDP/pre-submission/2%20Design%20and%20Climate%20Change/EB018%20Maldon%20District%20Historic%20Environment%20Characterisation%20Project.pdf</p>
Essex County Council	Celebrating Cultural Heritage	<p>Reference is made to the district’s strong cultural heritage, which is reflected in the number and range of designated features within the landscape. Consequently, reference should be made to the Historic Environment Characterisation Project (2008) that provides an overview of the district and the Historic Environment Record.</p> <p>www.maldon.gov.uk/publications/LDP/pre-submission/2%20Design%20and%20Climate%20Change/EB018%20Maldon%20District%20Historic%20Environment%20Characterisation%20Project.pdf</p>	This will be included as a footnote to the new Non-Designated Heritage Assets text.	See above.
Promoting Healthy Living page 37				
South Woodham Ferrers Town Council	2.47	<p>We support the proposed Coastal Footpath connecting South Woodham Ferrers with Burnham on Crouch, although looking at Ordnance Survey maps, there would seem to be difficulties in proposing a direct route. Details of which can be found</p>	<p>The challenge of identifying a safe, simple route is identified in the River Crouch Greenway project.</p> <p>This project will need to rely upon Natural England’s England</p>	None

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		www.gov.uk/government/publications/english-and-coast-path-in-essex	Coast Path (ECP) for its route. The proposal for the Wallsea to Burnham-on-Crouch stretch of the ECP is due to be published later in 2019.	
Essex County Council (ECC)	Promoting Healthy Living	<p>ECC supports reference to Green Infrastructure having the potential to make a significant contribution to the health and wellbeing of local communities (physical and mental), providing recreation destinations, influencing how people travel between their homes and places of work and leisure, and the promotion of active travel and the inclusion of Active Design principles.</p> <p>As lead advisors on public health ECC has been engaged throughout the preparation of the Strategy through attendance at workshops and the ongoing provision of public health datasets. ECC welcome involvement in the potential preparation and implementation of Green Infrastructure projects, where there is a public health input and benefit.</p>	Noted	None
ECC	Promoting Healthy Living	ECC recommend health inequality and green infrastructure requires further consideration in particular. Public Health England and UCL Health equity evidence work published in 2014 considered improving access to green space, and included information and	Add a footnote to the end of para 2.64 page 41, for this report, as this paragraph refers to health inequalities.	Footnote to 2.64: <u>Further information on improving access to green space for all social groups, to reduce social equality, is available at: <a 21="" 418="" 46="" 538"="" data-label="Page-Footer" href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/a</u></td> </tr> </tbody> </table> </div> <div data-bbox=">Page 234</u>

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		evidence on access for all social groups. It can be viewed by the following link. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/357411/Review8_Green_spaces_health_inequalities.pdf		ttachment_data/file/357411/Review8_Green_spaces_health_inequalities.pdf
Essex County Council	Promoting Healthy Living New development and Recreational spaces	Recommend that the Fields in Trust (FiT) guidance for outdoor sport and play is referred to. These guidelines are a useful tool for designing outdoor recreational space and may help form the expected standards for new developments.	Add text to the end of para 2.61	<u>The Fields in Trust guidance for outdoor sport and play is a useful tool for designing outdoor recreational space. Footnote: Fields in Trust Guidance for Outdoor Sport and Play, available at: http://www.fieldsintrust.org/guidance</u>
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	Healthy Living section:	Public Rights of Way - .A partnership (between MDC, ECC, landowners etc) is needed to solve the Public Rights of Way (PRoW) issues in the countryside (eg missing bridges, impassable tracks, footpaths being used by cyclists/horse riders/vehicles) and to make the PRoW network as usable as possible. There is huge potential to raise awareness of PRoW in the District, and to make sure that the individual elements of the PRoW network are better connected together. This could be a potential scheme for RAMS (Recreational disturbance and Avoidance Mitigation Strategy) funding, to draw people away from the coast.	The ECC Rights of way improvement Plan is due for review in 2019. MDC will ensure that the aspirations of the GI Strategy and the GI projects will be embedded in MDC's response to this. As part of the Essex Cycle Strategy, Essex Highways published the Maldon District Cycling Action Plan in 2018. The purpose of the Essex Cycling Strategy is to set out the key elements of a long term plan that will lead to a significant and sustained	Add new para after 2.48 <u>The Essex Cycling Strategy sets out the key elements of a long term plan that will lead to a significant and sustained increase in cycling in Essex. Two key commitments of the Essex Cycling Strategy are to:</u> <ul style="list-style-type: none"> • <u>Establish a coherent, comprehensive and advantageous cycle network in every major urban area, utilising a combination of on-carriageway and off-carriageway cycle facilities; and</u> • <u>Ensure each District has an up to date Cycling Action Plan (renewed every</u>

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		<p>The key thing the District needs is a safe cycle network alongside roads, radiating out between the main communities. Due to funding constraints, this may need to be tackled incrementally, initially dealing with pinch points.</p> <p>Unless there is more money spent on maintaining sea walls, they are unsuitable for cycle routes (PRoW or permissive routes).</p>	<p>increase in cycling in Essex. Two key commitments of the Essex Cycling Strategy are to:</p> <ul style="list-style-type: none"> • Establish a coherent, comprehensive and advantageous cycle network in every major urban area, utilising a combination of on-carriageway and off-carriageway cycle facilities; and • Ensure each District has an up to date Cycling Action Plan (renewed every 5 years). 	<p>5 years). As part of the Essex Cycle Strategy, Essex Highways published the <u>Maldon District Cycling Action Plan in 2018</u>. This includes potential cycleway projects that would support the GI projects in this Strategy. It is recognised that effective partnership working will be key to delivering both the GI projects and the Cycle Action Plan projects.</p> <p>Footnote: <u>Maldon District Cycling Action Plan (2018)</u> is available at: https://www.essexhighways.org/upload/files/Getting%20Around/Cycling/Maldon-District-Cycling-Action-Plan.pdf</p>
Woodham Walter Parish Council	Promoting Healthy Living	<p>There appears to be an emphasis on the promotion of sports and physical recreation activities but little recognition that sports facilities in some areas are being undermined by proposed development that will detract from the joined up green infrastructure and bear little resemblance to the surrounding area characteristic. It is this Council's view that there should be a policy for preventing the loss of such facilities and dealing with the impact of such inappropriate and indiscriminate development where the LDP appears unable to do so.</p>	<p>The Green Infrastructure Strategy will be a Supplementary Planning Document that supports the LDP, it cannot introduce new policy. LDP policy N3 already protects open space, sports and recreational land and buildings.</p>	None

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Essex Bridleways Association & British Horse Society	Para 2.50, pg 37-38	Promoting Healthy Living: the Strategy correctly states that access to public rights of way are paramount to encouraging people to take more exercise, but it appears to be promoting access for cyclists rather than any other user group. Whilst the links necessary for sustainable travel to work/school etc are undisputed, recreational access is also very important and this should encompass all user groups, not just pedestrians and cyclists. After all, the large proportion of horse riders are usually women and children, two groups who are most frequently targeted to increase their uptake of exercise, but the lack of safe off-road routes are a barrier to this uptake. This needs to be addressed; the Maldon district has the lowest proportion of bridleways in Essex at only 7% of the total (Essex ROWIP) and this Strategy needs to aspire to increase such access. After all, if a route is accessible for equestrians, it is accessible for all other user groups – walkers, cyclists, equestrians and the disabled, especially those in mobility scooters.	Additional text on bridleways will be added after para 2.64	<u>Recreational access to the countryside is important and the lack of safe off-road routes can be a barrier to this. Wherever possible, new or upgraded routes should be accessible by all user groups, including walkers, cyclists, riders and people with disabilities.</u>
Sport England	Pages 38-39, para 2.50-2.55	The summary of formal recreation space provision is welcomed as this forms an important part of Green Infrastructure.	A review of pitches, NEAPs and LEAPs etc for all parishes in the District will be carried out as part of the Playing Pitch	See changes for paragraphs 3.20-3.21

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		<p>However, there is a concern that the GI Strategy's evidence base for formal recreation space provision needs and issues is reliant on the 2011 GI Study. While this may have been a robust study at the time it was prepared, the supply and demand data upon which the study was based is now over 8 years old and will not have accounted for changes in the intervening period. Furthermore, the industry standard methodology for assessing outdoor sports needs for instance has changed over this period and local standards are no longer appropriate for use when applied to new developments. For example, paragraph 2.55 advises that grass pitch provision meets the needs of recreational football, cricket and rugby but the relevant governing bodies for these sports have advised that the findings of the 2011 GI study are no longer up-to-date and that there are playing pitch needs that have not been identified.</p> <p>The need to update the evidence base for formal open space is justified by paragraph 96 of the NPPF and the Council will be expected to update this as part of the emerging review of the Maldon Local Plan. However, this should also be updated to support the delivery of the GI strategy as an up-to-date understanding of formal open</p>	<p>Strategy review (target date 2021). Principle 6 has been amended to reflect this.</p>	

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		<p>space needs and issues will help inform the identification and delivery of projects in the action plan. For example, an up-to-date playing pitch strategy would be expected to provide new recommendations and actions for the sports facilities at Promenade Park which in turn should be used for informing the proposed project to prepare a long term strategy for the park. It could also identify additional partners and funding sources for delivering the priorities in such a long term strategy for the park.</p> <p>To address this, the action plan (as part of implementing Principle 5) should make it explicit that that the formal open space study will be updated and reviewed to inform the delivery of the GI strategy.</p>		
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	2.57	Page 39 – delete Bradwell Shell Bank from the list of recreation destinations, due to its biodiversity importance.	Agreed	...Oxley Meadow, Bradwell Shell Bank , Maldon ...
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	Page 40 – Table 2.1	Natural & semi-natural greenspace - Standard 'to apply a higher level of policy protection to Local wildlife Sites.' – not sure of the need to highlight this or why higher protection is necessary. If this relates to policy NE2 in the LDP, then this should be	These are the standards used to support the preparation of the LDP. The reference to policy protection was carried through in policy NE2 which provides protection for locally designated	Add asterix to 'To apply a higher level of policy protection to Local Wildlife Sites'*** At foot of table add: ** This relates to policy NE2 MDLDP.

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		made clear	sites.	
Sport England	Page 41, para 2.61	<p>The reference to Sport England’s Active Design guide is welcomed as this signposts to detailed guidance on how green infrastructure can be designed to promote physical activity and thereby support healthy living.</p> <p>However, the GI Strategy does not build on this and provide strategy proposals or actions on how green infrastructure in new development or enhancements to existing GI will be designed to encourage physical activity.</p> <p>To address this, the action plan should explicitly expect developments to consider how they can provide or enhance green infrastructure to encourage physical activity and should specifically encourage consideration to be given to the Active Design guidance. Furthermore, reference is advocated to the use of the new Essex Design Guide (which Maldon DC has been engaged with through the EPOA) for designing green infrastructure as Active Design principles have been embedded into the new Guide e.g. in the Landscape and Green Spaces theme.</p>	<p>This issue is addressed in the Maldon District Design Guide technical document: Landscape and Green Infrastructure. This is addressed in GI Strategy policy principle 5: Improving access, fitness and contact with nature (page 64).</p> <p>Text added to the ‘Essex Design Guide’ section in Appendix 4.</p>	<p>Text added to the ‘Essex Design Guide’ section in Appendix 4:</p> <p><u>A4.6 The Essex Design Guide¹³² is the UK’s first interactive web-based design tool, embedding these ten active design principles and has been produced collaboratively with the Essex Planning Officers’ Association. Within its ‘Landscape and Greenspaces’ section, the guide specifically refers to green infrastructure stating that it should be used to offset the built environment as well as ‘shape and structure developments, while good landscape design should provide wayfinding cues and sensory stimulation – features which can provide valuable reassurance to older people and those with dementia’. The section concludes with a series of targeted questions of how a future development provides or enhances green infrastructure to meet the physical and mental health needs of future residents of all ages and abilities and does it contribute to a multifunctional biodiversity network.</u></p> <p><u>A4.7 The revised Essex Design Guide (2018), has been widened in scope to</u></p>

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				<p>cover topics including Highways Technical Manual; Sustainable Drainage Systems (SuDS); Garden Communities; Local Authority Profiles; and new themes regarding ageing populations, digital and smart technology, active design and health and wellbeing. The revised Essex Design Guide (2018) is not endorsed by MDC. However, reference should be made to the EDG where Essex County Council is the lead authority including Flood Risk, SuDs and Highways. Reference should be made to the EDG Home Page ‘Essex Local Authorities’ that lists all relevant policy documents and sets out key policy requirement for each Local Authority Area. The EDG should be referenced in relation to locally adopted design guidance, key policy and supporting documents</p>
<p>Essex Bridleways Association & British Horse Society</p>	<p>Para 2.61 pg 41</p>	<p>Para 2.61 quotes from the adopted Local Plan but appears to omit equestrians for some reason; the actual wording in Policy S3 point 8 is thus: “there will be a network of safe and usable paths and streets for pedestrians, cyclists, horse riders and vehicles. This network should prioritise accessibility to open spaces, education and health facilities”. The correct wording puts a</p>	<p>This was a transcription error. Para 2.61 and footnote will be corrected.</p>	<p>2.61: ...provide a network of safe and usable paths and streets for pedestrians, cyclists, <u>horse riders</u> and vehicles...</p> <p>Footnote 58: Maldon District Council (2017) Pre-Submission Local Development Plan 2014-2019. Available at:</p>

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		<p>completely different slant onto the following paragraphs where any mention of equestrians is omitted and should be rectified. It seems very odd that Maldon District Council are not complying with their own adopted Local Plan, subtly omitting certain areas and then implying that this is the correct wording. The footnote references strangely refer to the Pre-submission document rather than the adopted version which may of course be the reason, but it seems strange that the Pre-submission document is being used in drawing up this Strategy rather than that which has been subject to rigorous public examination by a Planning Inspector and adopted by the Council itself.</p>		
<p>South Woodham Ferrers Town Council</p>	<p>Page 42</p>	<p>Rochford District Council are currently developing plans to provide a Coastal pathway along the Southern banks of the Crouch. Connecting to pathways on the Southern banks of the Crouch is of interest but we have concerns about the viability of ferries across the Crouch. Such ferry at South Woodham Ferrers would be subject to sufficient water depth as the nearest practical ferry would be at North Fambridge.</p>	<p>The viability of any ferry/ boat proposals is a key concern. Any such proposals would need detailed consideration to ensure that the proposal was practical, viable and did not damage the biodiversity interest of the estuary. The River Crouch Greenway project identifies opportunities for river crossings at North Fambridge and Burnham-on-Crouch, but identifies that there</p>	<p>None</p>

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Essex County Council	Para 2.63	<p>ECC recommend paragraph 2.63 is amended to read:</p> <p><i>Maldon District Council will be producing, in conjunction with ten other Essex councils, the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) to address the potential effects from new residential development upon coastal European sites (61). The RAMS aims to avoid impacts in combination with other plans and projects whilst encouraging visitors to behave appropriately to protect sensitive coastal areas and its internationally important wildlife. Ensuring that sufficient recreational space within new development is provided for new residents is a consideration for the District Council when determining planning applications, in order to avoid impacts from each development alone and meet the requirements of the Habitats Regulations.</i></p>	<p>are viability issues for these.</p> <p>The paragraph will be amended as suggested. Reference to SANGS included.</p>	<p>Maldon District Council will be producing, in conjunction with ten other Essex councils, the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) to address the potential effects from new <u>residential</u> development upon coastal European sites (61). The <u>RAMS</u> aims to <u>avoid impacts in combination with other plans and projects</u> whilst encouraging visitors to behave appropriately to protect sensitive coastal areas and <u>its internationally important wildlife</u>. <u>Ensuring that sufficient recreational space (for example, Suitable Alternative Natural Green Space) within new development</u> is provided for new residents <u>is a consideration for the District Council when determining planning applications, in order to avoid impacts from each development alone and meet the requirements of the Habitats Regulations</u>.</p>
Essex Bridleways Association & British Horse Society	Page 43, last paragraph	<p>Page 43, last paragraph, mentions the towpath along the Chelmer and Blackwater Navigation and the aspiration to use it for a walking/cycle route from Maldon to Chelmsford. If any upgrading is planned,</p>	<p>This reports comments made at the stakeholder workshop. The Chelmer and Blackwater Access project could deliver an upgraded towpath between</p>	<p>None</p>

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		then it should be made accessible to ALL user groups, including equestrians, rather than just pedestrians and cyclists. It is inherently wrong to use public money to improve routes for selected user groups and discriminate against others.	Heybridge Basin and Chelmsford. As well as providing a strategic walking and cycling route, this could also offer the opportunity to extend the bridleway which currently only links Heybridge Basin to Elms Farm Park.	
Nurturing Communities page 45				
Individual	Nurturing communities	I wish to emphasise the importance of: <ul style="list-style-type: none"> • retaining and enhancing existing green spaces, including Primrose Meadow, and the natural environment of Promenade Park and Millennium Wood; • giving consideration to greening of the larger areas of communal space in the Poets Estate, which are currently quite bare and bleak; 	The Community Greenspaces, and Promenade Park projects could meet some of these aspirations.	None
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	2.71	Obesity and Mental Health are major issues in the District. This section needs expanding.	Agreed. Para 2.71 will be replaced.	<u>Generally, the health of residents in Maldon District is better than the England Average. There are however certain elements of health which are concerning for the District. Adult obesity rates in the District are high with almost six in ten being overweight or obese1. There are various factors which will influence obesity and lack of interaction with the environment or green spaces can fuel obesity; just below half of all Maldon District residents will do any</u>

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				<p><u>walking at least five times per week</u>², <u>similarly only 15% of residents will use walking as a method of transport at least three times a week - which is significantly worse than the rest of the County</u>³. The issue of obesity is reflected in both Reception and Year 6 children, who are on average more overweight than the rest of the County⁴.</p> <p><u>When considering physical activity and green space, there has been a study which has examined obesity levels in European countries which has found that areas with large amounts of green space are three times more likely to be physically active than people living in areas where there is little green space</u>⁵. Therefore, we understand that residents in the District who have more access to green space will be more likely to be physically active and henceforth reap the benefits of doing so, for example, exercise and physical activity can reduce the likelihood of an individual dying from coronary heart disease⁶. Mental health is another health priority of the Council. The proportion of estimated mental health disorders in</p>

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				<p><u>young people (5-16) is better than the county average⁷, however, the overall suicide rate for both males and females is marginally worse than the County average⁸. Access to green space has an important role to play with mental health. It has been shown that people living in a green urban area will exhibit significantly lower levels of mental distress and higher levels of wellbeing⁵. Linking physical activity, mental health and green spaces together, evidence has found that people who engage with physical activity in a natural environment would experience additional benefits to mental wellbeing than would be experienced with similar levels of indoor physical activity⁹. The District has an ageing population¹⁰, which will mean that there will be increased demand on health, social care services and support needed in the District. Issues surrounding an ageing population may also be amplified in the future with adults who are becoming more overweight. Older adults in the future may be more susceptible to developing more rapid and life changing illnesses and issues due to excess weight. Therefore, having the</u></p>

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				<p><u>opportunity to be physically active and explore the green spaces that the District has to offer could significantly benefit the health and wellbeing of residents.</u></p> <p>Footnotes: 1 <u>Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Percentage of adults (aged 18+) classified as overweight or obese (2016/17). Available at: https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East</u> 2 <u>Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Percentage of adults who do any walking at least five times per week (2014/15). Available at: https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East3</u> 3 <u>Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Percentage of adults walking for travel at least three times per week (2016/17). Available at:</u></p>

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				<p>https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East 4 Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Reception: Prevalence of overweight (including obese)(2016/17); Year 6: Prevalence of overweight (including obese) (2016/17). Available at:</p> <p>https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East 5 White MP, Alcock I, Wheeler BW, Depledge MH. (2013) Would you be happier living in a greener urban area? A fixed-effects analysis of panel data. Psychological science. 24(6):920-8.</p> <p>6 Heran BS, Chen JMH, Ebrahim S, Moxham T, Oldridge N, Rees K, et al. (2011) Exercise-based cardiac rehabilitation for coronary heart disease (Review). The Cochrane Collaboration. (7):1-97.</p> <p>7 Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Estimated prevalence of mental health disorders in children and young</p>

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				<p>people: % population aged 5-16 (2015). Available at: https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East</p> <p>8 Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Suicide rate (Male)(2015-17); Suicide rate (Female) (2015-17). Available at: https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E12000006?search_type=list-child-areas&place_name=East</p> <p>9 Coon JT, Boddy K, Stein K, Whear R, Barton J, Depledge MH. (2011) Does Participating in Physical Activity in Outdoor Natural Environments Have a Greater Effect on Physical and Mental Wellbeing than Physical Activity Indoors? A Systematic Review. Environmental Science & Technology. 45(5):1761-72</p> <p>10 Public Health England (2018) Local Authority Health Profile 2018: Maldon District. Age Profile: ONS Mid-year population estimates. Available at: https://fingertips.phe.org.uk/profile/health-profiles/area-search-</p>

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				results/E12000006?search_type=list-child-areas&place_name=East
Sport England	Page 49, para 2.82	The reference to green infrastructure aiming to promote active lifestyles and accessibility by sustainable transport modes as the focus of the 'Nurturing Communities' theme is welcomed.	Noted	None
Internal - Maldon District Council	Page 41	The 'analysis' section is missing	Analysis text will be provided	<p>Additional text added after the stakeholder comments on page 47:</p> <p><u>Analysis</u> <u>The existing green infrastructure network provides a range of spaces (formal and informal), places and routes for Maldon District's residents and visitors to engage in an active lifestyle.</u></p> <p><u>However there appears to be a lack of safe routes for cycling and horse riding, with the majority of the Public Rights of Way comprising footpaths. There should be a focus on connecting schools, places of work and recreational areas to settlements (being mindful of impacts on designated coastal habitats). This provision would encourage the use of active transport for commuting and sustainable modes of travel to places of recreation such as parks and sports facilities.</u></p>

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				<p><u>The key priorities for Promoting Healthy Living are:</u></p> <ul style="list-style-type: none"> • <u>Enhancing connectivity through the District through increased provision of, or the enhancement of, the public footpath network, including increased provision of other modes of sustainable transport such as cycling and horse riding;</u> • <u>Ensuring new developments promote active lifestyles by providing interactive spaces for children and adults on or near residential sites and connecting the sites to walking and cycling routes.</u> • <u>Ensuring potential conflicts, such as increased access and recreation activities occurring within close proximity to wildlife sites, are acknowledged and addressed.</u>
Sustaining productive landscapes page 51				
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	Page 52	There appears to be too much emphasis on salt production (one company) at the expense of the importance of farming and food production in the District. For example, one farm in the District produces enough wheat to supply the whole of Essex with bread for two months. Further information on farming in the District would rebalance the emphasis of the Sustaining Productive	The paragraphs have been re-ordered and additional information has been added.	<p><u>Move para 2.86 on the Agricultural Land Classification to above 2.84, so it is the first paragraph in this section.</u></p> <p>At the end of 2.84 (agricultural employment) add: <u>The following examples of businesses give a flavour of the productive landscape in the District.</u></p>

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		Landscapes section.		<p><u>New paras after employment (formerly paragraph 2.84)</u> <u>Dengie Crops Ltd is the UK's leading grower and producer of Alfalfa, which is used in the production of high quality animal feeds. They also operate a farmers' co-operative which can provide a full service to farmers, from crop drying through to grain marketing, and a buying group through which considerable savings can be made on the purchase of a long list of products and services. Run as an extension of members' farm offices, its Agricultural Division works exclusively on each individual member's behalf.</u></p> <p><u>North Maldon Growers Ltd, wholesale producers of UK grown handpicked fresh vegetables since 1964, is a co-operative farming business of four local Essex families. They have been producing top quality field fresh vegetables for over 50 years in mid Essex on the Blackwater estuary. Reclaimed fertile soil and maritime climate combined with vast expertise and experience in this area has provided a winning formula for them to produce sweetcorn, squashes, pumpkins,</u></p>

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				<p><u>courgettes, and purple sprouting broccoli and kale.</u></p> <p><u>Part of the Wilkin & Sons (Tiptree jams) 'Tiptree' farm estate is in the District, with farms near Goldhanger and Tollesbury. Much of the fruit used in the preserve-making business is grown on the 'Tiptree' farms, with the company aiming to be self-sufficient in the fruits that will grow well in the area. Today, the farm grows fruit not only for the preserve-making business but also has a blossoming trade in fresh and frozen fruit for shops. The farm estate is managed sustainably, to LEAF (Linking the Environment and Farming) standards and is one of the LEAF Demonstration Farms. The LEAF Marque is a leading global environmental assurance system recognising sustainably farmed products.</u></p> <p><u>Ernest Doe is a long established family firm, whose headquarters are based in the Maldon District, and have a network of branches in the South and East of England. The current Managing Director Colin Doe is the fourth generation of the family to have taken the helm during</u></p>

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				<p><u>the company's 100+ years of trading. They are the UK's largest agricultural, construction and ground care machinery dealership, a major agricultural equipment supplier in East Anglia, and represent some of the best known and well respected names in the industry, supplying every type of agricultural equipment from cultivation machinery, spreaders, balers, tractors, through to combine harvesters.</u></p>
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	Page 53 para 2.90	Second sentence needs revising to make its meaning clear.	Agreed – the sentence has been re-written.	<p>The influence of the national and international economy <u>and policy has shaped the agricultural sector in the district, which has responded successfully to change by diversifying or by increasing efficiency through economies of scale. is very prominent in the District and the District has responded through diversifying.</u></p>
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	Fig 2.8 – Baseline for Sustaining Productive Landscapes	The farm land managed under the Environmental Stewardship Scheme is not seen as contributing to Green Infrastructure by the public even though approximately a third of the District's land area is managed under this scheme. Having the land management for around a third of the District focused on environmental themes is stunning. We need to enthuse farmers to	Additional text has been added to para 2.89	<p>New text at the end of para 2.89 (ALC para) <u>In addition, large areas of the district are farmed under the Countryside Stewardship or Environmental Stewardship Schemes. The main priority for these schemes is to protect and enhance the natural environment, the diversity of wildlife (biodiversity) and</u></p>

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		<p>carry on doing this. How do we recognise their contribution to GI? How do we raise awareness amongst the public? How can MDC support this?</p>		<p><u>water quality. As a result, these areas contribute significantly to the Green Infrastructure of the district.</u></p>
Supporting Economic Progress and Tourism page 55				
Maldon Society	Page 55-59 2.92-2.100	<p>Section on supporting economic progress and tourism.</p> <p>It is unfortunate that these two aims have been bracketed together as they can, as the strengths and weaknesses comment implies, be mutually exclusive.</p> <p>Nowhere is this more exemplified in the fact that apart from a small blob on one of the maps, the proposal for a new nuclear station at Bradwell appears not to be mentioned? Yet this would clearly have a direct and adverse effect on at least of the three commendable projects which are detailed separately. These are The proposal for a Bradwell/Tollesbury ferry - it is clearly assumed by default that tourists would want to approach a mega building site? The same could be said of the proposed Bradwell and St Peters circular walk project. The construction and emissions could also have a direct effect on the safety and quality of watersports activity, another project objective.</p> <p>All three of these projects deserve support and are to be commended. In this case the</p>	<p>It is recognised that the proposed new power station at Bradwell will have both positive and negative impacts. However, it is beyond the remit of the GI Strategy to deal with Bradwell in any detail. Large infrastructure projects can become tourist attractions in their own right, for example when the Channel Tunnel was being constructed it had its own visitor centre and viewing platform.</p> <p>As with all the GI projects, these projects will need to be developed further.</p> <p>The St Peter’s Circular Walk is a long-term project, which is likely to come forward after the power station is constructed.</p> <p>The Water Sports Awareness</p>	None

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		<p>views of MDC in promoting and needing tourism has to be robustly directed at Essex County Council and even the national government, since whether or not tourists come here is a matter of how the landscape is perceived by them.</p> <p>The report defines the area by Bradwell B as drained estuarial marsh, and it also states baldly that there is a risk of total inundation and of the seawalls being overtopped - these undisputed facts need to be conveyed to those who would otherwise develop the area for nuclear power generation and distribution.</p>	<p>Programme aims to educate the water sports and boating communities about the impact of their sports on vulnerable habitats and species, enabling them to act responsibly when using the estuary. As such the construction of the power station will have little impact on this programme itself.</p> <p>The appropriate safety assessments, and flood risk assessments and mitigation measures will be undertaken as part of the Development Consent Order process.</p>	
Essex Bridleways Association & British Horse Society	P56 Para 2.97	Para 2.97 again mentions improving access for pedestrians and cyclists but no mention of equestrians, despite sections of the towpath in that area already being designated bridleway. It follows that any linking routes should also be of bridleway status.	The majority of the Causeway Area is not a suitable location for encouraging horse riding. Where appropriate, horse riding access will be considered for routes linking to the Navigation.	None
Action Plan page 61				
MDC Planning and Licensing Committee via the Chairman and Vice-	Fig 3.1 (Map)	I'm not sure how realistic the ferry connection across the Blackwater would be. There are alternative routes that could be considered in addition to the indicative route shown on the map (such as Ramsey	As with all the GI projects, this project will need to be developed further to ensure that it is practical and viable.	None

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Chairman		Island to Thistly Rd, Tollesbury, or Bradwell to north east of Tollesbury Wick Marshes) that could provide an all-tide service.		
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	Page 61 Fig 3.1 word cloud	The word cloud has very little on landscape, and nothing on food production, or integrating farming and landscape, yet over 50% of the District’s area is for food production and it is the economic driver for most of the countryside. As it illustrates the views of the people attending the stakeholder workshops, it would suggest that the workshops didn’t have the right people present. The diagram needs to be amended.	<p>Although representatives of the agricultural sector did not attend the technical stakeholder workshop, representative bodies, businesses and individuals from the farming community were consulted with through the public consultation on the GI Strategy, and had that opportunity to make comments on the GI Strategy.</p> <p>The word cloud is being moved to Appendix 3 as it reflects the comments made by the stakeholders. As a result, paragraphs 3.1 and 3.2 have been amended to take into account this change.</p> <p>The sections on sustaining productive Landscapes has been revised to better represent the importance of agriculture to this district and the contribution the sector make to green</p>	<p>3.1 The vision for this GI Strategy has been informed by stakeholders, as outlined in the methodology, Appendix 1. Each stakeholder who attended the green infrastructure workshops was asked to list three words or very brief phrases which summed up what green infrastructure means to them or what they would like Maldon District’s green infrastructure to look like in the future. The word cloud in Figure 3.1 illustrates their views.</p> <p>3.2 Using the above wording, the Vision for The Maldon GI Strategy is set out below. In addition to the wording found in Figure 3.1, The Vision reflects the findings of the responses from other elements of the stakeholder consultation as well as the desk review findings outlined in Chapter 2 of this GI Strategy. The Vision encompasses the already well-functioning GI network, and its importance in defining the District’s</p>

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			<p>infrastructure through the Environmental and Countryside Stewardship Schemes. In addition, the Wildlife Friendly Farming project has been given a higher priority.</p>	<p>character, but also identifies that the GI network needs to be promoted and enhanced to maximise the delivery of benefits for local communities.</p> <p>Move word cloud to appendix 3 with the following text from para 3.1: <u>Each stakeholder who attended the green infrastructure workshops was asked to list three words or very brief phrases which summed up what green infrastructure means to them or what they would like Maldon District’s green infrastructure to look like in the future. The word cloud in Figure 3.1 illustrates their views.</u></p>
Essex County Council	Vision	<p>ECC generally supports the Vision, but recommends the following amendments to better reflect the key messages arising from national planning policy and the Strategy document.</p> <p>The Maldon GI Strategy will deliver a connected <u>multi-functional</u> landscape for communities and wildlife, which celebrates and promotes the District’s distinctive landscape character, heritage, biodiversity, coast and watercourses. Opportunities to enhance the green infrastructure network</p>	<p>These amendments are in line with the NPPF and are acceptable.</p>	<p>The Maldon GI Strategy will deliver a connected <u>multi-functional</u> landscape for communities and wildlife, which celebrates and promotes the District’s distinctive landscape character, heritage, biodiversity, coast and watercourses. Opportunities to enhance the green infrastructure network will deliver a range of benefits for local communities, <u>promote healthy living</u>, whilst providing mitigation for development and population growth.</p>

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		<p>will deliver a range of benefits for local communities, <u>promote healthy living</u>, whilst providing mitigation for development and population growth.</p> <p>The recommended amendments are consistent with policy contained in the National Planning Policy Framework (NPPF 2018), including the definition of ‘Green Infrastructure’, as contained in Annex 2: Glossary of the NPPF. NPPF, para 91c states planning policies and decisions should aim to achieve healthy, inclusive and safe places.</p>		
Essex Bridleways Association & British Horse Society	P61 para 3.2	Para 3.2: as mentioned initially, the Vision Statement should include an aspiration to include access to green infrastructure to as many user groups as possible and should be embedded within the Vision.	The proposed changes to the vision suggested by ECC, on creating a connected, multi-functional landscape and promoting healthy living cover this point.	See the above changes
Essex County Council	Policy Principles	The policy principles encourage the protection, enhancement and creation of green infrastructure and will be used to deliver the Vision. These are generally supported.	Noted	
Environment Agency	Para 2.29 and 3.5	Water Quality: We welcome and support the priorities identified in the strategy, specifically for Water quality. In particular, paragraphs 2.29 referring to a resilient water environment, and paragraph 3.5 outlining that Maldon DC will work with key	A footnote will be added to para 3.5	Footnote to para 3.5 page 62 <u>In April 2018 ‘Farming Rules for Water’ were introduced to help farmers and landowners reduce the risk of pollution to protect water quality. Further information is available at:</u>

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		<p>bodies including the Environment Agency to help improve water quality in the district.</p> <p>Water quality is mentioned as an issue in the Strategy. A countrywide ruling came into force in April 2018 called Farming Rules for Water, where all farmers need to meet new rules to protect water quality. Further information can be found here https://www.gov.uk/guidance/rules-for-farmers-and-land-managers-to-prevent-water-pollution. If appropriate, these rules should be mentioned in the Strategy to help improve river habitat quality.</p>		<p>https://www.gov.uk/guidance/rules-for-farmers-and-land-managers-to-prevent-water-pollution</p>
RSPB	3.6	<p>This should be written as Sustainable Drainage Systems (SuDS). The lower case ‘u’ does not mean ‘urban’. Leaving this uncorrected could falsely imply that issues of water management/flood risk and alleviation are solely an issue in urban environments.</p>	<p>Agreed, this will be corrected. The other references will be corrected as necessary.</p>	<p>...new developments will incorporate <u>Sustainable Drainage Systems (SuDS)</u> sustainable urban drainage systems (where necessary)...</p> <p>All other references to SuDs will be checked and corrected</p>
Individual	3.7	<p>Flood defence enhancement should be refused unless a need is proven. When is that need. For example has the predicted sea rise occurred. Is it threat now or in epoch 3 which is 100 years away. Has the sea wall deteriorated etc, are there better alternatives such as managed retreat?</p> <p>In some cases when land has been</p>	<p>It is highly unlikely that flood defence enhancement works would be undertaken if there was not an identified need. Although these are valid points, the engineering and construction methods aspects of such proposals are beyond the remit of the GI Strategy.</p>	<p>None</p>

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		<p>reclaimed, managed retreat is a better environmental option especially if a smaller amount of earth works can be undertaken to join to high contour points instead of defending a much longer stretch of sea wall defending low lying land taken from the sea, or old marsh land. The sea is only reclaiming what was stolen from it a 100 years ago or less.</p> <p>Clay and soil for such approved working is better taken from on site , instead of imported , the landscape /water scape which will then be beneficial to birds and wild life.</p> <p>There is a limit to the amount of imported clay available and should go to needy walls such as the north of the blackwater, where sea walls are not so well made as on the south.</p> <p>The EA of such significant works on the greater population must be considered against the smaller short term financial interests of those proposing the schemes,</p>		
South Woodham Ferrers Town Council	3.7	Any new or improved flood defences on the River Crouch should not have adverse effect on settlements further upstream.	New or improved flood defences at one location should not make the situation worse elsewhere. The assessment of economic, environmental and	No change

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			social impacts of proposed flood protection schemes will include both positive and negative impacts of the scheme. This policy principle deals with green Infrastructure issues only. Other issues are outside the remit of this Strategy.	
RSPB	Principle 2: Protecting and Enhancing Biodiversity (paragraph 3.8, page 62)	<p>We recommend that the order of the three themes in this section is changed to better reflect their magnitude. They should read:</p> <ul style="list-style-type: none"> • Development of a coherent ecological network • Partnership Working • Protection and Enhancement of Biodiversity in New Developments <p>We are fully supportive of protecting and enhancing biodiversity in new developments, but it has to be recognised that as developments are new, there will be little or no biodiversity interest to start with. The priority of Principle 2 has to focus on protecting and enhancing the priority habitats and species already present in the ecological network.</p>	Agreed, this change reflects the existing text in para 3.8.	Principle 2: Protecting and Enhancing Biodiversity (paragraph 3.8, page 62) Place para 3.9 protection and enhancement of biodiversity in new developments after para 3.11 partnership working.
Environment Agency	Page 62, para 3.9 and page 64 para 3.18	The Strategy will be key in helping offset the impact on flora and fauna by the proposed and current development in the Maldon area.	Noted	

Name / Organisation	Section being commented on	Summary of Comments	Officer Response	Proposed modifications – paragraph numbers refer to the consultation draft
Essex County Council	Action Plan	Principle 5: Improving Access, Fitness and Contact with Nature and Principle 6: Increasing Local Food Supply - could be strengthened with reference to public health benefits supported by related data where applicable.	Both these principles already refer to the potential benefits to physical and mental health. Therefore, the suggested change is not necessary.	None
Essex County Council	Principle 5 - Improving Access, Fitness and Contact with Nature	With regards increasing Water Based Activity Levels the following amendment is recommended to paragraph 3.26. However, particularly in coastal locations, such measures will fully consider ecological sensitivities, with a partnership approach taken to ensure impacts are avoided <u>and</u> mitigated in accordance with Recreational Disturbance and Avoidance Measures (RAMS).	If impacts are avoided, there is no need for mitigation, whilst mitigation would only occur if there were impacts that could not be avoided. Therefore, the text is correct: 'avoidance or mitigation'.	None
Woodham Walter Parish Council	3.19-3.20	The provision of local (and neighbourhood) equipped areas for play is noted and areas for such have been highlighted. It is noted that Woodham Walter has been excluded despite the fact that currently there is no provision for a LEAP or a NEAP in the Village. Having noted the omission within the consultation documents, the Parish Council is taking the initiative to provide one to supplement the existing practice goal posts on the general recreation area of Bell Meadow.	The text for this section was not as clear as it should have been. The list of parishes used was incorrect: the list was of parishes with a deficit of parks and open spaces from the GI Study, rather than a deficit in play provision from the Play Strategy. However, the evidence base for the Play Strategy is now dated and it is not felt appropriate to include this list in the GI Strategy. A	3.19 As set out in Table 2.1 of the Promoting Healthy Living theme in this GI Strategy, there is a deficiency in areas for play in some parts of the District. <u>A review of NEAPs and LEAPs for all parishes in the District will be carried out as part of the Playing Pitch Strategy review (target date 2021).</u> Therefore, opportunities to provide Local Equipped Areas for Play (LEAP) and Neighbourhood Equipped Areas for Play (NEAP) shall be assessed within the following areas:

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			<p>review of NEAPs and LEAPs will be carried out as part of the playing pitch strategy review (target date 2021). This section has been revised accordingly.</p>	<ul style="list-style-type: none"> • Asheldham • Dengie • Great Braxted • Great Totham • Hazleigh • Little Braxted • Langford • North Fambridge • Stow Maries • Ulting • Wickham Bishops • Woodham Mortimer <p>3.21 New developments within these areas shall assess the local provision of NEAPs and LEAPs and will be required to provide these within their development unless it can be demonstrated that this is not appropriate due to the scale or design of the development, or likely impacts in relation to biodiversity, cultural heritage, landscape or flood risk.</p>
Gladman Developments	3.21	<p>It is accepted that development should contribute towards both LEAPs and NEAPs to provide play space for new and existing communities in the area.</p> <p>However, this should be in line with the Greenspace Standards set out in the Maldon</p>	<p>Principle 5, refers back to table 2.1 (page 40) the greenspace standards set out in the GI Study 2011, which are the same standards used in the Maldon District Design Guide Landscape and Green Infrastructure</p>	<p>3.21 add footnote: <u>Any developer contributions will need to meet the requirements of the Community Infrastructure Regulations 2010 (or any successor regulations).</u></p>

Name / Organisation	Section being commented on	Summary of Comments	Officer Response	Proposed modifications – paragraph numbers refer to the consultation draft
		Landscape and Green Infrastructure Technical Document and should have regard to Regulation 122 of the Community Infrastructure Regulations 2010.	Technical Document. A footnote will be added to the end of para 3.21 for the Community Infrastructure Regulations 2010.	
Sport England	Page 64, para 3.23	While the actions in the action plan relating to Principle 5 are welcomed, as set out in other comments, there should be actions relating to updating the formal open space evidence base and explicitly expecting new development to be designed to promote physical activity.	The Maldon District Design Guide provides technical guidance on the integration of open space, sport and play facilities into new development, recognising the health benefits that high quality greenspace brings. The Design Guide itself states that ‘Streets should be designed to feel part of the local area. They should serve many functions, not just to the circulation of traffic, but also walking, cycling, play, social interaction and to encourage healthy living and direct connections to public transport and local facilities and services.’	Add text to para 3.18, after the 2 nd sentence: ...natural environment. <u>New development, where ever possible, should be designed to promote physical activity, following the guidance in the Maldon District Design Guide.</u> Deficiencies have been... Additional text added to the end of the paragraph: <u>The Playing Pitch Strategy is expected to be reviewed (target date 2021) ahead of the Local Development Plan review. The outcomes of this will inform the LDP review.</u>
RSPB	Paragraph 3.26 (page 64) – Increasing Water Based Activity Levels	We are cautious about the title and wording of this section. Whilst recognising that this will cover other areas of water aside from the estuary, we do not consider it appropriate to overtly promote an increase in activity on the Blackwater Estuary SPA. Given the year-round importance of the	Your concern is understandable. The paragraph already explicitly refers to the coast’s ecological sensitivities and the RAMS. The paragraph will be amended.	3.26 - Opportunities to facilitate enjoyment of the water environment within and surrounding the district will be identified. This could will include promoting access to water , taking steps to improve water quality and improving e health and

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		<p>estuary (the presence of ‘winter’ features like black-tailed godwits overlap with breeding birds such as little terns), the likelihood of an increase in water-based activity having an adverse effect on the SPA are significant and the GI Strategy should not be promoting this.</p> <p>The emphasis, as underpinned by the CIEEM-endorsed mitigation hierarchy and the first principle of biodiversity net gain (https://www.cieem.net/data/files/Publications/Biodiversity_Net_Gain_Principles.pdf) is to “Do everything possible to first avoid and then minimise impacts on biodiversity”.</p>		safety at access points.
Gladman Developments	3.32	<p>The provision of allotments in new development should be made in line with Regulation 122 of the Community Infrastructure Regulations 2010 and should be supported by evidence of the need for new facilities in the settlement within which the new development is located.</p> <p>It may be that no need exists in a particular area because of an overprovision of exiting allotments or that a better use of S106 monies would be to improve the facilities at an existing allotment, rather than provide new ones.</p> <p>Any requirement for allotments should therefore be flexible enough to allow a more</p>	If there is sufficient provision within the local area for community infrastructure, then developer contributions would not be required. This issue has been dealt with by adding a footnote to para 3.21 regarding developer contributions.	See new footnote for para 3.21

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		bespoke approach towards provision.		
Environment Agency	Para 3.48	Recommended Policy Framework, point 3.48. In particular bullet points one and three should be included in any LDP review.	Noted.	
Chelmsford City Council	Page 67	For clarity, the figure of the Green Infrastructure themes on page 67 of Maldon’s GI Strategy could be introduced at the beginning of Chapter 2 rather than in Chapter 3.	This diagram is introduced on page 4 of the Strategy and is repeated in Chapter 3. It is not proposed to include it in Chapter 2.	No change
RSPB	3.52	We ask for clarification of what the funding mechanism is for the proposed projects.	<p>The GI Strategy and Projects equips the Council and its key partners with an agenda for change which is ready to form the basis of future funding bids and applications.</p> <p>Text on delivery and monitoring has been added.</p>	<p>New para after 3.52 page 75</p> <p><u>Delivery and Monitoring</u> <u>All the projects will need to be progressed in partnership with other organisations and landowners. Delivery will also require funding. In the most cases, funding has not been identified. The Green Infrastructure Strategy, however, equips the Council and its key partners with an agenda for change which is ready to form the basis of future funding bids and applications.</u></p> <p><u>As individual projects are further developed, there will be opportunities for stakeholder input and, where appropriate, further opportunities for public engagement.</u></p> <p><u>A regime of monitoring and review</u></p>
Maldon Wick Ltd	Funding	<p>In addition, the consultation documents are not clear how these GI projects will be funded or implemented. Paragraph 3.52 identifies indicative project costs of between £10,000 - £50,000 but also that some projects ‘could cost considerably in excess of this’.</p> <p>The PPG is clear that SPDs “should not add unnecessarily to the financial burdens on development”. MDC must therefore provide greater clarity on delivery and funding of</p>	<p>All the projects will need to be progressed in partnership with other organisations and landowners, and this is made clear in the GI Projects document.</p> <p>Text on delivery and monitoring has been added.</p>	

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		<p>these projects in the draft SPD. Maldon Wick Ltd. Also request that the text includes a specific statement that, if pursued, the ‘business plans’ will be informed by up to date surveys (e.g. an ecology survey on principle 2), made publicly available with opportunities for comment from interested/affected parties.</p>		<p><u>should be established to ensure the action plan is kept up to date. Progress on GI Projects should be reported regularly and corrective actions taken where necessary. Progress reports should be made publicly available so that stakeholders, local residents, businesses and the wider public have the opportunity to engage with and shape the different projects as they progress.</u></p>
Sport England	Action Plan	<p>There does not appear to be a section in the action plan which explains how the action plan will be monitored and delivered to assess progress on delivering the generic actions and the GI projects that have been identified. Without this, there would be a concern about whether and how the action plan would be delivered in practice. For instance, will there be a steering group led by the District Council set up to oversee the delivery of the action plan with representation from key stakeholders? Will there be an annual report to report on progress? Will there be a short term (year 1) action plan to identify priority actions for the first period of the strategy? What will be the review process for the action plan?</p> <p>It is requested that a section is added to the end of the action plan on delivery and monitoring to explain the proposals for this.</p>	Text on delivery and monitoring has been added.	<p><u>As each project is further developed, each will have a monitoring framework to ensure that each meets its intended outcomes.</u></p> <p><u>The GI Strategy, as an SPD will be monitored through the Maldon District Council’s authority monitoring report.</u></p>

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Appendix 2 Appraising natural/semi-natural greenspace sites				
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	Appendix 2, 3.76 page 79	Delete bullet 3.76 and renumber following paragraphs.	Agreed	The formatting and numbering will be reviewed once the amendments have been made to the document
Essex County Council	Appendix 2 – Appraising Natural and Semi-natural Greenspace Sites: Guidance Note	The robust criteria for the appraisal of natural and semi-natural greenspace is welcomed. Although nature conservation designations have been excluded from the natural and semi-natural green space criteria, reference should still be made to ‘proximal green space’. In these areas cultural services such as aesthetic experience and spiritual/cultural enrichment may still be achieved due to the proximity to nature conservation areas.	This appraisal process is to enable areas of local significance to be identified, which is why designated sites have been excluded from the process. Land adjacent to designated sites may have a value in acting as a buffer around the designated area, however, as the criteria are focused on habitat types, it may not be appropriate to identify land solely due to its proximity to other sites.	None
Appendix 3 Stakeholder Input				
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	Page 80 -	First bullet point needs amending to make its meaning clear.	This is the direct quote on the Post-It note where workshop attendees were asked to write their vision for green infrastructure in the Maldon District.	None
MDC Planning and Licensing	Page 81 –	Disagree with bullet 14 – there should not be permissive rights to cycle on the sea	This section of the report relays comments made at the	None

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Committee via the Chairman and Vice-Chairman		walls. Unless there is more money spent on maintaining sea walls, they are unsuitable for cycle use.	stakeholder workshops. As such it would be inappropriate to edit the comment. However, the suitability of any potential access projects for cycling/riding will need to be considered as each project is developed in more detail.	
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman		Page 84 – 1st bullet point in weaknesses section – ‘public transport legibility’ – has this been transcribed correctly from the workshop comments?	The bullet point has been transcribed correctly. A suggested interpretation has been added to the bullet point.	Revised bullet point: Access to coast; public transport legibility <u>[suggested interpretation: the public transport network can be difficult to navigate in terms of accessing timetables and linking routes throughout the District]</u>
Appendix 4 Policy Review				
Essex County Council	Appendix 4 – Policy Review Green Essex Strategy (GES) Para 3.82	Paragraph 3.82 refers to the Essex Green Infrastructure Strategy as focussing primarily on social and economic benefits, which is not the case, as the ecological and environmental benefits of any GI Strategy are equally important. The emerging GES takes into consideration priorities coming out of the 25 Year Environment Plan and other local and national policies and Green Infrastructure Strategies. The GES proposed Action Plan is outlined in Appendix 1. The GES is planned to be published for consultation in Spring 2019. A working	The section will be updated.	3.82 Overall the vision and <u>objectives</u> principles of the emerging <u>Green</u> Essex Strategy aligns with that of <u>the Maldon GI Strategy. this document’s</u> . The emerging GES takes into consideration <u>priorities coming out of the 25 Year Environment Plan, and other local and national policies and Green Infrastructure Strategies. The GES is planned to be published for consultation in Spring 2019. However, the county wide document focuses primary on the social and economic benefits of green infrastructure and none of the emerging</u>

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		<p>version of the Strategy can be viewed within the Essex Green Infrastructure Strategy Partnership via the Knowledge Hub - https://khub.net/group/essex-green-infrastructure-strategy-partnership .</p> <p>Green Essex Strategy Action Plan (work in progress) – provided with the ECC comments.</p>		<p>key principles mention the ecological importance of green infrastructure. Neglecting the protection and enhancement of the physical environment would result in social and economic benefits failing to be delivered. The policy for the Maldon GI Strategy needs to include protection and enhancement of the District’s environmental assets, particularly as residents and visitors to Maldon District are attracted by its landscape, biodiversity, rivers and sea.</p>
Essex County Council	<p>Appendix 4 – Policy Review</p> <p>Green Essex Strategy (GES)</p>	<p>Appendix 4 refers to and reviews the emerging Essex Green Infrastructure Strategy, and in particular the initial draft scoping version of that Strategy. However, work has been progressing on the Strategy and is now termed the ‘Green Essex Strategy’.</p> <p>In addition, the Vision, as outlined in paragraph 3.80 has been replaced with the following:</p> <p>‘We will protect and grow a high quality connected Green Infrastructure network which extends from our City and town centres to the countryside and coast which is designed for people and wildlife whilst being self-sustaining’.</p>		<p><u>Essex Green Infrastructure Strategy</u> <u>Green Essex Strategy</u></p> <p>3.80 The Vision of the emerging <u>Green Essex Green Infrastructure Strategy</u> is: <i>“A holistic approach to our green infrastructure (existing and new) to provide social, environmental and economical benefits to Essex.”</i> <i><u>‘We will protect and grow a high quality connected Green Infrastructure network which extends from our City and town centres to the countryside and coast which is designed for people and wildlife whilst being self-sustaining.’</u></i></p> <p>3.81 The emerging key principles</p>

Name / Organisation	Section being commented on	Summary of Comments	Officer Response	Proposed modifications – paragraph numbers refer to the consultation draft
		<p>The key principles, as outlined in paragraph 3.81 have been replaced with the following objectives:</p> <p>Place Protect existing green infrastructure, especially the most valuable</p> <p>Place Improve existing green infrastructure so it is better functioning</p> <p>Place Create more high-quality green infrastructure, especially in areas of deficiency</p> <p>Place Connectivity improvements connecting green infrastructure, people and wildlife.</p> <p>People Increase use and inclusivity of green infrastructure across all social groups and abilities</p> <p>People Provide green infrastructure facilities to promote health and wellbeing</p> <p>Economy Secure funding for new and existing green infrastructure to ensure their sustainability.</p>		<p><u>objectives</u> are:</p> <ul style="list-style-type: none"> • <u>Place: Protect existing green infrastructure, especially the most valuable</u> • <u>Place: Improve existing green infrastructure so it is better functioning</u> • <u>Place: Create more high-quality green infrastructure, especially in areas of deficiency</u> • <u>Place: Connectivity improvements connecting green infrastructure, people and wildlife.</u> • <u>People: Increase use and inclusivity of green infrastructure across all social groups and abilities</u> • <u>People: Provide green infrastructure facilities to promote health and wellbeing</u> • <u>Economy: Secure funding for new and existing green infrastructure to ensure their sustainability.</u> <p>• “High quality green spaces are within easy reach of all parts of the county.</p> <p>• Visually beautiful places of Essex should be protected.</p> <p>• Green space can directly improve health and wellbeing outcomes.</p> <p>• Holistic approach to Essex green space</p>

Name / Organisation	Section being commented on	Summary of Comments	Officer Response	Proposed modifications – paragraph numbers refer to the consultation draft
				<p>and infrastructure.</p> <ul style="list-style-type: none"> • Green infrastructure is integral to developing the Essex Economy. • Exploiting all opportunities for making green spaces self-sustaining. • Public and partner engagement is key to the creation of a green infrastructure strategy."
Essex County Council	General	<p>ECC recommend reference is made to the revised Essex Design Guide (2018), which has been widened in scope to cover topics including Highways Technical Manual; Sustainable Urban Drainage Systems (SuDS); Garden Communities; Local Authority Profiles; and new themes regarding ageing populations, digital and smart technology, active design and health and wellbeing.</p> <p>www.essexdesignguide.co.uk/about/new-and-updated-content/</p>	<p>A short section on the Essex Design Guide will be added to Appendix 4 Policy Review.</p>	<p>New para after 3.82</p> <p>Essex Design Guide</p> <p><u>The revised Essex Design Guide (2018), has been widened in scope to cover topics including Highways Technical Manual; Sustainable Drainage Systems (SuDS); Garden Communities; Local Authority Profiles; and new themes regarding ageing populations, digital and smart technology, active design and health and wellbeing. The revised Essex Design Guide (2018) is not endorsed by MDC. However, reference should be made to the EDG where Essex CC is the lead authority including Flood Risk, SuDs and Highways. Reference should be made to the EDG Home Page 'Essex Local Authorities' that lists all relevant policy documents and sets out key policy requirement for each Local Authority Area. The EDG should be referenced in relation to locally adopted</u></p>

Name / Organisation	Section being commented on	Summary of Comments	Officer Response	Proposed modifications – paragraph numbers refer to the consultation draft
				<p><u>design guidance, key policy and supporting documents. The EDG is available at:</u> www.essexdesignguide.co.uk</p>
Chelmsford City Council		<p>Table A4.2 in Maldon’s GI Strategy contains an analysis of how green infrastructure is addressed in Chelmsford’s Local Plan. It states that Chelmsford’s GI Strategic Plan (SP) places emphasis on the Local Plan, yet the Pre-Submission Local Plan does not mention this document other than listing it as an evidence base. This is incorrect as Chelmsford’s GI SP is referred to in the Reasoned Justification (RJ) to Strategic Policy S6 and S13. In the RJ to Policy NE1 there are references to the Green Infrastructure Strategy rather than the Strategic Plan. This could be amended for clarity. In addition, there are various general references throughout the plan to green infrastructure.</p>	<p>This section will be amended</p>	<p>Table A4.2 Green infrastructure features within the specific growth site allocation policies, in two of the nine Strategic Priorities (<u>Strategic Priority 7 - Protecting and enhancing the Natural and Historic Environment, the Green Belt and valued landscapes & Strategic Priority 8 - Creating Well Designed and Attractive Places, and Promoting Healthy Communities</u>), three and five strategic policies, in addition to the Natural Environment policies.</p> <p>...</p> <p>Add the following policies: <u>Strategic Policy S1 – Spatial Principles - Protects and enhances the character of valued landscapes, heritage and Biodiversity.</u></p> <p><u>Strategic Policy S13 – The Role of The Countryside-</u> recognises the role the countryside plays as part of the green infrastructure network, and providing connectivity between the countryside and the urban area</p>

Name / Organisation	Section being commented on	Summary of Comments	Officer Response	Proposed modifications – paragraph numbers refer to the consultation draft
				<p>...</p> <p>Final para: The Chelmsford Green Infrastructure Strategic Plan places emphasis on the Local Plan. <u>Green Infrastructure features throughout the Local Plan. For example, Green Wedges and Green Corridors have a prominent position in the Local Plan, and Green Infrastructure is a key element within the strategic growth areas.</u> The Green Infrastructure SP is referred to in a few places in the Local Plan. yet the Pre-Submission Local Plan does not mention this document other than listing it as an evidence base.</p>

Projects

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
Essex County Council	Green Infrastructure Projects	The proposed GI projects identified in Table 3.1 are generally supported, but should consider ECC's comments on the individual projects.	Noted	
Individual	GI projects	<p>The proposals put forward in the consultation document seem to fall into three categories:</p> <p>a) those that are desk-based 'nice ideas', which have little chance of being carried forward, such as greening of Maldon High Street, involving pedestrianisation, establishing new woodlands or a new country park;</p> <p>b) those that would depend largely on voluntary input to be realised, such as identifying and mapping ancient hedgerows, quiet lanes, veteran trees and missing links in the footpath network;</p> <p>c) Those that depend on consultation with and participation of outside partners, such as establishing the viability of ferry links across the Crouch and schemes for wildlife-friendly farming.</p> <p>In whichever group a project falls it should be made clear who would have a lead role and what other input would be required.</p>	This level of detail will be drawn up as each project is developed.	None

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
Promenade Park				
Essex County Council	Promenade Park	Promenade Park is a historic designed landscape and any GI project should reflect its heritage significance within its historic setting	The Promenade Park's historic designed landscape is recognised in the project outline.	None
Town Centre Greening				
Essex County Council	Town centre Greening	Mitigation measures will be required to ensure that there are no significant impacts on the historic environment (whether built or below-ground).	This point will be added to the challenges section	Potential challenges: <u>Need to ensure there are no significant impacts on the historic environment.</u>
Essex County Council	Town Centre Greening	Town Centre Greening – Potential Partners – reference should also be made to the Highways Authority – Essex County Council	Agreed	Potential partners: <u>Essex County Council – Highways Authority</u>
Maldon's Hidden Landscapes				
Essex County Council	Maldon's Hidden Landscape	Recommend the mapping of heritage hedgerows and veteran trees is undertaken, along with green lanes. Reference should be made to the Historic Environment Characterisation project, which identifies the significance of the historic field boundaries to the identity of the Dengie	The Historic Environment Characterisation project has been referenced in the main body of the GI Strategy. The mapping of historic hedgerows and veteran trees are already included in the list of potential sub-projects.	Maldon's Hidden Landscapes sub projects: Mapping of historic hedgerows in the <u>District Dengie</u> , to promote wildlife, landscape and heritage benefits.
Essex County Council	Maldon's hidden landscapes	ECC recommend reference should refer to all historic hedgerows or 'important' hedgerows in the district, rather than just the Dengie. Parish councils and the Tree Council/Tree Warden network should be included as potential partners. Whilst the	Amendments have been made for clarity	<u>Sub projects:</u> <u>Digitisation of the mapping of all the preserved trees in the District</u> Potential partners: <u>Parish councils</u>

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		mapping of preserved trees is a good idea in general terms, further clarification should be given to why this is necessary.		<u>Tree Council/Tree Warden network</u>
Chelmer and Blackwater Access Project				
Langford & Ulting Parish Council	Chelmer and Blackwater Access Project (page 69)	The Parish Council is concerned about the impact that improving access to the Chelmer and Blackwater will have at Hoe Mill, Ulting. As can be seen from the photograph below (taken on Sunday 2 nd September 2018), there is no car park. It should be noted that eight cars are parked on the bridge which has a 3 T maximum weight limit and this does not include any cars driving over the bridge at the same time. In addition, there is limited visibility for drivers and cyclists when cars are parked on both sides of the road, plus the hump backed bridge over the canal which causes highway safety issues. Increasing the number of visitors would affect the tranquillity of the canal and its surroundings and have an adverse effect on the wildlife present.	This is an important point and could apply to the Railway Multi-Access Trail and the Greenways projects, too. Issues of car parking has been added to the 'potential challenges' section of the project proforma.	Potential Challenges: <u>Increasing parking provision along the route at key access points.</u>

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
				
Essex County Council	GI project – Chelmer and Blackwater Access Project	There are opportunities for further enhancement and interpretation of the heritage structures associated with the Navigation, whilst mitigation measures will be required to ensure that there are no	This will be added as a potential challenge.	Potential challenges: <u>Protection of the historic environment, archaeological and heritage assets</u>

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		inadvertent impacts on the historic environment (whether built or below-ground) whilst improving access.		
Essex County Council	Chelmer and Blackwater Access Project	In paragraph 1 amend 'for' to 'form'. Ramblers and the Parish Council should be referred to as a partner.	Agreed	..and water meadows for <u>form</u> a central Potential partners: <u>Parish Councils</u> <u>Walking, cycling, and riding special interest groups</u>
Environment Agency	Chelmer and Blackwater Access Project	The project mentions enhancing wildlife but doesn't have the 'Protecting and enhancing wildlife' icon highlighted. This should be highlighted as the project could provide numerous benefits to wildlife given the continuous length and existing 'green' nature of the Navigation. Enhancing habitats for wildlife and public enjoyment will be important to counter the predicted extra disturbance from visitors. This can be worked alongside the willow tree planting which forms part of the character of the canal.	Agreed	The project will have the ' <u>Protecting and enhancing wildlife</u> ' icon highlighted – on page 69 of the strategy and page 7 of the projects document.
Woodham Walter Parish Council	Chelmer and Blackwater Access project.	Concern is expressed over the proposed Chelmer and Blackwater Access project. The Chelmer and Blackwater Navigation is essentially a rural canalised river and a conservation area. Enhancing and upgrading the towpath would change the rural characteristic of the route involved to the detriment of many of the areas through	The risk to wildlife is identified as a challenge. The protection of the rural character of the Navigation will be added as a potential challenge.	Potential challenge <u>Protecting the rural character of the Navigation</u>

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		<p>which it passes and to the existing wildlife. Examples of the damage that can be caused by such changes can be witnessed from large lengths of the UK canal network.</p>		
Chelmsford City Council	Chelmer and Blackwater Navigation Project	<p>Chelmsford City Council particularly welcomes the Chelmer and Blackwater Navigation Project.</p> <p>Addressing River Valley Access Enhancement including along towpaths and to the Blackwater Navigation is identified as an initiative at Table 6.4 in Chelmsford's Green Infrastructure Strategic Plan (Chelmsford's GI SP) so complements the Chelmer and Blackwater Access Project. We note that Chelmsford City Council has been identified as a potential partner and welcome the opportunity to work with Maldon DC to deliver this project.</p>	Noted	
Essex Bridleways Association & British Horse Society	Chelmer and Blackwater Access Project	<p>Chelmer and Blackwater Access Project: As mentioned above, any such improvements to the towpath to enable cyclists to use them should also include access for equestrians. It seems unbelievable that an historic pathway originally constructed solely for horses to use now prohibits their use. Whilst we accept that there are certain 'honeypot' areas where there are cafés etc and space is limited, there are</p>	<p>Walking, cycling and riding groups have been added as potential partners. The length of existing bridleway along the Navigation is limited. This project could offer the opportunity to extend this provision.</p>	<p>Recreational opportunities could include <u>improving walking, cycling riding provision along the towpath</u>, facilitating water-based...</p> <p>Potential partners: <u>Walking, cycling, and riding special interest groups</u></p>

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		several miles of remote towpath where ALL users would be able to co-exist without problem (as they do already on many thousands of miles of bridleways in the country) and this project should include access for equestrians.		
Railway Multi-Access Trail				
Essex County Council	Railway Multi-Access Trail	This will be required to include the implementation of a Conservation Management Plan for the repair and ongoing maintenance of the Scheduled Trestle Timber Viaduct at Wickham Bishops.	This has been added as a potential challenge.	Potential challenges: <u>Need for a Conservation Management Plan and ongoing maintenance for the Scheduled Trestle Timber Viaduct at Wickham Bishops.</u>
Maldon Wick Ltd	Railway Multi-Access Trail	The proposed GI Project 'Railway Multi-Access Trail' appears to seek to designate new routes above the adopted development plan. Approving such a proposal in an SPD could risk conflict with approved GI to be provided as part of approved planning permissions and could also impede upon the adopted policies in the LDP which have been recently and independently assessed to provide the most sustainable option for the future development of Maldon District.	The diagram on page 8 is indicative. It shows how the trail could link into existing public rights of way running through Maldon town, the surrounding countryside, and the planned pedestrian / cycle routes through the new Garden Suburbs.	None
Maldon Wick Ltd	Railway Multi Access Trail	The GI project proposes to re-instate the old railway line as a multi-access route (walking, cycling and horse riding). Maldon Wick Ltd. objects to the part of the trail (Maldon to Cold Norton) which appears to	The diagram on page 8 is indicative. It shows how the trail could link into existing public rights of way running through Maldon town, the	None

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		<p>overlay the Maldon Wick site (see annex 1).</p> <p>As engaged with above, SPDs should not designate new routes above the adopted development plan (NPPF, Annex 2; PPG, paragraph 028) particularly those which could limit the development prospects of a sustainable site. The GI project should follow existing public footpaths, cycle ways and bridleways, to do otherwise would fall into the remit of ‘plan-making’.</p> <p>The SPD would benefit from making that deliverability intention clearer, by using existing public footpath network within Maldon town.</p> <p>At present, the Project Map might imply that the land at Maldon Wick, which is a short section of the former railway line to the north of Limebrook Way, is intended to be included, when this site is suitable for development to contribute to meet the town and District’s housing or other development needs.</p> <p>The Maldon Wick site is surrounded by existing built development on three sides, including industrial development on the former railway line to the north.</p> <p>Limebrook Way and then the allocated ‘Strategic Growth Area’ (SMGS) lie to the south. Therefore, although at present, the</p>	<p>surrounding countryside, and the planned pedestrian / cycle routes through the new Garden Suburbs.</p> <p>The Railway Multi-Access Trail would not include land at Maldon Wick, as it is impractical to do so. There is, however, an existing public right of way running adjacent to land at Maldon Wick which could be used to link the Cold Norton to Maldon section with the footpath network in the town, through to the Maldon to Witham section of the trail.</p>	

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		<p>site is on the urban fringe of the town, this will change with the development of the SMGS which is coming forward in the plan period.</p> <p>Maldon Wick Ltd. therefore object to the proposed multi-access route extending to the north of Limebrook Way, if that is intended to include Maldon Wick, as this is not available or practical. This GI multi-access trail project should not include the Maldon Wick site.</p> <p>The intention of a multi-access trail from Maldon and Cold Norton, through Maldon town, can be secured by using the existing public footpaths and public right of ways within the urban area, linking into the former railway line at the SMGS, south of Limebrook Way, as indicated in the SMGS SMF.</p>		
<p>South Woodham Ferrers Town Council</p>	<p>Pages 42, 44 and 47, para 2.79, Railway Multi Access Trail</p>	<p>We would welcome the provision of a multi-use trail following the course of the disused railway between SWF and Maldon. In addition to providing access for walking, cycling and horse riding it would produce a linear nature reserve linking the existing Essex Wildlife Trust reserves at Stow Maries Halt and The Wick. Such linear Nature Reserves allow free movement of wildlife and would allow such wildlife to return to urban areas.</p>	<p>Enabling people to join the trail along its route, would be a consideration when developing the project in detail.</p> <p>The issue of car parking facilities will be added to the potential challenges section of the Railway Multi-Access Trail</p>	<p>GI projects document, page 8, Potential Challenges – <u>The provision of car parking facilities at key access points</u></p>

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		<p>The only concerns that we would have is regarding suitable parking facilities at either end of the trail.</p> <p>Also we should look at providing access points along the trail so that people can join midway.</p>		
<p>Essex Bridleways Association & British Horse Society</p>	<p>Railway Multi-Access Trail</p>	<p>Railway Multi-Access Trail: we are pleased to see that this route also will include equestrians, but it is disappointing that section 3b does not aspire to be true multi-user, mentioning the proposal to add 'permissive cycling rights' to the footpath. This Strategy should include the aspiration for this entire route to be true multi-user – accessible to walkers, cyclists, and equestrians.</p>	<p>Extending use of the footpath to other users is recognised as a challenge, and that more than one option may need to be considered to achieve this.</p>	<p>None</p>
<p>Langford & Ulting Parish Council</p>	<p>Railway Multi-Access Trail (page 69)</p>	<p>The Parish Council would support more use of the Blackwater Rail Trail by walkers/ cyclists but there are again, issues over car parking.</p>	<p>Include issues of car parking in the 'potential challenges' section of the project proforma.</p>	<p>Potential Challenges: <u>Increasing parking provision along the route.</u></p>
<p>Chelmsford City Council</p>	<p>Railway Multi-Access Trail</p>	<p>One of the sections of the Railway Multi-Access Trail runs between Cold Norton and South Woodham Ferrers, a section of which goes across the eastern part of Strategic Growth Site 7 in Chelmsford's Local Plan, Land North of South Woodham Ferrers. The final section of this disused railway line forms a linear open space but is crossed by Hamberts Road and the B1012. No bridge is</p>	<p>It is recognised that section 3a crosses local authority boundaries from Maldon District into Chelmsford City and that it may not be possible to follow the route of the former rail line in its entirety due to land ownership and land</p>	<p>Page 8 Projects document</p> <p>Potential partners: Chelmsford District <u>City</u> Council</p> <p>Context: Reinstating the old railway line as a multi access route (walking, cycling and horse riding) would connect</p>

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		<p>proposed across the B1012 at this point. Strategic Growth Site 7 is currently in the early stages of Masterplanning. The Council will consider whether it would be feasible to incorporate a PROW across this site allocation. It is unlikely that the new PROW could connect with the open space within the urban area however.</p> <p>Note, Chelmsford District Council rather than City Council is mentioned as a potential project partner for this project.</p>	<p>management changes along the route since the rail line closed.</p> <p>Reference to the City Council will be corrected</p>	<p>Witham (Braintree District) with South Maldon and South Woodham Ferrers (Chelmsford City). This could be</p> <p>Potential challenges: <u>The trail route will need to take into account plans for new development and the existing road network (in Maldon & South Woodham Ferrers)</u></p>
Blackwater Greenway				
<p>Essex Bridleways Association & British Horse Society</p>	<p>Blackwater Greenway Page 8, 13, 14</p>	<p>This should also include equestrians; in many areas along the coastal path the sea wall is more than large enough to be able to accommodate all users, many cyclists already using these illegally. Similarly, for the Southminster to Burnham and River Crouch Greenways, these should also include access for equestrians.</p>	<p>There are identified issues with cycle use of the sea walls. There are structural issues to be considered before horses can be permitted to use the sea walls. As such, it would not be appropriate for this document to aim for equestrian access when it may not be feasible to do so. However, there is potential for equestrian access to other sections of the Greenway and this will be added to the context</p>	<p>Context 2nd sentence: ...the provision of walking, and/or cycling <u>and/or equestrian routes</u> between these areas and ...</p>

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
			section.	
Essex County Council	Blackwater Greenway	There are opportunities associated with this proposal for the enhancement and interpretation of the historic environment.	Noted	None
Connecting Woodlands				
Essex County Council	Connecting Woodlands	Reference should be made to the Historic Environment Characterisation Project (2008) regarding the appropriateness of the planting of woodlands in particular areas. The Wickham Bishops and Great Totham area historically formed part of Tiptree Heath and the restoration of heathland, an equally rare habitat, should also be considered.	The Historic Environment Characterisation project has been referenced in the main body of the GI Strategy. Additional text has been added to the Strategy on ancient woodlands.	None
The Wick				
Essex County Council	The Wick	Recommend the local community are engaged at the earliest opportunity to involve them in management of this LoWS to manage expectations for recreation, particularly dog walking.	The potential conflict between recreation and biodiversity has already been identified for this project, as has the opportunity it offers for environmental education.	None
Maldon Wick Ltd	The Wick project	Aside from the general comments above (regarding scope and implementation of the GI projects), Maldon Wick Ltd. acknowledge the appropriateness of this GI project applying to the area within the South Maldon Garden Suburb (SMGS) - i.e. the area south of Limebrook Way. This is consistent with the approved SMGS	The arrow to the north of the site clearly ends south of Limebrook Way. There is an existing public right of way opposite The Wick on the norther side of Limebrook way, adjacent to land at Maldon Wick, which	None

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		<p>Strategic Masterplan Framework (adopted 22 March 2018) which identifies the Wick as part of the Green Infrastructure Plan for the Suburb (see Figure 4.3) and also includes proposals for its maintenance and enhancement.</p> <p>However, Maldon Wick Ltd. object to the inference that this GI project might extend to the north of the SMGS, across Limebrook Way. The Maldon Wick site does not include an area of Local Wildlife Interest. This is clearly established in the adopted MLDP Policy Map (2017) which does not designate the land north of Maldon Wick as a LWS.</p> <p>It is therefore requested that the arrow head shown on the project map at page 11 of the GI Projects document is removed so that it is clear this GI project does not extend to land to the north of Limebrook Way.</p>	can be used to access the residential areas nearest the site.	
Water Sports Awareness programme				
Essex County Council	Water Sports Awareness Programme	The project is welcomed in relation to managing the existing issues on the Blackwater estuary but also the opportunity to work in partnership with the Essex Coast RAMS project. The latter would assist in avoiding in-combination impacts on the Dengie SPA/Ramsar.	Noted	

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
Environment Agency	Water sports awareness programme	<p>We agree with the approach of informing boat users / the public of the issues increased recreational pressure can have. The suggestions to help prevent deterioration of the water environment and surrounding habitats are encouraged.</p> <p>An additional potential project involvement is the Wetland Vision. Further details can be found here http://www.wetlandvision.org.uk/dyndisplay.aspx?d=home</p>	Noted	<p>Added text to the last paragraph of the 'context' section of the water awareness programme: <u>Locations for this project could be guided by the Wetland Vision (see www.wetlandvision.org.uk), a project that sets out a 50-year vision for England's freshwater wetlands. The Wetland Vision's 'Future Wetlands' map shows the current extent of wetland in England and it also identifies areas that have the greatest potential to benefit biodiversity for potential future wetland. A number potential future wetland areas have been identified along Maldon's coastline.</u></p>
RSPB	Water Sports Awareness Programme (GI project)	<p>The RSPB is willing to engage with the council and the other stakeholders identified on this proposal in relation to existing activity. Whilst signage is a useful tool and would raise awareness, its usefulness must not be overstated. The impact of signage is very limited and can be even less effective if it is permanent (temporary signage is more likely to be read), particularly if the messages are not reinforced as part of a robust package of measures with long-term goals that will protect and enhance the special features of</p>	Signage would be one element of a wide package of measures to achieve this project.	None

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		<p>the estuary.</p> <p>The Essex Coast Recreational Avoidance and Mitigation Strategy (RAMS) that is currently under development across the county is focussing on employing rangers, who we hope will be trained to:</p> <ul style="list-style-type: none"> • raise awareness of where the sensitive areas are, • promote positive behaviours, • foster a sense of collective responsibility and pride for the estuary • direct potentially damaging activities to more appropriate locations. <p>This will be particularly important among estuary user groups (kayakers, stand-up paddle-boarders, jet-skiers) whose actions, should they remain unchecked, may have an adverse effect on the internationally important waterbird populations on the Blackwater Estuary Special Protection Area (SPA).</p>		
Southminster to Burnham-on-Crouch Greenway				
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	Southminster to Burnham-on-Crouch Greenway	This is an important link between two of the larger settlements in the District. This should be a high priority project.	As part of the Essex Cycle Strategy, Essex Highways published the Maldon District Cycling Action Plan in 2018. This includes a new leisure route between Southminster and Burnham-on-Crouch, which is assigned	None

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
			it a medium priority, based on deliverability; directness; extension of existing network; and key attractors. The project has the same priority in both the GI Strategy and the Cycling Action Plan.	
Gladman Developments	Southminster to Burnham-on-Crouch Greenway	Any contributions made to this potential scheme from Section 106 monies would need to be in line with regulation 122 of the Community Infrastructure Regulations 2010.	Reference to the Community Infrastructure Regulations 2010 has been added to chapter 3 of the Strategy.	None
River Crouch Greenway				
Essex County Council	River Crouch Greenway	There are opportunities for enhancement and interpretation of the historic environment. The Essex Coast RAMS project should be recognised as a partner for this project to avoid in combination impacts and maximise partnership working. It should be noted that the England Coast Path is a project not a partner.	This will be added to the context/partners section.	Context: <u>This project offers the opportunity to enhance the interpretation of the historic environment for visitors.</u> Potential partners: English Coastal Path <u>Natural England (England Coast Path)</u> <u>Essex Coast RAMS project</u>
Environment Agency	River Crouch Greenway project	This project mentions potential for increased access and recreational pressure to international designations. The 'Protecting and enhancing wildlife' icon is not highlighted. This should be highlighted as the project can enhance and/or	Agreed	The icon for Protecting and Enhancing Wildlife will be highlighted for this project, in the project synopsis and in table 3.1 of the Strategy

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		<p>complement the value of the wildlife habitats along the route. If, for example, information boards were put up on the surrounding habitats, this would add to people’s understanding, care and appreciation of their local area.</p>		
<p>MDC Planning and Licensing Committee via the Chairman and Vice-Chairman</p>	<p>River Crouch Greenway</p>	<p>There will be significant objections to this project. This should be led by the English Coast Path project. Therefore this should be a low priority project. In addition, unless there is more money spent on maintaining sea walls, they are unsuitable as cycle routes.</p>	<p>Cycling is currently not permitted on sea walls unless there is a permissive cycle route in place. The route for this section of the England Coast Path is currently being prepared and is likely to be published in the near future. This project will follow on from the wider national project. As such, the priority for this project does not need to be changed, especially as it is a medium term project (5-10 years).</p>	<p>None</p>
<p>Maldon Society</p>	<p>Coastal path</p>	<p>With regard to the new coastal footpath, access to join parts of the path midway are restricted. There are many miles which are inaccessible without a significant walk of many miles before hand. Land is claimed to be privately owned so can’t be crossed, despite roads that lead to the coast. In the past landowners will of reclaimed salt marsh and built sea walls, thus the end of</p>	<p>Identifying a safe simple route has been identified as a challenge. The route of the Greenway will be led by the route of the England Coastal path.</p>	<p>None</p>

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		the old road is no longer meeting the new sea wall. Access for POWR'S should be extended from an old road to the relatively new sea wall.		
Northey Island/Battle of Maldon				
Essex County Council	Northey Island/Battle of Maldon	This area is of national heritage significance and any development will need to both contribute to enhancing the understanding and management of the site and to mitigate against any impacts on its significance. Reference should be made to the Essex Coast RAMS project as a partner for this project to avoid in combination impacts and maximise partnership working.	These points will be added	Potential partners: <u>Essex Coast RAMS project</u> Challenges: <u>Protection of heritage assets</u>
MDC	Northey Island/Battle of Maldon	Timescale: It has been pointed out that short term is the same as medium term.	Amend the time-period.	Amend timescale to read: Short term (1-5 years)
Country Parks				
Essex Bridleways Association & British Horse Society	Country Parks Page 17	As previously mentioned, equestrian access should be an aspiration within this Strategy as far as possible to Maldon's country parks, especially Elms Farm Park, and any new park constructed should also be accessible to equestrians.	Where possible, access for all users will be incorporated into this project.	None
Essex County Council	Country Parks	The potential location of the Country Park has considerable historic environment significance and any designation/provision will require consultation with the Historic Environment advisors to Maldon District	Agreed the text will be amended.	This may therefore contribute towards the <u>aims</u> of the <u>Essex Coast Recreational disturbance Avoidance and Mitigation Strategy</u> . commitments.

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		<p>Council. It should be recognised that the provision of greenspace is not a commitment of the Essex Coast RAMS as the latter is only focussed on dealing with the in-combination impacts and the current text should be amended to reflect this.</p>		<p>Challenges: <u>Protection of heritage assets</u></p>
Woodham Walter Parish Council	Country Park	<p>Concern is also expressed at the creation of a country park at Beeleigh Falls. The proposed enlargement of this existing community facility to a more mercantile one is likely to detract from the historic asset of Beeleigh Mill and the canal dock as well as potentially destroying the tranquillity of the wildlife haven. Essex County Council already include this as part of a Navigation Walk and there is a Beeleigh Falls car park opposite Langford Village Hall. The project would therefore appear superfluous.</p>	Noted	None
Environment Agency	'Country Parks' proposed project	<p>Beeleigh is a good site for both terrestrial and aquatic wildlife. The site being at the tidal limit and therefore containing both freshwater and saltwater habitats. The site is already frequented by the public but any increase in visitors would need to be managed sensitively so as to not cause deterioration of the existing biodiversity. Improvements could be made as identified in the project synopsis.</p>	This will be noted as a potential challenge	<p>Potential challenges: <u>Potential conflict between increased visitor numbers and the existing biodiversity value of the area.</u></p>

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	Country Park	I strongly support this project.	Noted	
MDC (internal)	Country Park	The project title should be Country Park, singular. The map illustrating the project needs to be changed for a different illustration, for example of people using a country park. The illustrative map is misleading, as it suggests there is only one possible area of search for a new country park. The area of search is wider than just one site, and, in addition, there are commercial interests in part of the site shown that may make it unsuitable for a country park.	Agreed. The title and illustration will be changed.	Change title to <u>Country Park</u> (amend throughout document) Change illustration.
Get Active Maldon map/app				
Essex County Council	Get Active Maldon	The development of any cultural layer for the proposed map/app will need to take into account the information summarised in the Historic Environment Characterisation Project (2008) and held on the Historic Environment Record.	This will be added to the text	Other attributes could show cultural <u>and heritage</u> features and ...
Quiet Lanes				
Essex County Council	Quiet Lanes	The assessment of the protected lanes for Maldon District was undertaken by Essex County Council (Place Services) and they should be consulted with regard to any proposed expansion to the network.	ECC will be added as a potential partner	Potential partners <u>Essex County Council</u>
Woodham Walter	Quiet Lanes	The Parish Council is concerned at the quiet	Safety issues are already	None

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
Parish Council	project	lanes and protected lanes that are unsuitable for designation as cycle routes. It is clear from those routes already selected within this Parish that looking at an OS map on a desktop and deciding which shall be designated for cycling results in unsuitable and potentially dangerous routes being selected. This Parish Council is concerned at the cavalier attitude of some cyclists who consider that they have exclusivity on these routes resulting in enhanced highway danger to other users, especially in twisting narrow lanes. Whilst this and the education of cyclists is not directly a consideration of the GI Strategy, the selection of cycle ways is and therefore this Council considers that more thought should be given to this part of the Green Infrastructure Strategy.	identified in the synopsis.	
Wildlife Friendly Farming				
Essex County Council	Wildlife friendly farming	The Farming Wildlife Advisory Group (FWAG) should be identified as a potential partner.	Agreed	Add <u>The Farming Wildlife Advisory Group (FWAG)</u> as a potential partner.
MDC Planning and Licensing Committee via the Chairman and Vice-Chairman	Wildlife Friendly Farming	This should be a high priority project, as it achieves so much and it is cheap. Need to show that MDC is supportive of the conservation role provided by farmers.	Agreed, this project merits a higher priority.	Change the priority to <u>High</u>
Environment Agency	Wildlife friendly	Catchment Sensitive Farming Officers may be able to provide further assistance with	Noted	None

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
	Farming project	projects. Officer contact details can be found at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/766900/csf-contacts.pdf		
RSPB	Wildlife Friendly Farming (GI Project)	<p>We welcome that this project has been proposed and that TDFZs are referenced, but we recommend that this is re-worded and framed more specifically.</p> <p>For context, turtle doves are vulnerable to global extinction (IUCN Red List of Endangered Species). They have suffered a 91% UK population decline since 1995 which is now halving every six years. Their range is increasingly concentrated into an ever shrinking patch of East Anglia and the south-east of England. At this current rate of change if we don't help this species scientists calculate that complete UK extinction as a breeding species will be a real possibility. A coalition of organisations have formed Operation Turtle Dove2 as part of the urgent mission to reverse the fortunes of this enigmatic and culturally significant bird.</p> <p>Part of the RSPB's response has been to identify a number of TDFZs in their remaining strongholds. These are defined as areas of four or more adjacent tetrads where each tetrad contains 2+ breeding</p>	<p>TDFZ have been identified as an approach to wildlife friendly farming, and one that could be replicated for other species. The level of detail suggested is not suitable for the short project synopsis.</p> <p>The suggestion to re-direct this project to focus on Turtle Doves is not appropriate. TDFZ are a great representation of a very specific wildlife farming scheme, however, we would not wish to focus on this one approach to the detriment of other potential approaches and funding opportunities.</p> <p>This project merits a higher priority.</p>	Change priority to <u>high</u> .

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		<p>pairs in the 2007-2011 Bird Atlas³ or through other credible data.</p> <p>2 See www.operationturtledove.org</p> <p>3 Balmer, D.E., Gillings, S., Caffrey, B.J., Swann, R.L., Downie, I.S., Fuller, R.J., 2013. Bird Atlas 2007-11: the breeding and wintering birds of Britain and Ireland. BTO Books, Thetford.</p> <p>Therefore, given the urgency of this situation and that these areas have already been scientifically selected, we propose that the project is re-named and focussed to within the TFDZs. With finite resources across all sectors, a GI project in these areas will have greater impact. Given the alarming rate of decline in turtle doves, we also recommend that it is reprioritised to “high” rather than its current status of “low”. The RSPB’s Turtle Dove Conservation Adviser in Essex is already active working with farmers and other key stakeholders. Embedding and enhancing this work as part of the GI strategy will provide an exemplar of partnership working and ecological coherence as per the fundamental principles that the GI strategy proposes.</p> <p>We do wish to emphasise that although</p>		

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		delivery of this project will have an overt focus on Turtle Doves, it has to be recognised that the provisions required for them: <ul style="list-style-type: none"> • seed for feeding (supplementary feed or floristically-rich areas) • nesting habitat (scrub) • a source of accessible water (ponds) will also provide multiple benefits for a range of other species including pollinating insects, pond-life, breeding birds such as nightingales, notwithstanding wider ecosystem service benefits.		
Connections to Wallasea Island				
RSPB	Connections to Wallasea Island	We support the inclusion of this project and look forward to working with the council and other key stakeholders.	Noted	
St Peters and Bradwell Circular Walk				
Essex County Council	St Peters and Bradwell Circular Walk	This area is of national heritage significance and any development will need to both contribute to enhancing the understanding and management of the site and to mitigate against any impacts on its significance. Reference should be made to the Essex Coast RAMS project as a partner for this project to avoid in -combination impacts and maximise partnership working	In the context of a potential new nuclear power station in the vicinity, the provision of a circular walk will have limited impact on the heritage significance of the locale. Protection of heritage assets will be added as a challenge.	Potential partners: <u>Essex Coast RAMS project</u> Potential challenge: <u>Protection of heritage and archaeological assets.</u>
Environment Agency	St Peters and	This project mentions (and is suitable for)	Agreed, as this project offers	The icon for Protecting and

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
	Bradwell circular walk	including biodiversity enhancements. The 'Protecting and enhancing wildlife' icon should be highlighted.	educations opportunities to raise awareness of the importance of this area for biodiversity.	Enhancing Wildlife will be highlighted for this project, in the project synopsis and in table 3.1 of the Strategy
Project suggestions				
Environment Agency	Other GI opportunities	<p>Given expected resource constraints by involved parties, smaller green infrastructure measures can also be implemented. Physical and functional connectivity between sites, allowing greater species dispersal and migration, can be achieved by a variety of means. Stepping stones and corridors in between the larger green spaces are highly valuable, examples include: private gardens, trees, hedgerows, ponds, ditches, playing fields, allotments, rough grassland, village greens, hedgerows, orchards, old railway lines, bat and bird boxes, and log piles. These may be transitional but provide valuable supplementary habitats and also act as buffers to larger key habitats from adverse impacts of developed areas.</p> <p>Restoring degraded sites and habitats may be less resource intensive than creating Green Infrastructure from new. This method could also potentially provide greater benefits to biodiversity if sites were successful prior to neglect. Key habitat</p>	Principle 2 identifies the opportunity for Biodiversity Net Gain through development, as does the LDP and the NPPF. This could provide a mechanism for delivering the types of habitat enhancements suggested here. Additional text has been added to para 3.9 (Biodiversity in new developments)	<p>Principle 2 - Para 3.9 Add similar text to 1.11.</p> <p>Protection and Enhancement of Biodiversity in New Developments 3.9 New developments will be designed to mitigate adverse impacts on biodiversity whilst providing demonstrable/measurable net gain for biodiversity where possible. <u>In the context of the recreational disturbance pressures currently being faced by the Essex Coast designated sites, and the requirement for net gain for biodiversity, the Green Infrastructure network and new provision will be of growing importance. In terms of green infrastructure, new provision could range from on-site green infrastructure, habitat creation and enhancement, through to improved management of recreation activities along the coast.</u></p>

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		<p>areas such as rivers and those mentioned above are key to being protected, restored, enhanced and expanded alongside the known designated sites. Formal and informal open space (pages 38-39) are great opportunities to add biodiversity enhancements such as native wildflower strips. This benefits both people and wildlife.</p>		
RSPB	Inclusion of additional project	<p>Project Proposal for the Blackwater Conservation Strategy (BCS)</p> <p>Paragraph 174 of the NPPF states that: “to protect and enhance biodiversity plans should...promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species.”</p> <p>The BCS is actively working on little terns and breeding waders (lapwings and redshank), but there is a need to map other priority species to inform how we, as a partnership, can effectively undertake the restoration of the ecological network. Establishing a network of suitably, skilled and empowered volunteers to systematically monitor and record these species will provide invaluable detail for BCS partners to deliver more effective</p>	<p>Reference will be included in the GI Strategy to the Blackwater Conservation Strategy. As it is a strategy it would not be appropriate to include it as a project in the GI Strategy. In addition, the BCS project area extends beyond the district boundary. Areas outside the district are beyond the remit of this strategy.</p>	<p>Text has been added to page 14 of the GI Strategy on the Blackwater Conservation Strategy.</p>

Name/Organisation	Project being commented on	Comments	Officer Response	Proposed Modifications
		conservation measures. We welcome discussing this idea with the council. Map of the BCS area provided		



REPORT of DIRECTOR OF SERVICE DELIVERY

to
PLANNING AND LICENSING COMMITTEE
11 APRIL 2019

REQUEST TO SEEK PLANNING PERMISSION, BURNHAM-ON-CROUCH

1. PURPOSE OF THE REPORT

- 1.1 To seek approval from Members to submit a planning application for the creation of three residential houseboat berths in Burnham-on-Crouch (change of use) and consent for a mooring pontoon to allow access to the houseboats.

2. RECOMMENDATIONS

- (i) That the change of use for an area of the foreshore at Burnham-on-Crouch (**APPENDIX A**) and provision of three houseboat berths and associated pontoon, offering new housing opportunities be agreed;
- (ii) That the Director of Service Delivery be authorised to submit a planning application for the construction of a pontoon and change of use to mooring a houseboat permanently for residential purposes.

3. SUMMARY OF KEY ISSUES

- 3.1 Members will be aware that *Llys Helig* currently lies on her side in an area of foreshore owned by Maldon District Council (MDC) in the River Crouch, Burnham-on-Crouch (see aerial photograph of the location – **APPENDIX A**). Work has been undertaken which should see a salvage operation undertaken by the owner to recover the vessel in late summer / early autumn 2019.
- 3.2 In order to remove the *Llys Helig*, piles will need to be driven into the riverbed in this area and the appropriate Marine Management Organisation (MMO) Licence has been sought. Other permissions, risk assessments and method statements necessary to undertake the recovery, are being put in place at present.
- 3.3 Once the *Llys Helig* has been removed, the void space would allow for new piles to be sunk and a jetty created which could accommodate three (3) houseboats (see outline drawing - **APPENDIX B**).
- 3.4 At present, this location does not have planning permission for residential use. The location, close to the town centre of Burnham-on-Crouch, would create the ability to provide three houseboat moorings in a desirable location, for which MDC would receive a commercial income.

- 3.5 The location lies within the Burnham-on-Crouch Conservation Area as defined by the Local Development Plan (LDP) but would provide additional housing as per Policies S2 (Strategic Growth), and H8 (Provision for Houseboats).
- 3.6 Should this matter be agreed, full planning permission can be sought, and a business case drawn up to illustrate the financial benefits to the Council of such a construction.

4. CONCLUSION

- 4.1 That the proposed development would provide new housing opportunities for Burnham-on-Crouch, utilise a key and desirable location alongside the River Crouch, and provide an income stream for Maldon District Council.

5. IMPACT ON CORPORATE GOALS

- 5.1 This proposal links to the Council's goal of *Protecting And Shaping The District* in that it would meet local housing needs, as well as contributing to the *Place* element of our new Corporate Plan, in delivering *Sustainable Growth*.

6. IMPLICATIONS

- (i) **Impact on Customers** – None.
- (ii) **Impact on Equalities** – None.
- (iii) **Impact on Risk** – Whilst this report only seeks authority to apply for planning permission, risk will be fully assessed as part of a business case in order to secure funding for this project.
- (iv) **Impact on Resources (financial)** – Professional fees for an agent to submit the application on behalf of MDC and Planning Fess - £1,200 approximately.
- (v) **Impact on Resources (human)** – Up to four hours of officer time liaising with agent submitting application on behalf of MDC.
- (vi) **Impact on the Environment** – Any construction forthcoming as a result of planning permission being granted, will be in accordance with all MMO Licensing and environmental requirements.

Background Papers:

APPENDIX A: Aerial photograph of River Crouch, Burnham-on-Crouch

APPENDIX B: Outline drawing of proposed houseboat berths.

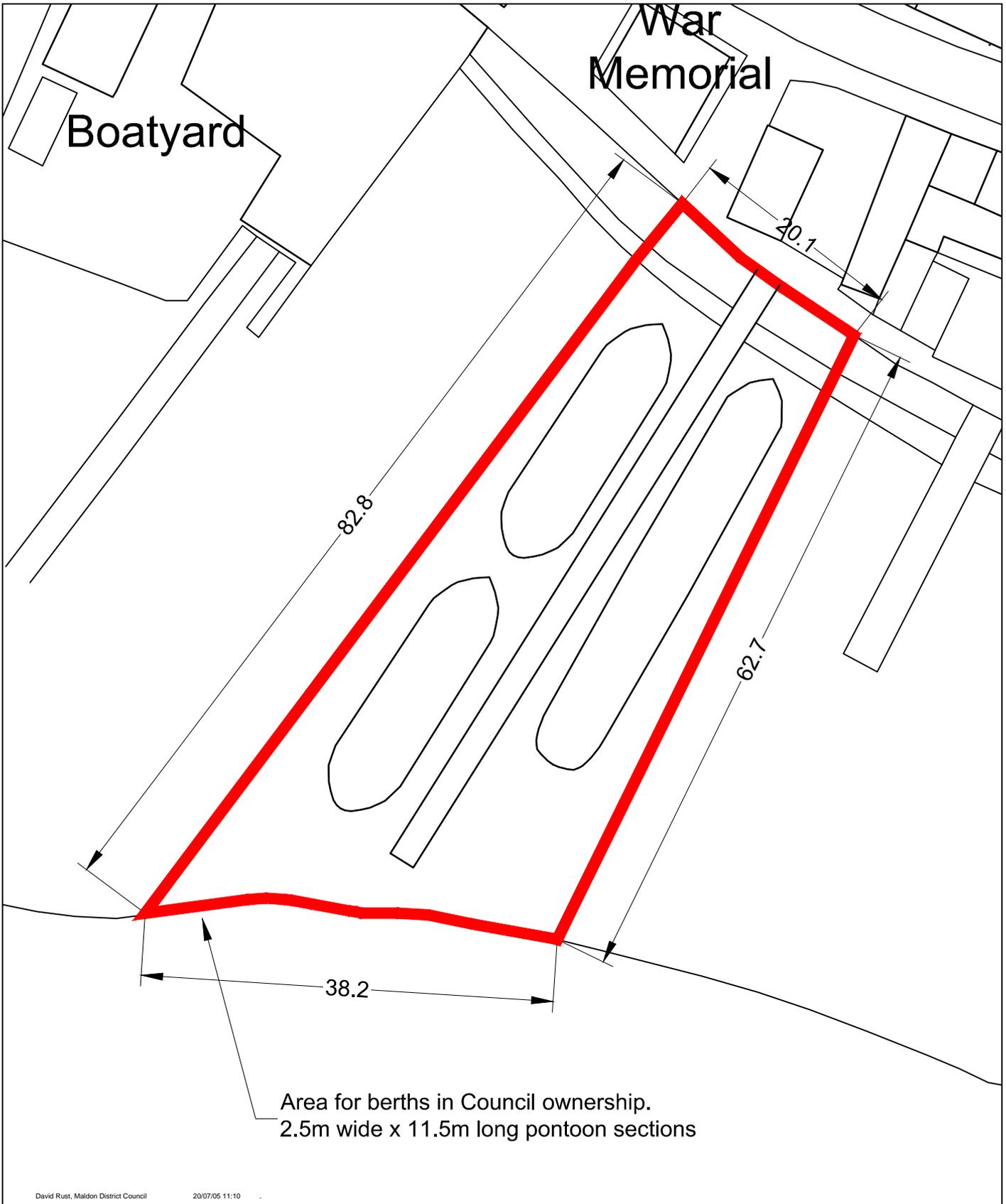
Enquiries to: Ian Phillipson, Commercial Manager, (Tel: 01621 876224).

Mud berths, River Crouch, Burnham-on-Crouch, Essex



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Do not scale.

Check all dimensions on site.

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<p>Date</p> <p>July 2018</p>	<p>Block plan Proposed berths Adjacent War Memorial River Crouch Burnham on Crouch Essex</p>	<p>Maldon District Council Council Offices Princes Road Maldon Essex CM9 5DL 01621 854477</p> 
<p>Scale</p> <p>1 : 500 @ A4</p>		<p>Drg. No. ATS/563/02</p>

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