



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

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**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:

<b>Local Authorities</b>	<b>Statutory</b>	<b>Individuals /</b>	<b>Businesses /</b>
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	<b>Consultees</b>	<b>organisations</b>	<b>landowners</b>
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:

<b>Summary of comments made</b>	<b>Officer response / Outline of proposed changes made to the GI Strategy / Projects</b>
<b>Strategic Environmental Assessment (SEA) Screening Report (Appendix 4)</b>	
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
<b>General Comments</b>	
<p>Statements of support in principle for the overall Strategy received from:</p> <ul style="list-style-type: none"> <li>• Natural England</li> <li>• Chelmsford City Council</li> <li>• Woodham Walter Parish Council</li> </ul>	
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.
<b>Introduction</b>	
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.

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<b>Protecting and Enhancing Wildlife</b>	
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.
<b>Creating Resilient Water Environments</b>	
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
<p>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.</p>	<p>New paragraph added after paragraph 2.25 on SuDS.</p>
<p>The flood zones 2 and 3 on Figure 2.2 could be misleading.</p>	<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 (page 20).</p>
<b>Supporting Local Landscape Character</b>	
<p>There should be a much greater emphasis on local landscape character types.</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.</p> <ul style="list-style-type: none"> <li>• GI Strategy Policy Principle 3 (page 63) focuses on conserving and strengthening links with our landscape.</li> <li>• 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.</li> <li>• 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.</li> </ul> <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>
<b>Celebrating Cultural Heritage</b>	
<p>Concern that there are no references to the marine industry heritage in this policy document.</p>	<p>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.</p>

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.
<b>Promoting Healthy Living</b>	
This theme is supported by: <ul style="list-style-type: none"> <li>• Sport England</li> <li>• ECC</li> </ul>	
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.
<b>Nurturing Communities</b>	
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
<b>Sustaining Productive Landscapes</b>	
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.
<b>Supporting Economic Progress and Tourism</b>	
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
<b>Action Plan</b>	
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"> <li>1. Development of a coherent ecological network</li> <li>2. Partnership Working</li> <li>3. Protection and Enhancement of Biodiversity in New Developments</li> </ol>
<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 <b>and</b> 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.
<b>Appendix 1 - Methodology</b>	
No comments	
<b>Appendix 2 – appraising natural and semi-natural greenspace sites</b>	
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
<b>Appendix 3 – Stakeholder input</b>	
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.
<b>Appendix 4 – Policy Review</b>	
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.
<b>GI projects</b>	
The GI projects are generally supported by ECC.	
<b>Community Greenspaces</b>	
No comments.	
<b>Promenade Park</b>	
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.
<b>Town Centre Greening</b>	
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.
<b>Maldon’s Hidden landscapes</b>	
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"> <li>• Mapping of historic hedgerows has been extended from the Dengie to include the District.</li> <li>• Preserved trees are already mapped; the project is to digitise the maps.</li> </ul>
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.
<b>Chelmer and Blackwater Navigation Access Project</b>	
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"> <li>• Parish Councils</li> <li>• Walking / cycling / riding special interest groups</li> </ul>
<b>Railway Multi-Access Trail</b>	
This project is supported by: <ul style="list-style-type: none"> <li>• South Woodham Ferrers Town Council</li> <li>• Langford and Ulting Parish Council</li> </ul>	
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.

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<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
<b>Blackwater Greenway</b>	
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.
<b>Connecting Woodlands</b>	
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.
<b>The Wick</b>	
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.
<b>Water Sports Awareness programme</b>	
This project is supported by <ul style="list-style-type: none"> <li>• ECC</li> <li>• Environment Agency</li> </ul>	
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.
<b>Southminster to Burnham-on-Crouch Greenway</b>	

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
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 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.
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.
<b>River Crouch Greenway</b>	
This project is supported by South Woodham Ferrers Town Council	
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.	Potential partners amended to include Essex Coast RAMS project and Natural England
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.	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.
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.	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.
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.	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.

Summary of comments made	Officer response / Outline of proposed changes made to the GI Strategy / Projects
<b>Northey Island / Battle of Maldon</b>	
<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>
<b>'Get Active' Maldon interactive online map / app</b>	
<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>
<b>Country Park</b>	
<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>

<b>Summary of comments made</b>	<b>Officer response / Outline of proposed changes made to the GI Strategy / Projects</b>
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.
<b>Quiet Lanes</b>	
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.
<b>Wildlife Friendly Farming</b>	
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
<b>Connections to Wallasea Island</b>	
This project is supported by the RSPB.	
<b>St Peters and Bradwell Circular Walk</b>	
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.
<b>New project suggestions</b>	
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.
<b>Other changes</b>	
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](http://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](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](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](https://www.maldon.gov.uk/info/20048/planning_policy/8114/other_local_plan_documents/8)

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